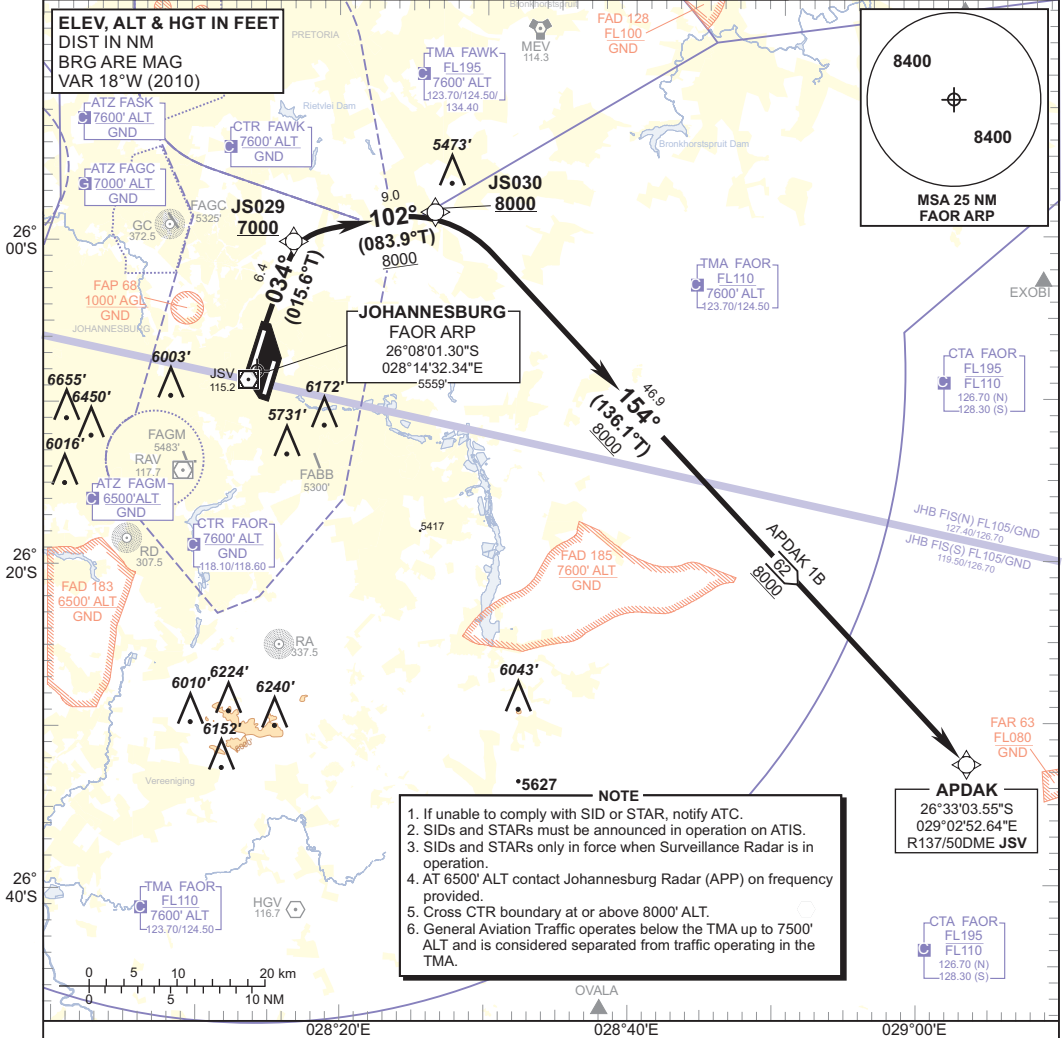


**STANDARD DEPARTURE
CHART -
INSTRUMENT
(SID)**

TRANSITION ALTITUDE
8000'
TRANSITION LEVEL
ATC

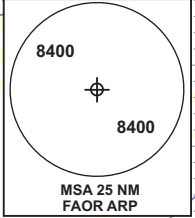
RADAR APP S 124.50 TWR E 118.60
E 124.50 W 118.10
W 123.70 ATIS 126.20
DIR 121.40
ACC N 126.70 SMC 121.90

JOHANNESBURG
(O.R. TAMBO INTERNATIONAL)
RNAV (GNSS) RWY 03L
APDAK 1B



***5627 NOTE**

1. If unable to comply with SID or STAR, notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs and STARs only in force when Surveillance Radar is in operation.
4. At 6500' ALT contact Johannesburg Radar (APP) on frequency provided.
5. Cross CTR boundary at or above 8000' ALT.
6. General Aviation Traffic operates below the TMA up to 7500' ALT and is considered separated from traffic operating in the TMA.



APDAK
26°33'03.55"S
029°02'52.64"E
R137/50DME JSV

**APDAK 1B
RWY 03L**

Climb to FL090, maintain RWY track to JS029. At JS029 turn right to JS030. At JS030 turn right to APDAK. Further climb will be under radar control. At APDAK set course as per flight plan.

Restricted to a minimum climb gradient of 4.1% to FL090.

- 4.1% @ 140KT IAS = 581 FPM
- 4.1% @ 180KT IAS = 747 FPM
- 4.1% @ 220KT IAS = 913 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Comply with APDAK 1B SID, climbing to FL090 or maintain last assigned level, whichever is the highest. At APDAK continue as per flight plan.

Aircraft wishing to return must continue to the SID termination point and climb to the last assigned level or MSA if last cleared level is below MSA. At APDAK proceed to STV and comply with the STANDERTON 6A RWY 03R STAR Communication Failure Procedure.

CHANGE: NDB NIMT withdrawn