STARs

Published STAR procedures into EDNY are operationally limited and are therefore not consistently used during BlueLake Airways operations. Due to the airport’s regional traffic environment, compact airspace structure and frequent vector-based sequencing, arrivals are commonly handled via direct routings and radar vectors rather than full STAR transitions.

Depending on traffic volume, runway configuration and ATC workload, crews should expect partial STAR usage, shortened transitions or completely vector-based arrivals. In many situations, only the initial portion of a published STAR is flown before radar vectors are issued towards the final approach phase.

The relatively short distances between nearby airspace sectors, combined with the compact operational environment around EDNY, often make full STAR procedures operationally unnecessary. This is particularly noticeable during low traffic periods, online network operations or regional ATC staffing situations where controllers may prioritize efficient sequencing over procedural arrivals.

Crews should therefore remain prepared for:

- frequent direct-to clearances
- abbreviated STAR transitions
- early descent instructions
- radar vectoring towards final approach

Full STAR compliance should nevertheless remain available whenever specifically instructed by ATC or required due to traffic sequencing and operational conditions.

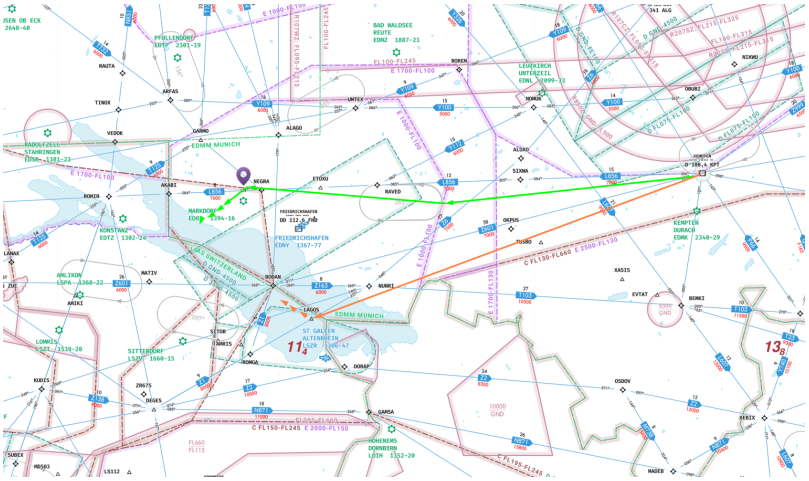
RWY 06 – Arrivals via KPT

For arrivals from the north and east via KPT VOR, the published KPT1F arrival can be expected during RWY 06 operations. In most situations, the STAR is flown until MOKOP, after which aircraft typically receive radar vectors for a left turn into the northern downwind before transitioning onto final approach for RWY 06.

As an alternative to the full KPT1F arrival, aircraft may also receive direct routing from KPT towards LAGOS (RNAV waypoint). From LAGOS, crews should expect transition into the visual approach environment for RWY 06, often combined with shoreline vectoring south of the airport before turning onto final approach.

The southern arrival transition via LAGOS and subsequent visual approach environment should only be expected during clear visibility and VFR weather conditions. Reduced visibility, low cloud layers or adverse weather conditions will typically result in conventional vectoring patterns and instrument-based arrival sequencing instead.

Both procedures are commonly used to reduce unnecessary track miles and improve arrival sequencing efficiency during low and moderate traffic conditions.



RWY 06 – Arrivals via ARFAS, ZUE and ROLSA

Arrivals from the west and northwest via ARFAS, ZUE and ROLSA (via DEGES) can generally expect radar vectoring and direct transition into the RWY 06 approach environment rather than full procedural STAR operations.

Depending on traffic conditions and runway sequencing, ATC will typically provide direct descent instructions followed by vectoring into the approach environment. Arrivals via ARFAS can commonly expect transition into the northern downwind before sequencing onto final approach. Aircraft arriving via ZUE and ROLSA, however, will more frequently receive direct vectoring towards a straight-in ILS approach for RWY 06.

Due to the relatively compact airspace structure around EDNY, these arrivals are usually handled with minimal track miles and shortened transition phases.

RWY 24 – Arrivals

Arrivals via ARFAS during RWY 24 operations can generally expect the standard ILS approach for RWY 24. Due to the favorable arrival geometry from the west, vectoring requirements are usually minimal under normal traffic conditions.

Aircraft arriving from KPT can expect either radar vectoring or direct Routings towards the final approach course, often resulting in shortened transitions directly into the ILS approach environment.

Arrivals via ZUE are commonly routed into the northern downwind via UMTEX before being sequenced onto final approach for RWY 24. Depending on traffic volume and weather conditions, additional vectoring may be issued during the downwind phase.

Aircraft arriving via ROLSA can frequently expect direct routing towards HOFAZ in order to establish the southern downwind for RWY 24 operations. This routing is commonly used to efficiently separate western and northwestern arrival streams before transition onto final approach.

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