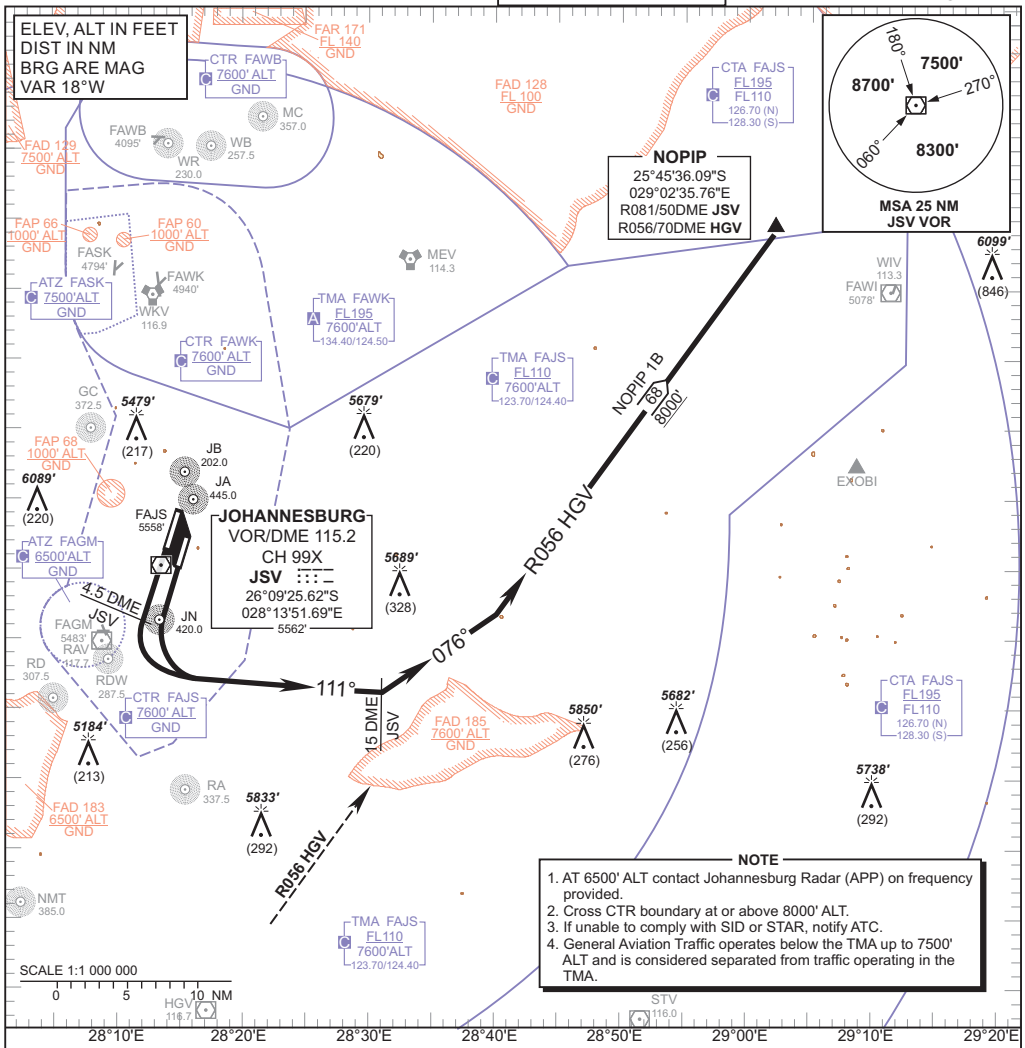
STANDARD DEPARTURE CHART - INSTRUMENT (SID)

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 21
NOPIP 1B



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 1B / RWY 21:

Climb to 8000' ALT, maintain RWY track to 4.5 DME JSV then turn left onto track 111°. Passing 15 DME JSV turn left onto track 076° to intercept R056 HGV (OUBD) to NOPIP. Cross 4.5 DME JSV at 7000' ALT or above. 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 1B SID, climbing to 8300' ALT or maintain last assigned level, whichever is highest. At NOPIP set course as per flight plan and climb to flight plan level.

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

CHANGE: ATIS FREQ