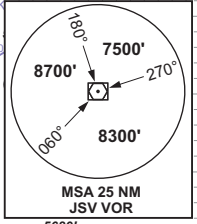
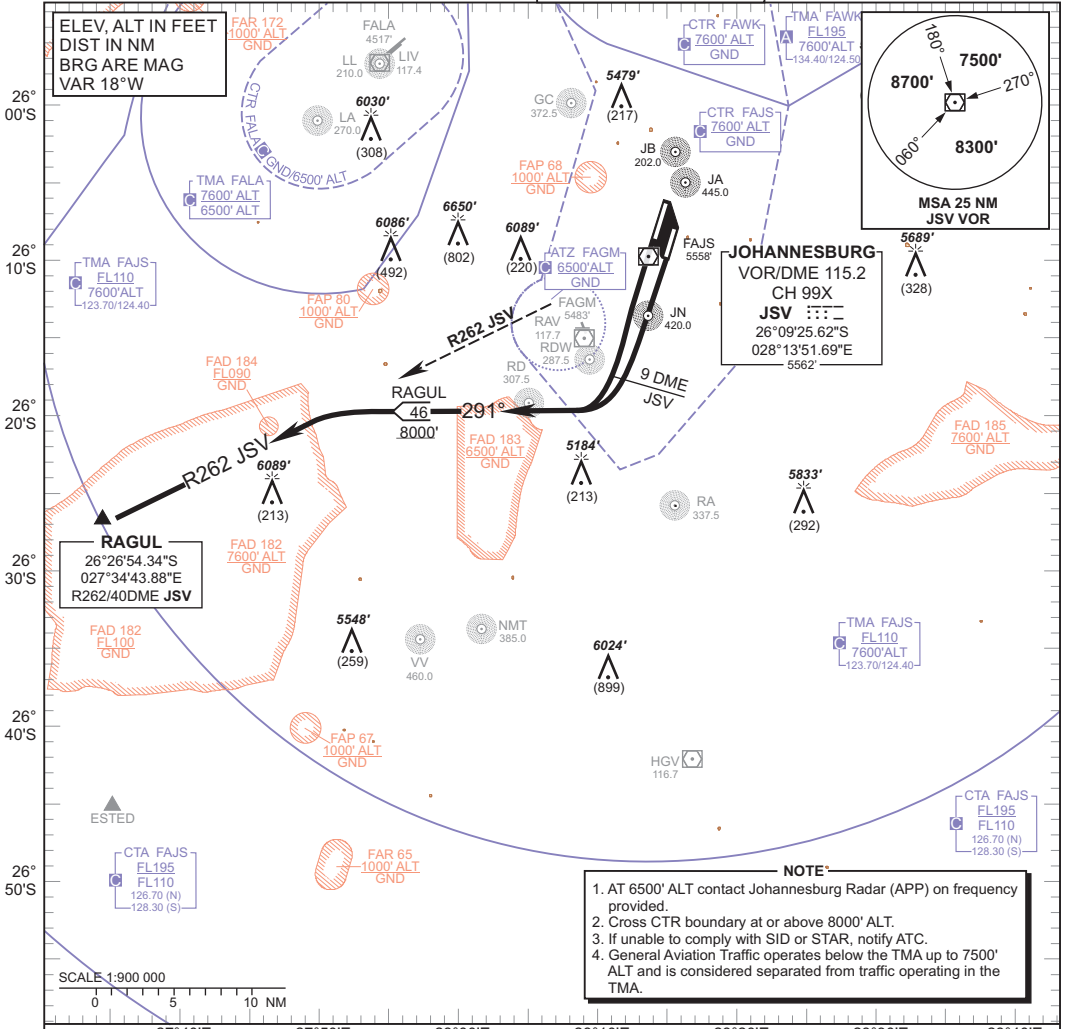


**STANDARD DEPARTURE
CHART -
INSTRUMENT
(SID)**

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
RAGUL 1B



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

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.

SCALE 1:900 000
0 5 10 NM

CHANGE: ATIS FREQ

**RAGUL 1B,
RWY 21**

Climb to 8000' ALT, maintain RWY track to 9 DME JSV. At 9 DME JSV turn right onto track 291° to intercept R262 JSV (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 1B SID, climbing to FL100 or maintain last assigned level whichever is higher. Cross 12 DME JSV at FL090 or above if cleared above FL090 by ATC. Cross 18 DME JSV at FL100, or above if cleared above FL100 by ATC. At RAGUL continue 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 RAGUL proceed to ESTED and comply with the appropriate STAR Communication Failure procedure.