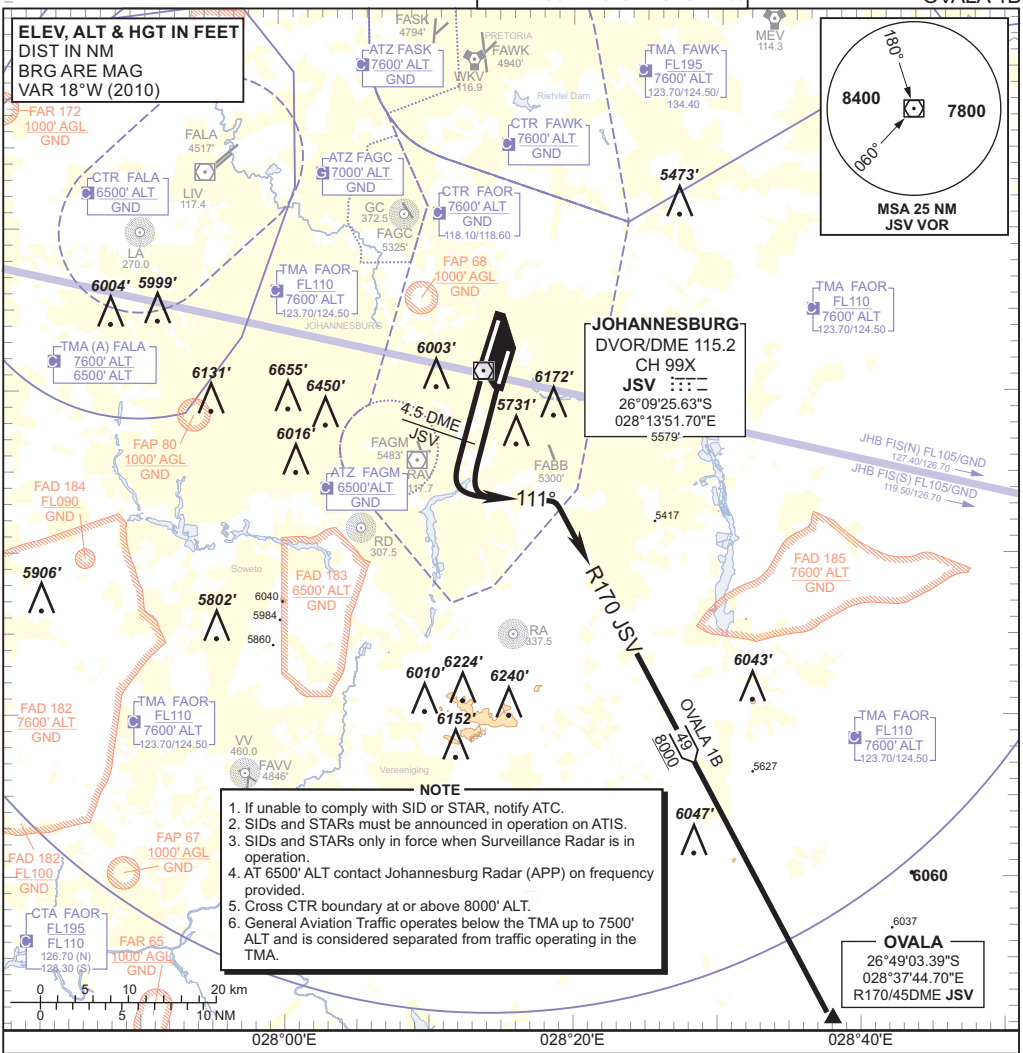
STANDARD DEPARTURE CHART - INSTRUMENT (SID)

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 21L/R
OVALA 1B



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.

OVALA 1B RWY 21L/R:

Climb to 8000' ALT, maintain RWY track to 4.5 DME JSV then turn left onto track 111° to intercept R170 JSV (OUBD) to OVALA. Cross 4.5 DME JSV at 7000' ALT or above. Further climb will be under radar control. At OVALA set course as per flight plan.

Restricted to a minimum climb gradient of 4.2% to CTR boundary.
4.2% @ 140KT IAS = 595 FPM
4.2% @ 180KT IAS = 766 FPM
4.2% @ 220KT IAS = 936 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Comply with OVALA 1B SID, climbing to 8300' ALT or maintain last assigned level, whichever is highest. At OVALA continue as per flight plan.

Aircraft wishing to return must continue to SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At OVALA route direct to STV and comply with the STANDERTON 5B RWY 21L STAR Communication Failure procedure.

CHANGE: NDBNMT withdrawn