

**STANDARD  
ARRIVAL CHART  
INSTRUMENT (STAR)**

**DURBAN INTL  
RWY 24  
VAVAN 1B**

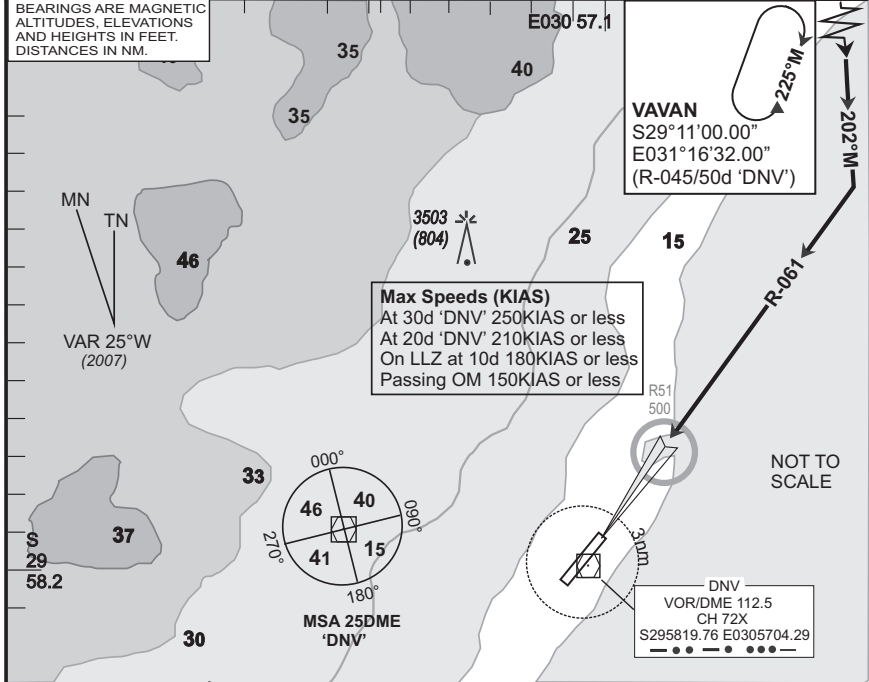
<b>Elev</b> 33	<b>T.alt</b> 5500 <b>T.leve</b> ATC	<b>Approach</b> 119.1	<b>Tower</b> 118.7	<b>ATIS</b> 127.0	<b>ARR-12</b>
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**FADN**

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.



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STAR	RWY	Routing (including Min Noise Routing)	ALTITUDES
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VAVAN 1B	24	Leave VAVAN on track 202°M to intercept R-061 'DNV' (inbound). Within 17DME 'DNV' adjust onto the LLZ for RWY 24.	
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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 1B STAR, maintain last assigned level. Passing 30DME 'DNV' descend to FL080. Crossing R-052 'DNV' on track 202°M, turn right direct 'DNV'. On reaching 'DNV' complete the VOR/DME/ILS approach and land RWY 24.</p>
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**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.

CAA South Africa