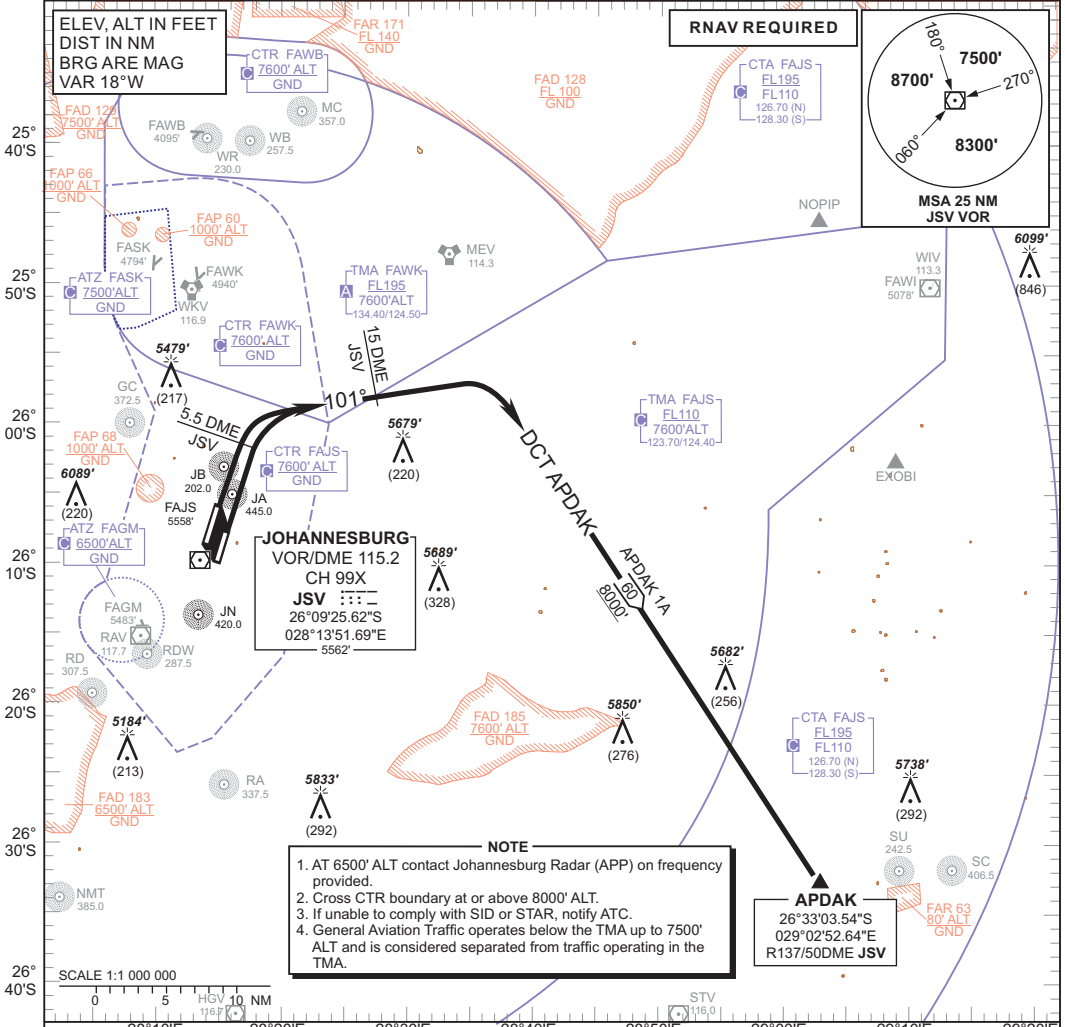


**STANDARD DEPARTURE
CHART -
INSTRUMENT
(SID)**

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

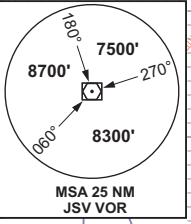
JOHANNESBURG
(O.R. TAMBO INTERNATIONAL)
RWY 03
APDAK 1A



- 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.

JOHANNESBURG
VOR/DME 115.2
CH 99X
JSV ::::
26°09'25.62"S
028°13'51.69"E
5562'

APDAK
26°33'03.54"S
029°02'52.64"E
R137/50DME JSV



**APDAK 1A,
RWY 03**

Climb to FL090, maintain RWY track to 5.5 DME JSV then turn right onto track 101°. At 15 DME JSV turn right direct to APDAK. Cross 15 DME JSV at FL090 or above, if cleared by ATC. Further climb will be under radar control. At APDAK set course as per flight plan.

Restricted to a minimum climb gradient of 4.1% to FL090.
4.1% @ 140KT IAS = 582 FPM
4.1% @ 180KT IAS = 748 FPM
4.1% @ 220KT IAS = 914 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Comply with APDAK 1A SID, climbing to FL090 or maintain last assigned level, whichever is the highest. At APDAK 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 APDAK proceed to STV and comply with the appropriate STAR Communication Failure Procedure.

CHANGE: ATIS FREQ