

**STANDARD
ARRIVAL CHART
INSTRUMENT (STAR)**

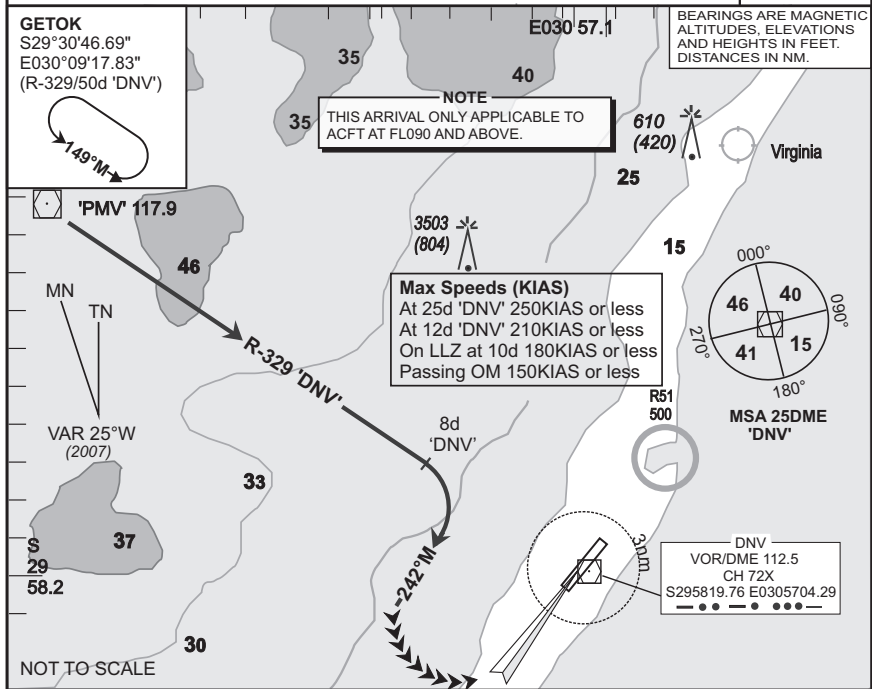
**DURBAN INTL
RWY 06
GETOK 1A**

Elev 33	T.alt 5500 T.lev ATC	Approach 119.1	Tower 118.7	ATIS 127.0	ARR-02
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FADN

1. Applicable only when Surveillance Radar is in operation.
2. Only aircraft equipped to comply with Part 91-34 RoA may accept procedures overflying the ocean.
3. If unable to comply with procedure, notify ATC.

EFF
05 JUN 08



STAR	RWY	Routing (including Min Noise Routing)
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GETOK 1A	06	At GETOK set course 'PMV'. Leave 'PMV' on R-329 'DNV' (inbound). Passing 8DME 'DNV' turn right to track 242°M for radar vectoring onto the ILS RWY 06.
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COMM FAIL (Squawk 7600)	<p>Before GETOK. Proceed to GETOK and enter the GETOK hold. Hold at last assigned level for minimum 5 minutes, then descend to FL090 in the hold, or maintain last assigned level if below FL090. Leave GETOK on the after GETOK Communication Failure procedure.</p> <p>After GETOK. Continue on the routing for the GETOK 1A STAR. Passing 10DME 'DNV' descend to FL080. Crossing R-267 'DNV' on track 242°M, turn left direct 'DNV', descend to 5000 FT ALT. On reaching 'DNV' complete the VOR/DME/ILS approach and land RWY 06.</p>
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Communication Failure Procedure for STAR:

In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows:

- To the north-east, follow the routing for the VAVAN 1C SID
- To the north, follow the routing for the GREYTOWN 2C SID.
- To the north-west, follow the routing for the EXATA 1C SID.
- To the west and south-west, follow the routing for the APDOG 1C SID.
- To the south, follow the routing for the NETIK 2C SID.

Note 1: Whenever ATC uses terminology 'Radar vectored short ILS APCH', the interpretation should be that the glide path intercept will be below INA and resulting in a shorter final approach than normal.