

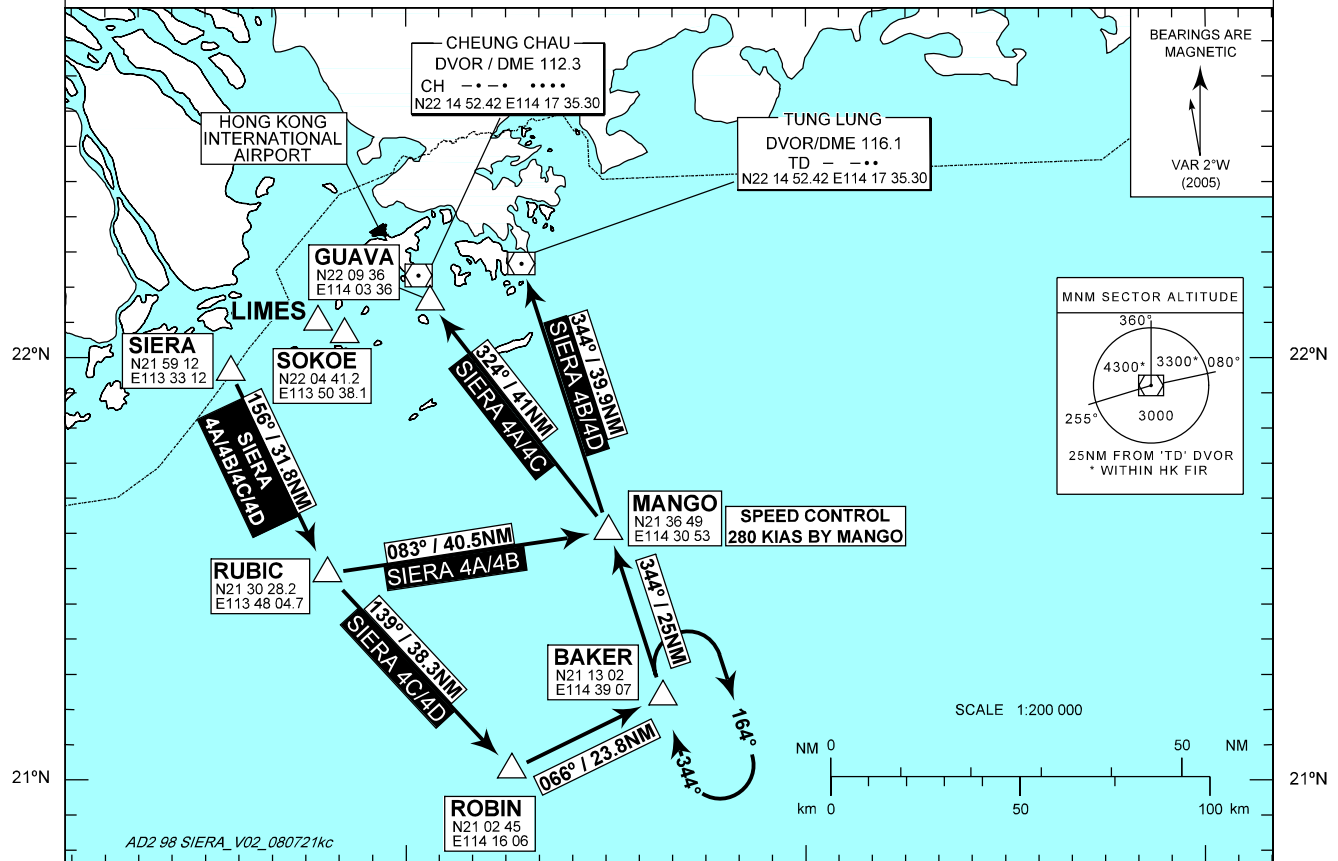
**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

VHHH / HONG KONG INTL

SIERA 4A STAR (RWY 07L / 07R) SIERA 4B STAR (RWY 25L / 25R)
SIERA 4C STAR (RWY 07L / 07R) SIERA 4D STAR (RWY 25L / 25R)

Transition Altitude 9 000 ft

TMS 126.3

**SIERA 4A STAR RWY 07L / RWY 07R**

From SIERA proceed direct to RUBIC, then direct to MANGO. From MANGO track direct to GUAVA (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.

SIERA 4B STAR RWY 25L / RWY 25R

From SIERA proceed direct to RUBIC, then direct to MANGO. From MANGO track direct to '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.

SIERA 4C STAR RWY 07L / RWY 07R

From SIERA proceed direct to RUBIC, and then ROBIN. From ROBIN track direct to BAKER and then MANGO. From MANGO track direct to GUAVA (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.

SIERA 4D STAR RWY 25L / RWY 25R

From SIERA proceed direct to RUBIC, and then ROBIN. From ROBIN track direct to BAKER and then MANGO. From MANGO track direct to '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.

HOLDING

The holding pattern for SIERA 4C/SIERA 4D STARs is established at BAKER. In the event of holding, each flight will be instructed individually.

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 of SIERA 4A or SIERA 4B 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.