AIP HONG KONG

25 September 2008

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

Transition Altitude 9000 ft
TMS 120.3

MNN SECTOR ALTITUDE

2500 3000 3500 3500 3200 2800

25NM FROM TD DVOR
* WITHIN 80NM

SCALE 1:200 000

NOMAN 2A STAR RWY 07L / RWY 07R

From NOMAN proceed direct to CHERRY 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 pattern for NOMAN STARs is established at BAKER. If holding is required at BAKER, each flight will be instructed individually and pilots can expect to cross CHERRY 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 25/L or SOKOE for RWY07/L/R) and descend from F130 to 4500 ft in the hold, then carry out the appropriate ILS approach procedure.

Civil Aviation Department Hong Kong