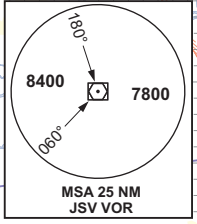
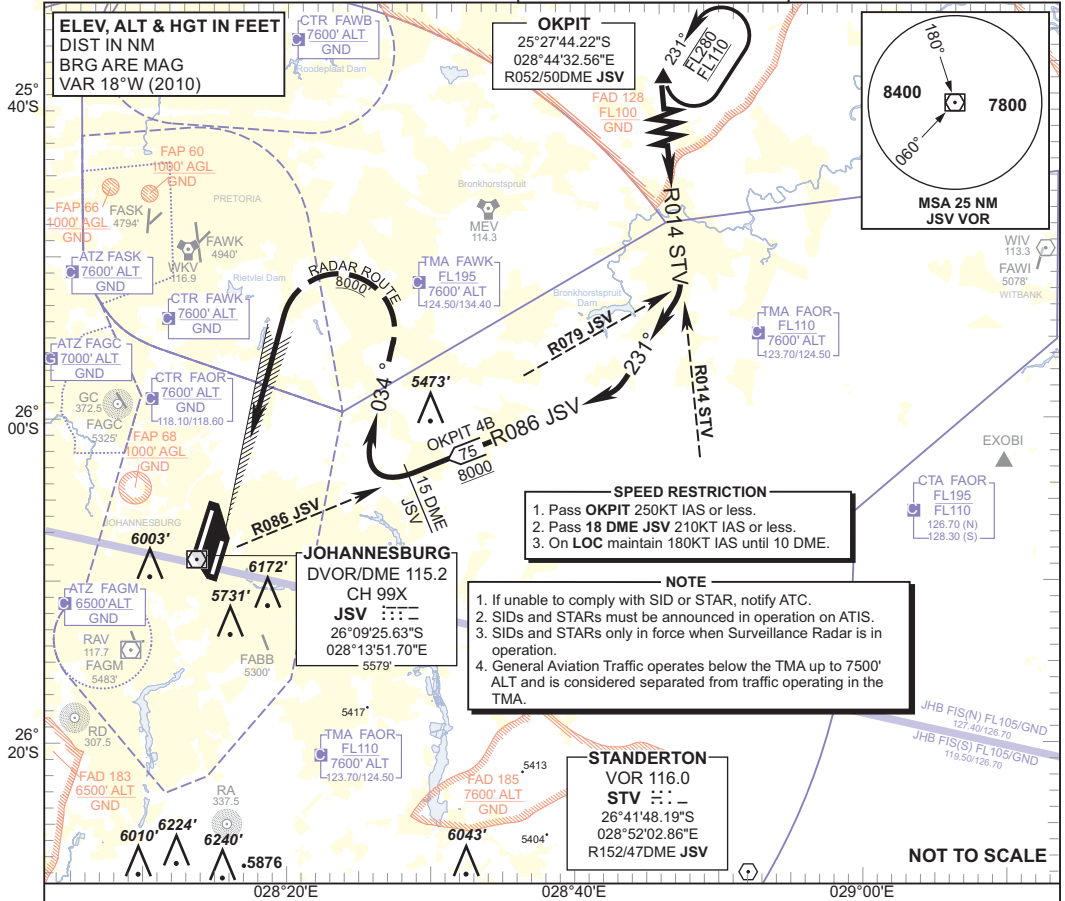


**STANDARD ARRIVAL  
CHART -  
INSTRUMENT  
(STAR)**

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 21L**  
OKPIT 4B



**SPEED RESTRICTION**  
1. Pass OKPIT 250KT IAS or less.  
2. Pass 18 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.

**STANDERTON**  
VOR 116.0  
STV : : :  
26°41'48.19"S  
028°52'02.86"E  
R152/47DME JSV

**NOT TO SCALE**

**OKPIT 4B RWY 21L :** Leave OKPIT on R014 STV (INBD). Crossing R079 JSV turn right onto track 231° to intercept R086 JSV (INBD). Passing 15 DME JSV turn right onto track 034° for radar vectoring onto the ILS LOC RWY 21L.

**COMMUNICATION FAILURE PROCEDURE (Squawk 7600)**

**Before OKPIT:** Proceed to OKPIT and enter the OKPIT hold. Hold at last assigned level for minimum 5 minutes, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave OKPIT on the "After OKPIT" Communication Failure Procedure.

**After OKPIT:** Continue on the routing for the OKPIT 4B STAR. Passing 18 DME JSV (INBD) descend to FL090. Passing 15 DME JSV (OUBD) on track 034° turn left onto track 301° and descend to 8000' ALT. Crossing R041 JSV turn left onto track 241° to intercept the ILS LOC RWY 21L. Complete a straight-in ILS APCH and land RWY 21L.

**Note:** Aircraft entering the TMA at FL110 and below are to enter the OKPIT hold at last assigned level, and continue on the routing for the OKPIT 4B STAR.

**Caution:** Holding patterns below FL 110 will be conducted outside of controlled airspace. Pilots to take note of the appropriate FADS.

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 (Turbo-prop ACFT).
- To the South-East: Follow the routing for the APDAK 2B SID.
- To the South and South-West: Follow the routing for the RAGUL 3B SID.

CHANGE: SPEED RESTRICTION BLOCK