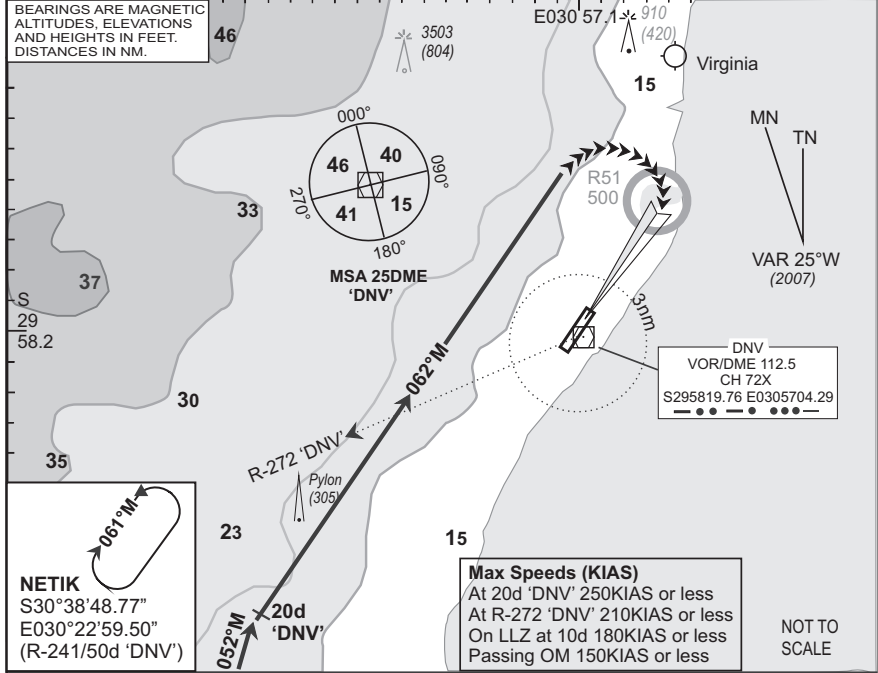


**STANDARD
ARRIVAL CHART
INSTRUMENT (STAR)**

**DURBAN INTL
RWY 24
NETIK 2B**

Elev 33	T.alt 5500 T.leve ATC	Approach 119.1	Tower 118.7	ATIS 127.0		ARR-10
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FADN	1. Applicable only when Surveillance Radar is in operation.	EFF 05 Jul 07
	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.	



STAR	RWY	Routing (including Min Noise Routing)
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NETIK 2B	24	Leave NETIK on track 052°M. Passing 20DME 'DNV' turn right to track 062°M for radar vectoring onto the ILS RWY 24.
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Comm Fail (Squawk 7600)

Before NETIK. 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 **after NETIK** Communication. Failure procedure.

After NETIK. Continue on the NETIK 2B STAR, maintain last assigned level. Crossing R-017 'DNV' on track 062°M turn right direct to '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 routing for the VAVAN 1D SID.
To the north, follow the routing for the GREYTOWN 2D SID.
To the north-west, follow the routing for the EXATA 1D SID.
To the west and south-west, follow the routing for the APDOG 1D SID.
To the south, follow the routing 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.

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CAA South Africa