From SIKOU proceed direct to GINJA and then CORAL.

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 SIKOU STARs are established at CORAL and/or BAKER. In the event of holding, each flight will be instructed individually.

DESENT PLANING

a) Traffic at SIKOU at F280 or above, pilots should plan to cross ROBIN at F280 and to cross MANGO at F130.
b) Traffic at SIKOU below F280, pilots should plan to cross ROBIN at F200 and 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 RWY 07L/R) and descend from F130 to 4500 ft in the hold, then carry out the appropriate ILS approach procedure.