

**STANDARD  
DEPARTURE CHART  
INSTRUMENT (SID)**

**DURBAN INTL  
RWY 24  
ITORI 1D**

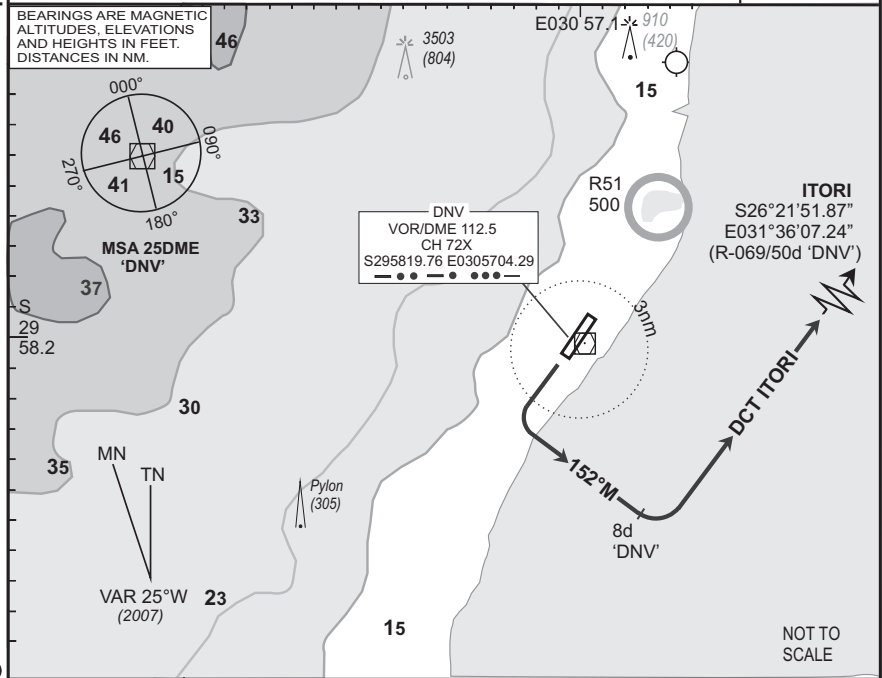
<b>Elev</b> 33	<b>T.alt</b> 5500 <b>T.lev</b> ATC	<b>Approach</b> 119.1	<b>Tower</b> 118.7	<b>ATIS</b> 127.0	<b>DEP-11</b>
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**FADN**

1. At 2000 FT ALT contact DURBAN Radar (APP) on frequency provided in 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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NOT TO  
SCALE

SID	RWY	Routeing (including Min Noise Routeing)
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ITORI 1D	24	Climb to FL070, maintain RWY track to 3DME 'DNV', then turn left to track 152°M 'DNV' At 8DME 'DNV' turn left and set course to ITORI. Further climb will be under radar control. At ITORI set course as per flight plan.
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Comm Fail (Squawk 7600)		Comply with the ITORI 1D SID, maintain last assigned level. Passing 25DME '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 1B STAR Communication Failure procedure.
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CAA South Africa