

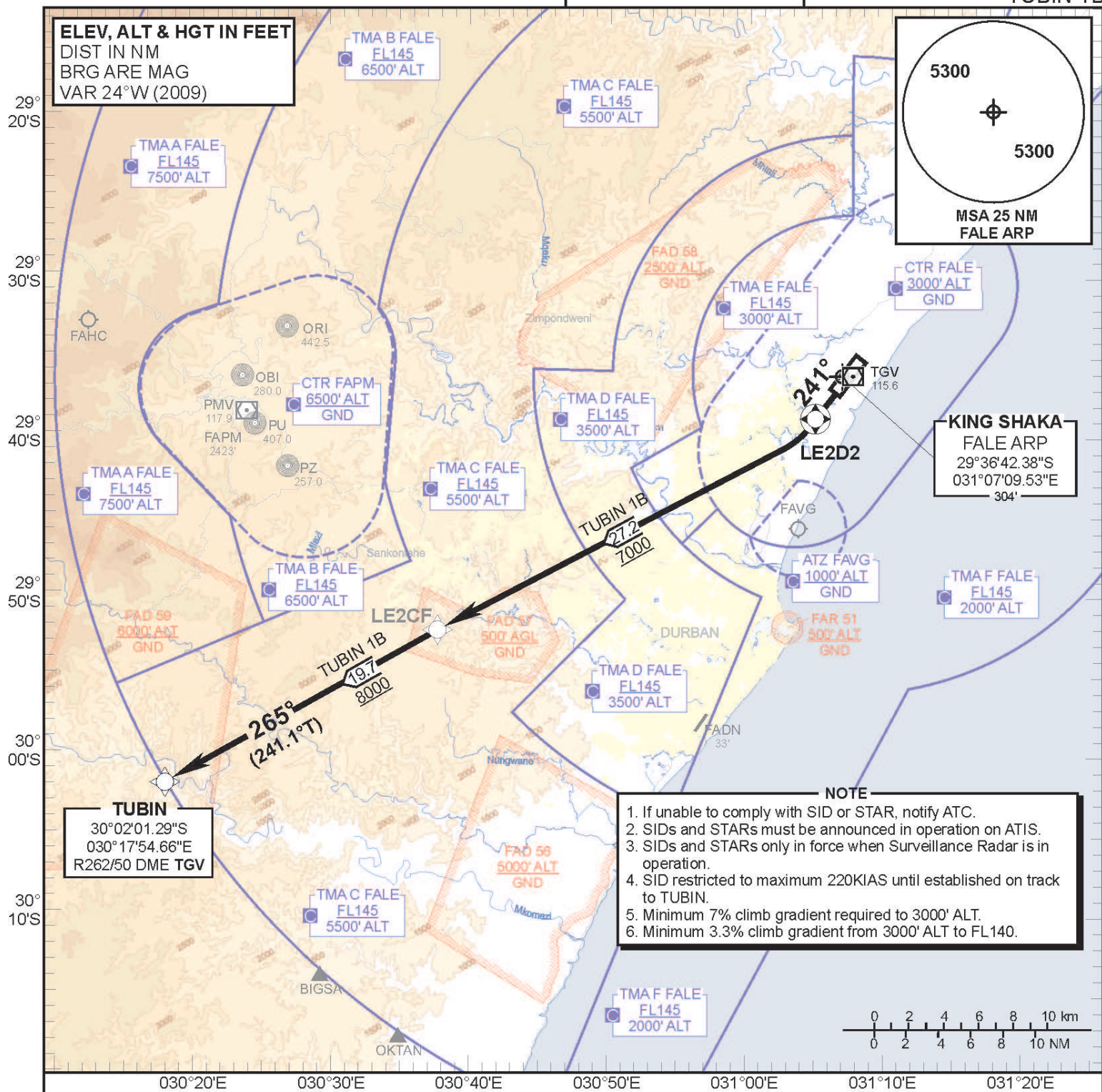
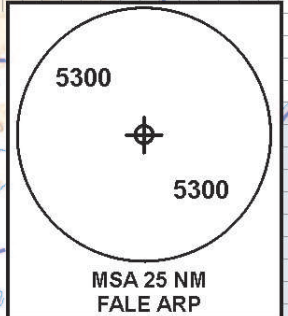
**STANDARD DEPARTURE  
CHART -  
INSTRUMENT  
(SID)**

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 24**  
TUBIN 1B

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



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

**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 TUBIN.
  5. Minimum 7% climb gradient required to 3000' ALT.
  6. Minimum 3.3% climb gradient from 3000' ALT to FL140.

CHANGE: TMA F Depiction

**TUBIN 1B  
RWY 24**

**Climb to FL070. Maintain RWY track to LE2D2. At LE2D2 turn right direct to LE2CF. At LE2CF 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 LE2D2 maintaining last assigned flight level or MSA, whichever is higher. At LE2D2 turn right direct to LE2CF and 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 1B STAR Communication Failure Procedure.