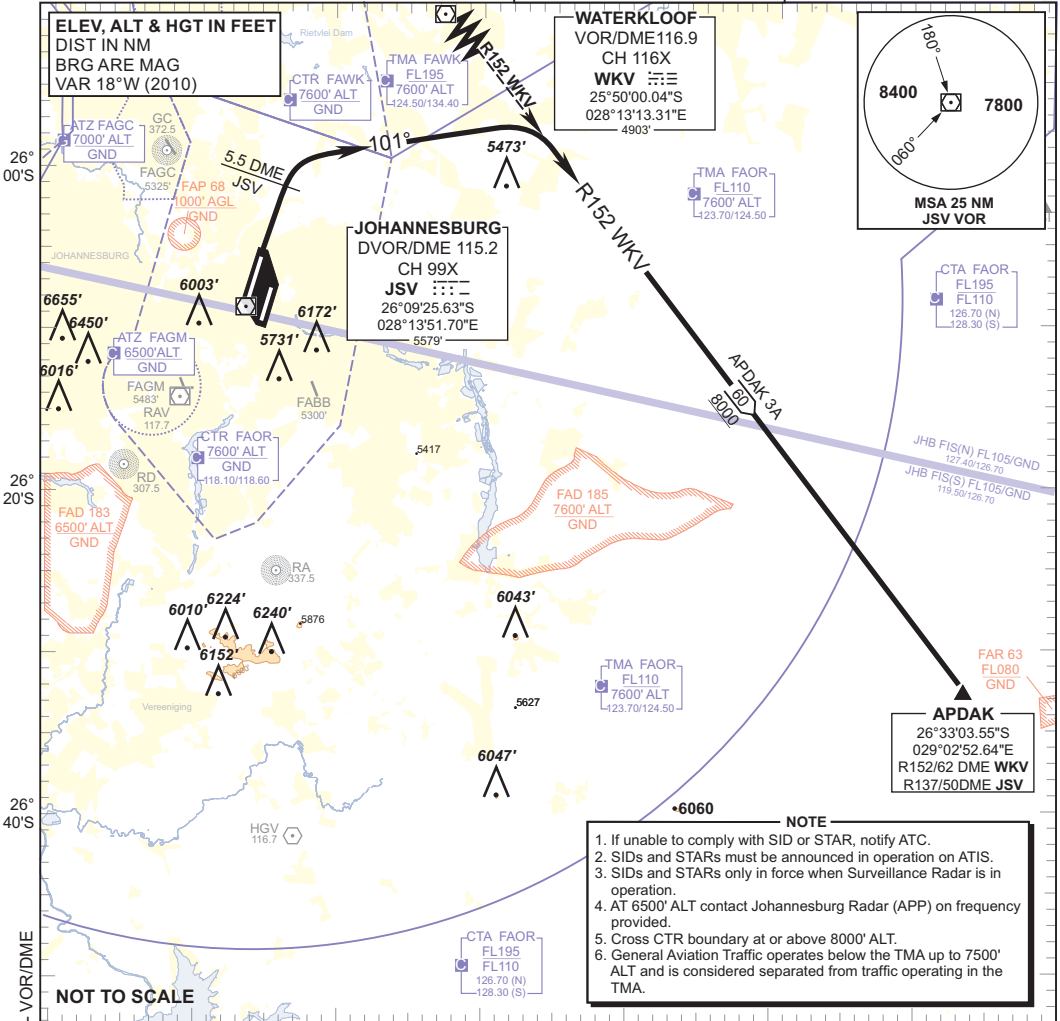


**STANDARD DEPARTURE  
CHART -  
INSTRUMENT  
(SID)**

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)  
**RWY 03L**  
APDAK 3A



- 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.

CHANGE: WATERLOOF NAVAID BLOCK - VOR/DME

**APDAK 3A  
RWY 03L**

**Climb to FL090, maintain RWY track to 5.5 DME JSV then turn right onto track 101° to intercept R152 WKV (OUBD) to APDAK. Cross 15 DME JSV at FL090 or above.**

**Restricted to a minimum climb gradient of 4.5% to CTR boundary.**  
4.5% @ 140KT IAS = 638 FPM  
4.5% @ 180KT IAS = 820 FPM  
4.5% @ 220KT IAS = 1003 FPM

**COMMUNICATION FAILURE PROCEDURE (Squawk 7600)**

Comply with APDAK 3A 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.