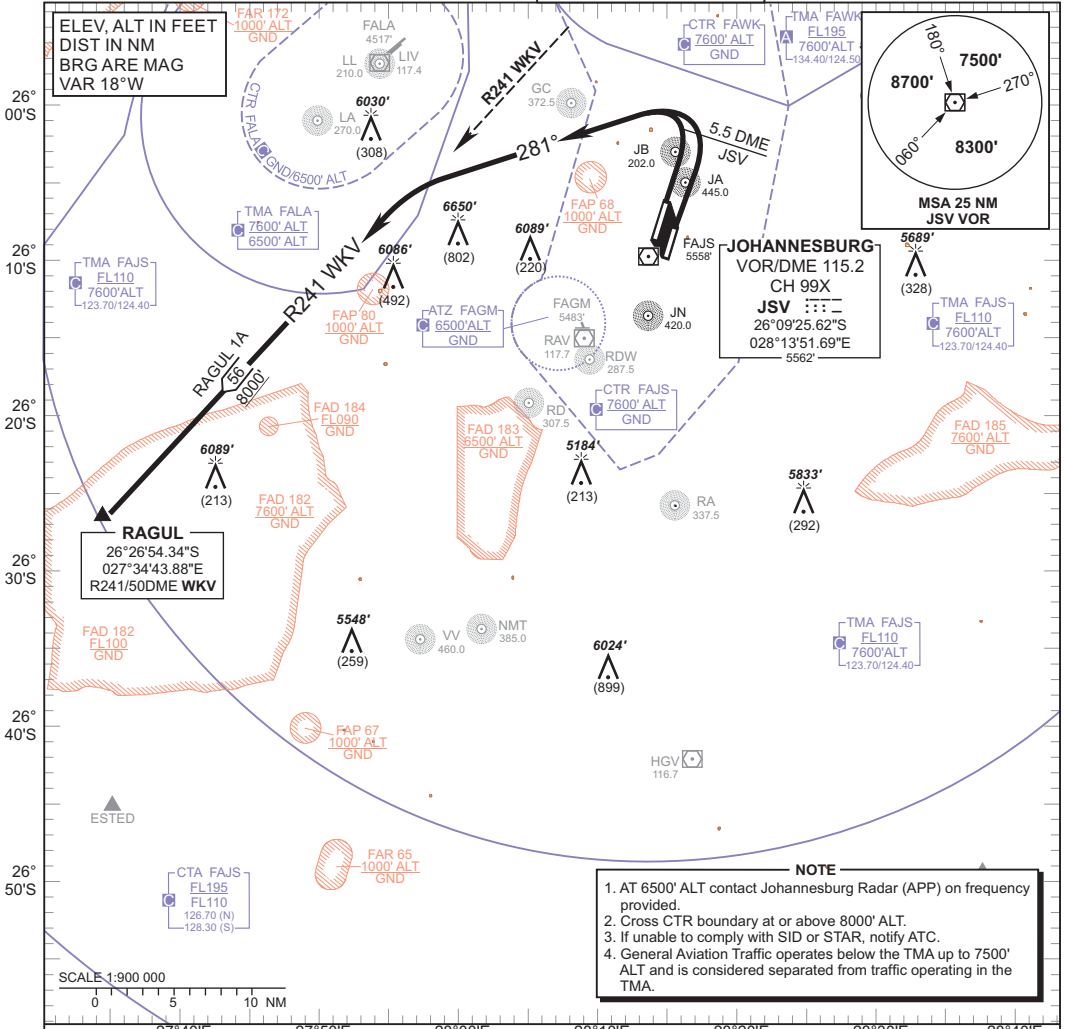


**STANDARD DEPARTURE  
CHART -  
INSTRUMENT  
(SID)**

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**  
RAGUL 1A



**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.

**RAGUL 1A,  
RWY 03**

Climb to 8000' ALT, maintain RWY track to 5.5 DME JSV. At 5.5. DME JSV turn left onto track 281° to intercept R241 WKV (OUBD) to RAGUL. Further climb will be under radar control. At RAGUL set course as per flight plan.

**Restricted to a minimum climb gradient of 4.4% to CTR boundary.**  
4.4% @ 140KT IAS = 624 FPM  
4.4% @ 180KT IAS = 802 FPM  
4.4% @ 220KT IAS = 981 FPM

**COMMUNICATION FAILURE PROCEDURE (Squawk 7600)**

Comply with RAGUL 1A SID, climbing to 8700' ALT or maintain last assigned level, whichever is the highest. At RAGUL continue as per flight plan.

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

CHANGE: ATIS FREQ