Siera 4A STAR RWY 07L / RWY 07R
From Siera proceed direct to Rubic, then direct to Mango. From Mango track direct to 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.

Siera 4B STAR RWY 25L / RWY 25R
From Siera proceed direct to Rubic, then direct to Mango. From Mango track direct to 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.

Siera 4C STAR RWY 07L / RWY 07R
From Siera proceed direct to Rubic, and then Robin. From Robin track direct to Baker and then Mango. From Mango track direct to 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.

Siera 4D STAR RWY 25L / RWY 25R
From Siera proceed direct to Rubic, and then Robin. From Robin track direct to Baker and then Mango. From Mango track direct to 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 pattern for Siera 4C/Siera 4D STARS is established at Baker. In the event of holding, 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 of Siera 4A or Siera 4B above to maintain F130 to TD/Guava as appropriate. Join the relevant holding pattern (TD DVOR for RWY 25L/R or Sokoe for RWY 07L/R) and descend from F130 to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.