

**STANDARD
DEPARTURE CHART
INSTRUMENT (SID)**

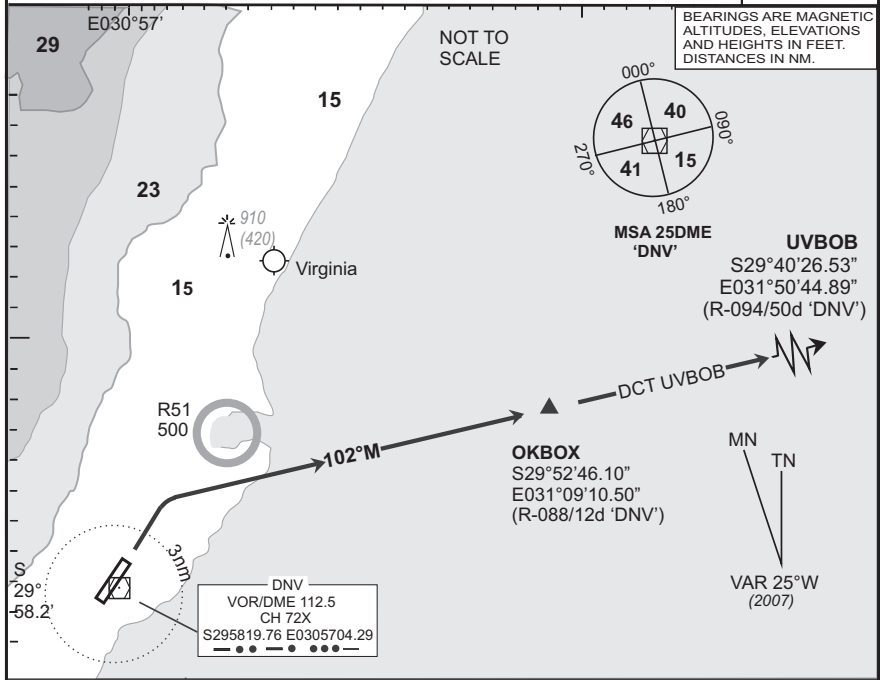
**DURBAN INTL
RWY 06
UVBOB 1C**

Elev 33	T.alt 5500 T.level ATC	Approach 119.1	Tower 118.7	ATIS 127.0		DEP-06
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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



SID	RWY	Routing (including Min Noise Routing)
UVBOB 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 UVBOB. Further climb will be under radar control. At UVBOB set course as per flight plan.
Comm Fail (Squawk 7600)		<p>Comply with the UVBOB 1C SID, maintain last assigned level. Passing 25DME 'DNV' climb to flight plan level. At UVBOB set course as per flight plan.</p> <p>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 UVBOB proceed to ITORI and comply with the ITORI 1A STAR Communication Failure procedure.</p> <p>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</p>

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CAA South Africa