

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

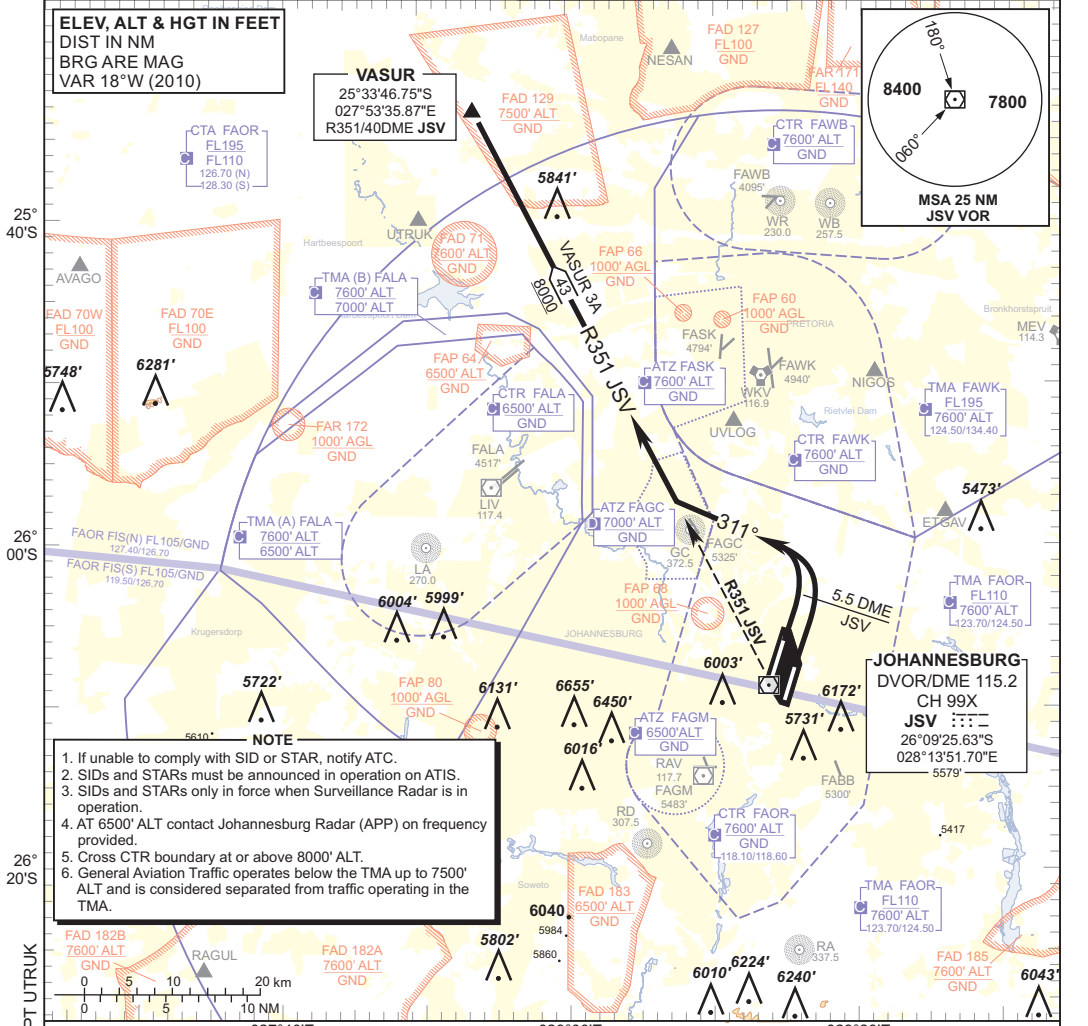
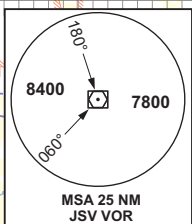
TRANSITION ALTITUDE  
**8000'**  
TRANSITION LEVEL  
**ATC**

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**  
VASUR 3A

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

**VASUR**  
25°33'46.75"S  
027°53'35.87"E  
R351/40DME JSV



- 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: HBV decommissioned, new WYPT UTRUK

**VASUR 3A,  
RWY 03L/R**

Climb to 8000' ALT, maintain RWY track to 5.5 DME JSV then turn left onto track 311° to intercept R351 JSV (OUBD) to VASUR. Further climb will be under radar control. At VASUR 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 VASUR 3A SID, climbing to 8700' ALT or maintain last assigned level, whichever is the highest. At VASUR 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 VASUR proceed to AVAGO and comply with the AVAGO 2A RWY 03 STAR Communication Failure Procedure.