

**STANDARD  
DEPARTURE CHART  
INSTRUMENT (SID)**

**DURBAN INTL  
RWY 06  
EXATA 1C**

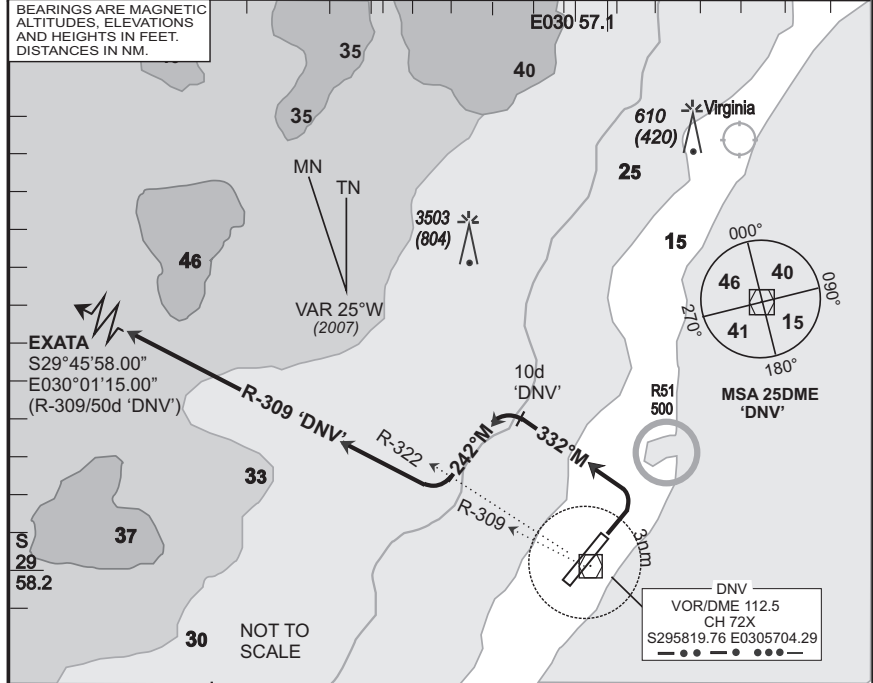
<b>Elev</b> 33	<b>T.alt</b> 5500 <b>T.l.ev</b> ATC	<b>Approach</b> 119.1	<b>Tower</b> 118.7	<b>ATIS</b> 127.0	<b>DEP-02</b>
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**FADN**

1. At 2000 FT ALT contact DURBAN Radar (APP) on the frequency provided in the ATC clearance.
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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SID	RWY	Routeing (including Min Noise Routeing)
EXATA 1C	06	Climb to FL070, maintain RWY track to 3DME 'D'NV', then turn left to track 332°M to 10DME 'D'NV', at 10DME 'D'NV' turn left to track 242°M. Crossing R-322 turn right to intercept R-309 'D'NV' (outbound) to EXATA. At EXATA set course as per flight plan.
Comm Fail (Squawk 7600)		Comply with the EXATA 1C SID, maintain last assigned level. Passing 30DME 'D'NV' on R-309 'D'NV' climb to flight plan level. At EXATA 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 EXATA proceed to GETOK and comply with the GETOK 1A STAR Communication Failure procedure.  Restricted to 210KTAS (or less) and a minimum of 4.5% climb gradient until crossing R-004 'D'NV' 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