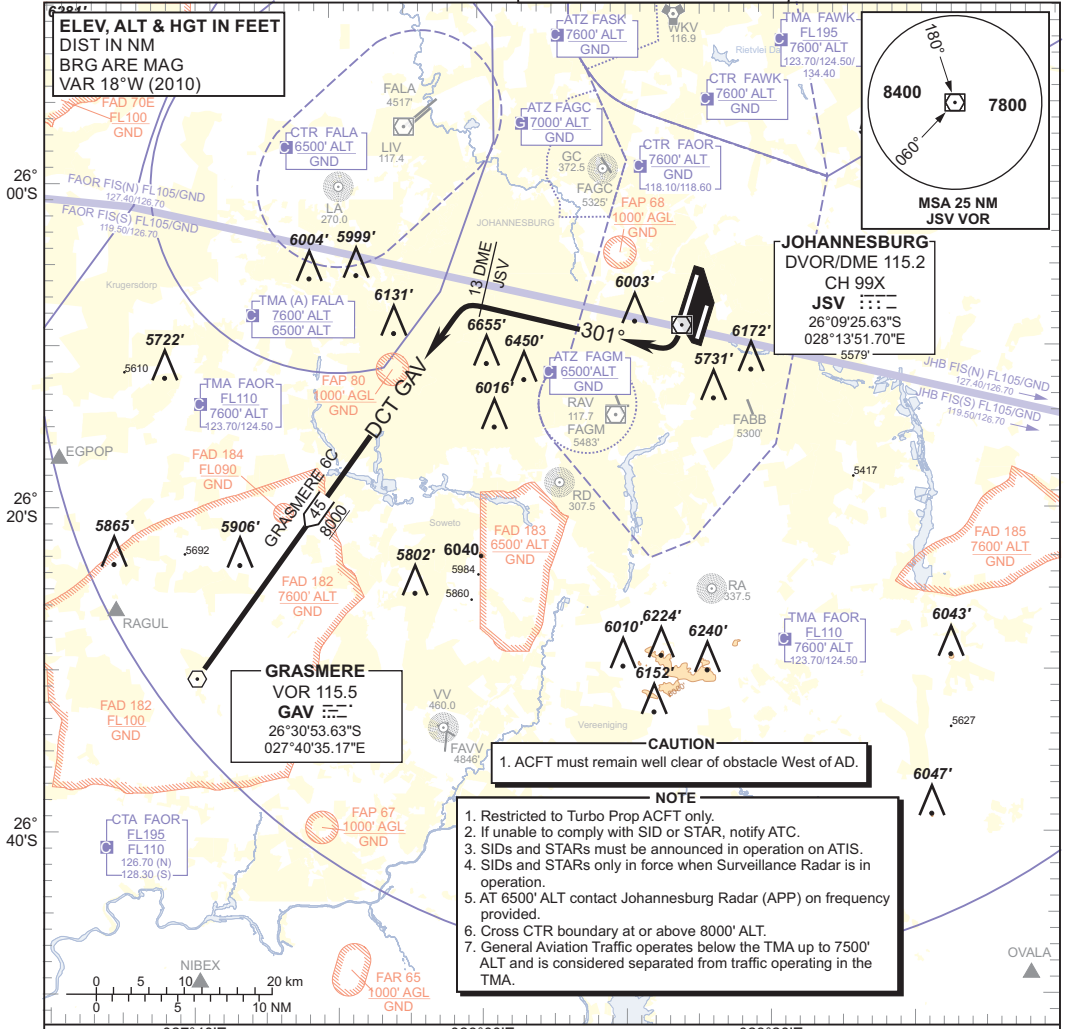


**STANDARD DEPARTURE
CHART -
INSTRUMENT
(SID)**

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 21R
GRASMERE 6C



027°40'E 028°00'E 028°20'E

**GRASMERE 6C:
RWY 21R**

Climb to 8000' ALT, maintain RWY track to JSV. At JSV turn right onto track 301° (Turn radius to remain within 2.5 DME JSV). Crossing 13 DME JSV turn left direct GAV. At GAV set course as per flight plan.

Restricted to a minimum climb gradient of 5.3% to CTR boundary.
Further climb will be under radar control.
5.3% @ 80KT IAS = 429 FPM
5.3% @ 120KT IAS = 644 FPM
5.3% @ 160KT IAS = 859 FPM
5.3% @ 200KT IAS = 1073 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)
Comply with the GRASMERE 6C SID, climbing to 8300' ALT or maintain last assigned level whichever is the highest. At GAV set course to the next fix outside 60 DME JSV and climb to flight plan level.

Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At GAV proceed to NIBEX and comply with the NIBEX 2C RWY 21L STAR Communication Failure procedure.

CHANGE: NDB NIMT withdrawn