

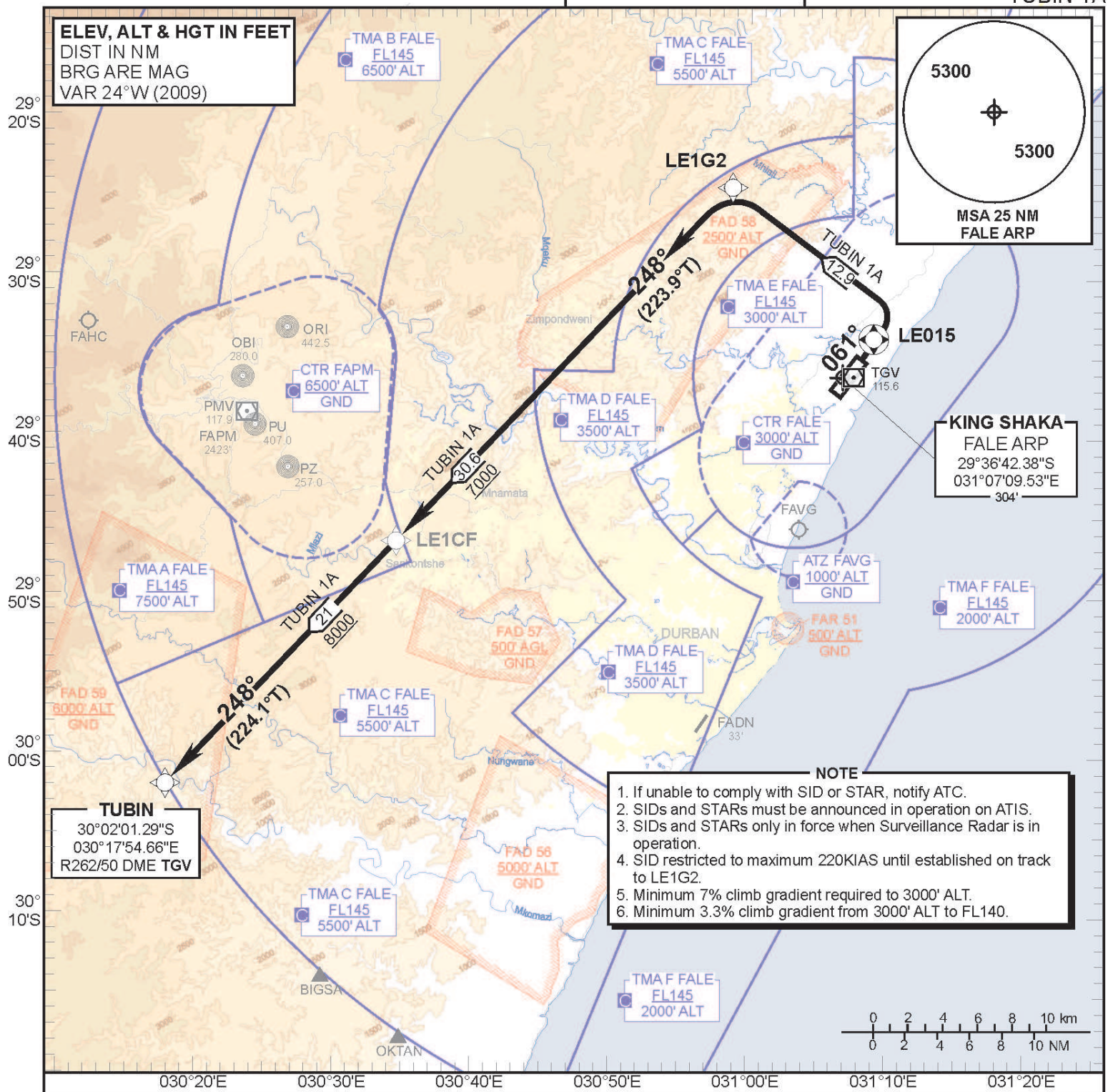
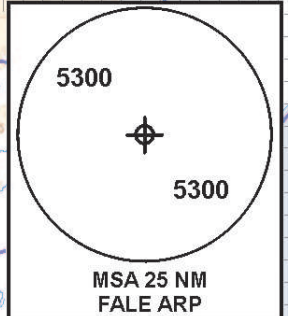
**STANDARD DEPARTURE
CHART -
INSTRUMENT
(SID)**

TRANSITIONAL ALTITUDE
5500'
TRANSITIONAL LEVEL
ATC

RADAR APP 125.75
TWR 118.45
GND 121.65
ATIS 127.00

DURBAN
(KING SHAKA INTERNATIONAL)
RNAV (GNSS) RWY 06
TUBIN 1A

ELEV, ALT & HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 24°W (2009)



**KING SHAKA
FALE ARP**
29°36'42.38"S
031°07'09.53"E
304'

- NOTE**
1. If unable to comply with SID or STAR, notify ATC.
 2. SIDs and STARs must be announced in operation on ATIS.
 3. SIDs and STARs only in force when Surveillance Radar is in operation.
 4. SID restricted to maximum 220KIAS until established on track to LE1G2.
 5. Minimum 7% climb gradient required to 3000' ALT.
 6. Minimum 3.3% climb gradient from 3000' ALT to FL140.

TUBIN
30°02'01.29"S
030°17'54.66"E
R262/50 DME TGV

**TUBIN 1A
RWY 06**

Climb to FL070. Maintain RWY track to LE015. At LE015 turn left direct to LE1G2. At LE1G2 turn left onto track and proceed to LE1CF. At LE1CF proceed to TUBIN. Further climb will be under radar control. At TUBIN set course as per flight plan.

Restricted to a minimum climb gradient of 7% to 3000' ALT.
7% @ 140KT IAS = 992 FPM
7% @ 180KT IAS = 1276 FPM
7% @ 220KT IAS = 1560 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Maintain RWY track to LE015. At LE015 turn left direct to LE1G2. At LE1G2 turn left to LE1CF. At LE1CF proceed to TUBIN maintaining last assigned flight level or MSA whichever is higher. Passing LE1CF climb to flight plan level. At TUBIN set course as per flight plan.

Aircraft wishing to return must continue to the SID termination point and climb to the last assigned level, MSA or FL080 whichever is higher. At TUBIN proceed to BIGSA and comply with the BIGSA 1A STAR Communication Failure Procedure.

CHANGE: TMA F Depiction