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' 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 pattern for ASTRA STARs is established at ASTRA. If holding is required at ASTRA, each flight will be instructed individually.

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 4500 ft in the hold, then carry out the appropriate ILS approach procedure.