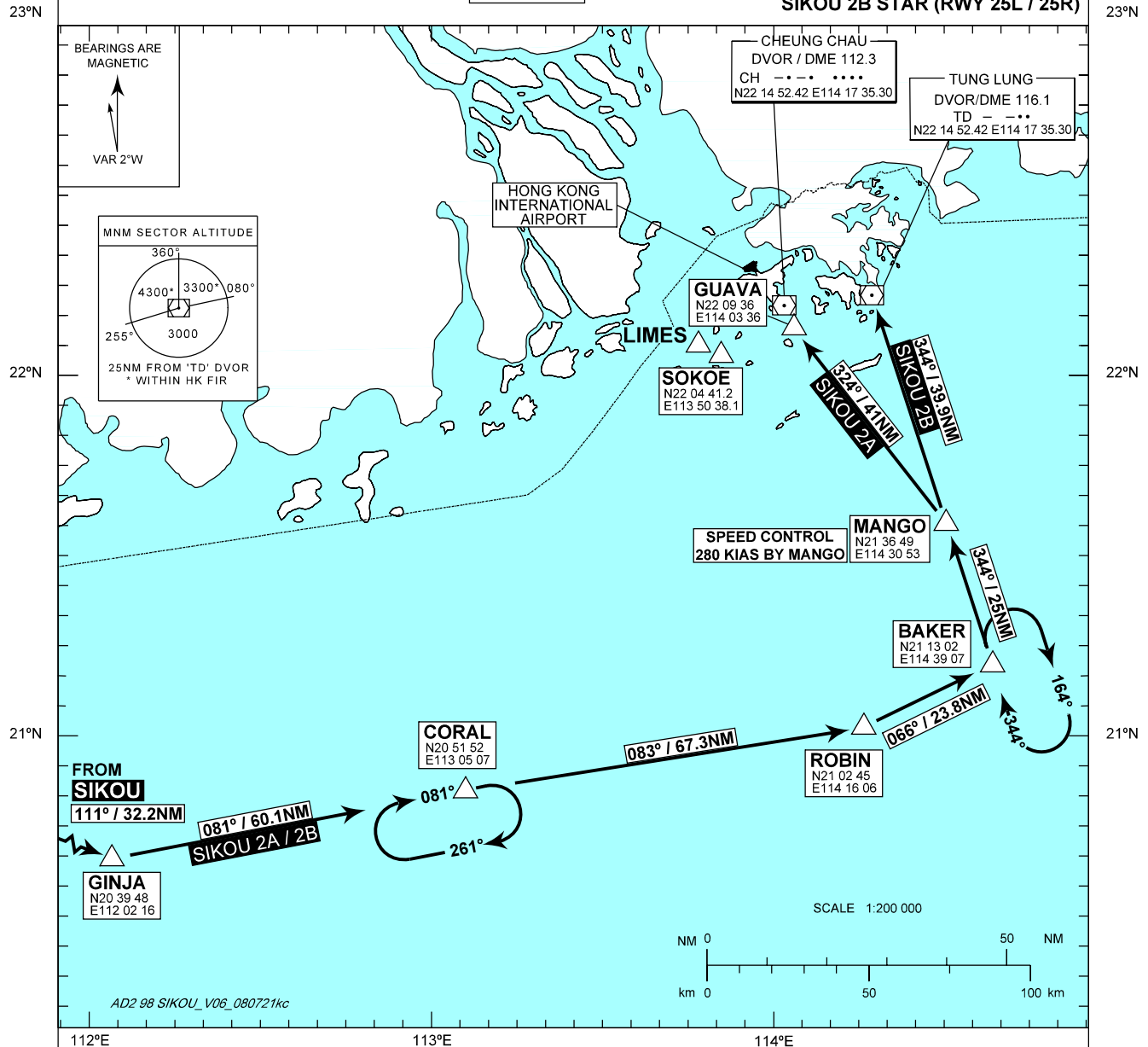


**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

Transition Altitude 9 000 ft

TMS 126.3

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

From SIKOU proceed direct to GINJA and then CORAL. From CORAL track direct to ROBIN and BAKER, then proceed direct to MANGO and then 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.

SIKOU 2B STAR RWY 25L / RWY 25R

From SIKOU proceed direct to GINJA and then CORAL. From CORAL track direct to ROBIN and BAKER, then 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.

HOLDING

The holding patterns for SIKOU STARs are established at CORAL and/or BAKER. In the event of holding, each flight will be instructed individually.

DESCENT PLANNING

- a) Traffic at SIKOU at F260 or above, pilots should plan to cross ROBIN at F260 and to cross MANGO at F130;
b) Traffic at SIKOU below F260, pilots should plan to cross ROBIN at F200 and 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 RWY07L/R) and descend from F130 to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.