GENERAL

Operational Hours

ATS Hours / AD Operator Hours: H24

Airport Information

RFF: CAT 9
PCN: RWY 06/24: 85/F/A/X/T

Operation

Traffic Note

All flights are to contact DURBAN APN, provide them with following INFO:

- Call sign
- FLT NR
- DEST
- POB
- Parking bay

TWY Restriction

TWY P width 10.5m / 34ft.

TWY E and P MAX wingspan 24m / 79ft.

Taxilane between APN A and APN B MAX wingspan 36m / 118ft.

When RWY 06 is in use ACFT will not be permitted to depart from TWY H, and may not enter TWY H from TWY A for any reason.

When RWY 24 is in use ACFT will not be permitted to depart from TWY G, and may not enter TWY G from TWY A for any reason.

Taxi/Parking

Visual Docking Guidance System AVBL at stands A5-A16, C2, C5.

Engine Run-up

No ENG run-up/test between 2000-0400, other times O/R.

Warnings

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure

For STARs to be used during COM Failure see separate header 'COM Failure ARRIVAL' below.

Arrival Procedure

Reverse: Do not use more than idle reverse if possible.

Warnings

Toll booth flood lights immediately to the left of CL about 1NM from THR RWY 24 can be mistaken for RWY lights.

DEPARTURE

Take-off Minima

RWY		06/24	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

Communication

COM Failure
For SIDs to be used during COM Failure see separate header 'COM Failure DEPARTURE' below.

Departure Procedure

Intersection TKOF
INT TKOF will not be permitted between 2000-0400.

Noise Abatement Procedure: Use ICAO Standard NADP 1.

COM Failure ARRIVAL

ILS Z RWY 06
Complete turn on to the ILS and complete the ILS/LOC RWY 06 APCH and land RWY 06.
MISAP
Climb straight ahead on R066 TGV to 3000 ALT. At D3 TGV or 3000 ALT, whichever is later, turn right HDG 241°. Intercept D12 TGV arc westbound. Crossing R226 TGV, turn right HDG 036° to intercept ILS RWY 06 and land.

ILS Z RWY 24
Copmplete turn on to the ILS and complete the ILS/LOC RWY 24 APCH and land RWY 24.
MISAP
MAPt at D0.9 TGV. Climb straight ahead on R236 TGV to 3000 ALT. At D3 TGV/D3.6 TGI or 3000 ALT, whichever is later, turn left HDG 061°. Intercept D12 TGV arc westbound. Crossing R075 TGV, turn left HDG 216° to intercept ILS RWY 24 and land.

VOR Z RWY 06
MISAP
MAPt at D1.3 TGV. Climb straight ahead on R066 TGV. At D3 TGV or 3000 ALT, whichever is later, turn right HDG 241°. Intercept D12 TGV arc westbound. Crossing R227 TGV, turn right HDG 036° to intercept R246 TGV. Comence an APCH and land.

VOR Z RWY 24
MISAP
MAPt at D0.9 TGV. Climb straight ahead on R236 TGV. At D3 TGV or 3000 ALT, whichever is later, turn left HDG 061°. Intercept D12 TGV arc westbound. Crossing R075 TGV, turn left HDG 216° to intercept R056 TGV. Comence an APCH and land.

COM Failure PROC for STAR
If not cleared for an arrival, proceed to the nearest STAR entry PSN at last assigned LVL or FL130, whichever is highest. Comply with the COM failure PROC associated with the STAR PSN.

RWY 06
APMAT 1A
Before APMAT: Proceed to APMAT and enter the APMAT RNAV (GNSS) hold. Hold at last assigned LVL, for MNM 5min, then descend FL130. Leave APMAT on the "After APMAT" COM failure PROC.

After APMAT: Continue on the APMAT 1A RNAV (GNSS) STAR maintaining last assigned LVL. Passing LE001 FL80. At LE002 (not below 6300ft) turn right to LE1N1 (not below 5600ft). Continue with the RNAV (GNSS) RWY 06 APCH to LE1N1 and intercept the ILS LOC RWY 06 and land RWY 06.

In the event of a MISAP with the intention of diverting to an alternate AD, proceed as follows:
Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion AD.

DUNSA 1A
Before DUNSA: Proceed to DUNSA and enter the DUNSA hold. Hold at last assigned LVL, for MNM 5min, then descend FL80 in the hold or maintain last assigned LVL if below FL80. Leave OKTAN on the "After DUNSA" COM failure PROC.

After DUNSA: Continue on the DUNSA 1A RNAV (GNSS) STAR maintaining last assigned LVL. Passing LE005 descend FL80. At LE1N2 (not below 5100ft) continue to LE1T1 (not below 4000ft). Continue with the RNAV (GNSS) RWY 06 APCH and intercept the ILS LOC RWY 06 and land.

In the event of a MISAP with the intention of diverting to an alternate AD, proceed as follows:
Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion AD.

COM Failure ARRIVAL

GETOK 1C

Before GETOK: Proceed to GETOK and enter the GETOK RNAV (GNSS) hold. Hold at the last assigned LVL, for MNM 5min, then descend FL120 in the hold or maintain last assigned LVL if below FL120. Leave GETOK on the "After GETOK" COM failure PROC.

After GETOK: Continue on the GETOK 1C RNAV (GNSS) STAR, maintaining FL120. At LE010 (not below 8000ft) continue to LE1N2. At LE1N2 (not below 5500ft) turn left to LE1T1 (not below 4000ft) and continue with the RNAV (GNSS) RWY 06 APCH and intercept the ILS LOC RWY 06 and land.

In the event of a MISAP with the intention of diverting to an alternate AD, proceed as follows:
Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion AD.

ITMIL 1A

Before ITMIL: Proceed to ITMIL and enter the ITMIL RNAV (GNSS) hold. Hold at last assigned LVL, for MNM 5min, then descend FL90 in the hold or maintain last assigned LVL if below FL90. Leave ITMIL on the "After ITMIL" COM failure PROC.

After ITMIL: Continue on the ITMIL 1A RNAV (GNSS) STAR, maintaing last assigned LVL. At LE013 descend FL80 and continue to LE1N3. At LE1N3 (not below 5600ft) continue with the RNAV (GNSS) RWY 06 APCH and intercept the ILS LOC RWY 06 and land.

In the event of a MISAP with the intention of diverting to an alternate AD, proceed as follows:
Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion AD.

RWY 24

APMAT 1B

Before APMAT: Proceed to APMAT and enter the APMAT RNAV (GNSS) hold. Hold at last assigned LVL, for MNM 5min, then descend FL130 in the hold or maintain last assigned LVL if below FL90. Leave APMAT on the "After APMAT" COM failure PROC.

After APMAT: Continue on the after APMAT 1B RNAV (GNSS) STAR, maintaining last assigned LVL. At LE003 descend FL80 and proceed to LE004. At LE004 (not below 6500ft) proceed to LE2N2. At LE2N2 (not below 6100ft) turn right to LE2T1 and continue with the RNAV (GNSS) RWY 24 APCH and intercept the ILS LOC RWY 24 and land.

In the event of a MISAP with the intention of diverting to an alternate AD, proceed as follows:
Comply with the OKTAN 1A RNAV (GNSS) SID. At OKTAN continue to the diversion AD.

DUNSA 1B

Before DUNSA: Proceed to DUNSA and comply with the "After DUNSA" COM failure PROC.

After DUNSA: Continue on the DUNSA 1B RNAV (GNSS) STAR and maintain last assigned LVL. Passing LE007 descend FL80. At LE008 (not below 5600ft), turn left to LE2N1 and continue with the RNAV (GNSS) RWY 24 APCH and intercept the ILS LOC RWY 24 and land.

In the event of a MISAP with the intention of diverting to an alternate AD, proceed as follows:
Comply with the OKTAN 1A RNAV (GNSS) SID. At OKTAN continue to the diversion AD.

GETOK 1D

Before GETOK: Proceed to GETOK and enter the GETOK hold. Hold at last assigned LVL for MNM 5min, then descend FL120 in the hold, or maintain last assigned LVL if below FL120. Leave GETOK on the "After GETOK" COM failure PROC.

After GETOK: Continue on the GETOK 1D RNAV (GNSS) STAR and maintain FL120. At LE012 (not below 7500ft) turn left to LE2N3 (not below 5600ft) and continue with the RNAV (GNSS) RWY 24 APCH and intercept the ILS LOC RWY 24 and land.

In the event of a MISAP with the intention of diverting to an alternate AD, proceed as follows:
Comply with the OKTAN 1A RNAV (GNSS) SID. At OKTAN continue to the diversion AD.

COM Failure ARRIVAL

ITMIL 1B

Before ITMIL: Proceed to ITMIL and enter the ITMIL RNAV (GNSS) hold. Hold at last assigned LVL for MNM 5min, then descend FL90 in the hold or maintain last assigned LVL if below FL90. Leave ITMIL on the "After ITMIL" COM failure PROC.

After ITMIL: Continue on the ITMIL 1B RNAV (GNSS) STAR and maintain last assigned LVL. At LE014 descend FL80. At LE2N2 (not below 5600ft) turn left and continue with the RNAV (GNSS) APCH and intercept the ILS LOC RWY 24 and land.

In the event of a MISAP with the intention of diverting to an alternate AD, proceed as follows:
Comply with the OKTAN 1A RNAV (GNSS) SID. At OKTAN continue to the diversion AD.

COM Failure DEPARTURE

COM Failure for SID

Comply with the SID PROC, climb to MSA or maintain last assigned flight LVL whichever is highest. At the SID termination PSN set course as per FPL and climb to FPL LVL.

RWY 06

ITMIL 1C

Maintain RWY track to LE015. At LE015 turn right to ITMIL maintaining last assigned LVL or MSA, whichever is higher. Passing LE017 climb to flight plan LVL. At ITMIL set course as per FPL.
ACFT wishing to return must continue to the SID termination point and climb to the last assigned LVL or MSA whichever is higher. Enter the ITMIL hold and hold for 5min. Comply with the ITMIL RNAV (GNSS) STAR COM failure PROC.

GREYTOWN 1A

Maintain RWY track to LE015. At LE015 turn left direct to LE3CF maintaining last assigned LVL or MSA whichever is higher. Passing LE3CF climb to flight plan LVL and proceed to GYV. At GYV set course as per FPL.
ACFT wishing to return must continue to the SID termination point and climb to the last assigned LVL, MSA or FL80 whichever is higher. At GYV proceed to GETOK and comply with the GETOK 1C STAR COM failure PROC.

TUBIN 1A

Maintain RWY track to LE015. At LE015 turn left direct to LE1G2. At LE1G2 turn left to LE1CF. At LE1CF proceed to TUBIN maintaining last assigned LVL or MSA whichever is higher. Passing LE1CF climb to flight plan LVL. At TUBIN set course as per FPL.
ACFT wishing to return must continue to the SID termination point and climb to the last assigned LVL, MSA or FL80 whichever is higher. At TUBIN proceed to DUNSA and comply with the DUNSA 1A STAR COM failure PROC.

RWY 24

OKTAN 1A

Maintain RWY track to LE018 maintaining last assigned flight LVL or MSA, whichever is higher. At LE018 proceed to OKTAN and climb to flight plan LVL. At OKTAN set course as per FPL.
ACFT wishing to return must continue to the SID termination point and climb to the last assigned LVL, MSA or FL80 whichever is higher. Enter the OKTAN hold and hold for 5min. Proceed to TGV and comply with the ILS RWY 24 PROC.

COM Failure DEPARTURE

GREYTOWN 2B

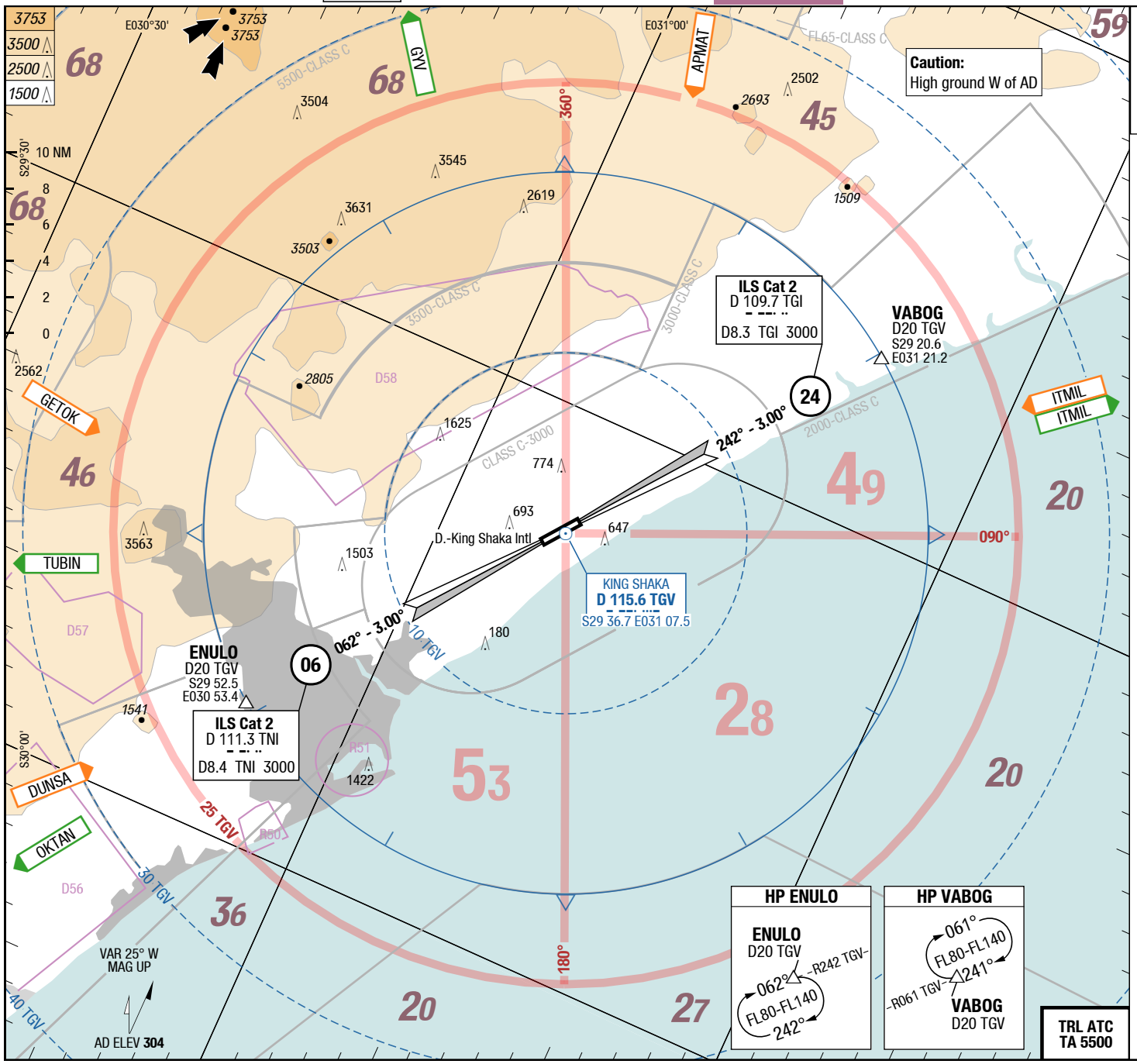
Maintain RWY track to LE2D2. At LE2D2 turn right direct to LE4CF maintaining last assigned LVL or MSA whichever is higher. Passing LE4CF climb to flight plan LVL and proceed to GYV. At GYV set course as per FPL.

ACFT wishing to return must continue to the SID termination point and climb to the last assigned LVL, MSA or FL80 whichever is higher. At GYV proceed to GETOK and comply with the GETOK 1D STAR COM failure PROC.

TUBIN 1B

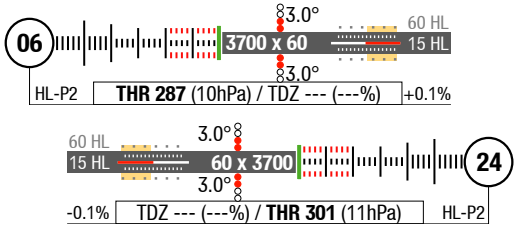
Maintain RWY track to LE2D2 maintaining last assigned LVL or MSA, whichever is higher. AT LE2D2 turn right direct to LE2CF and climb to flight plan LVL. At TUBIN set course as per FPL.

ACFT wishing to return must continue to the SID termination point and climb to the last assigned LVL, MSA or FL80 whichever is higher. At TUBIN proceed to DUNSA and comply with the DUNSA 1B STAR COM failure PROC.

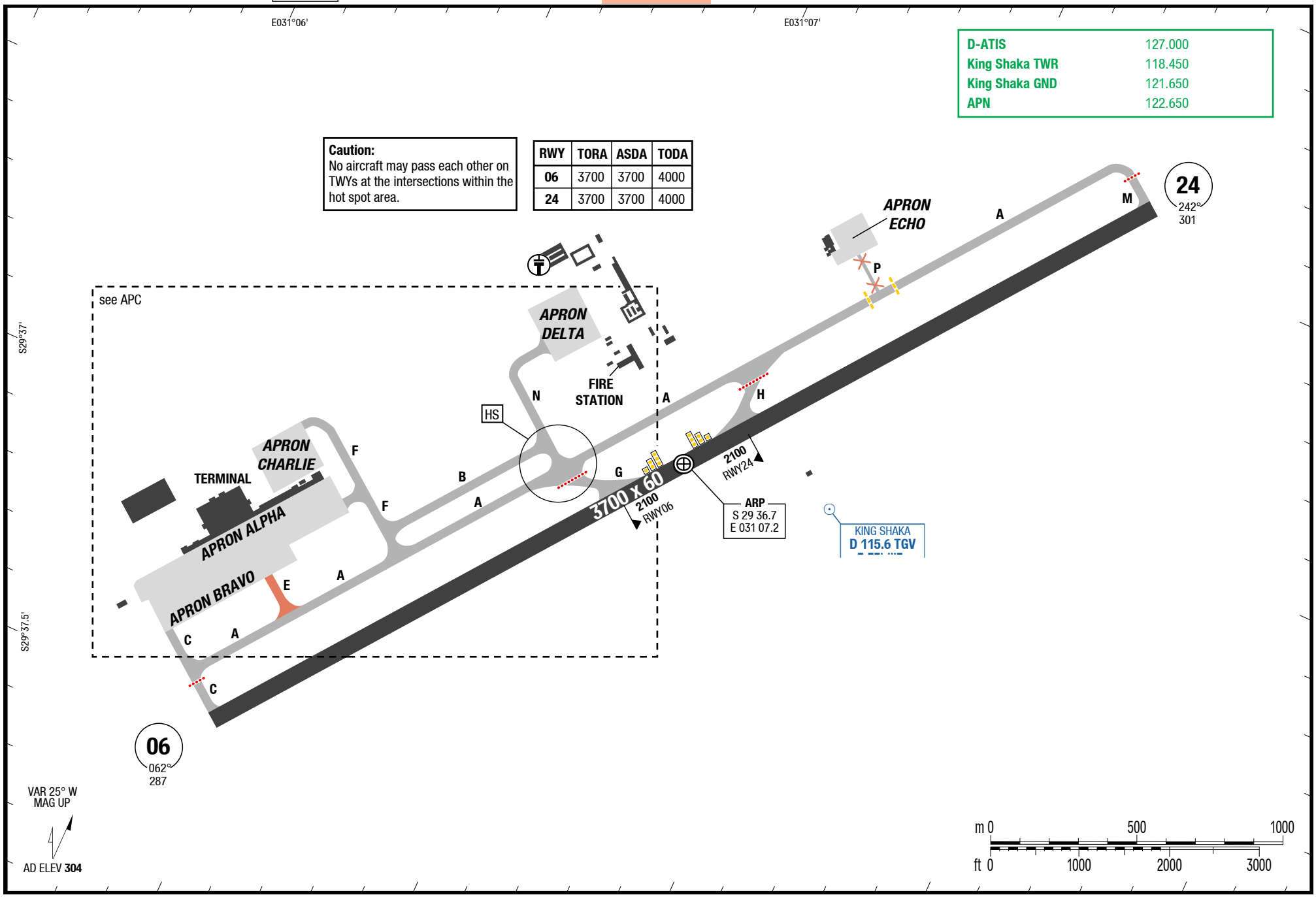


D-ATIS	127.000
APP	125.750
King Shaka TWR	118.450
King Shaka GND	121.650
APN	122.650

Landing RWY system:



Changes: FAT, APL, VAR, APCH boxes



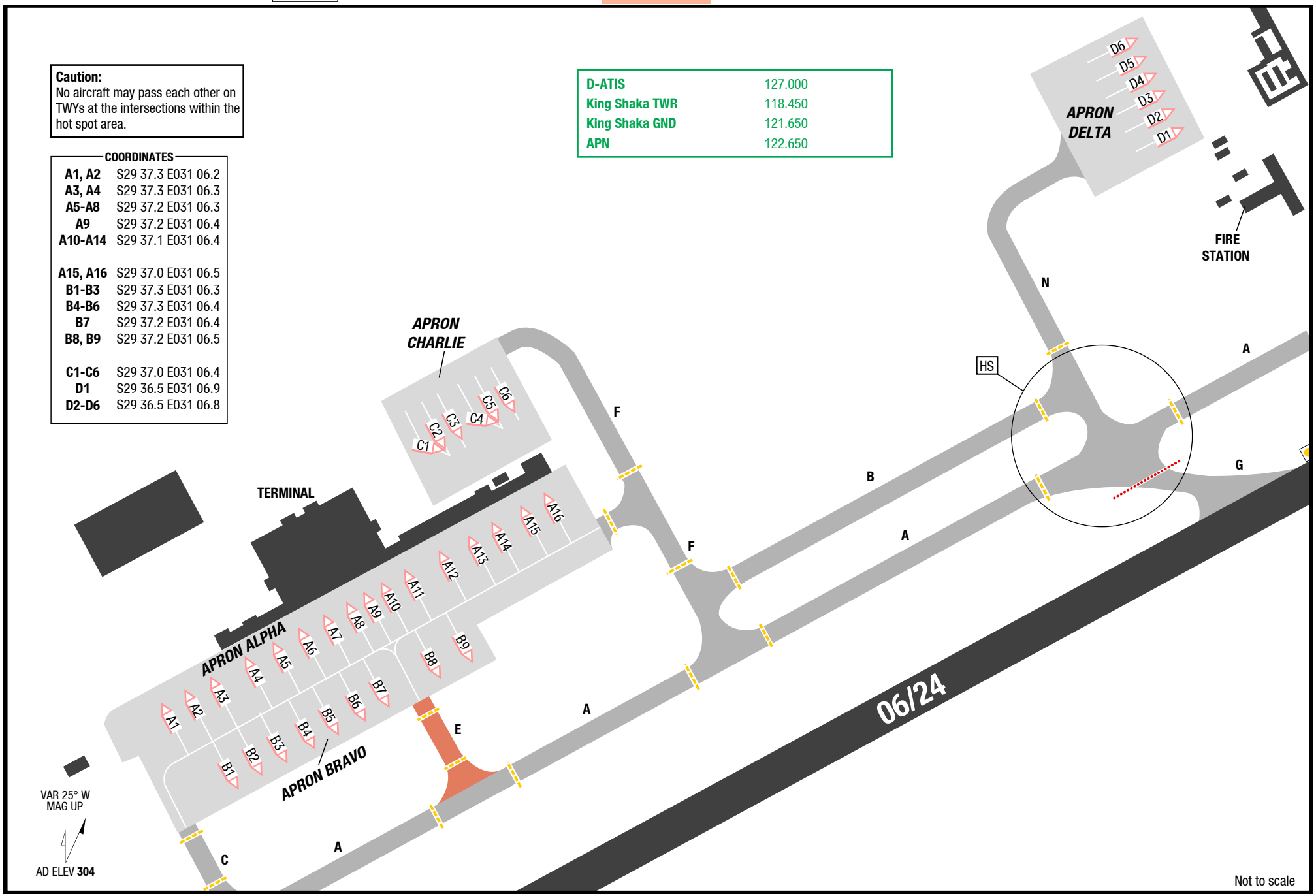
Changes: VAR, QFU

Caution:
No aircraft may pass each other on TWYs at the intersections within the hot spot area.

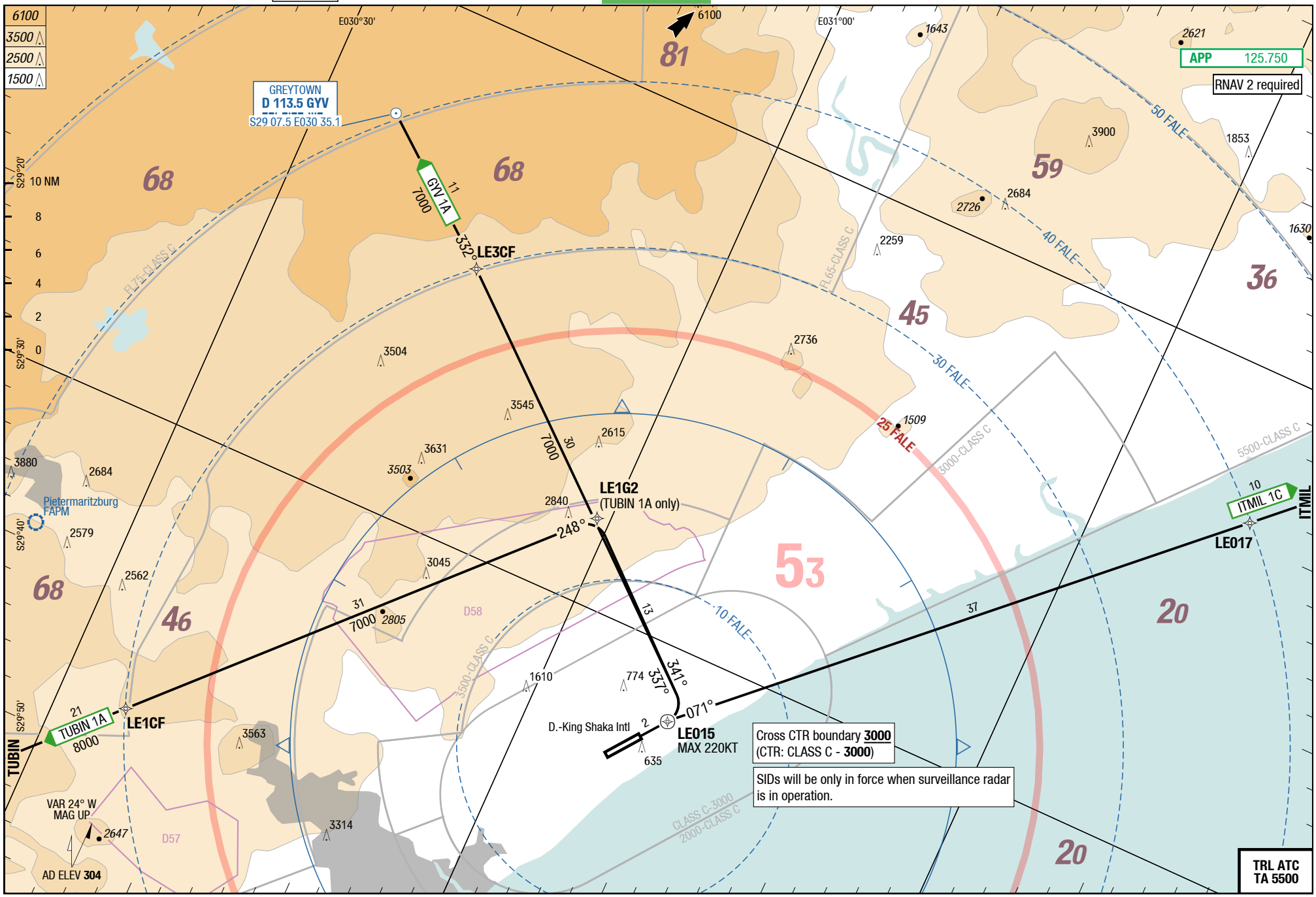
COORDINATES

A1, A2	S29 37.3 E031 06.2
A3, A4	S29 37.3 E031 06.3
A5-A8	S29 37.2 E031 06.3
A9	S29 37.2 E031 06.4
A10-A14	S29 37.1 E031 06.4
A15, A16	S29 37.0 E031 06.5
B1-B3	S29 37.3 E031 06.3
B4-B6	S29 37.3 E031 06.4
B7	S29 37.2 E031 06.4
B8, B9	S29 37.2 E031 06.5
C1-C6	S29 37.0 E031 06.4
D1	S29 36.5 E031 06.9
D2-D6	S29 36.5 E031 06.8

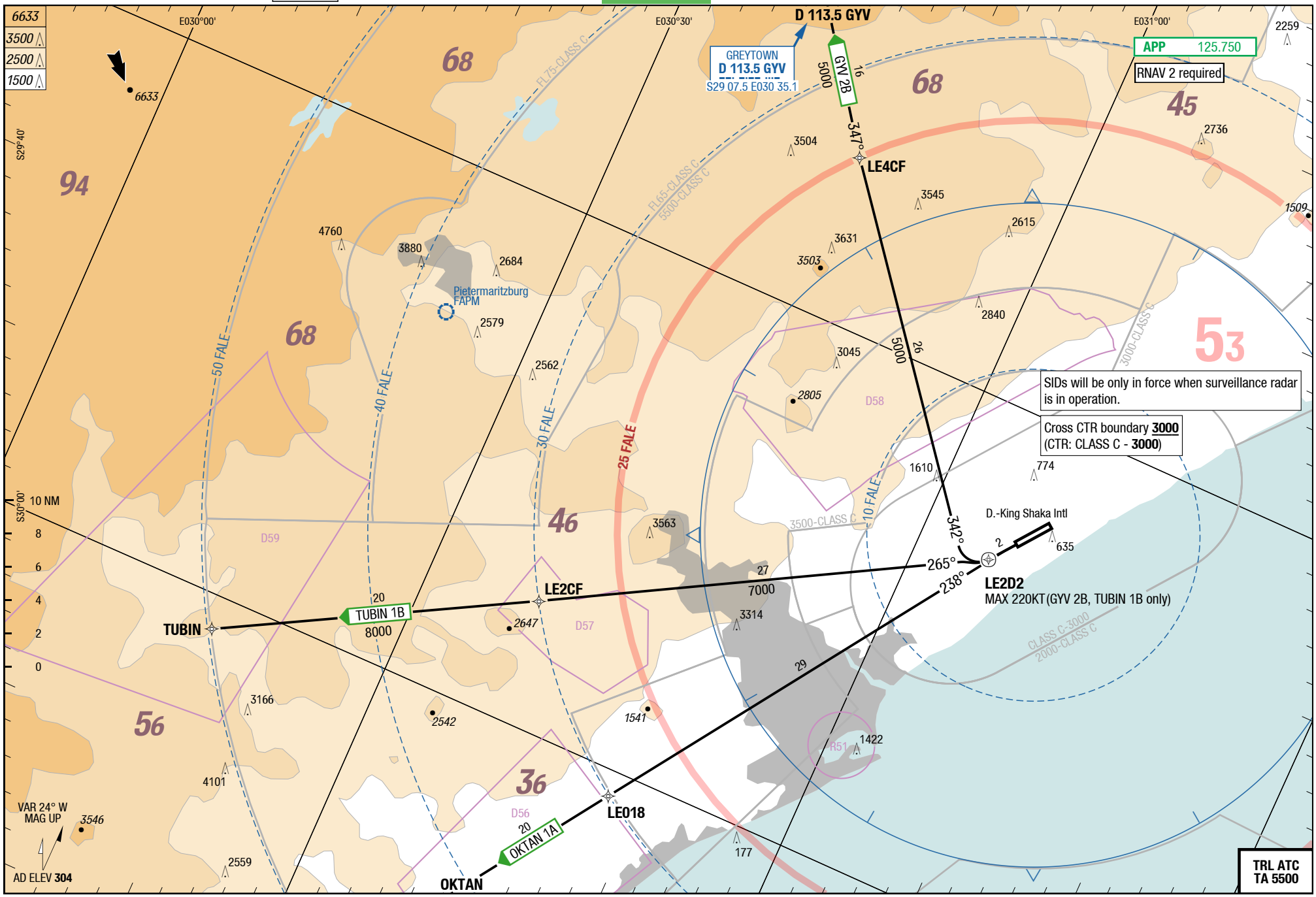
D-ATIS	127.000
King Shaka TWR	118.450
King Shaka GND	121.650
APN	122.650



Changes: VAR



Changes: Note



Changes: Note

GREYTOWN 1A / ITMIL 1C / TUBIN 1A

RWY 06 (061°)

When passing 2000, contact Durban APP advising level passing.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
GREYTOWN 1A **GYV 1A** 7.0% to **3000** **125.750** ①②	LE015 (MAX 220KT) - LE3CF - **GYV**	CTR boundary MNM **3000** initial climb **FL070**
ITMIL 1C 7.0% to **3000** **125.750** ①②	LE015 (MAX 220KT) - LE017 - ITMIL	CTR boundary MNM **3000** initial climb **FL070**
TUBIN 1A 7.0% to **3000** **125.750** ①②	LE015 (MAX 220KT) - LE1G2 - LE1CF - TUBIN	CTR boundary MNM **3000** initial climb **FL070**

① If unable to comply with SID, notify ATC.
② SID will be only in force when surveillance radar is in operation.

GREYTOWN 2B / OKTAN 1A / TUBIN 1B

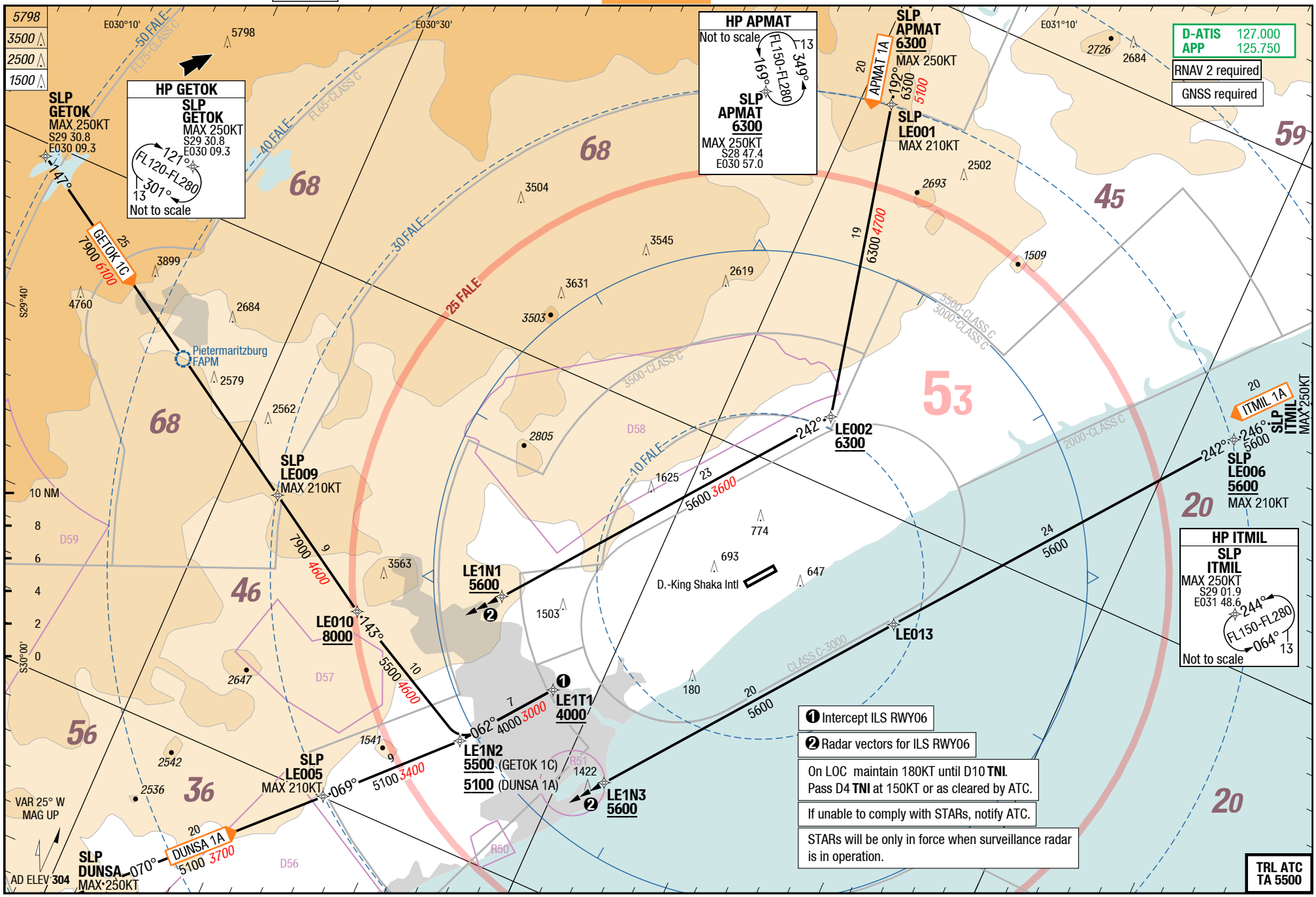
RWY 24 (241°)

When passing 2000, contact Durban APP advising level passing.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
GREYTOWN 2B **GYV 2B** 7.0% to **3000** **125.750** ①②	LE2D2 (MAX 220KT) - LE4CF - **GYV**	CTR boundary MNM **3000** initial climb **FL070**
OKTAN 1A 7.0% to **3000** **125.750** ①②	LE018 - OKTAN	CTR boundary MNM **3000** initial climb **FL070**
TUBIN 1B 7.0% to **3000** **125.750** ①②	LE2D2 (MAX 220KT) - LE2CF - TUBIN	CTR boundary MNM **3000** initial climb **FL070**

① If unable to comply with SID, notify ATC.
② SID will be only in force when surveillance radar is in operation.



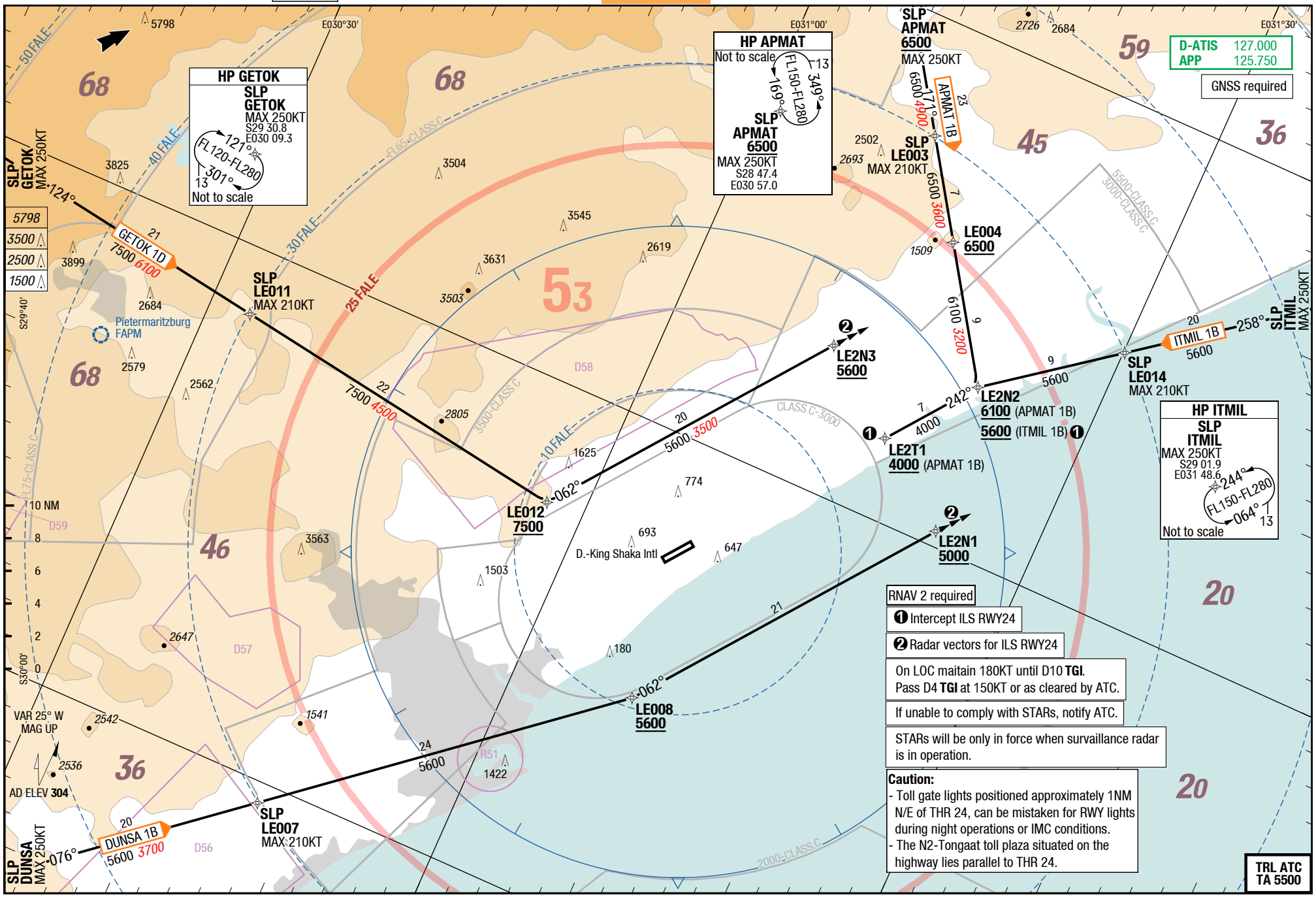
Changes: Nil

DUR-FALE

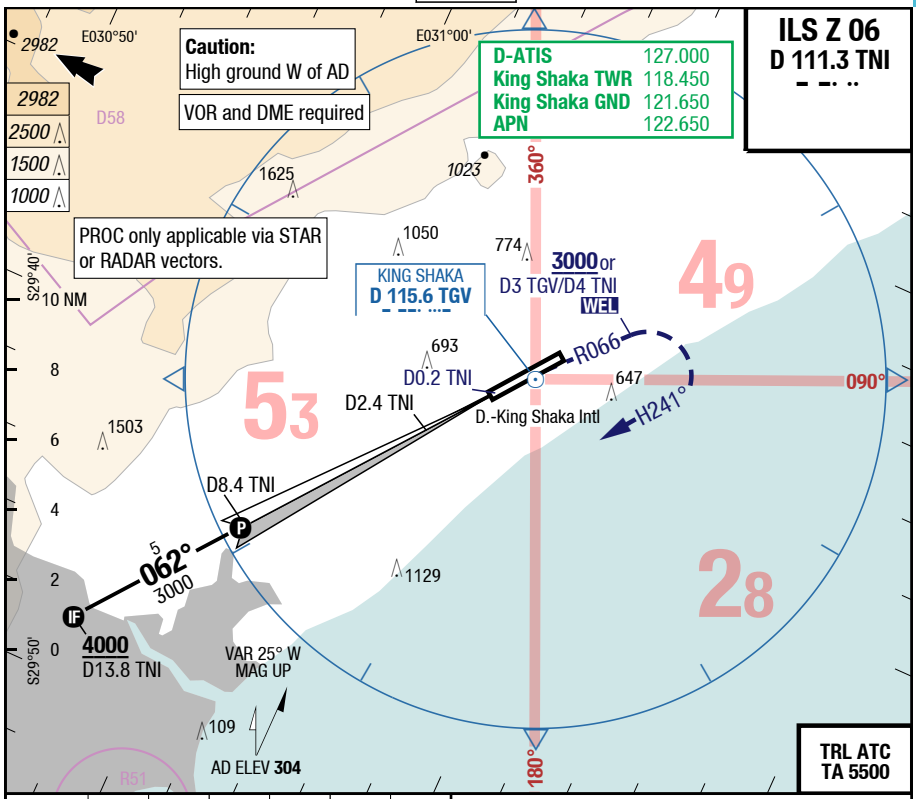
6-20

RNAV STARs RWY 24

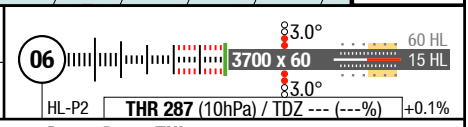
RNAV STARs RWY 24

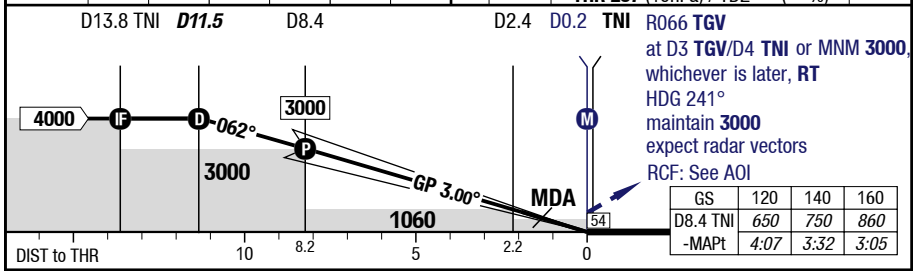


Changes: Reprint



LOC 3.04° / D TNI	11.5	10	8	6	4	3
	4000	3520	2870	2230	1580	1260





GS	120	140	160
D8.4 TNI	*650*	*750*	*860*
-MAPt	*4:07*	*3:32*	*3:05*

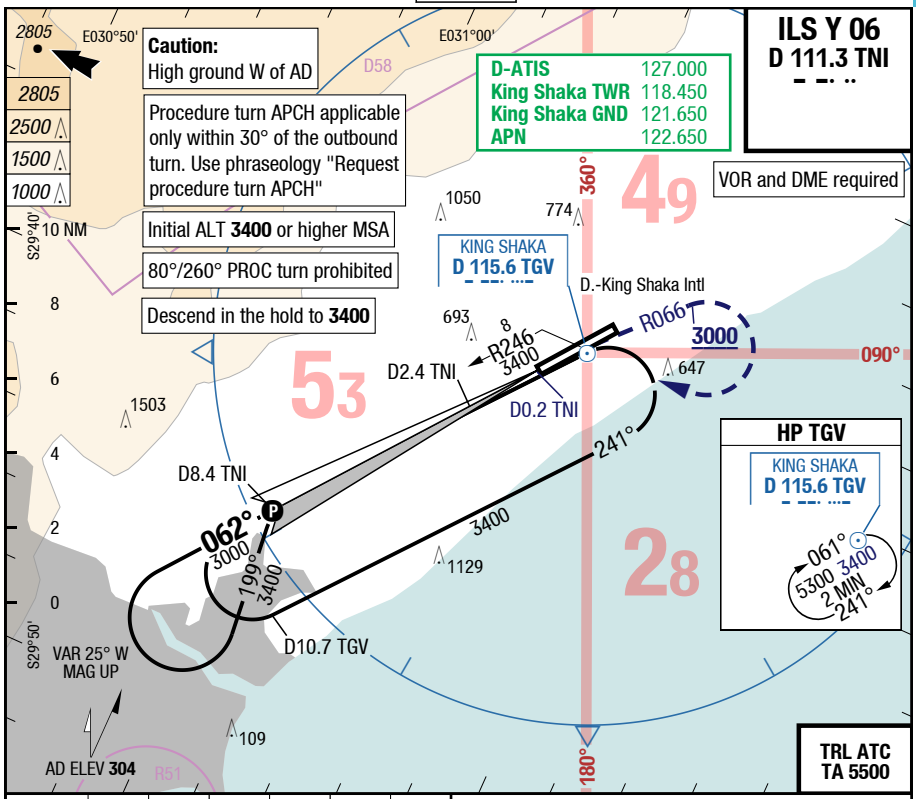
06		Cat 2 DME ACFT MAX 65/7 GA 3.0%	Cat 2 DME GA 3.0%	Cat 1 DME ACFT MAX 65/7 GA 3.0% 1)	Cat 1 DME GA 3.0% 1)	Cat 1 DME ACFT MAX 65/7 GA 2.5%	Circling 2)
C	ft - m/km ft	130 - 400R **133** RA	150 - 450R **140** RA	200 - 550 **490**	210 - 550 **500**	660 - 2.3 **950** 3)	970 - 2.4V **1270**
D	ft - m/km ft	150 - 450R **140** RA	150 - 450R **140** RA	210 - 550 **500**	210 - 550 **500**	670 - 2.4 **960** 4)	1050 - 3.6V **1350**

1) With EVS 350m
2) At discretion of PIC only
3) With EVS 1.5km
4) With EVS 1.6km

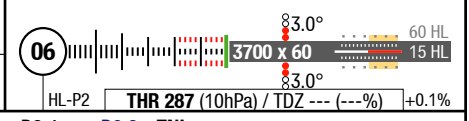
Changes: Track, APL, ALT, MIN, VAR, QFU

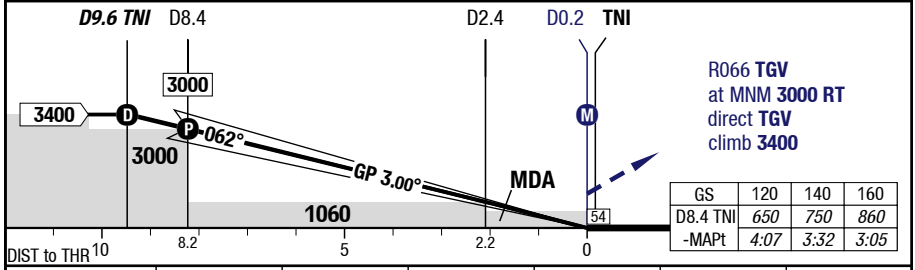
DUR-FALE

ILS Y 06



LOC 3.04° / D TNI	9.6	8	6	5	4	3
	3400	2870	2230	1900	1580	1260





GS	120	140	160
D8.4 TNI	*650*	*750*	*860*
-MAPt	*4:07*	*3:32*	*3:05*

06		Cat 2 DME ACFT MAX 65/7 GA 3.0%	Cat 2 DME GA 3.0%	Cat 1 DME ACFT MAX 65/7 GA 3.0% 1)	Cat 1 DME GA 3.0% 1)	Cat 1 DME ACFT MAX 65/7 GA 2.5%	Circling 2)
C	ft - m/km ft	130 - 400R **133** RA	150 - 450R **140** RA	200 - 550 **490**	210 - 550 **500**	660 - 2.3 **950** 3)	970 - 2.4V **1270**
D	ft - m/km ft	150 - 450R **140** RA	150 - 450R **140** RA	210 - 550 **500**	210 - 550 **500**	670 - 2.4 **960** 4)	1050 - 3.6V **1350**

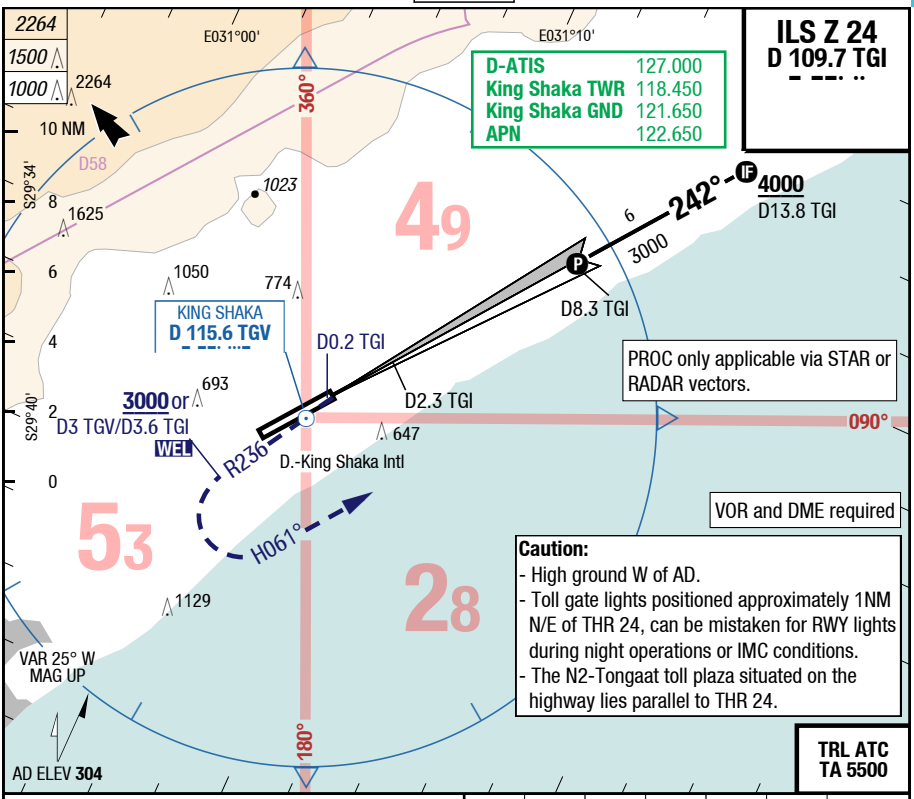
1) With EVS 350m
2) At discretion of PIC only
3) With EVS 1.5km
4) With EVS 1.6km

Changes: MIN, APL, Track, HLDG, QFU, VAR

DUR-FALE

7-30

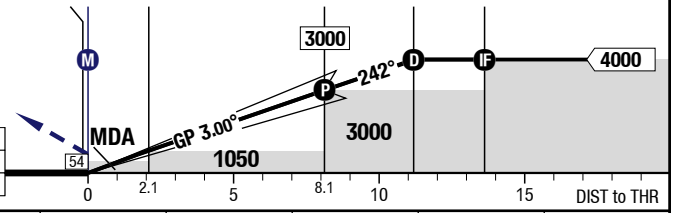
ILS Z 24



3	4	6	8	10	11.4	LOC 3.07° D TGI
1280	1610	2270	2920	3580	4000	

R236 **TGV** **TGI** D0.2 D2.3 D8.3 ***D11.4*** D13.8 TGI
at D3 **TGV**/D3.6 **TGI** or MNM **3000**, whichever is later, **LT**
HDG 061°
maintain **3000**
expect radar vectors
RCF: See AOI

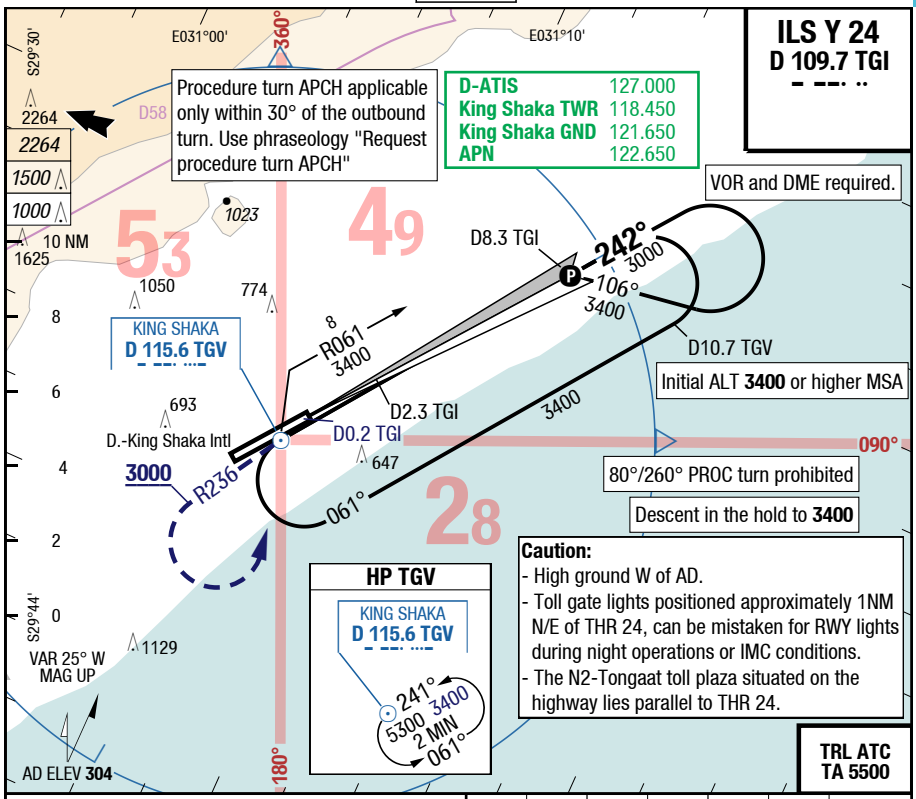
GS	120	140	160
D8.3 TGI	*650*	*760*	*870*
-MAPt	*4:04*	*3:29*	*3:03*

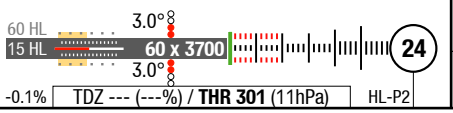


24		Cat 2 DME ACFT MAX 65/7 GA 3.4%	Cat 2 DME GA 3.4%	Cat 1 DME ACFT MAX 65/7 GA 3.4% 1)	Cat 1 DME GA 3.4% 1)	Cat 1 DME ACFT MAX 65/7 GA 2.5% 2)	Circling 3)
C	ft - m/km ft	120 - 300R **115** RA	140 - 400R **132** RA	200 - 550 **510**	210 - 550 **510**	890 - 2.4 **1190**	1120 - 2.4V **1430**
D	ft - m/km ft	140 - 400R **132** RA	140 - 400R **132** RA	210 - 550 **510**	210 - 550 **510**	900 - 2.4 **1200**	1120 - 3.6V **1430**

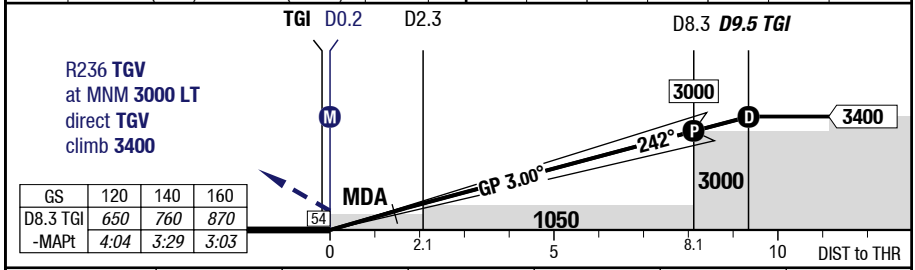
1) With EVS 350m
2) With EVS 1.6km
3) At discretion of PIC only

Changes: ALT, Track, DIST ALT table, FAT, MIN, APL, VAR





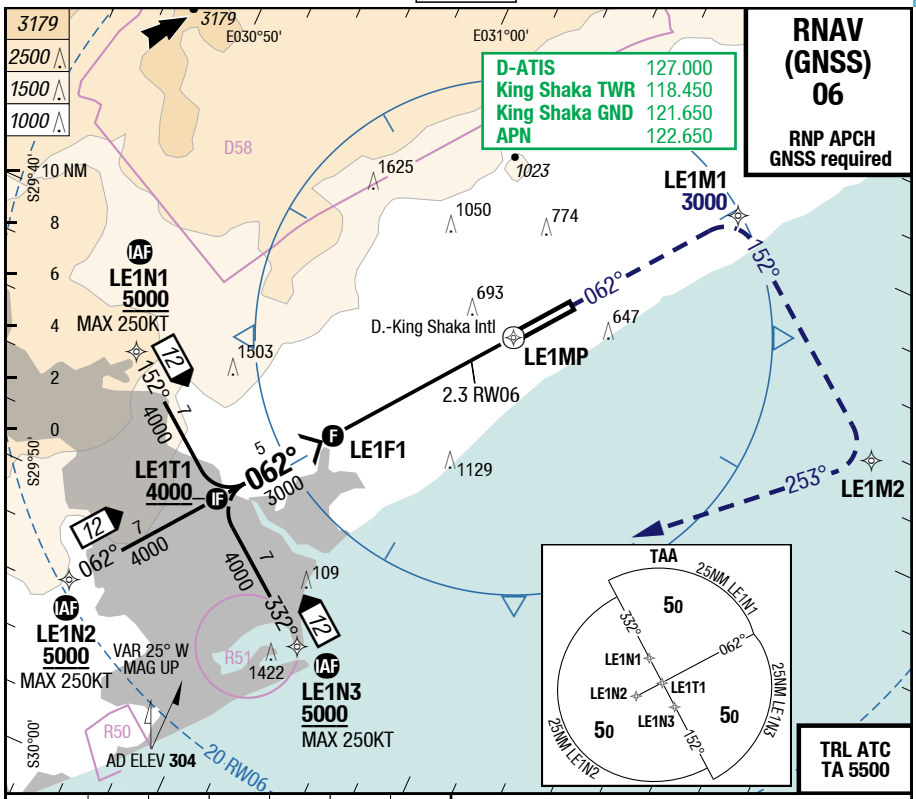
3	4	5	6	8	9.5	LOC 3.07° D TGI
1280	1610	1940	2270	2920	3400	



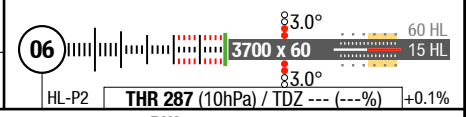
24		Cat 2 DME ACFT MAX 65/7 GA 3.4%	Cat 2 DME GA 3.4%	Cat 1 DME ACFT MAX 65/7 GA 3.4% 1)	Cat 1 DME GA 3.4% 1)	Cat 1 DME ACFT MAX 65/7 GA 2.5% 2)	Circling 3)
C	ft - m/km ft	120 - 300R **115** RA	140 - 400R **132** RA	200 - 550 **510**	210 - 550 **510**	890 - 2.4 **1190**	1120 - 2.4V **1430**
D	ft - m/km ft	140 - 400R **132** RA	140 - 400R **132** RA	210 - 550 **510**	210 - 550 **510**	900 - 2.4 **1200**	1120 - 3.6V **1430**

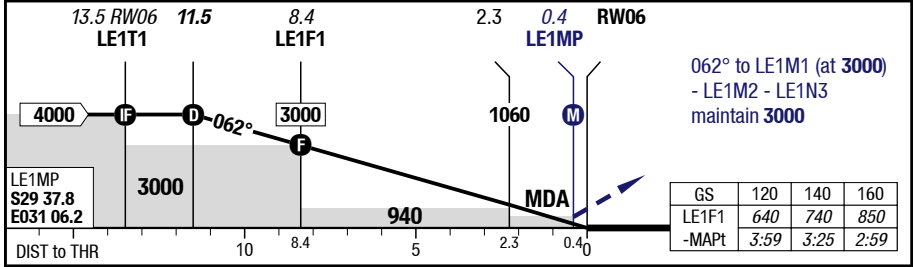
1) With EVS 350m
2) With EVS 1.6km
3) At discretion of PIC only

Changes: MIN, Track, FAT, APL, DIST ALT table, HLDG, VAR



3.00° RW06	11.5	9	7	5	4	3
	4000	3330	2700	2060	1740	1420





GS	120	140	160
LE1F1	*640*	*740*	*850*
-MAPt	*3:59*	*3:25*	*2:59*

06		RNAV GNSS LNAV GA 3.9% 1)	RNAV GNSS LNAV GA 3.9% APL U/S 1)	RNAV GNSS LNAV GA 2.5% 2)			Circling
C	ft - m/km	410 - 1.4R	410 - 2.0	940 - 2.4			940 - 2.4V
	ft	**690**	**690**	**1220**			**1240**
D	ft - m/km	410 - 1.8	410 - 2.0	940 - 2.4			1140 - 3.6V
	ft	**690**	**690**	**1220**			**1440**

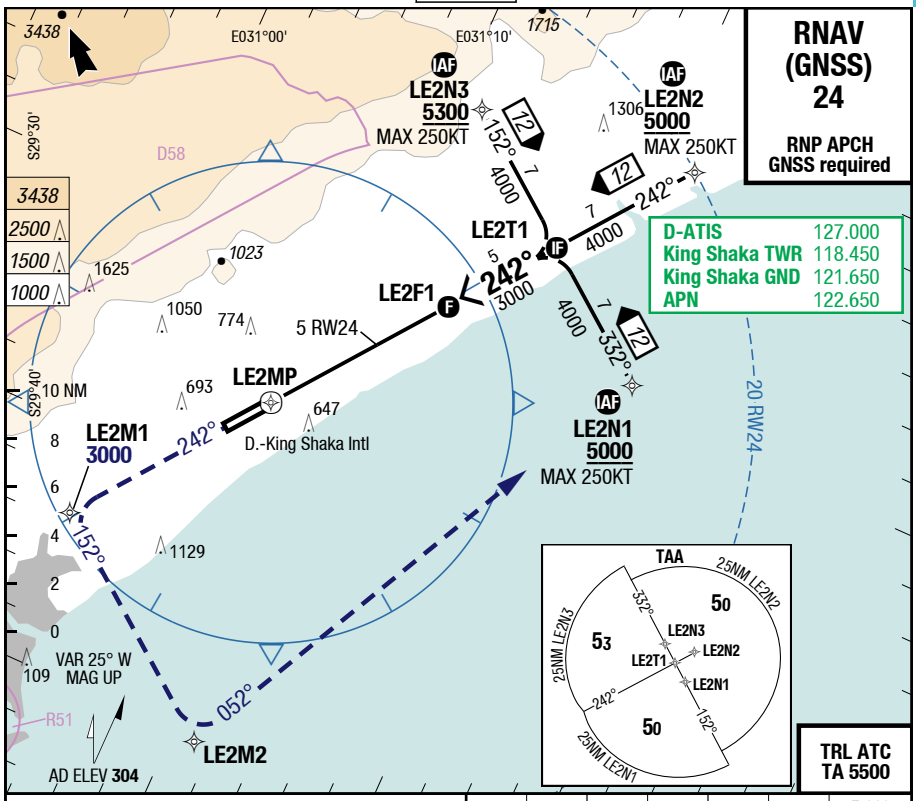
1) GA required to cross the CTR BDRY at 3000ft or above
2) Timing to determine MAPt NA

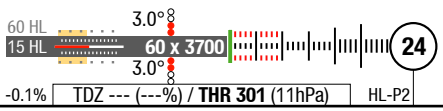
Changes: Nil

DUR-FALE

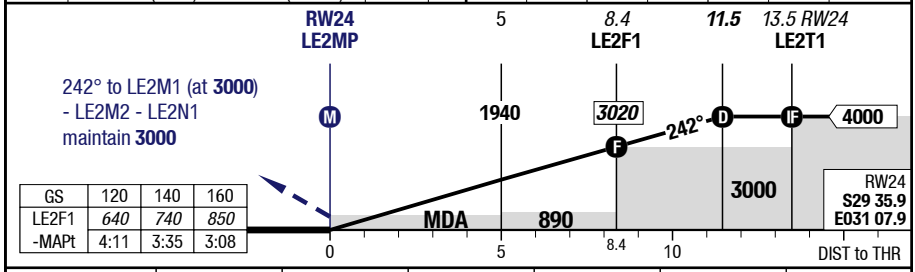
7-60

RNAV (GNSS) 24





3	4	6	7	10	11.5	3.00° RW24
1310	1630	2270	2580	3540	4000	

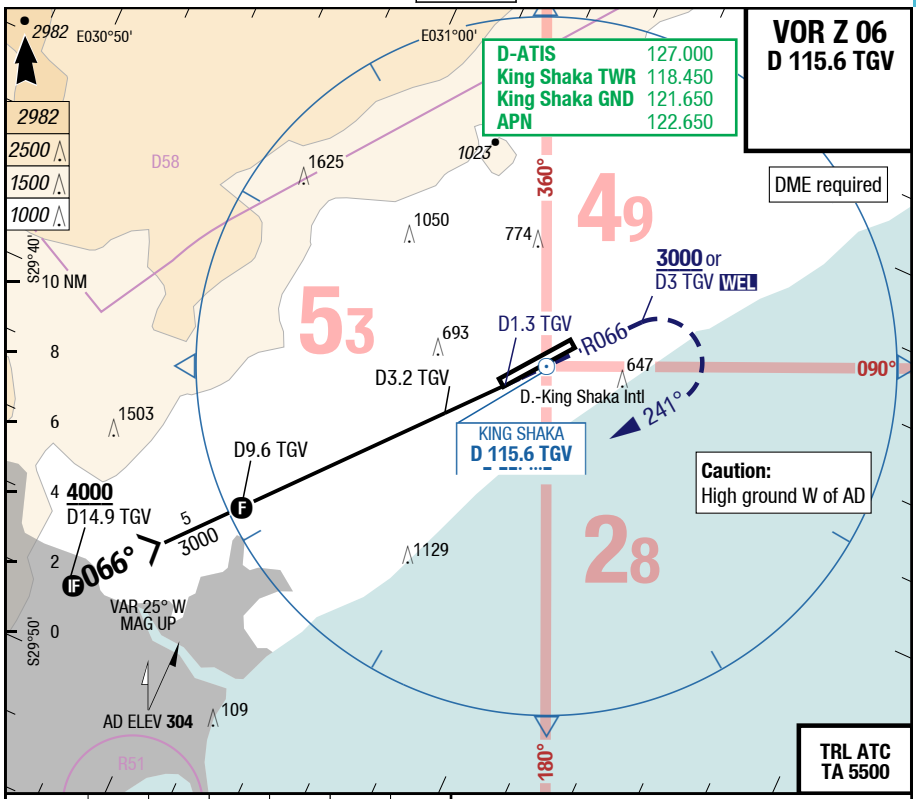


GS	120	140	160
LE2F1	*640*	*740*	*850*
-MAPt	4:11	3:35	3:08

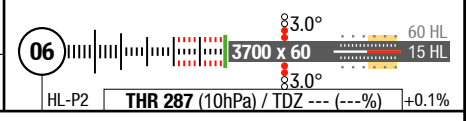
24		RNAV GNSS LNAV GA 3.9% 1)	RNAV GNSS LNAV GA 2.5% 2)				Circling
C	ft - m/km ft	480 - 1.5R **780**	960 - 2.4 **1260**				960 - 2.4V **1270**
D	ft - m/km ft	480 - 1.8 **780**	960 - 2.4 **1260**				1140 - 3.6V **1440**

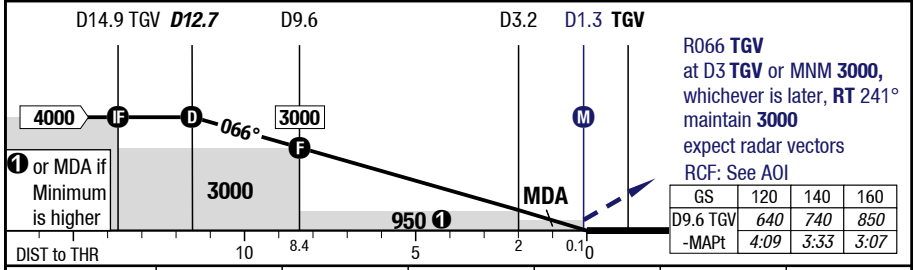
1) GA required to cross the CTR BDRY at 3000ft or above
2) Timing to determine MAPt NA

Changes: MIN



3.00° D TGV 066° RWY 062°	12.7	11	9	7	5	3
	4000	*3460*	*2820*	*2190*	*1550*	*910*





GS	120	140	160
D9.6 TGV -MAPt	*640* *4:09*	*740* *3:33*	*850* *3:07*

06		VOR DME GA 3.6% 1)	VOR DME GA 2.5%				Circling 2)
C	ft - m/km ft	370 - 1.0 **650**	1640 - 5.0 **1920**				1640 - 5.0V **1940**
D	ft - m/km ft	370 - 1.0 **650**	1640 - 5.0 **1920**				1640 - 5.0V **1940**

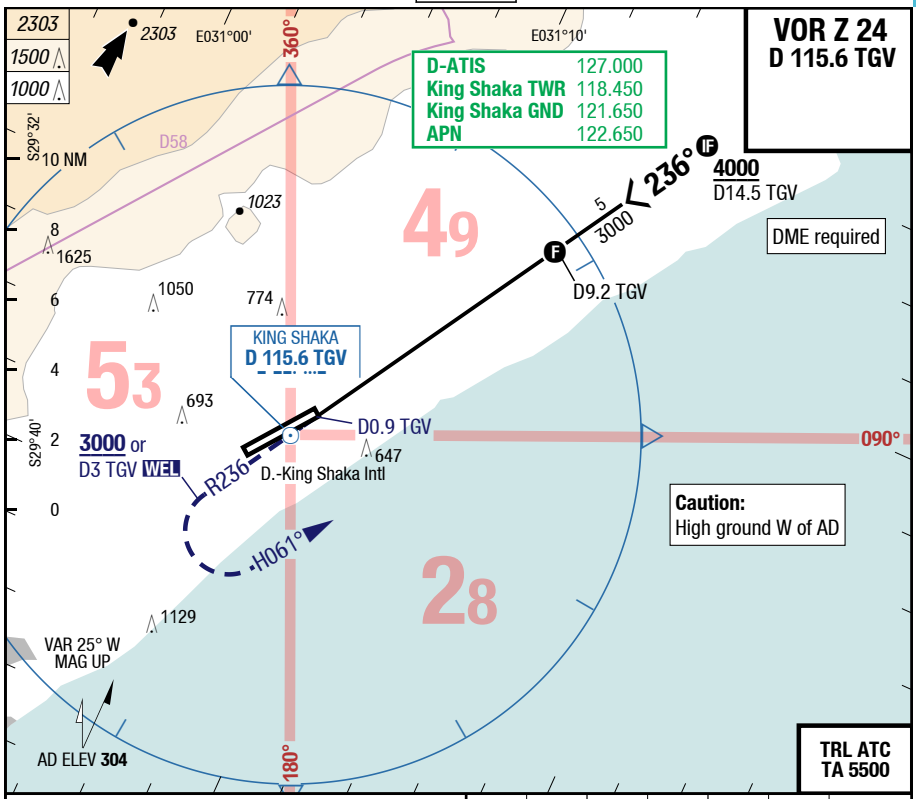
1) Timing to determine MAPt NA
2) At discretion of PIC only

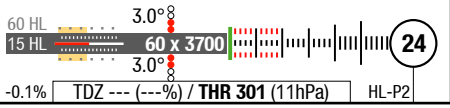
Changes: HDG

DUR-FALE

7-80

VOR Z 24

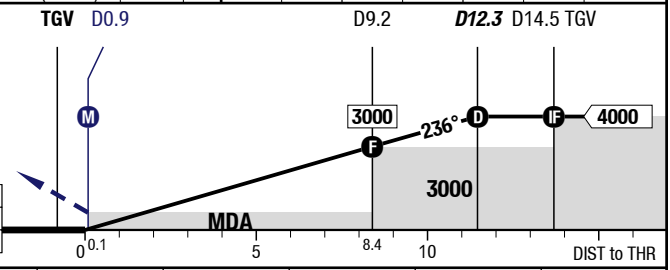




3	5	7	9	11	12.3	3.00°
1050	*1690*	*2330*	*2960*	*3600*	4000	**D TGV 236°** RWY 242°

R236 **TGV**
at D3 **TGV** or MNM **3000**,
whichever is later, **LT**
HDG 061°
maintain **3000**
expect radar vectors
RCF: See AOI

GS	120	140	160
D9.2 TGV	*640*	*740*	*850*
-MAPt	*4:09*	*3:33*	*3:07*



24		VOR DME GA 3.2%	VOR DME GA 2.5%				Circling 1)
C	ft - m/km ft	570 - 1.9 **870**	1000 - 3.8 **1300**				1000 - 3.8V **1310**
D	ft - m/km ft	570 - 1.9 **870**	1000 - 3.8 **1300**				1050 - 3.8V **1350**

1) At discretion of PIC only

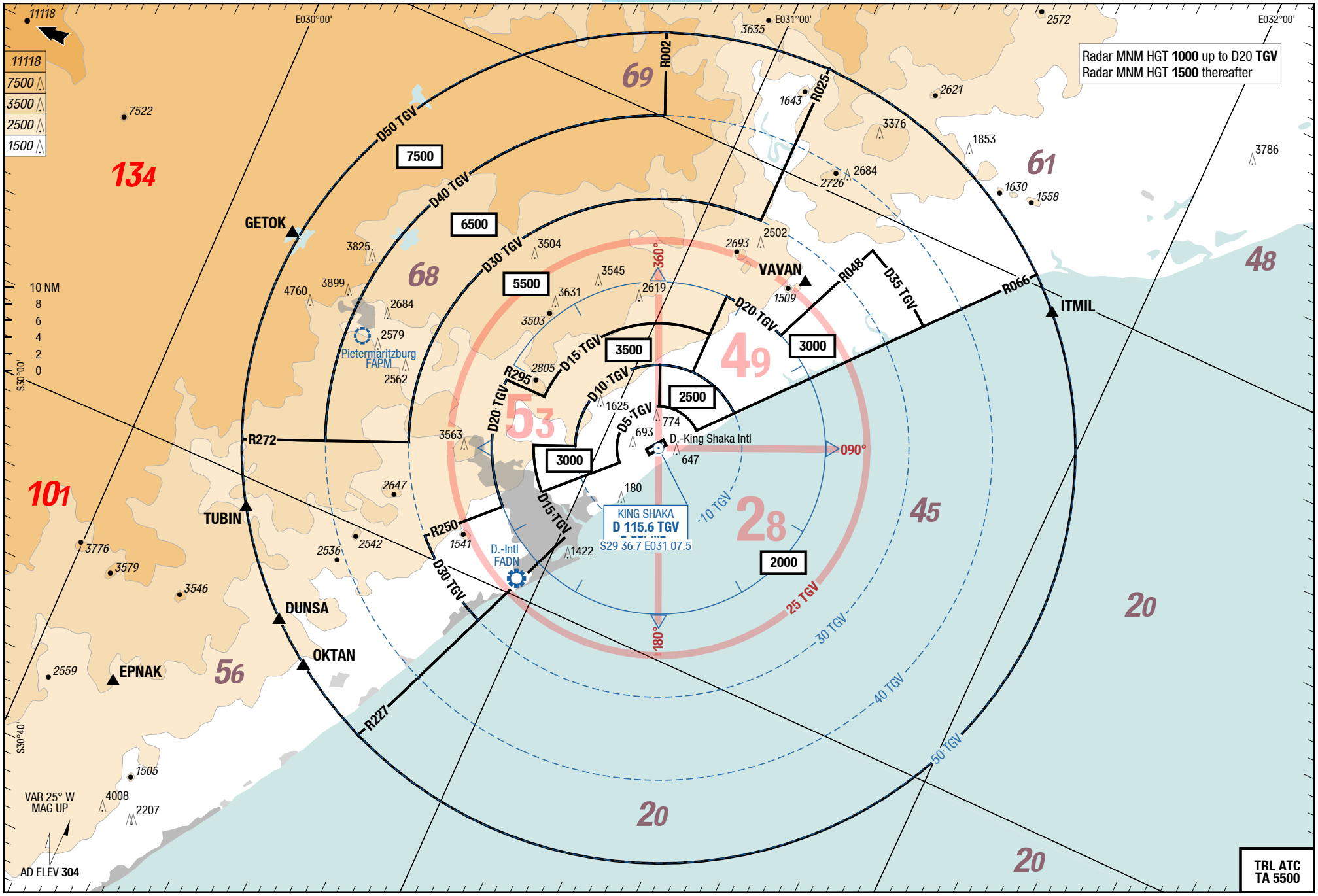
Changes: MIN, HDG

06		**Cat 1 DME** GA 2.5% 1)	**LOC DME** GA 3.0%	**LOC DME** GA 2.5% 2)			
C	ft - m/km ft	670 - 2.4 **960**	450 - 1.4 **730**	900 - 2.4 **1180**			
D	ft - m/km ft	670 - 2.4 **960**	450 - 1.4 **730**	900 - 2.4 **1180**			

1) With EVS 1.6km
2) Timing to determine MAPt NA

24		**Cat 1 DME** GA 2.5% 1)	**LOC DME** GA 3.4%	**LOC DME** GA 2.5% 2)			
C	ft - m/km ft	900 - 2.4 **1200**	430 - 1.3 **730**	1120 - 2.4 **1420**			
D	ft - m/km ft	900 - 2.4 **1200**	430 - 1.3 **730**	1120 - 2.4 **1420**			

1) With EVS 1.6km
2) Timing to determine MAPt NA



Changes: MGA, RADAR SECT, VAR, OBST