

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

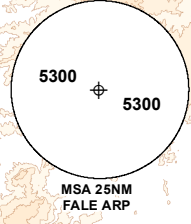
TRANSITIONAL ALTITUDE
5500'
TRANSITIONAL LEVEL
ATC

RADAR APP: 125.75
TWR: 118.45
GND: 121.65
ATIS: 127.00

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

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

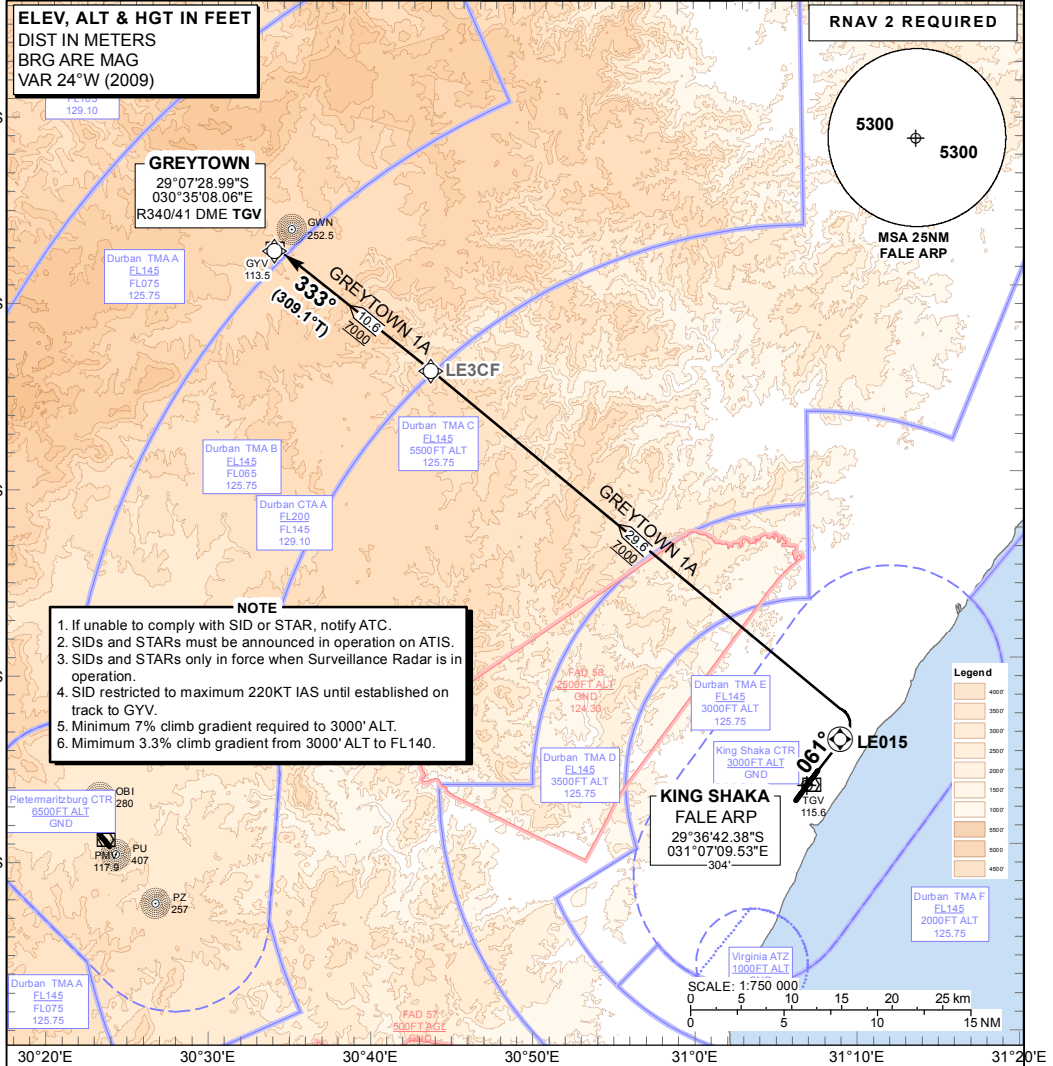
RNAV 2 REQUIRED



GREYTOWN
29°07'28.99"S
030°35'08.06"E
R340/41 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 220KT IAS until established on track to GYV.
 5. Minimum 7% climb gradient required to 3000' ALT.
 6. Minimum 3.3% climb gradient from 3000' ALT to FL140.



**GREYTOWN 1A:
RWY 06**

Climb to FL070. Maintain RWY track to LE015. At LE015 turn left direct to LE3CF. At LE3CF proceed to GYV. Further climb will be under radar control. At GYV set course as per flight plan.

Restricted to a minimum climb gradient of 7.0% to 3000' ALT.

- 7.0% @ 140KT IAS = 992 FPM
- 7.0% @ 180KT IAS = 1276 FPM
- 7.0% @ 220KT IAS = 1560 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Maintain RWY track to LE015. At LE015 turn left to LE3CF maintaining last assigned flight level or MSA, whichever is higher. Passing LE3CF climb to flight plan level and proceed to GYV. At GYV 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 GYV proceed to GETOK and comply with GETOK 1C STAR Communication Failure Procedure.

CHANGE: New Format