

**STANDARD
ARRIVAL CHART
INSTRUMENT (STAR)**

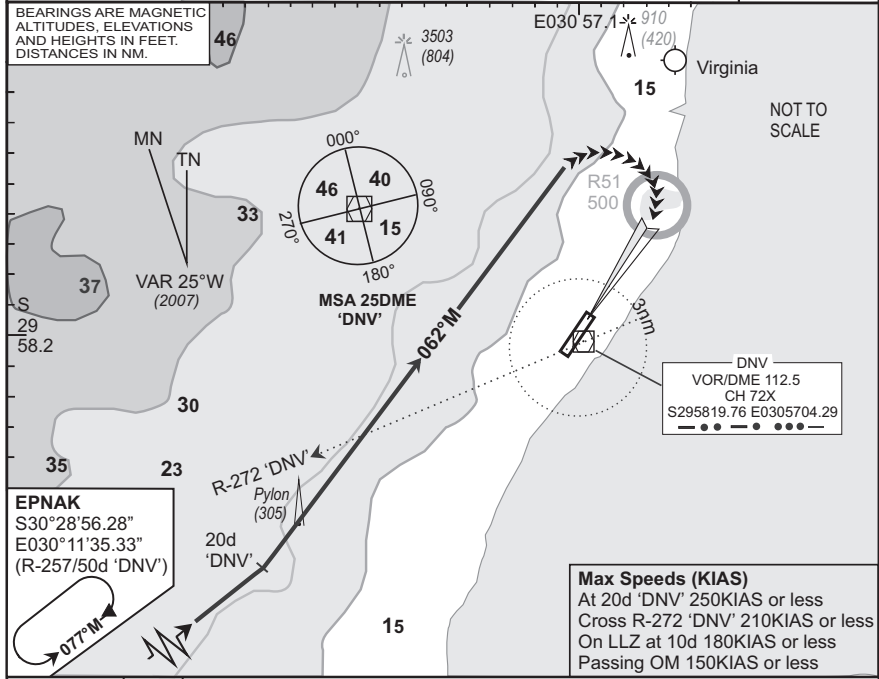
**DURBAN INTL
RWY 24
EPNAK 1B**

Elev 33	T.alt 5500 T.lev ATC	Approach 119.1	Tower 118.7	ATIS 127.0	ARR-07
-------------------	---------------------------------------	--------------------------	-----------------------	----------------------	---------------

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



STAR	RWY	Routeing (including Min Noise Routeing)
-------------	------------	--

EPNAK 1B 24 Leave EPNAK on R-257 'DNV' (inbound). At 20DME 'DNV' turn left on track 062°M for radar vectoring onto ILS RWY 24.

Comm Fail (Squawk 7600)

Before EPNAK. Proceed to EPNAK and enter the EPNAK 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 EPNAK on the **after EPNAK** Communication Failure procedure.

After EPNAK. Continue on the EPNAK 1B STAR descending to FL080. Crossing R-017 'DNV' on track 062°M turn right direct 'DNV' and descend to 5000 FT ALT. On reaching 'DNV' complete the VOR/DME/ILS approach and land RWY 24.

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 routeing for the VAVAN 1D SID.
To the north, follow the routeing for the GREYTOWN 2D SID.
To the north-west, follow the routeing for the EXATA 1D SID.
To the west and south-west, follow the routeing for the APDOG 1D SID.
To the south, follow the routeing for the NETIK 1D 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.

CAA South Africa