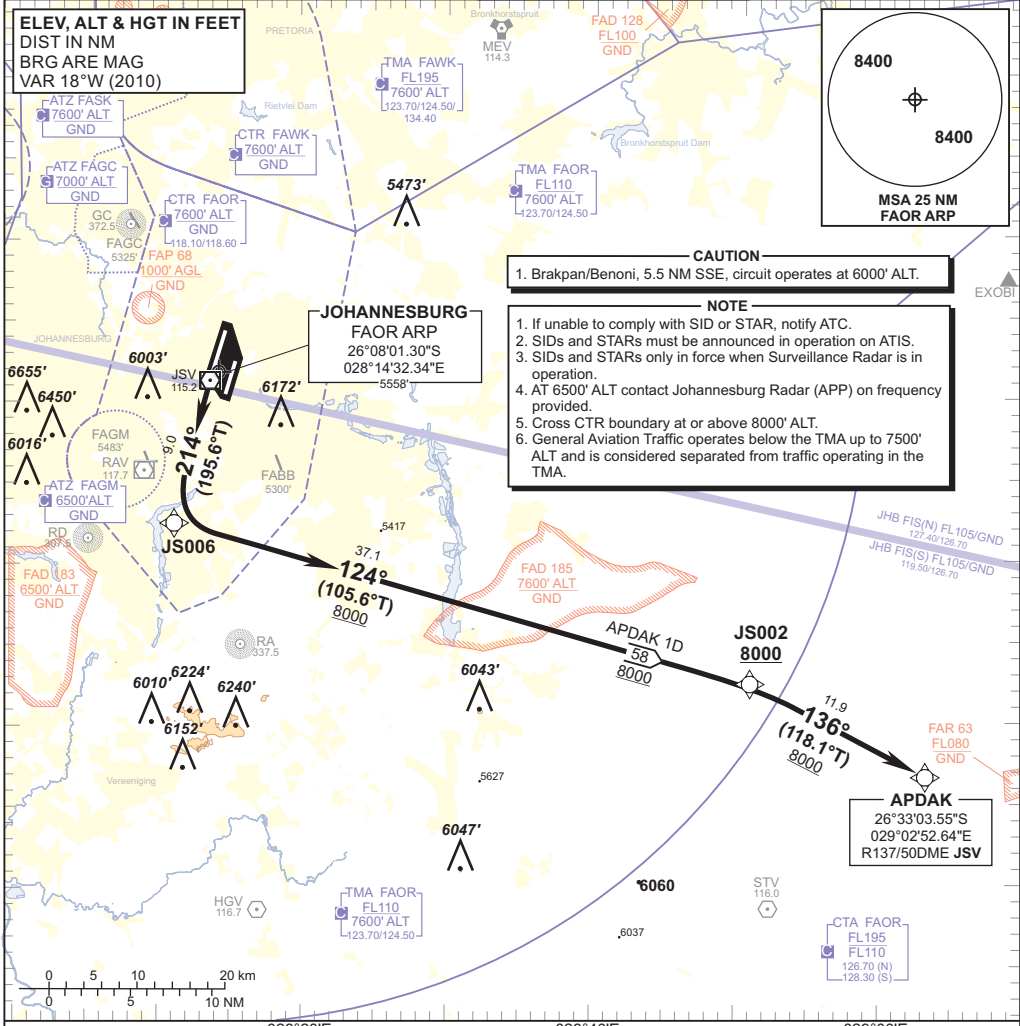


**STANDARD DEPARTURE  
CHART -  
INSTRUMENT  
(SID)**

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 121.40 115.20  
ACC N 126.70 SMC 121.90

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



**CAUTION**  
1. Brakpan/Benoni, 5.5 NM SSE, circuit operates at 6000' ALT.

- 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  
R137/50MDE JSV

CHANGE: NDB NIMT withdrawn

**APDAK 1D,  
RWY 21R**

Climb to 8000' ALT, maintain RWY track 214° to JS006. At JS006 turn left to JS002. At JS002 turn right to APDAK. At APDAK set course as per flight plan.

**Restricted to a minimum climb gradient of 3.8% to CTR boundary.**  
3.8% @ 140KT IAS = 539 FPM  
3.8% @ 180KT IAS = 693 FPM  
3.8% @ 220KT IAS = 847 FPM

**COMMUNICATION FAILURE PROCEDURE (Squawk 7600)**

Comply with APDAK 1D SID, climbing to 8400' ALT or maintain last assigned level, whichever is the highest. At APDAK 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 the last assigned level or MSA if cleared level is below MSA. At APDAK proceed to STV and comply with the STANDERD 5B RWY 21L STAR Communication Failure Procedure.