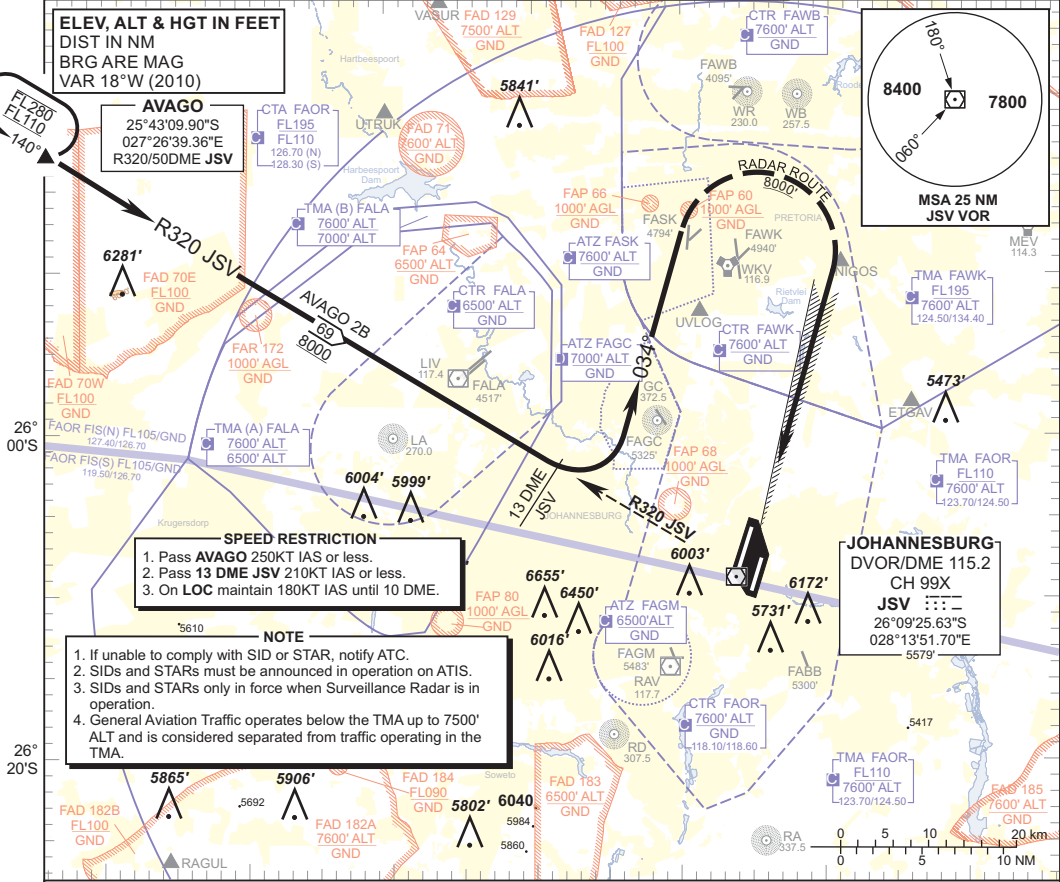


STANDARD ARRIVAL CHART - INSTRUMENT (STAR)

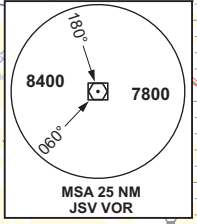
TRANSITION ALTITUDE
8000'
TRANSITION LEVEL
ATC

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 2B
AVAGO 2B



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



- SPEED RESTRICTION**
1. Pass AVAGO 250KT IAS or less.
 2. Pass 13 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.

JOHANNESBURG
DVOR/DME 115.2
CH 99X
JSV
26°09'25.63"S
028°13'51.70"E
5579'

CHANGE: SPEED RESTRICTION BLOCK

AVAGO 2B
RWY 21

Leave AVAGO on R320 JSV (INBD). Crossing 13 DME JSV turn left onto track 034° for radar vectoring onto the ILS RWY 21.

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Before AVAGO: 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.

After AVAGO: Continue on the routing for the AVAGO 2B STAR. Passing 13 DME JSV descend to FL090. Passing 15 DME JSV on track 034° turn right onto track 121° and descend to 8000' ALT. Crossing R026 JSV turn right onto track 191° to intercept the ILS LOC RWY 21 and complete a straight in ILS APCH and land RWY 21.

Note: 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 2B STAR.

Caution: 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).

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 3B SID.
- To the North-East: Follow the routing for the EGMEN 2B SID (Jet ACFT) or EXOBI 3B SID (Turboprop ACFT).
- To the South-East: Follow the routing for the APDAK 2B SID.
- To the South and South-East: Follow the routing for the RAGUL 3B SID.