

**STANDARD  
ARRIVAL CHART  
INSTRUMENT (STAR)**

**DURBAN INTL  
RWY 06  
NETIK 2A**

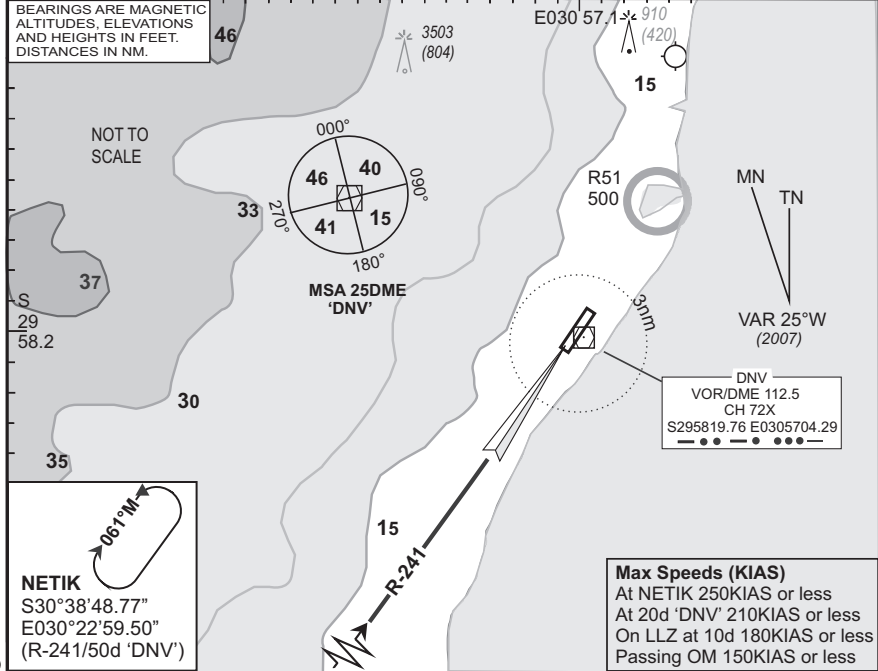
Elev 33	T.alt 5500 T.lev ATC	Approach 119.1	Tower 118.7	ATIS 127.0	ARR-04
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FADN

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 Jul 07

BEARINGS ARE MAGNETIC  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN FEET.  
DISTANCES IN NM.



**NETIK**  
S30°38'48.77"  
E030°22'59.50"  
(R-241/50d 'DNV')

**Max Speeds (KIAS)**  
At NETIK 250KIAS or less  
At 20d 'DNV' 210KIAS or less  
On LLZ at 10d 180KIAS or less  
Passing OM 150KIAS or less

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STAR	RWY	Routing (including Min Noise Routing)
NETIK 2A	06	Leave NETIK on R-241 'DNV' (inbound). Within 17DME 'DNV' adjust onto the LLZ for a straight-in ILS approach RWY 06.
Comm Fail (Squawk 7600)		<p><b>Before NETIK.</b> Proceed to NETIK and enter the NETIK 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 NETIK on the <b>after NETIK</b> Communication Failure procedure.</p> <p><b>After NETIK.</b> Continue on the NETIK 2A STAR, maintain last assigned level and proceed to 'DNV'. Passing 20DME 'DNV' descend to 5000 FT ALT. On reaching 'DNV' complete the VOR/DME/ILS approach and land RWY 06.</p> <p><b>Communication Failure Procedure for STAR:</b> 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.</p> <p><b>Note 1.</b> 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.</p>

CAA South Africa