

**STANDARD ARRIVAL  
CHART -  
INSTRUMENT  
(STAR)**

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

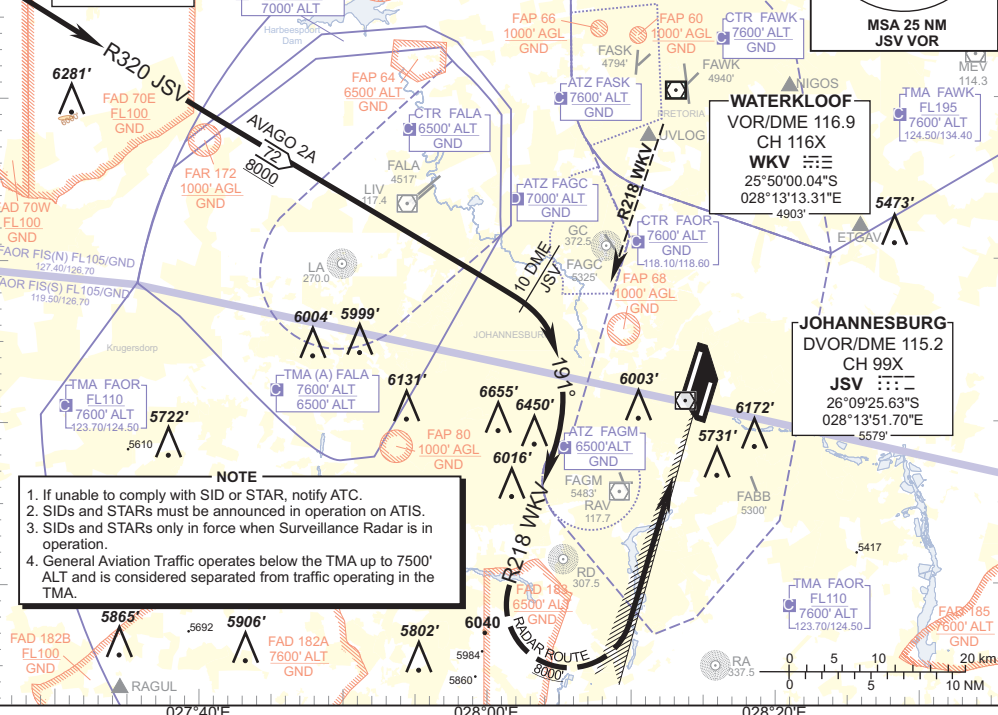
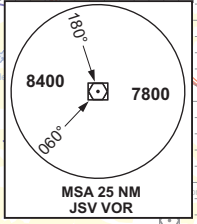
RADAR APP S 124.50 TWR E 118.60  
E 124.50 W 118.10  
W 123.70 ATIS 126.20  
DIR 121.40 115.20  
ACC N 126.70 SMC 121.90

**JOHANNESBURG**  
(O.R. TAMBO INTERNATIONAL)  
**RWY 03**  
AVAGO 2A

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

**AVAGO**  
25°43'09.90"S  
027°26'39.36"E  
R320/50DME JSV

**SPEED RESTRICTION**  
1. Pass **AVAGO** 250KT IAS or less.  
2. Pass **10 DME JSV** 210KT IAS or less.  
3. On **LOC** maintain 180KT IAS until 10 DME.



**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. General Aviation Traffic operates below the TMA up to 7500' ALT and is considered separated from traffic operating in the TMA.

CHANGE: SPEED RESTRICTION BLOCK

<b>AVAGO 2A</b> <b>RWY 03</b>	Leave AVAGO on R320 JSV (INBD). Crossing 10 DME JSV turn right onto track 191° to intercept R218 WKV (OUBD) for radar vectoring onto the ILS RWY 03.
	<p><b>COMMUNICATION FAILURE PROCEDURE (Squawk 7600)</b></p> <p><b>Before AVAGO:</b> Proceed to AVAGO and enter the AVAGO hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold or maintain last assigned level if below FL130. Leave AVAGO on the "After AVAGO" Communication Failure Procedure.</p> <p><b>After AVAGO:</b> Continue on the routing for the AVAGO 2A STAR. Passing 10 DME JSV descend to FL090. Passing 35 DME WKV on R218 turn left onto track 121° and descend to 8000' ALT. Crossing R221 JSV turn left onto track 061° to intercept the ILS LOC RWY 03. Complete a straight-in ILS APCH and land RWY 03R.</p> <p><b>Note:</b> Aircraft entering the TMA at FL110 and below are to enter the AVAGO hold at last assigned level and continue on the routing for the AVAGO 2A STAR.</p> <p><b>Caution:</b> Holding patterns below FL110 will be conducted outside of controlled airspace. Pilots to take note of the appropriate FADs, FAPs, FARs as well as the Magalies Glider Window (FL110 - FL145).</p> <p>In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows:                  To the North and North-West: Follow the routing for the VASUR 3A SID.                  To the East and North-East: Follow the routing for the EGMEN 2A SID (Jet ACFT) or EXOBI 1A SID (Turbo-prop ACFT).                  To the South-East: Follow the routing for the APDAK 3A SID.                  To the West and South-West: Follow the routing for the RAGUL 3A SID.</p>