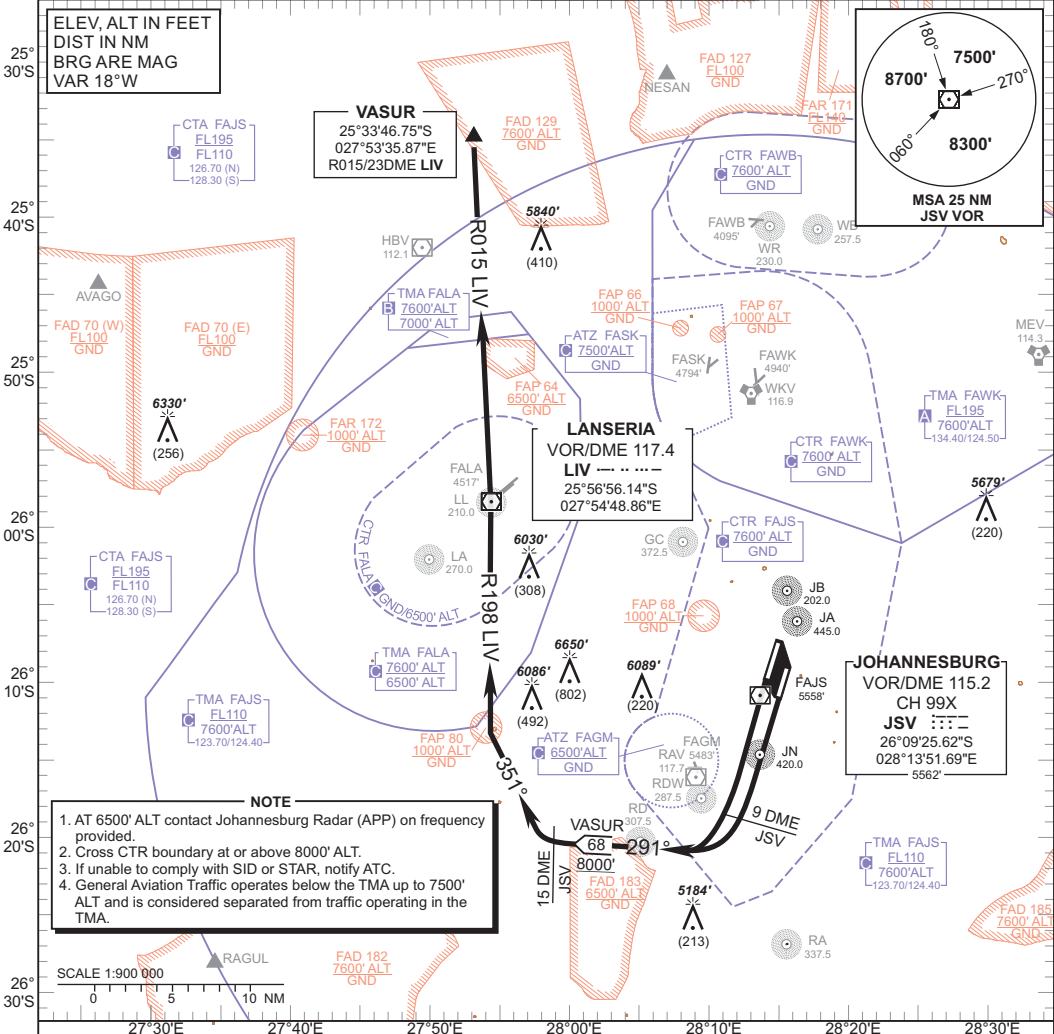


**STANDARD DEPARTURE  
CHART -  
INSTRUMENT  
(SID)**

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**  
VASUR 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.

**VASUR 1B,  
RWY 21**

**Climb to 8000' ALT, maintain RWY track to 9 DME JSV then turn right onto track 291°. Passing 15 DME JSV turn right onto track 351° to intercept R198 LIV (INBD). At LIV intercept R015 LIV (OUBD) to VASUR. Further climb will be under radar control. At VASUR set course as per flight**

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 VASUR 1B SID, climbing to 8700' ALT or maintain last assigned level, whichever is highest. At VASUR set course as per flight plan.

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

CHANGE: ATIS FREQ