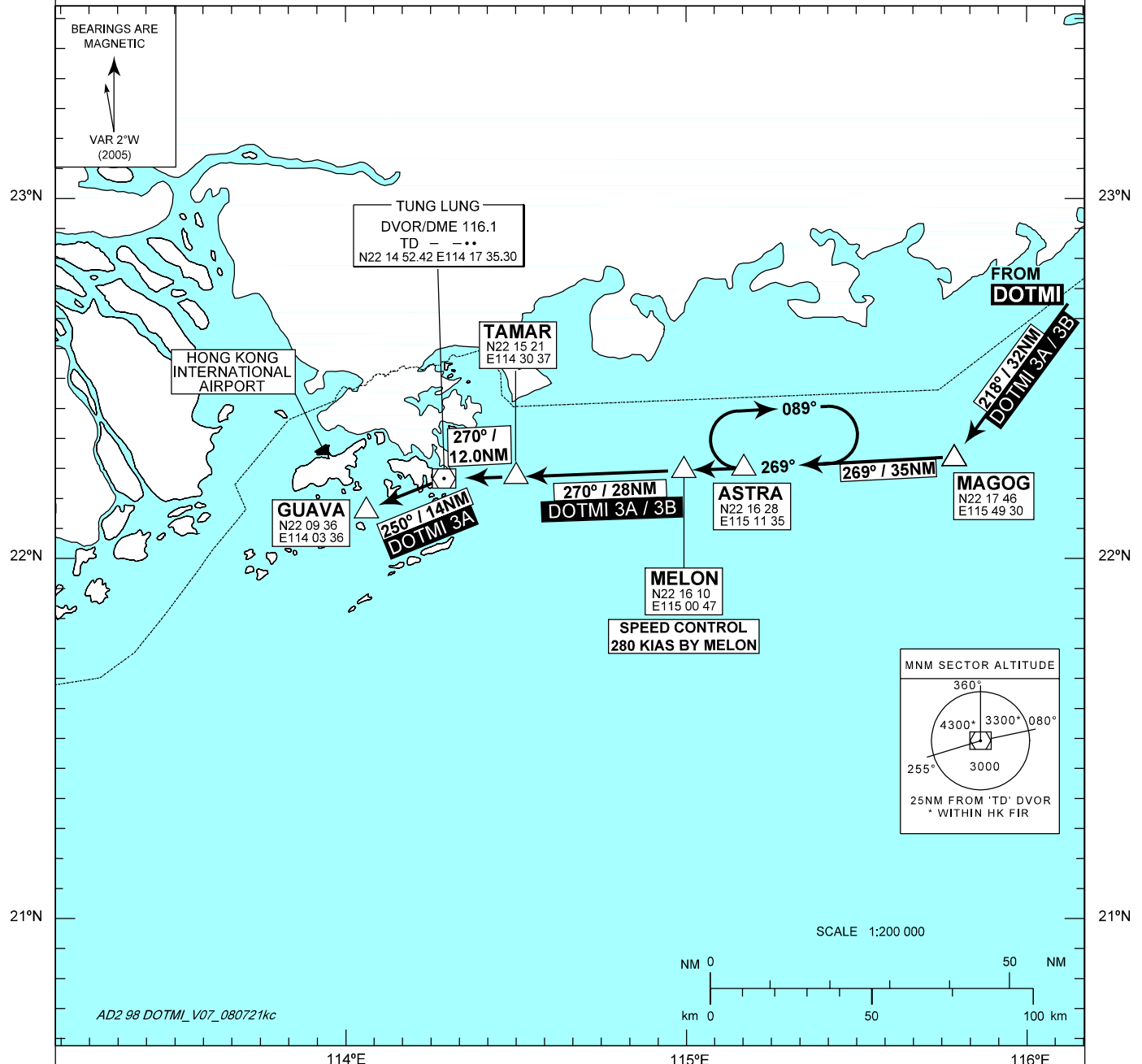


STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

Transition Altitude 9 000 ft

TME 126.5

VHHH / HONG KONG INTERNATIONAL
DOTMI 3A STAR (RWY 07L / 07R)
DOTMI 3B STAR (RWY 25L / 25R)**DOTMI 3A STAR RWY 07L / RWY 07R**

From DOTMI proceed direct to MAGOG then ASTRA.
From ASTRA proceed direct to MELON then TAMAR.
From TAMAR proceed direct to TD DVOR.
From TD DVOR proceed direct to GUAVA (TD R250/
D14 NM). Expect ILS approach. Descend as directed by ATC.

If 'TD' DVOR is not available

From MELON proceed direct to TAMAR then reporting
point 'TD'. Descend as directed by ATC. Expect radar
vectors to final approach track.

DESCENT PLANNING

Pilots should plan to cross MELON at F150 and TAMAR
at F110.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY
ATC.

HOLDING

The holding patterns for DOTMI STARs is established at ASTRA. If holding is required at ASTRA, each flight will be
instructed individually and pilots can expect to cross MAGOG at F260.

SPEED CONTROL

Aircraft shall fly at 280 KIAS by MELON.

LOSS OF COMMUNICATION

In the event of a loss of communication aircraft shall comply with the descent planning profile and the STAR track
above to maintain F130/110 to TD/GUAVA as appropriate. Join the relevant holding pattern ('TD' DVOR
for RWY25L/R or SOKOE for RWY07L/R) and descend from F130/110 to 4 500 ft in the hold, then carry out the
appropriate ILS approach procedure.

DOTMI 3B STAR RWY 25L / RWY 25R

From DOTMI proceed direct to MAGOG then ASTRA.
From ASTRA proceed direct to MELON then TAMAR.
From TAMAR proceed direct to TD DVOR.
Expect ILS approach. Descend as directed by ATC.

If 'TD' DVOR is not available

From MELON proceed direct to TAMAR then reporting
point 'TD'. Descend as directed by ATC. Expect radar
vectors to final approach track.

DESCENT PLANNING

Pilots should plan to cross MELON at F130.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY
ATC.