

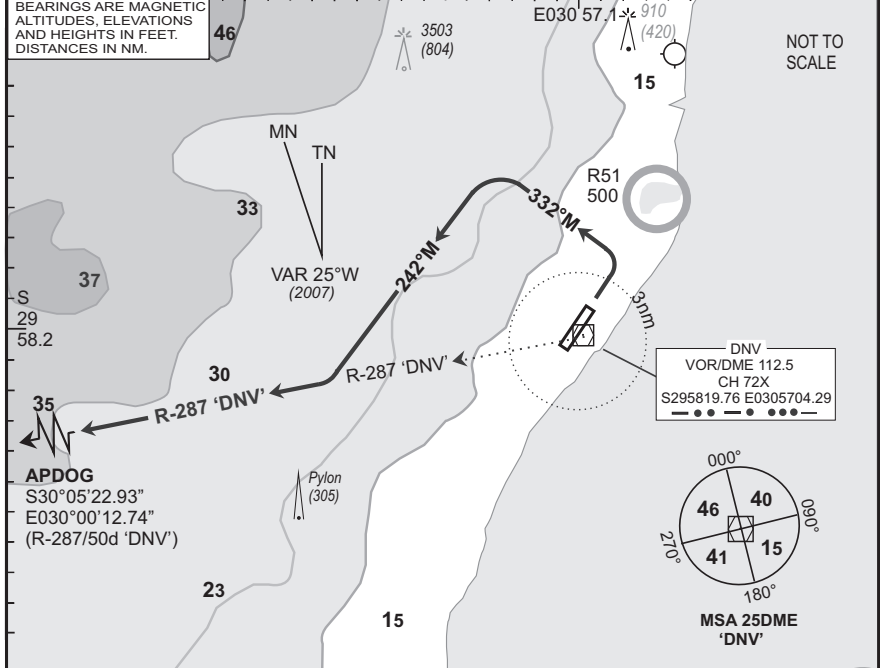
**STANDARD
DEPARTURE CHART
INSTRUMENT (SID)**

**DURBAN INTL
RWY 06
APDOG 1C**

Elev 33	T.alt 5500 T.llev ATC	Approach 119.1	Tower 118.7	ATIS 127.0	DEP 01
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FADN

- At 2000 FT ALT contact DURBAN Radar (APP) on frequency provided in ATC clearance.
 - Only aircraft equipped to comply with Part 91.34 RoA may accept procedures overflying the ocean.
 - If unable to comply with procedure, notify ATC.
- EFF
05 Jul 07**



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SID	RWY	Routing (including Min Noise Routing)
APDOG 1C	06	Climb to FL070, maintain RWY track to 3DME 'DNV', then turn left to track 332°M to 10DME 'DNV'. At 10DME 'DNV' turn left to track 242°M to intercept R287 'DNV' (outbound) to APDOG. Further climb will be under radar control. At APDOG set course as per flight plan.
Comm Fail (Squawk 7600)		Comply with the APDOG 1C SID, maintain last assigned level. Passing 30DME 'DNV' on R-287 'DNV', climb to flight plan level. At APDOG set course as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At APDOG proceed to EPNAK and comply with the EPNAK 1A STAR Communication Failure procedure. Restricted to 210KIAS (or less) and a minimum of 4.5% climb gradient until crossing R-004 'DNV' in order to remain clear of FAVG ATZ. 4.5% @ 140KTAS = 638ft/min 4.5% @ 180KTAS = 820ft/min 4.5% @ 220KTAS = 1003ft/min

CAA South Africa