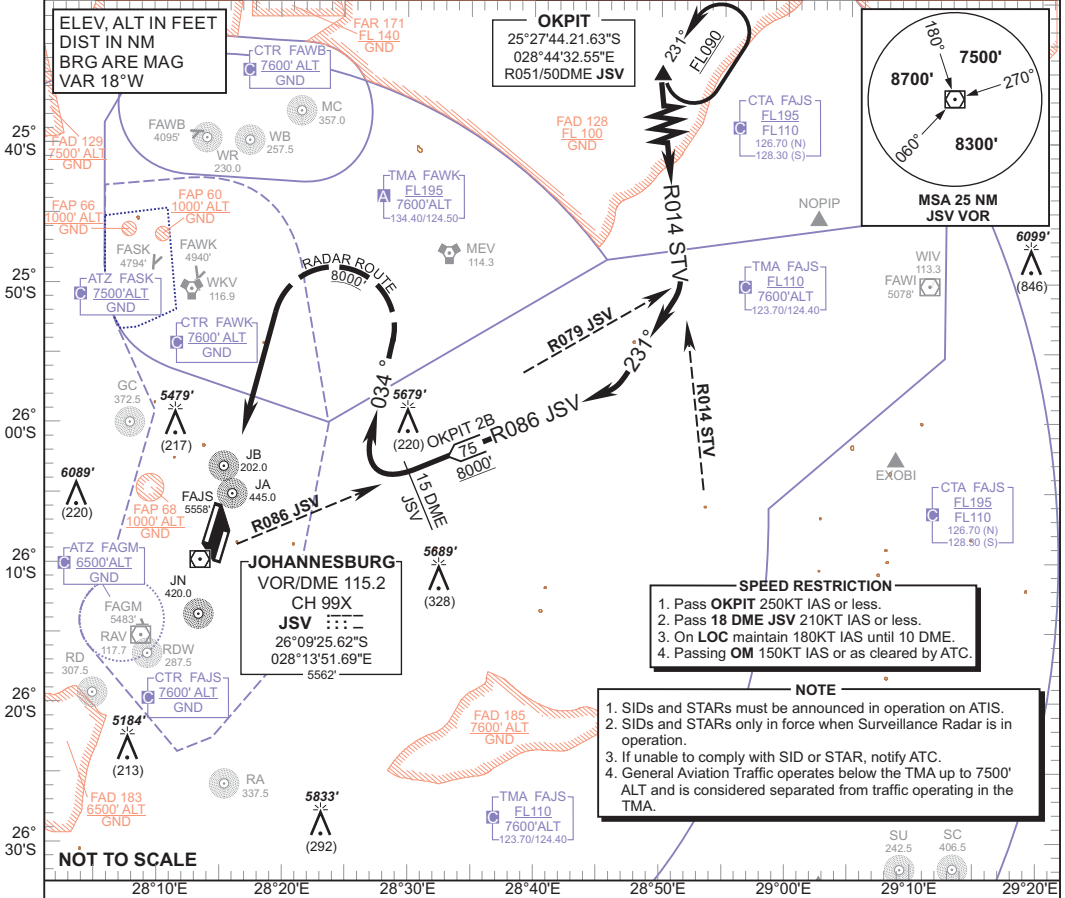


**STANDARD ARRIVAL
CHART -
INSTRUMENT
(STAR)**

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
OKPIT 2B



**OKPIT 2B
RWY 21**

Leave OKPIT on R041 STV (INBD). Crossing R079 JSV turn right 231° to intercept R086 JSV (INBD). Passing 15 DME JSV turn right onto track 034° for radar vectoring onto the ILS RWY 21.

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 2B 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 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 2B STAR.

Caution: Holding patterns below FL 110 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 (Turboprop 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