BAKER 2A STAR RWY 07L / RWY 07R

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

If 'TD' is not available
From MANGO proceed direct to GUAVA. Descend as directed by ATC. Expect radar vectors to final approach track.

HOLDING
The holding pattern for BAKER STARs is established at BAKER. If holding is required at BAKER, 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 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.

BAKER 2B STAR RWY 25L / RWY 25R

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

If 'TD' 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 BAKER STARs is established at BAKER. If holding is required at BAKER, 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 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.