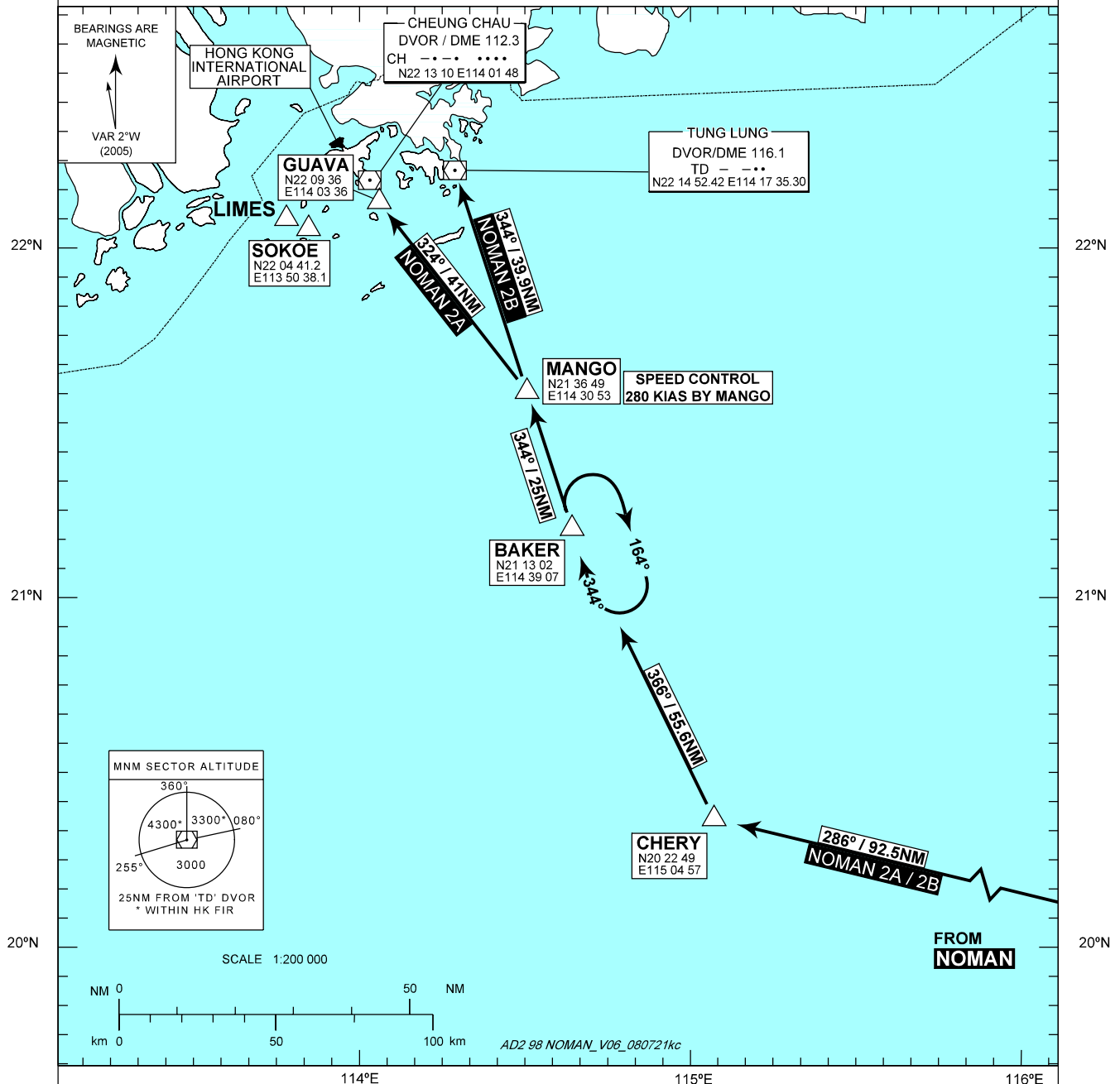


**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

Transition Altitude 9 000 ft

TMS 126.3

VHHH / HONG KONG INTL
NOMAN 2A STAR (RWY 07L / 07R)
NOMAN 2B STAR (RWY 25L / 25R)**NOMAN 2A STAR RWY 07L / RWY 07R**

From NOMAN proceed direct to CHERY and then BAKER. From BAKER proceed direct to GUAVA and then 'TD' DVOR (TD R250/D14 NM). Expect ILS approach. Descend as directed by ATC.

If 'TD' DVOR is not available

From MANGO proceed direct to GUAVA. Descend as directed by ATC. Expect radar vectors to final approach track.

HOLDING

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

DESCENT PLANNING

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

SPEED CONTROL

Aircraft shall fly at 280 KIAS by MANGO.

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 to TD/GUAVA as appropriate. Join the relevant holding pattern ('TD' DVOR for RWY 25L/R or SOKOE for RWY 07L/R) and descend from F130 to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

NOMAN 2B STAR RWY 25L / RWY 25R

From NOMAN proceed direct to CHERY and then BAKER. From BAKER proceed direct to MANGO and then 'TD' DVOR. Expect ILS approach. Descend as directed by ATC.

If 'TD' DVOR is not available

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