



2. Standard Terminal Arrival Routes (STAR) RWY 19

Applicable to the following aircraft

2.1. Aircraft already cleared for the STAR.

2.2. All aircraft inside the Cape Town FIR with flight plan destinations as Cape Town International or Ysterplaat Military, and able to comply with a STAR.

2.3. When Communication Failure is experienced after being cleared for the approach, continue with the approach and land on the designated RWY.

2.4. Speed limit points (SLP) will be defined per procedure. If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

2.5. Communication Failure Procedures for STAR

If not cleared for an arrival, proceed to the nearest STAR entry position at last assigned level or FL100, whichever is the highest. Comply with the Communication Failure procedure associated with that STAR position.

2.6. Missed Approach

Missed Approaches with the intention of carrying out another approach should follow the procedural Missed Approach instructions unless advised differently by ATC. In the event of a missed approach with the intention of diverting to an alternate aerodrome proceed as follows:

a. Diverting to the east follow the routing for the TETAN ONE BRAVO DEPARTURE

b. Diverting to the south-east, follow the routing for the OKTED ONE BRAVO DEPARTURE

c. Diverting to the north and north-west, follow the routing for the KODES ONE BRAVO DEPARTURE

2.7. Provisions

a. Aircraft must be able to receive the ATIS.

b. SIDS and STARS are announced in operation on ATIS.

c. Runway 19 is in use on the ATIS.

d. SIDS and STARS will only be in force when Surveillance Radar in operation.

e. If unable to comply with SID or STAR, notify ATC.

RUNWAY19

Clearance	Details
ERDAS 1B ARRIVAL (ERDAS 1B)	
ERDAS 1B ARRIVAL (ERDAS 1B) NOTE: ERDAS at position: S332450.10 E0191112.85 (R-065/44.2DME "CTV")	Leave ERDAS on R-065 "CTV" inbound. Passing 11 DME "CTV" turn right to track 010°M for radar vectoring onto the ILS RWY 19. Pass 30DME "CTV" maintaining 250 KIAS or less. Pass 11 DME "CTV" maintaining 210 KIAS or less. Once established on the ILS Localizer maintain MAXIMUM of 180 KT IAS until 10 DME. Passing Outer Marker 150 KIAS or less.
Communication Failure (ERDAS 1B)(Squawk 7600)	
Before ERDAS: Proceed to ERDAS and enter the ERDAS hold. Hold at last assigned level for minimum 5 minutes, then climb/descend to FL100 in the hold. Leave ERDAS at FL100 and continue on the "After ERDAS" communication failure procedure.	
After ERDAS: Continue on the routing for the ERDAS 1B STAR and maintain last assigned level. Crossing R-035 "CTV" on track 010°M turn left direct "CTV" then descend to 6500FT ALT. On reaching "CTV" complete the VOR/DME/ILS approach and land RWY 19.	
GETEN 1B ARRIVAL (GETEN 1B)	
GETEN 1B ARRIVAL (GETEN 1B) NOTE: GETEN at position: S340326.38 E0193611.70 (R-120/50.1DME "CTV")	Leave GETEN on R-120 "CTV". Passing 8DME "CTV" turn right to track 010°M for radar vectoring onto the ILS RWY 19. Pass 30DME "CTV" maintaining 250 KIAS or less. Pass 8DME "CTV" maintaining 210 KIAS or less. Once established on the ILS Localizer maintain MAXIMUM of 180 KT IAS until 10 DME. Passing Outer Marker 150 KIAS or less.
Communication Failure (GETEN 1B)(Squawk 7600)	
Before GETEN: Proceed to GETEN and enter the GETEN hold. Hold at last assigned level for minimum 5 minutes then climb/descend to FL 100. Leave GETEN at FL 100 and continue on the "After GETEN" communications failure procedure.	
After GETEN: Continue on the routing for the GETEN 1B STAR, maintain last assigned level. Crossing R-035 "CTV" on track 010°M turn left direct "CTV" then descend to 6500FT ALT. On reaching "CTV" complete the VOR/DME/ILS approach and land RWY 19.	
ASPIK 1B ARRIVAL (ASPIK 1B)	
ASPIK 1B ARRIVAL (ASPIK 1B) NOTE: Significant point ASPIK at position: S340618.3199 E 0180800.8068 (R-275/25DME "CTV")	Leave ASPIK on R-275 "CTV" (inbound). Passing 8DME "CTV" turn left to track 010°M for radar vectoring onto the ILS RWY 19. Pass 30DME "CTV" maintaining 250 KIAS or less. Pass ASPIK maintaining 210 KIAS or less. Once established on the ILS Localizer maintain MAXIMUM of 180 KIAS until 10 DME and to cross the Outer Marker at 150 KIAS.
Communication Failure (ASPIK 1B)(Squawk 7600)	
Before ASPIK. Proceed to ASPIK and enter the ASPIK hold. Hold at last assigned level for MINIMUM 5 minutes, then descend to 6500 FT ALT in the hold. Leave ASPIK on the 'after ASPIK' communication failure procedure	
After "ASPIK". Continue on the routing for the ASPIK 1B STAR, maintain last assigned level. Crossing R-320 "CTV" on track 010°M turn right direct "CTV" and descend to 6500 FT ALT. On reaching "CTV" complete the VOR/DME/ILS approach and land RWY 19.	



4 JOHANNESBURG FIR:

King Shaka International Airport

All STARs applicable for runway 06. Use STARs for runway 06 only when instructed by ATC or announced on ATIS.

4.1 STANDARD TERMINAL ARRIVAL ROUTES (STAR) RWY06

4.1.1 Applicable to the following aircraft:

- a) Aircraft already cleared for the STAR;
- b) All aircraft inside the Johannesburg FIR with flight plan destination as King Shaka International and able to comply with the STAR.
- c) When Communication Failure is experienced after being cleared for the approach, continue with the approach and land on the designated RWY.
- d) Speed limit points (SLP) will be defined per procedure. If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency, pilots are not to request cancellation of speed restrictions.

4.1.2 Communication Failure Procedures for the STAR.

If not cleared for an arrival, proceed to the nearest STAR entry position at last assigned level or FL130, whichever is the highest. Comply with the Communication Failure procedure associated with that STAR position.

4.1.3 Missed Approach

Missed Approaches with the intention of carrying out another approach should follow the procedural Missed Approach instructions unless advised differently by ATC. In the event of a missed approach with the intention of diverting to an alternate aerodrome proceed as follows:

- a) Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion aerodrome.

4.1.4 Provisions

- a) If unable to comply with SID or STAR, notify ATC
- b) Aircraft must be able to receive the ATIS.
- c) SIDs and STARs are announced in operation on ATIS.
- d) Runway 06 is in use on the ATIS.
- e) SIDs and STARs will only be in force when Surveillance Radar in operation.
- f) General Aviation Traffic operates below the TMA up to 3000 FT ALT and is considered separated from traffic operating in the TMA.

RUNWAY 06

Clearance	Details
APMAT ONE ALPHA RNAV (GNSS) ARRIVAL (APMAT 1A)	
APMAT 1A RNAV (GNSS) ARRIVAL Note: Significant point APMAT at position: S284723.78 E0305659.63 (R014/50 DME TGV)	Leave APMAT for LE002. At LE002 turn right for LE1N1. At LE1N1 turn left for radar vectors onto ILS LOC RWY 06. Pass APMAT 250KT IAS or less. Pass LE001 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS or as cleared by ATC
Communication Failure (APMAT 1A)(Squawk 7600)	
Before APMAT Proceed to APMAT and enter the APMAT RNAV (GNSS) 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 APMAT on the "After APMAT" Communication Failure Procedure.	
After APMAT Continue on the APMAT 1A RNAV (GNSS) STAR maintaining last assigned level. Passing LE001 descend to FL080. At LE002 (not below 6300' ALT) turn right to LE1N1 (not below 5600' ALT). Continue with the RNAV (GNSS) RWY 06 to LE1N1 and intercept the ILS LOC RWY06 and land RWY 06.	
In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion aerodrome.	
DUNSA ONE ALPHA RNAV (GNSS) ARRIVAL (DUNSA 1A)	
DUNSA 1A RNAV (GNSS) ARRIVAL Note: Significant point DUNSA at position: S301406.71 E0302914.71 (R246/50 DME TGV)	Leave DUNSA for LE1N2. At LE1N2 turn left to LE1T1 and intercept the ILS LOC RWY 06. Pass DUNSA 250KT IAS or less. Pass LE005 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS or as cleared by ATC.
Communication Failure (DUNSA 1A)(Squawk 7600)	
Before DUNSA Proceed to DUNSA and comply with the "After DUNSA" communication failure procedure.	
After DUNSA Continue on the DUNSA 1A RNAV (GNSS) STAR maintaining last assigned level. Passing LE005 descend to FL080. At LE1N2 (not below 5100' ALT) continue to LE1T1 (not below 4000' ALT). Continue with the RNAV (GNSS) RWY 06 APCH and intercept the ILS LOC RWY 06 and land RWY 06.	
In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion aerodrome.	
GETOK ONE CHARLIE RNAV (GNSS) ARRIVAL (GETOK 1C)	
GETOK 1C RNAV (GNSS) ARRIVAL Note: Significant point GETOK at position: S293046.69 E0300917.83 (R301/51 DME TGV)	Leave GETOK for LE010. At LE010 proceed to LE1N2. At LE1N2 turn left to LE1T1 and intercept the ILS LOC RWY 06. Pass GETOK 250KT IAS or less. Pass LE009 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS or as cleared by ATC.



Clearance	Details
Communication Failure (GETOK 1C)(Squawk 7600)	
<p>Before GETOK Proceed to GETOK and enter the GETOK RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL120 in the hold or maintain last assigned level if below FL120. Leave GETOK on the "After GETOK" Communication Failure Procedure.</p> <p>After GETOK Continue on the GETOK 1C RNAV (GNSS) STAR, maintaining FL120. At LE010 (not below 8000' ALT) continue to LE1N2. At LE1N2 (not below 5500' ALT) turn left to LE1T1 (not below 4000' ALT) and continue with the RNAV (GNSS) RWY 06 APCH and intercept the ILS LOC RWY 06 and land RWY 06.</p> <p>In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion aerodrome.</p>	
ITMIL ONE ALPHA RNAV (GNSS) ARRIVAL (ITMIL 1A)	
<p>ITMIL 1A RNAV (GNSS) ARRIVAL Note: Significant point ITMIL at position: S290151.05 E0314838.40 (R070/50 DME TGV)</p>	<p>Leave ITMIL for LE006. At LE006 proceed to LE013. At LE013 turn right to LE1N3 for radar vectors onto the ILS LOC RWY 06. Pass ITMIL 250KT IAS or less. Pass LE006 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS, or as cleared by ATC</p>
Communication Failure (ITMIL 1A)(Squawk 7600)	
<p>Before ITMIL Proceed to ITMIL and enter the ITMIL RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL090 in the hold or maintain last assigned level if below FL090. Leave ITMIL on the "After ITMIL" Communication Failure Procedure.</p> <p>After ITMIL Continue on the ITMIL 1A RNAV (GNSS) STAR, maintaining last assigned level. At LE013 descend to FL080 and continue to LE1N3. At LE1N3 (not below 5600' ALT) continue with the RNAV (GNSS) RWY 06 APCH and intercept the ILS LOC RWY 06 and land RWY 06.</p> <p>In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion aerodrome.</p>	

King Shaka International Airport

All STARs applicable for runway 24. Use STARs for runway 24 only when instructed by ATC or announced on ATIS.

4.2 STANDARD TERMINAL ARRIVAL ROUTES (STAR) RWY24

4.2.1 Applicable to the following aircraft:

- a) Aircraft already cleared for the STAR;
- b) All aircraft inside the Johannesburg FIR with flight plan destinations as King Shaka International, and able to comply with a STAR.
- c) When Communication Failure is experienced after being cleared for the approach, continue with the approach and land on the designated RWY.
- d) Speed limit points (SLP) will be defined per procedure. If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency, pilots are not to request cancellation of speed restrictions.

4.2.2 Communication Failure Procedures for STAR.

If not cleared for an arrival, proceed to the nearest STAR entry position at last assigned level or FL130, whichever is the highest. Comply with the Communication Failure procedure associated with that STAR position.

4.2.3 Missed Approach

Missed Approaches with the intention of carrying out another approach should follow the procedural Missed Approach instructions unless advised differently by ATC. In the event of a missed approach with the intention of diverting to an alternate aerodrome proceed as follows:

- a) Comply with the OKTAN 1A RNAV (GNSS) SID. At OKTAN continue to the diversion aerodrome.

4.2.4 Provisions

- a) If unable to comply with SID or STAR, notify ATC
- b) Aircraft must be able to receive the ATIS.
- c) SIDs and STARs are announced in operation on ATIS.
- d) Runway 24 is in use on the ATIS.
- e) SIDs and STARs will only be in force when Surveillance Radar in operation.
- f) General Aviation Traffic operates below the TMA up to 3000 FT ALT and is considered separated from traffic operating in the TMA.