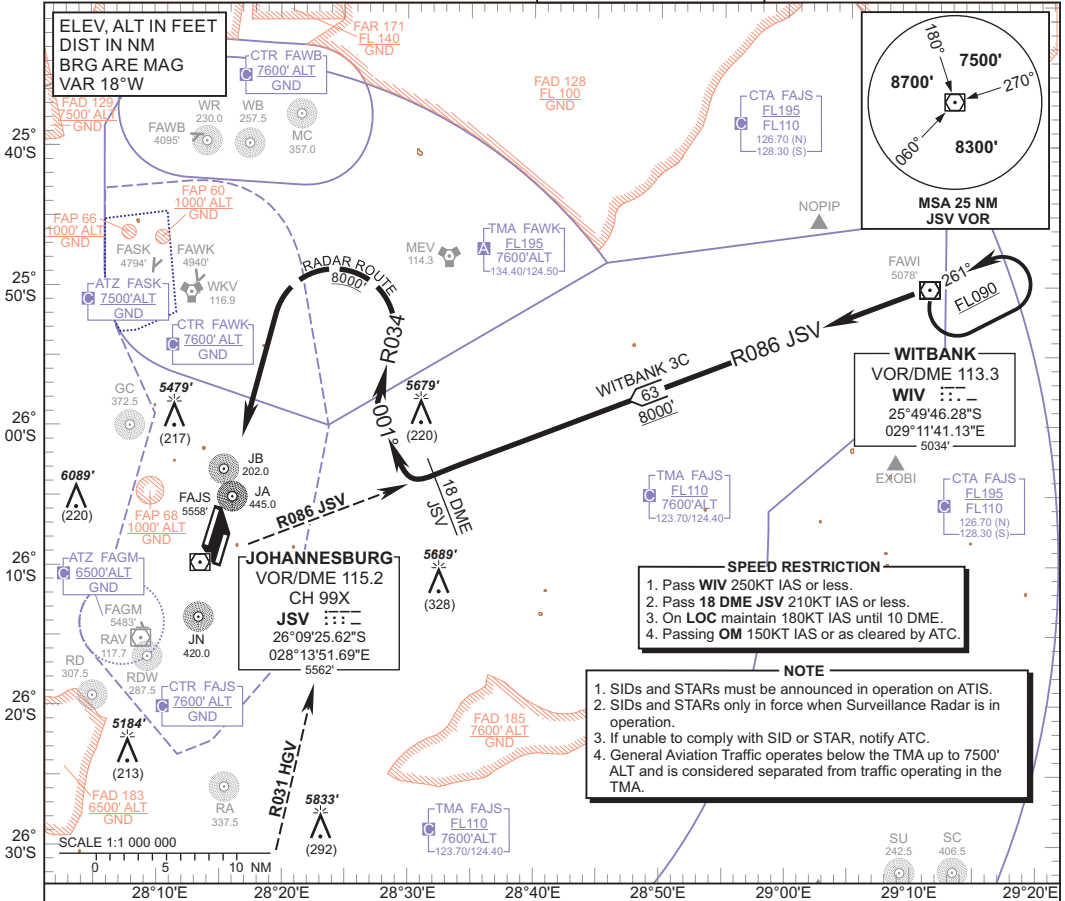


**STANDARD ARRIVAL  
CHART -  
INSTRUMENT  
(STAR)**

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**  
WITBANK 3C



**WITBANK 3C:  
RWY 21**

**Leave WIV on R086 JSV (INBD). Passing 18 DME JSV turn right onto track 001° to intercept R031 HGV (OUBD) for radar vectoring onto the ILS RWY 21.**

**COMMUNICATION FAILURE PROCEDURE (Squawk 7600)**

**Before WIV:** Proceed to WIV and enter the WIV 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 WIV on the "After WIV" Communication Failure Procedure.

**After WIV:** Continue on the routing for the **WITBANK 3C STAR**. Passing 18 DME JSV descend to FL090. Passing 15 DME JSV on R031 HGV 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 WIV hold at last assigned level, and continue on the routing for the WITBANK 3C 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.