

**STANDARD  
DEPARTURE CHART  
INSTRUMENT (SID)**

**DURBAN INTL  
RWY 24  
EXATA 1D**

<b>Elev</b> 33	<b>T.alt</b> 5500 <b>T.lev</b> ATC	<b>Approach</b> 119.1	<b>Tower</b> 118.7	<b>ATIS</b> 127.0		<b>DEP-09</b>
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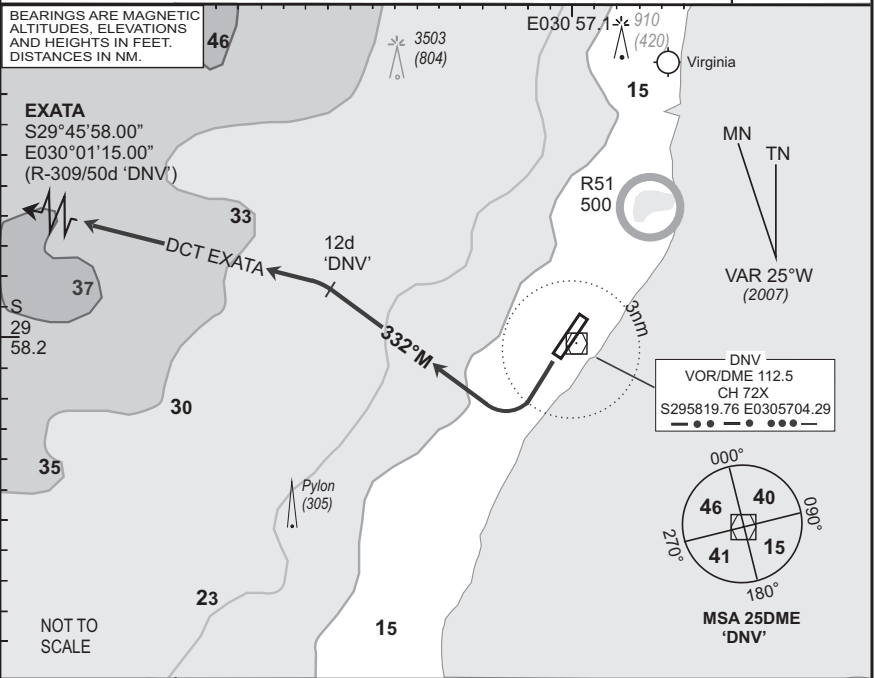
**FADN**

- 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**

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

**EXATA**  
S29°45'58.00"  
E030°01'15.00"  
(R-309/50d 'DNV')



SID	RWY	Routing (including Min Noise Routing)
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EXATA 1D	24	Climb to FL070, maintain RWY track to 3DME 'DNV' then turn right to track 332°M to 12DME 'DNV'. At 12DME 'DNV' set course to EXATA. Further climb will be under radar control. At EXATA set course as per flight plan.
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Comm Fail (Squawk 7600)		Comply with the EXATA 1D SID, maintain last assigned level. Passing 30DME 'DNV' 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 1B STAR Communication Failure procedure.
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CAA South Africa