

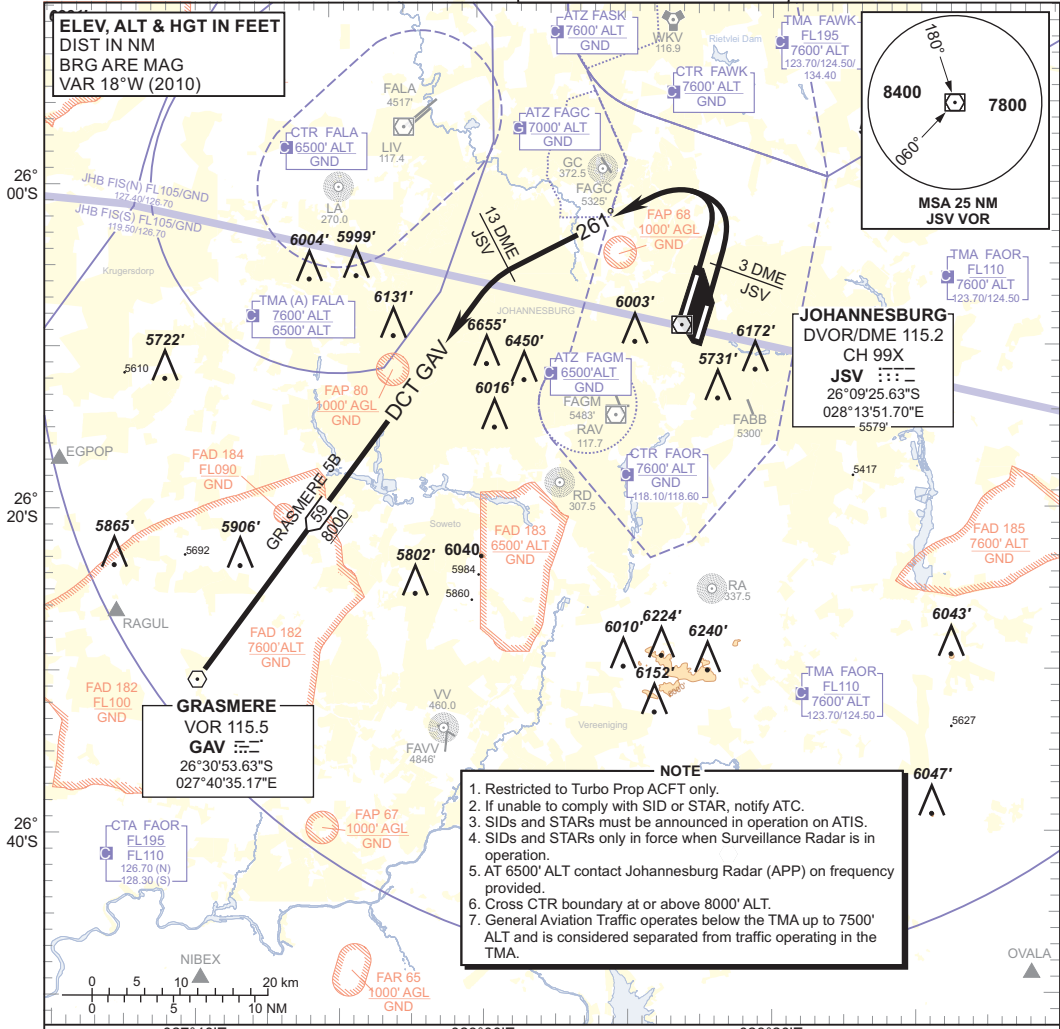
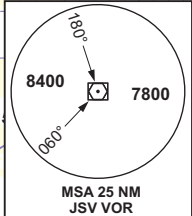
**STANDARD DEPARTURE
CHART -
INSTRUMENT
(SID)**

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/R
GRASMERE 5B

**ELEV, ALT & HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 18°W (2010)**



**JOHANNESBURG
DVOR/DME 115.2
CH 99X
JSV**
26°09'25.63"S
028°13'51.70"E
5579'

**GRASMERE
VOR 115.5
GAV**
26°30'53.63"S
027°40'35.17"E

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

**GRASMERE 5B
RWY 03L/R**

Climb to 8000' ALT, maintain RWY track to 3 DME JSV or 6100' ALT, whichever is later, then turn left onto track 261°. Crossing 13 DME JSV turn left direct to GAV. Further climb will be under radar control. At GAV set course as per flight plan.

Restricted to a minimum climb gradient of 5.0% to CTR boundary.
5.0% @ 80KT IAS = 405 FPM
5.0% @ 120KT IAS = 608 FPM
5.0% @ 160KT IAS = 810 FPM
5.0% @ 200KT IAS = 1013 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Comply with GRASMERE 5B SID, climbing to 8700' ALT or maintain last assigned level, whichever is the highest. At GAV 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 last cleared level is below MSA. At GAV proceed to NIBEX and comply with the NIBEX 2A RWY 03R STAR Communication Failure Procedure.

CHANGE: NDB NIMT withdrawn