INSTRUMENT APPROACH CHART

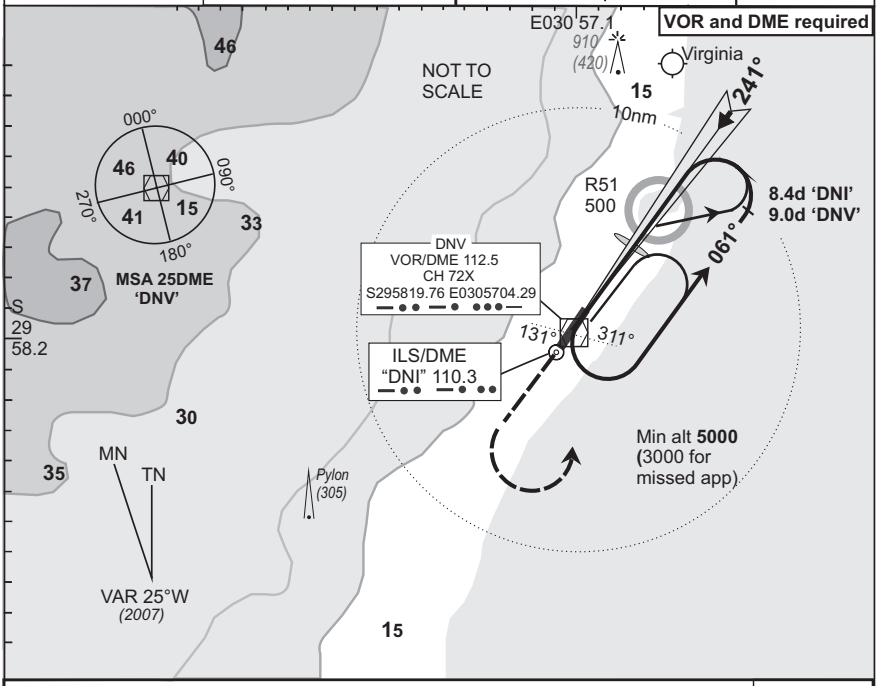
AERODROME ELEV 33
HEIGHTS RELATED TO THR RWY 24 - ELEV 31

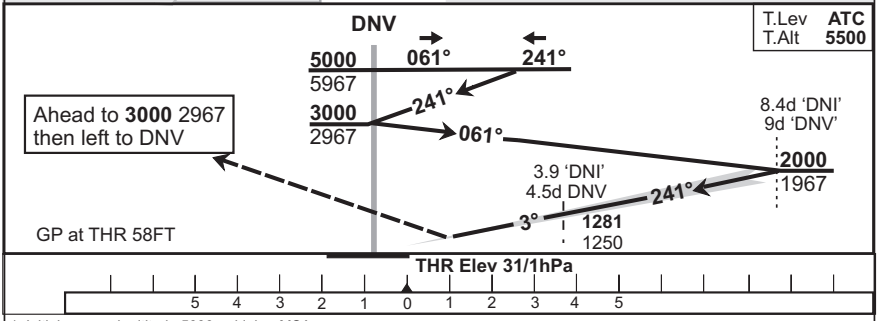
DURBAN INTL

(Cat A - D) **ILS Rwy 24**

FADN

BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN FEET. DISTANCES IN NM.	**DURBAN Approach 119.1**	**Tower 118.7**	**ATIS 127.0**	**ILS-02** **EFF 05 Jul 07**





1. Initial approach altitude **5000** or higher MSA.
2. Descend in the hold to **3000.**
3. Procedure turn approach applicable only within 30° of the outbound heading. Use phraseology "Request procedure turn approach:.
4. When ATC uses terminology "Radar vectored short ILS approach", the interpretation should be that the GP intercept will be below the initial approach altitude and therefore resulting in a shorter approach that normal.
5. Radar vectored ILS approach from seawards. Due to approaching high ground, in the event of Radio Comm failure, complete the turn ono the ILS LLZ and complete VOR/DME/ILS approach and land RWY 24.
6. Circle to land at the discretion of the pilot in command.
7. New ILS/DME (DNI) on 110.3 MHz positioned at THR RWY 24, reading zero at THR.

OCA/H					
Cat of ACFT		**A**	**B**	**C**	**D**
Straight -in	Cat 1	**231**(200)	**231**(200)	**231**(200)	**231**(200)
Approach	GP INOP				
Circling					

"DNI" 8.4d - THR						
Speed	Kt	80	100	120	140	160
Time	M:s	4:46	2:13	1:51	1:35	1:23
Rate of Descent	Fpm	420	530	640	740	850
"DNI" ILS/DME		5d		4d		3d
Advisory Alt/Hgt		**1630**(1600)		**1310**(1280)		**990**(960)

Rev: New Format. Var. Radials, Headings and Tracks. WGS-84

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CAA South Africa