

**STANDARD
DEPARTURE CHART
INSTRUMENT (SID)**

**DURBAN INTL
RWY 06
ITORI 1C**

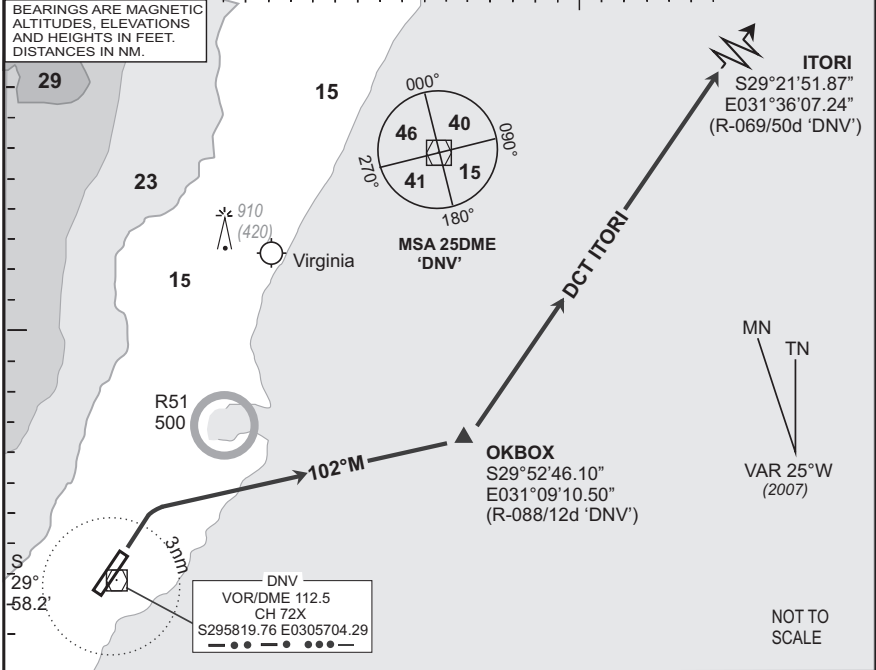
Elev 33	T.alt 5500 T.lev ATC	Approach 119.1	Tower 118.7	ATIS 127.0	DEP-04
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FADN

- At 2000 FT ALT contact DURBAN Radar (APP) on the frequency provided in the 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**

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN FEET.
DISTANCES IN NM.



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SID	RWY	Routing (including Min Noise Routing)
ITORI 1C	06	Climb to FL070, maintain RWY track to 3DME 'DNV', then turn right to track 102°M to OKBOX. At OKBOX set course to ITORI. Further climb will be under radar control. At ITORI set course as per flight plan.
Comm Fail (Squawk 7600)		Comply with the ITORI 1C SID, maintain last assigned level. Passing 40DME 'DNV' climb to flight plan level. At ITORI 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 ITORI comply with the ITORI 1A STAR Communication Failure procedure. Restricted to 210KIAS (or less) and a minimum of 4.5% climb gradient to OKBOX 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