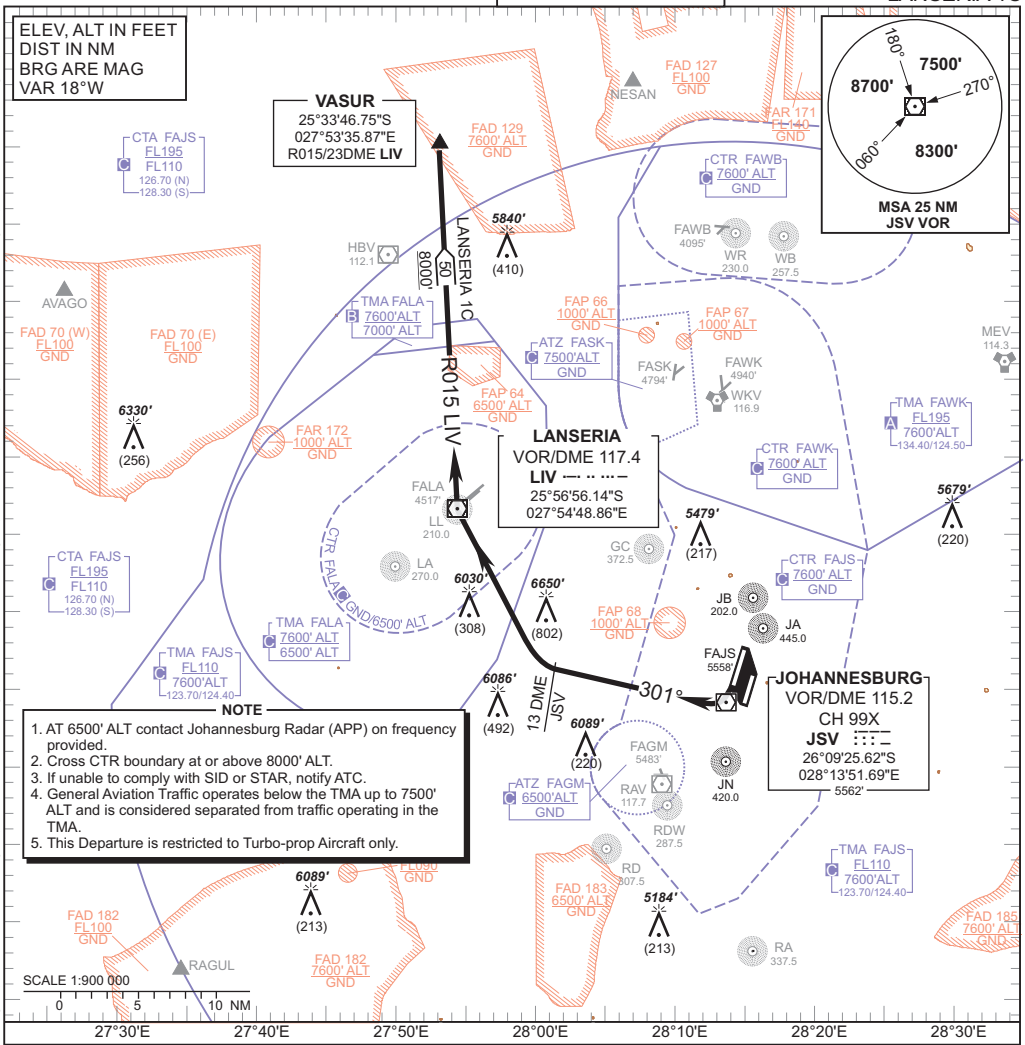
STANDARD DEPARTURE CHART - INSTRUMENT (SID)

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
LANSERIA 1C



LANSERIA 1C : RWY 21

Climb to 8000' ALT, maintain RWY track to JSV then turn right 301° (Turn radius to remain within 2.5 DME JSV). Crossing 13 DME JSV turn right direct LIV. At LIV intercept R015 LIV (OUBD) to VASUR. At VASUR set course as per flight plan.

Restricted to a minimum climb gradient of 5.3% to CTR boundary. Cross the CTR boundary at minimum 8000' ALT. Further climb will be under radar control.

5.3% @ 90KT IAS = 483 FPM 5.3% @ 180KT IAS = 966 FPM
5.3% @ 120KT IAS = 644 FPM 5.3% @ 210KT IAS = 1127 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Comply with the LANSERIA 1C SID, climbing to 8300' ALT or maintain last assigned level whichever is the highest. At VASUR set course as per flight plan and climb to flight plan level.

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 to hold and comply with the appropriate STAR Communication Failure procedure.

Note: Fuel jettisoning may be done above FL110 prior to commencing the STAR.

Caution: Holding patterns below FL110 will be conducted partially outside controlled airspace.

CHANGE: ATIS FREQ