

**STANDARD  
DEPARTURE CHART  
INSTRUMENT (SID)**

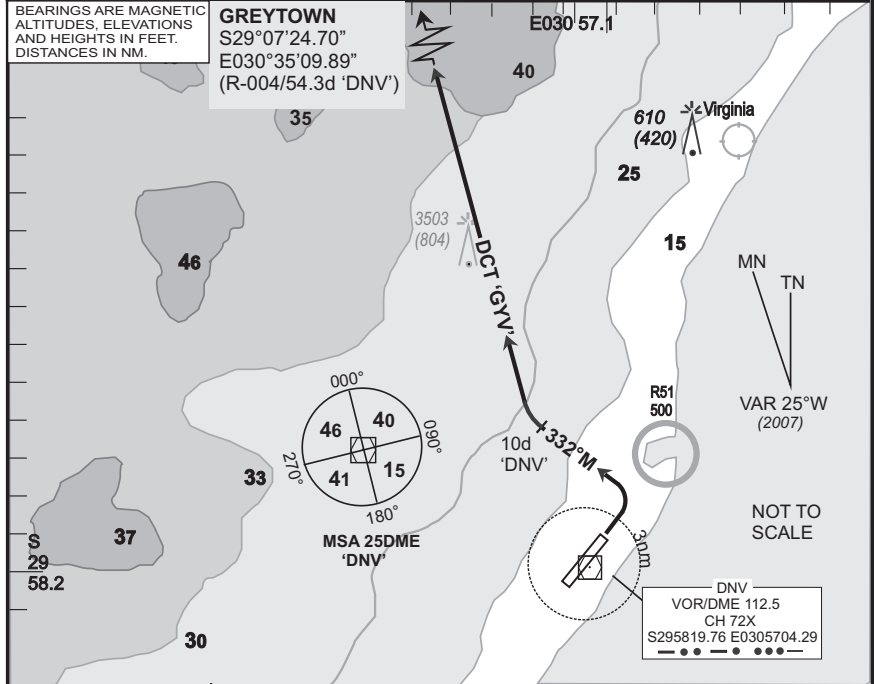
**DURBAN INTL  
RWY 06  
GREYTOWN 2C**

<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>DEP-03</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**



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SID	RWY	Routing (including Min Noise Routing)	ALTITUDES
GYV 2C	06	Climb to FL070, maintain RWY track to 3DME 'DNV', then turn left to track 332°M to 10DME 'DNV'. At 10DME 'DNV' turn right direct to 'GYV'. Further climb will be under control. At 'GYV' set course as per flight plan.	
Comm Fail (Squawk 7600)		Comply with GREYTOWN 2C SID maintain last assigned level. Passing 30DME 'DNV' climb to flight plan level. At 'GYV' 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 'GYV' proceed to GETOK and comply with the GETOK 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 the FAVG ATZ. 4.5% @ 140KTAS = 638ft/min 4.5% @ 180KTAS = 820ft/min 4.5% @ 220KTAS = 1003ft/min	

CAA South Africa