

**STANDARD  
ARRIVAL CHART  
INSTRUMENT (STAR)**

**DURBAN INTL  
RWY 06  
VAVAN 1A**

<b>Elev</b> 33	<b>T.alt</b> 5500 <b>T.leve</b> ATC	<b>Approach</b> 119.1	<b>Tower</b> 118.7	<b>ATIS</b> 127.0	<b>ARR-06</b>
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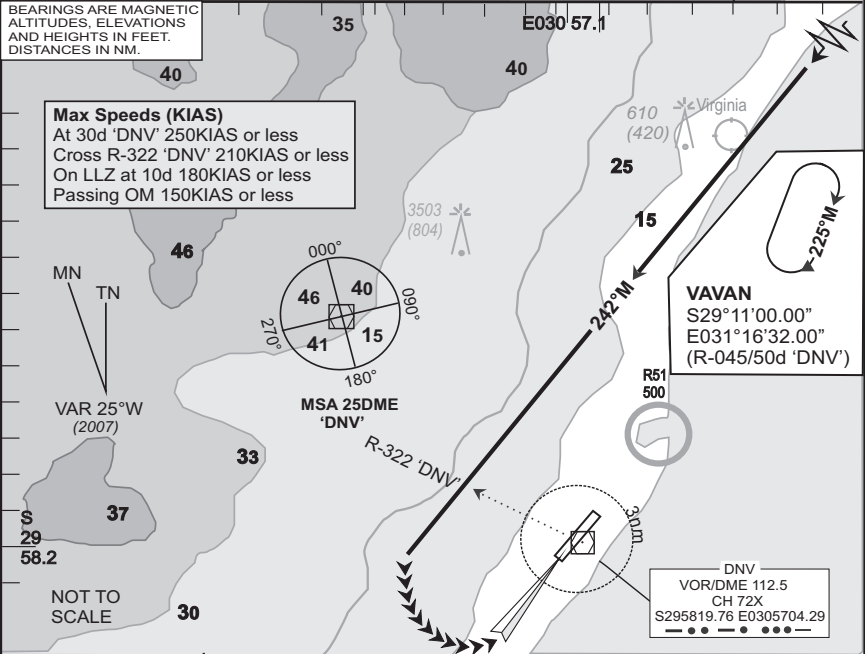
**FADN**

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.

**Max Speeds (KIAS)**  
At 30d 'DNV' 250KIAS or less  
Cross R-322 'DNV' 210KIAS or less  
On LLZ at 10d 180KIAS or less  
Passing OM 150KIAS or less



STAR	RWY	Routing (including Min Noise Routing)	ALTITUDES
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VAVAN 1A	06	Leave VAVAN on R-045 'DNV' (inbound), Passing 17DME 'DNV' turn right to track 242°M for radar vectoring onto the ILS RWY 06.	
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Comm Fail (Squawk 7600)	<p><b>Before VAVAN.</b> Proceed to VAVAN and enter the VAVAN 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 VAVAN on the <b>after VAVAN</b> Communication Failure procedure.</p> <p><b>After VAVAN.</b> Continue on the VAVAN 1A STAR, maintain last assigned level. Passing 30DME 'DNV' descend to to FL080. Crossing R-267 'DNV' on track 242°M turn left direct 'DNV', and 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 APDGO 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>
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CAA South Africa