DUMOL 2A STAR RWY 07L / RWY 07R

From DUMOL proceed direct to ACORN and then BAKER. From BAKER 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.

HOLDING

The holding patterns for DUMOL STARs is established at BAKER. If holding is required at BAKER, each flight will be instructed individually and pilots can expect to cross ACORN 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 RWY07L/R) and descend from F130 to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

From DUMOL proceed direct to ACORN and then BAKER. From BAKER 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.

HOLDING

The holding patterns for DUMOL STARs is established at BAKER. If holding is required at BAKER, each flight will be instructed individually and pilots can expect to cross ACORN 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 RWY07L/R) and descend from F130 to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.