

**STANDARD
DEPARTURE CHART
INSTRUMENT (SID)**

**DURBAN INTL
RWY 24
UVBOB 1D**

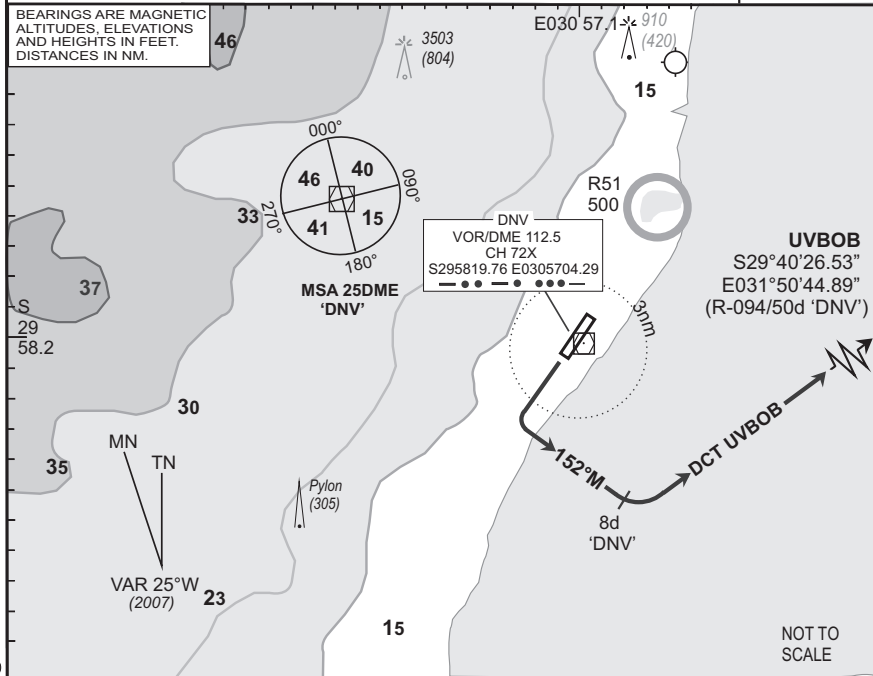
Elev 33	T.alt 5500 T.lev ATC	Approach 119.1	Tower 118.7	ATIS 127.0	DEP-13
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FADN

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.



SID	RWY	Routing (including Min Noise Routing)
UVBOB 1D	24	Climb to FL070, maintain RWY track to 3DME 'DNV' then turn left to track 152°M to 8DME 'DNV'. At 8DME 'DNV' turn left and set course to UVBOB. Further climb under radar control. At UVBOB set course as per flight plan.

Com Fail (Squawk 7600)

Comply with the UVBOB 1D SID, maintain last assigned level. Passing 25DME 'DNV' climb to flight plan level. At UVBOB 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 UVBOB proceed to ITORI and comply with the ITORI 1B STAR Communication Failure procedure.

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CAA South Africa