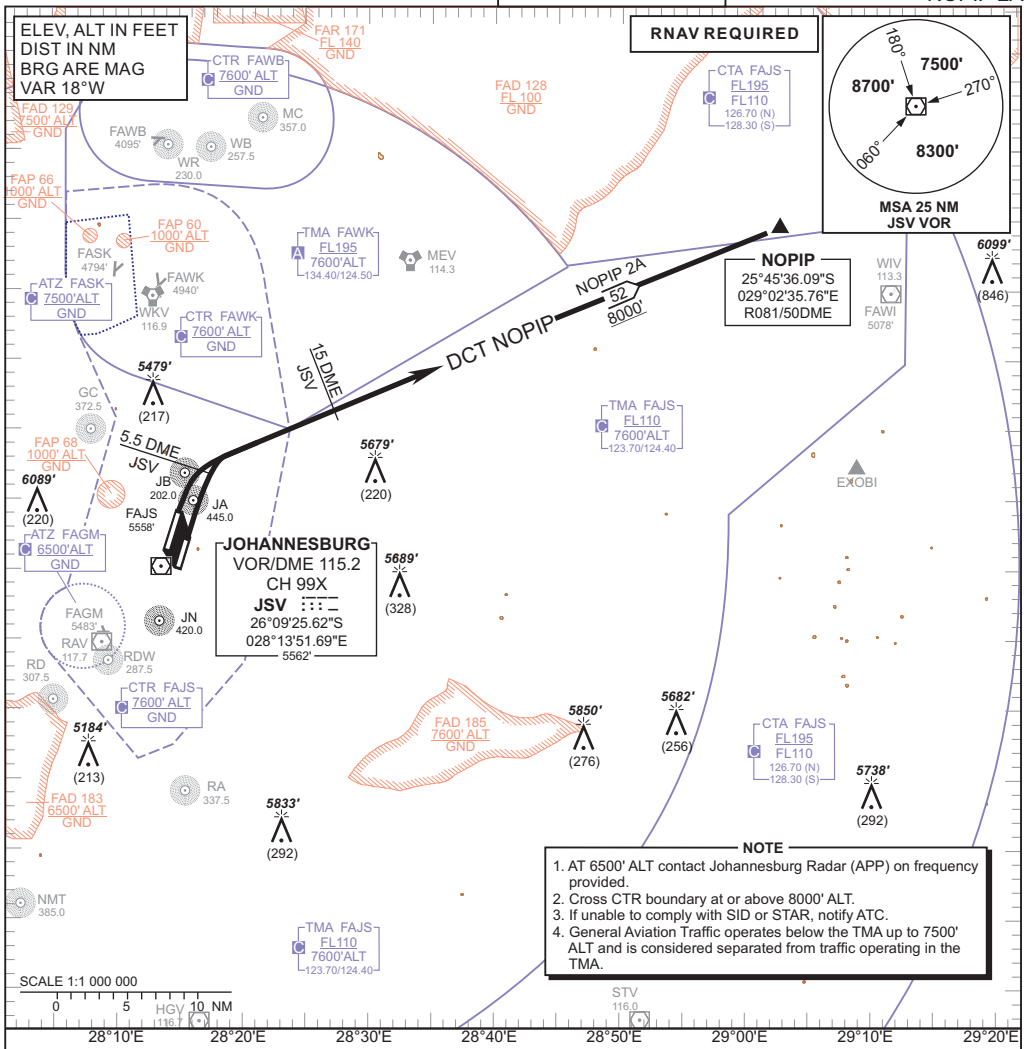
STANDARD DEPARTURE CHART - INSTRUMENT (SID)

TRANSITIONAL ALTITUDE
8000'
TRANSITIONAL LEVEL
ATC

RADAR APP 124.50 (W & SE)
TWR 118.10/118.60
SMC 121.90
ATIS 126.20/115.20

JOHANNESBURG
(O.R. TAMBO INTERNATIONAL)
RWY 03
NOPIP 2A



NOTE

1. AT 6500' ALT contact Johannesburg Radar (APP) on frequency provided.
2. Cross CTR boundary at or above 8000' ALT.
3. If unable to comply with SID or STAR, notify ATC.
4. General Aviation Traffic operates below the TMA up to 7500' ALT and is considered separated from traffic operating in the TMA.

NOPIP 2A, RWY 03

Climb to FL090, maintain RWY track to 5.5 DME JSV then turn right direct to NOPIP. Cross 15 DME JSV at FL090 or above if cleared so by ATC. Further climb will be under radar control. At NOPIP set course as per flight plan.

Restricted to a minimum climb gradient of 4.2% to CTR boundary.
4.2% @ 140KT IAS = 596 FPM
4.2% @ 180KT IAS = 766 FPM
4.2% @ 220KT IAS = 936 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Comply with NOPIP 2A SID, climbing to FL090 or maintain last assigned level, whichever is the highest. At NOPIP set course as per flight plan and climb to flight plan level.

Aircraft wishing to return must continue to the SID termination point and climb to the last assigned level or MSA if cleared level is below MSA. At NOPIP proceed to OKPIT and comply with the appropriate STAR Communication Failure Procedure.

CHANGE: ATIS FREQ