

**STANDARD
ARRIVAL CHART
INSTRUMENT (STAR)**

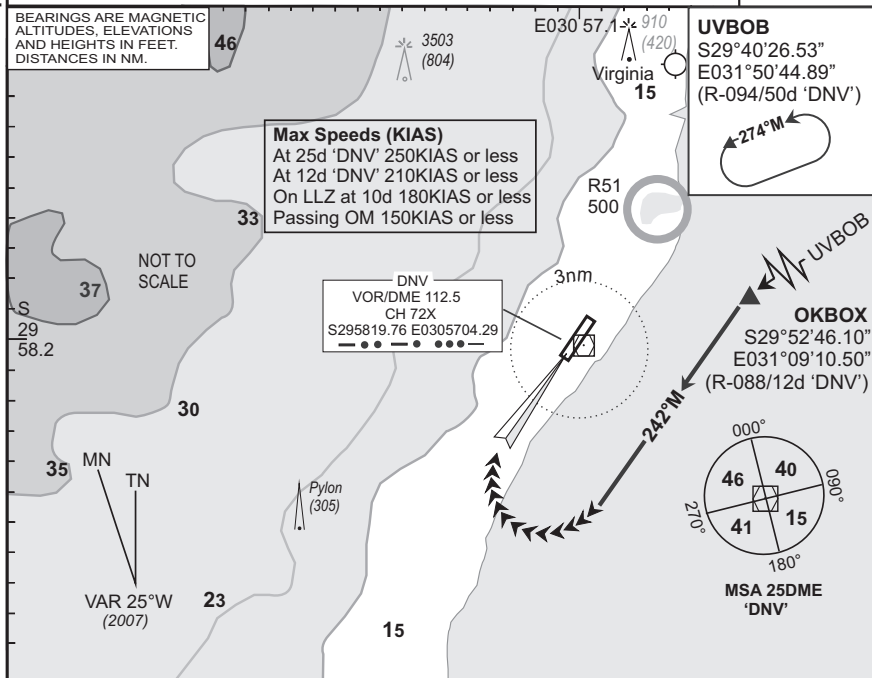
DURBAN INTL
RWY 06
UWBOB 1A

Elev 33	T.alt 5500 T.llev ATC	Approach 119.1	Tower 118.7	ATIS 127.0	ARR-05
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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



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STAR	RWY	Routing (including Min Noise Routing)
UVBOB 1A	06	Leave UVBOB on track 277°M to OKBOX. At OKBOX turn left on track 242°M , for radar vectoring onto the ILS RWY 06.
Comm Fail (Squawk 7600)		<p>Before UVBOB. Proceed to UVBOB and enter the UVBOB 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 UVBOB on the after UVBOB Communication Failure procedure.</p> <p>After UVBOB. Continue on the UVBOB 1A STAR, maintain last assigned level. Passing 25DME 'DNV' descend to FL080. Crossing R-217 'DNV' on track 242°M, turn right direct 'DNV', and descend to 5000 FT ALT. On reaching 'DNV' complete the the VOR/DME/ILS approach and land RWY 06.</p> <p>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.</p> <p>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.</p>

CAA South Africa