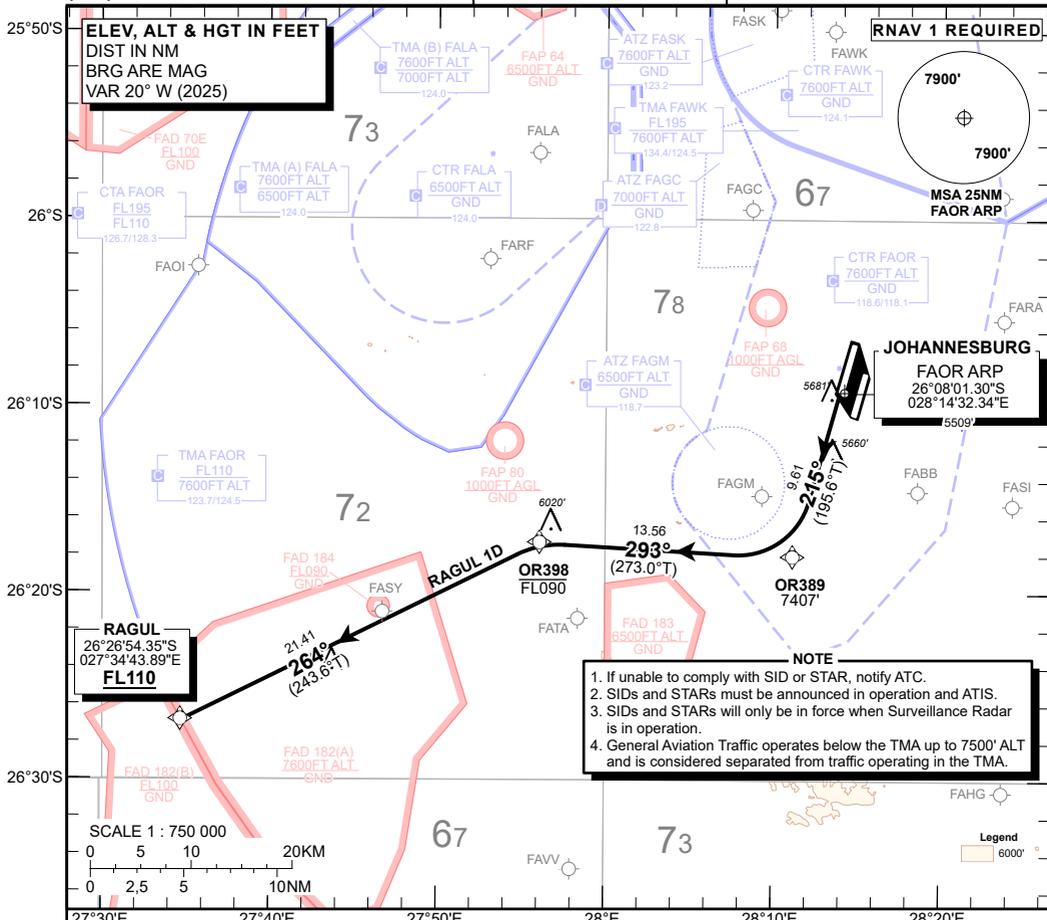


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITIONAL ALTITUDE **8000'**
TRANSITIONAL LEVEL **ATC**

RADAR APP S: 124.50 TWR E: 118.60
E: 124.50 W: 118.10
W: 123.70 ATIS: 126.20
DIR: 121.40 : 115.20
ACC SW: 128.30 SMC: 121.90

JOHANNESBURG (O.R. TAMBO INTERNATIONAL) RNAV (GNSS) RWY 21R RAGUL 1D



RAGUL
26°26'54.35\"S
027°34'43.89\"E
FL110

JOHANNESBURG
FAOR ARP
26°08'01.30\"S
028°14'32.34\"E

- NOTE**
1. If unable to comply with SID or STAR, notify ATC.
 2. SIDs and STARs must be announced in operation and ATIS.
 3. SIDs and STARs will only be in force when Surveillance Radar is in operation.
 4. General Aviation Traffic operates below the TMA up to 7500' ALT and is considered separated from traffic operating in the TMA.

RAGUL 1D: RWY 21R

Climb to FL090. To OR389 on course 215°M, turn right to OR398 at FL090 or below, turn left to RAGUL at FL110 or above. At RAGUL, set course as per flight plan.

Restricted to a minimum climb gradient of 3.3%, until reaching CTR BDRY.

- 3.3% @ 140KT IAS = 468 FPM
- 3.3% @ 180KT IAS = 602 FPM
- 3.3% @ 220KT IAS = 736 FPM

Note: This procedure is CO-DEPENDENT on the NIBEX 1D RNAV (GNSS) STAR RWY 21L procedure which needs to be published in order for the RAGUL 1D RNAV(GNSS) SID RWY 21R Communication Failure Procedure to be valid.

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Comply with the **RAGUL 1D RNAV (GNSS) SID RWY 21R**. At RAGUL set course as per flight plan and climb to flight plan level.

Aircraft wishing to return to FAOR must continue as per the RAGUL 1D RNAV (GNSS) SID to RAGUL. At RAGUL proceed to NIBEX and enter the NIBEX 1D RNAV (GNSS) STAR RWY 21L hold at **FL110**. Hold for 5 minutes. Thereafter, comply with the **“After NIBEX 1D RNAV (GNSS) STAR”** Communication Failure Procedure.

CHANGE: New Procedure

ACSP: ATNS