

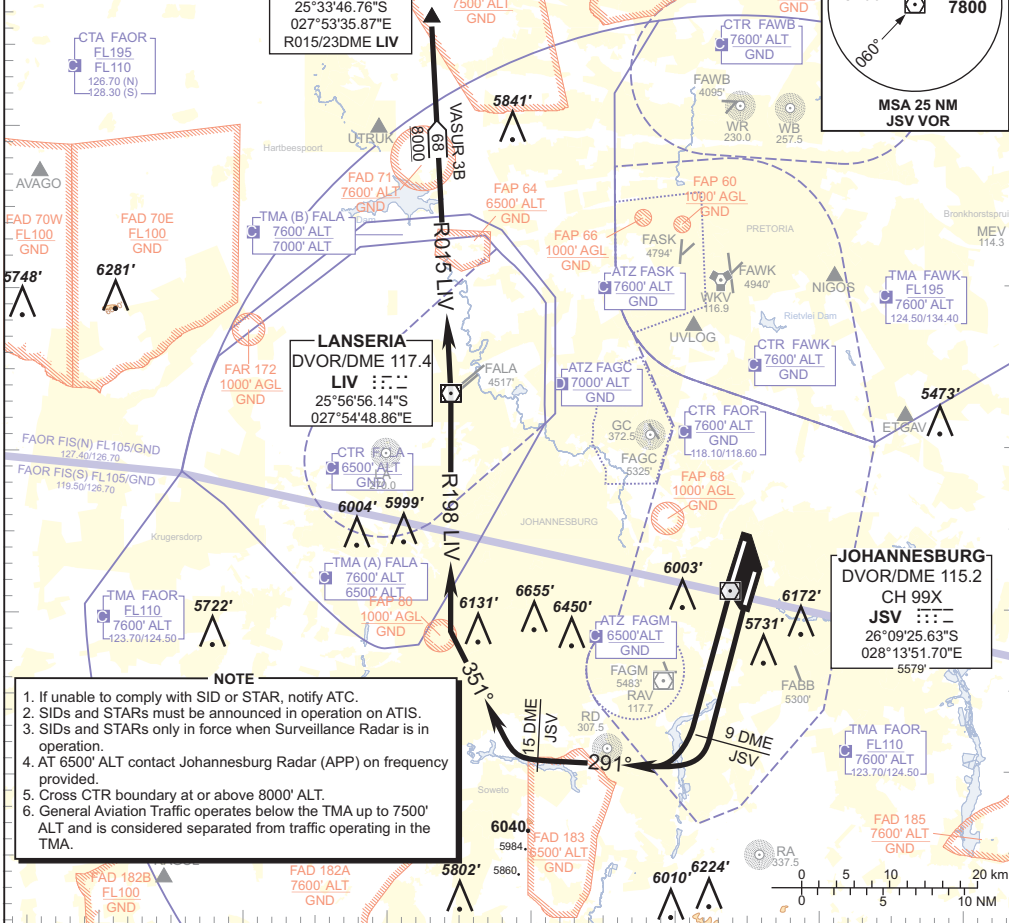
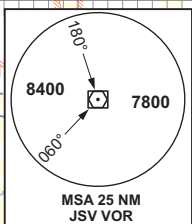
**STANDARD DEPARTURE
CHART -
INSTRUMENT
(SID)**

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
VASUR 3B

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



- 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 3B
RWY 21L/R**

Climb to 8000' ALT, maintain RWY track to 9 DME JSV then turn right onto track 291°. Passing 15 DME JSV turn right onto track 351° to intercept R198 LIV (INBD). At LIV intercept R015 LIV (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 = 596 FPM
 4.2% @ 180KT IAS = 766 FPM
 4.2% @ 220KT IAS = 936 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Comply with VASUR 3B SID, climbing to 8700' ALT or maintain last assigned level, whichever is highest. At VASUR set course as per flight plan.

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 VASUR proceed to AVAGO and comply with the AVAGO 2B RWY 21 STAR Communication Failure procedure.