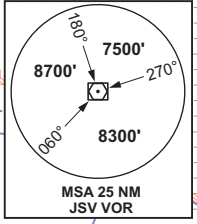
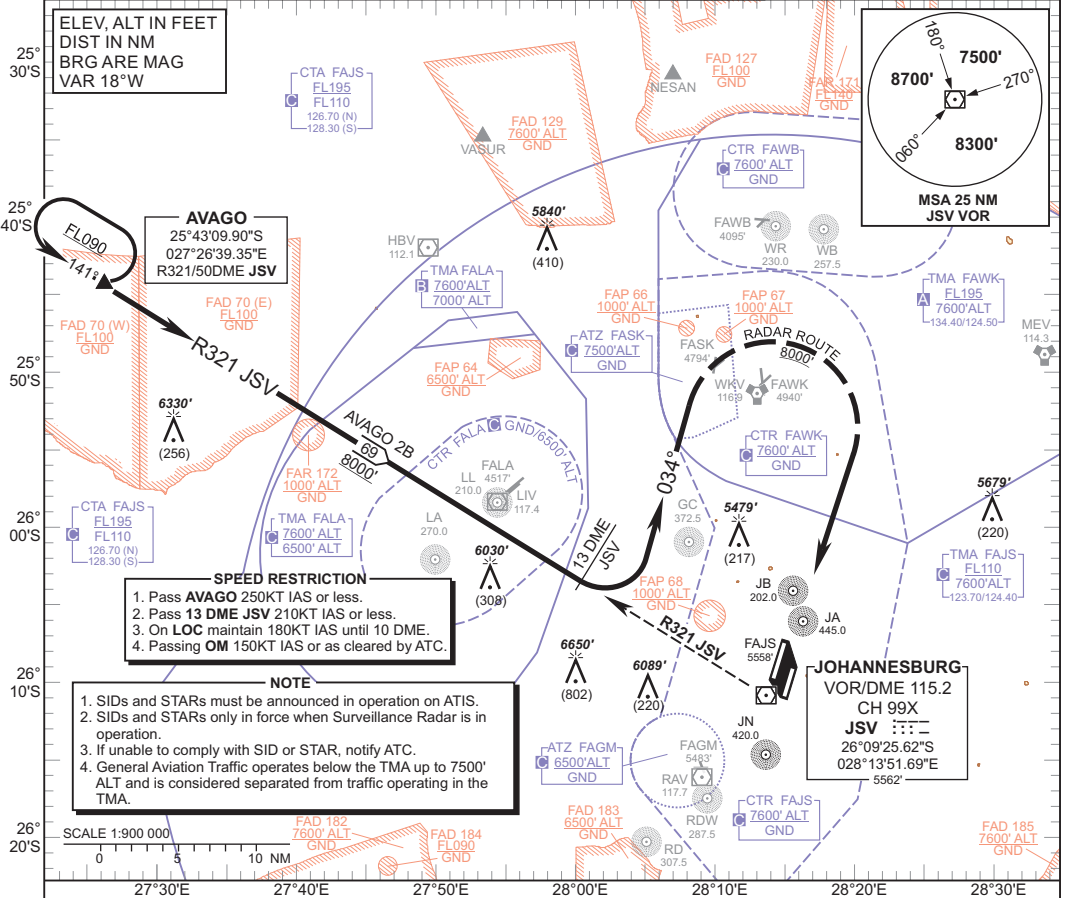


**STANDARD ARRIVAL  
CHART -  
INSTRUMENT  
(STAR)**

TRANSITIONAL ALTITUDE  
**8000'**  
TRANSITIONAL LEVEL  
**ATC**

RADAR APP 124.50 (W & SE)  
TWR 118.10/118.60  
SMC 121.90  
ATIS 126.20/115.20

**JOHANNESBURG**  
(O.R. TAMBO INTERNATIONAL)  
**RWY 21**  
**AVAGO 2B**



**AVAGO**  
25°43'09.90"S  
027°28'39.35"E  
R321/50DME JSV

- 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.
  4. Passing OM 150KT IAS or as cleared by ATC.

- NOTE**
1. SIDs and STARs must be announced in operation on ATIS.
  2. SIDs and STARs only in force when Surveillance Radar is in operation.
  3. If unable to comply with SID or STAR, notify ATC.
  4. General Aviation Traffic operates below the TMA up to 7500' ALT and is considered separated from traffic operating in the TMA.

**JOHANNESBURG**  
VOR/DME 115.2  
CH 99X  
JSV  
26°09'25.62"S  
028°13'51.69"E

**AVAGO 2B:** Leave AVAGO on R321 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 minutes, 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 LOC RWY 21L. Complete a straight-in ILS approach and land RWY 21L.

**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 partially outside controlled airspace.

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 1B SID.
- To the North-East: Follow the routing for the NOPIP 1B SID (Jet ACFT) or EXOBI 1B SID (Turbo-prop ACFT).
- To the South-East: Follow the routing for the APDAK 1B SID.
- To the South and South-West: Follow the routing for the RAGUL 1B SID.

CHANGE: ATIS FREQ