Service designation	*Call sign*	*Frequencies*	*Hours of operation*	*Remarks*
1	*2*	*3*	*4*	*5*
Apron	OR Tambo Apron	122.65MHz	H24	See Note (3)
ATIS	NIL INFO AVBL	126.20MHz	H24	Dedicated ATIS
JHB Oceanic information, South Atlantic Ocean (SAT)		3452kHz 5565kHz 6535kHz 8861kHz 11291kHz 13315khz 17955kHz	H24	
JHB Oceanic Information, Indian Ocean (INO)		3476kHz 5634kHz 8879kHz 13306kHz 17961kHz	H24	

NOTES:
(1) ATS services sectored into North and South Sector BTN 1500FT AGL to FI105. The line dividing the sectors is as follows: 254457S 0245914E to 260926S 0281352S to 262802S 0304749E.
(2) ATC training daily on all sectors. FIS S FREQ 119.5MHz HR of SER. DLY BTN 0600-1400. Outside of these HR of SER FIS N FREQ 127.4MHz will be responsible for SER provision BTN 0430-0600 and 1400-1600. Outside of these HR of SER Johannesburg ACC N FREQ 126.7MHz will be responsible for SER provision. 1500FT AGL/FL105.
(3) Non ATC Service. Arrival frequency only. Check FAOR AD 2.9 paragraph 5 for information to be provided on arrival.
(4) Non ATC service. Departure frequency only. Check FAOR AD 2.9 for information to be provided on departure.
(5) Area North will provide traffic information services in the area designated as the Lowveld airspace sector BTN FL110 and FL460 outside of Lowveld hours of service.
(6) Information North will provide TFC information services in the area designated as the Lowveld Airspace sector BTN 1500FT AGL and FL105 outside of Lowveld hours of SER.
(7) For domestic flights WI RSA: The flight level REQ to Clearance Delivery, Ground CTL or TWR will not necessarily be the final flight level allocated by ACC for the cruise. The REQ flight level will be accommodated as far as possible, subject to TFC. When it is anticipated by ACC that flight level for the cruise may be FL260 or below. The ACFT will be notified prior to DEP.
(8) Johannesburg Central ACC & FIS on FREQ 120.3MHz remoted FM FAOR. TEL +27 11 9286452.
(9) Johannesburg Area Central will issue inbound CLR for all TFC FL110 and above inbound to Johannesburg TMA. Should TFC patterns dictate, Johannesburg area South controller can reclear TFC as required. When required Johannesburg Central can REQ TFC inbound to FAOR to increase/decrease speed (MACH number if above Flay and AS below FL270) for purposes of sequencing. FL110/FL460.
(10) Pilots are reminded not to REQ RWY 03L for landing on FREQ, as it is predominantly used as a departure RWY.
(11) In the possible event of the Johannesburg VHF system becoming U/S, ACFT operating within the Johannesburg FIR are reminded to:

a. CTC Johannesburg ACC North on 134.0 MHz for ACFT operating within the FAJA ACC North/South airspace.
b. CTC Johannesburg APP on 134.4 MHz for ACFT operating within the FAJA APP airspace.
c. CTC FAOR TWR on 120.85 MHz for ACFT operating within FAOR CTR.
d. For ACFT operating within the FAJA ACC EAST airspace, ACFT shall remain on 129.1 MHz. If 129.1 MHz is also U/S ACFT shall CTC Durban APP on 125.75 MHz.
e. For ACFT operating within FAJA ACC central airspace, ACFT shall remain on 120.3 MHz. If 120.3 MHz is also U/S ACFT shall CTC Bloemfontein APP on 124.3 MHz.
(12) All INTL OPR FLY into and out of South Africa and particularly those departing FM O R Tambo INTL airport (FAOR) are to appreciate and accept that the cruising FL issued by FAOR CLR delivery are issued as a guide only and may be SUBJ to change by FAJA ACC. The final CRZ LVL will be confirmed by FAJA ACC as and when changes are REQ.

AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid (VAR)	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*DME transmitting antenna Altitude*	*Remarks*
1	2	3	4	5	6	7
DVOR	JSV	115.2 MHz	H24	260925.63S 0281351.70E	5579	Scalloping may be experienced on radial 090. Power output 50W
UHF DME	JSV	1186 MHz transmits and receives	H24	260925.63S 0281351.70E	5579	Channel 99X co-axially co-located with DVOR
ILS LOC (RWY 03L)	JSI	110.3 MHz	H24	260616.8S 0281450.2E	5499	NIL INFO AVBL
Front course sector angle 2,5° coverage outside +/- 35° sector NIL.						
ILS GP (RWY 03L) CAT II	-	335 MHz	H24	260834.2S 0281403.0E	5549	Angle 3°. HGT of ILS ref datum-68FT. ALT of GP over OM 6871FT MM 5797FT
ILS LOC (RWY 03R)	JNI	109.1 MHz	H24	260757.6S 0281528.9E	5495	
Front course sector angle 1° 38'. Coverage outside +/- 35° sector - NIL.						
ILS GP (RWY 03R) CAT II	-	331.4 MHz	H24	260945.9S 0281500.0E	5514	Angle 3°. HGT of ILS ref datum 50FT. ALT of GP over OM 6680FT MM 5731 FT.
ILS LOC (RWY 21L)	JAI	109.9 MHz	H24	261004.5S 0281449.7E	5518	
Front course sector angle 1°36'. Coverage outside +/- 35° sector NIL.						
ILS GP (RWY 21L) CAT II.	-	333.8 MHz	H24	260815.9S 0281527.8E	5499	Angle 3°. HGT of ILS ref datum 50FT. ALT of GP over OM 6696FT MM 5699FT.
ILS/DME	JBI	110.9 MHz	H24	260653.43S 0281443.29E	5557	NIL INFO AVBL
NOTE: All aircraft to expect clearance for ILS Z unless otherwise directed by ATC.						
ILS GP (RWY 21R) CAT II.	NIL INFO AVBL	330.8 MHz	H24	260653.43S 0281443.29E	NIL INFO AVBL	NIL INFO AVBL
Top of Glide path mast. (15.6M above concrete foundation).						
ILS LOC (RWY 21R)	JBI	110.9 MHz	H24	260903.63S 0281358.51E	NIL INFO AVBL	NIL INFO AVBL
Survey nail with washer in concrete. (2.5 M above concrete foundation).						

AD 2.20 LOCAL AERODROME REGULATIONS

1. Pilots of VFR departures from OR Tambo International Airport must ensure that they do not commence their turn outs over the apron areas.
2. Aircraft taxiing on the apron in low visibility procedures are not to exceed 10knots, until they have left the apron area and are on a demarcated taxiway.

Procedures for VFR flights within FAOR CTR Helicopter Operations

1. TWR W is responsible for all helicopter TFC in the western sector of the CTR as well as LDG and departing TFC on RWY 03L/21R and TFC XNG RWY 03L/21R.
2. With RWY 03 in use all helicopter TFC have to CTC TWR E on 118.6 MHz before entering the FAOR CTR FM the E BTN points 260348S 0282246E and 260629S 0281500E and 261313S 0281254E and 261419S 0281041E.
3. All helicopter TFC have to CTC TWR W on 118.1 MHz before entering the FAOR CTR FM the W BTN points 261419S 0281041E and 261313S 0281254E and 260629S 0281500E and 260348S 0282246E.
Note: After hours of service, TWR W assumes responsibility for the eastern sector of the CTR as well as RWY 03R/21L. SMC assumes responsibility for taxiways E of RWY 03L/21R.
4. With RWY 21 in use all helicopter TFC have to CTC TWR E on 118.6 MHz before entering the CTR from the E BTN points 261433S 0282038E and 260952S 0281409E and 260434S 0281551E and 260241S 0280645E.
5. All helicopter TFC have to CTC TWR W on FREQ 118.1 MHz before entering the CTR FM the W BTN points 260241S 0280845E and 260434S 0281551E and 260952S 0281409E and 261433S 0282038E.
6. Helicopters pilots to verify the RWY in use on ATIS FREQ 126.2 MHz prior to entering CTR.
7. TWY's with no centreline lights as published in AD 2.15 for CAT II LVP,OPS below RVR 350M follow me vehicle will be provided O/R for arriving ACFT.

AD 2.21 NOISE ABATEMENT PROCEDURES

1. Pilots are to be considerate towards the inhabitants of areas adjacent to AD by minimizing ACFT noise.
2. ACFT noise and flight track adherence is monitored at AD.
3. Use noise abatement procedure as per AIP ENR 1.5.
4. No RWY intersection take-off BTN 2000 to 0400.
5. No ACFT engine run ups shall be allowed BTN 2000 to 0400 without prior permission FM the AP manager or in an emergency.

AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

AD 2.23 ADDITIONAL INFORMATION

1. Bird activity on AP
2. Dog will be present on airfield DRG daylight HR. In support of bird and wildlife CTL. Handler will be present with the dog at all times.

AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart	-AD-01
Ground movement	-AD-02
Aircraft Parking/Docking Chart	-AD-03
Aerodrome Parking and Docking Chart	-AD-04
Aircraft Parking/Docking Chart	-AD-05
Aircraft Parking/Docking Chart	-AD-06
Ground Movement Chart	-AD-07
Hot spot chart	-AD-08
ILS Z RWY 03L	-ILS-01
ILS Y RWY 03L	-ILS-02
ILS Z RWY 03R	-ILS-03
Data tabulation	-ILS-03A
ILS X RWY 03R	-ILS-05
ILS W RWY 03R	-ILS-06
ILS Z RWY 21L	-ILS-07
Data tabulation	-ILS-07A
ILS RWY 21R	-ILS-10
Data tabulation	-ILS-10A
VOR Z RWY 21R	-VOR-01
VOR Y RWY 21R	-VOR-02
AVILO 1A 03R STAR	-ARR-07
AVAGO 1C 03R STAR	-ARR-08
Data tabulation	-ARR-08A
NIBEX 1B RNAV RWY 03R STAR	-ARR-09
Data tabulation	-ARR-09A
AVILO 1B RNAV RWY 03R STAR	-ARR-12
Data tabulation	-ARR-12A
AVAGO 1D STAR 21L	-ARR-18
Data tabulation	-ARR-18A
NIBEX 1D STAR 21L	-ARR-19
Data tabulation	-ARR-19A
EGMEN 2A SID 03L	-DEP-01
APDAK 3A RWY 03L SID	-DEP-02
VASUR 3A SID 03L/R	-DEP-03
RAGUL 3A RWY 03L/R SID	-DEP-04
NESAN 1A SID 03L/R	-DEP-06
GRASMERE 5B RWY 03L/R SID	-DEP-07
EXOBI 1A SID 03L/R	-DEP-08
EGMEN 1C SID 03L	-DEP-10
Data tabulation	-DEP-10A
APDAK 1 B RNAV 03L SID	-DEP-11
Data tabulation	-DEP-11A
EGMEN 2B SID 21R	-DEP-12
APDAK 2B RWY 21R SID	-DEP-13
VASUR 3B SID 21L/R	-DEP-14
OVALA 1B RWY 21L/R SID	-DEP-16
GRASMERE 6C RWY 21R SID	-DEP-17
EXOSI 3B SID 21L/R	-DEP-18
HEIDELBERG 5D RWY 21L/R SID	-DEP-19
LANSERIA 1C SID 21R	-DEP-20
EGMEN 1D SID 21R	-DEP-21
Data tabulation	-DEP-21A
APDAK 1 D RNAV RWY 21R SID	-DEP-22
Data tabulation	-DEP-22A
GEROX 1C RNAV RWY 21R SID	-DEP-23
Data tabulation	-DEP-23A
RAGUL 1D RWY 21R	-DEP-24
Data tabulation	-DEP-24A
Radar Minimum Altitude Chart	-RAD-01