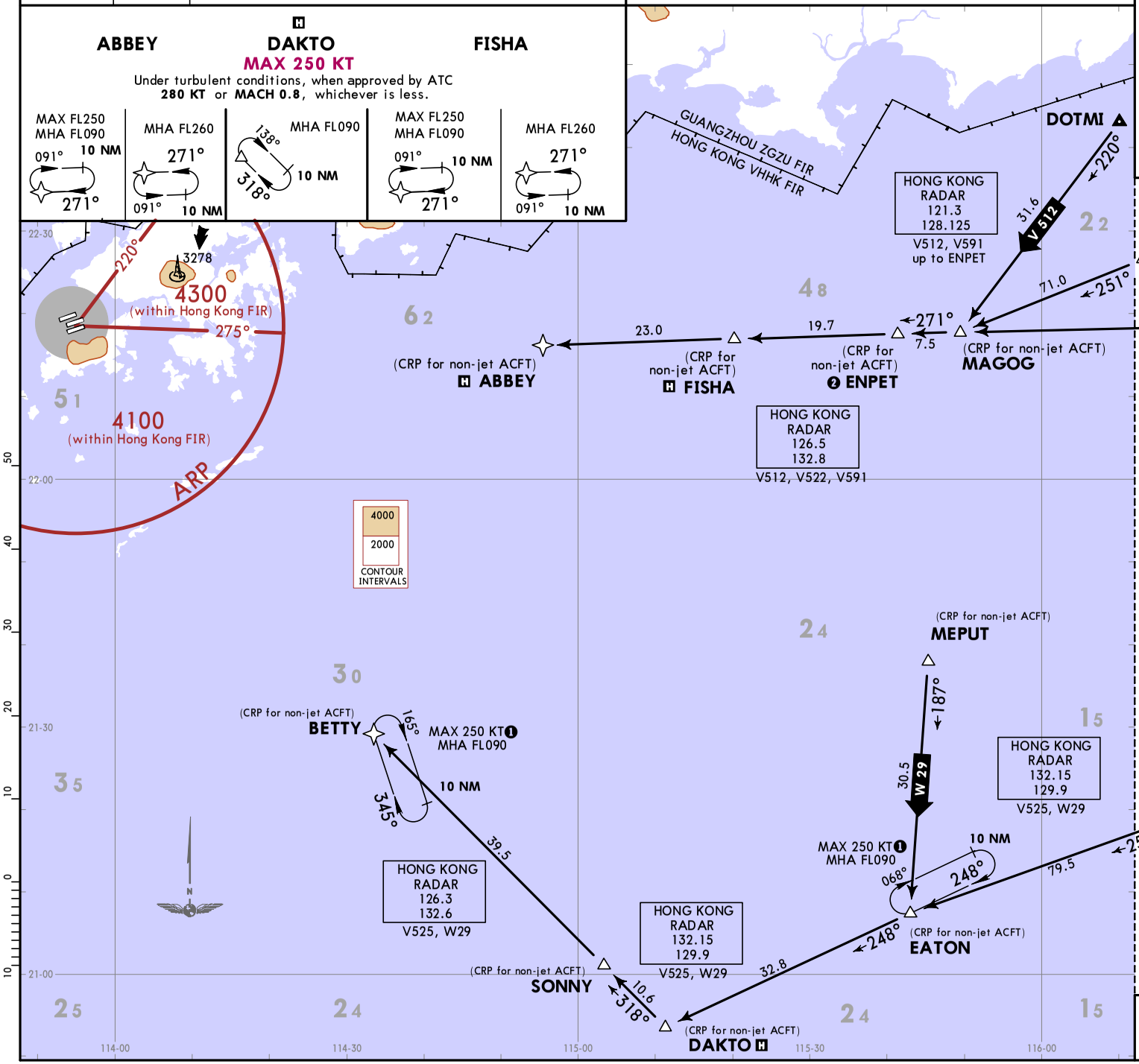
D-ATIS	Apt Elev	Alt Set: hPa
128.2	28	Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC

❷ **DESCENT REQUIREMENTS**
Via V-512, V-522 or V-591: Cross ENPET at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

TERMINAL TRANSITION ROUTES
V512, V522, V591
TO ABBEY
V525, W29
TO BETTY
FOR ATC TACTICAL USE, NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

CHANGES: RADAR frequencies.

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D-ATIS	Apt Elev	Alt Set: hPa
128.2	28	Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC

TERMINAL TRANSITION ROUTES
V532, V542, V551
TO BETTY

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

BAKER **BETTY**

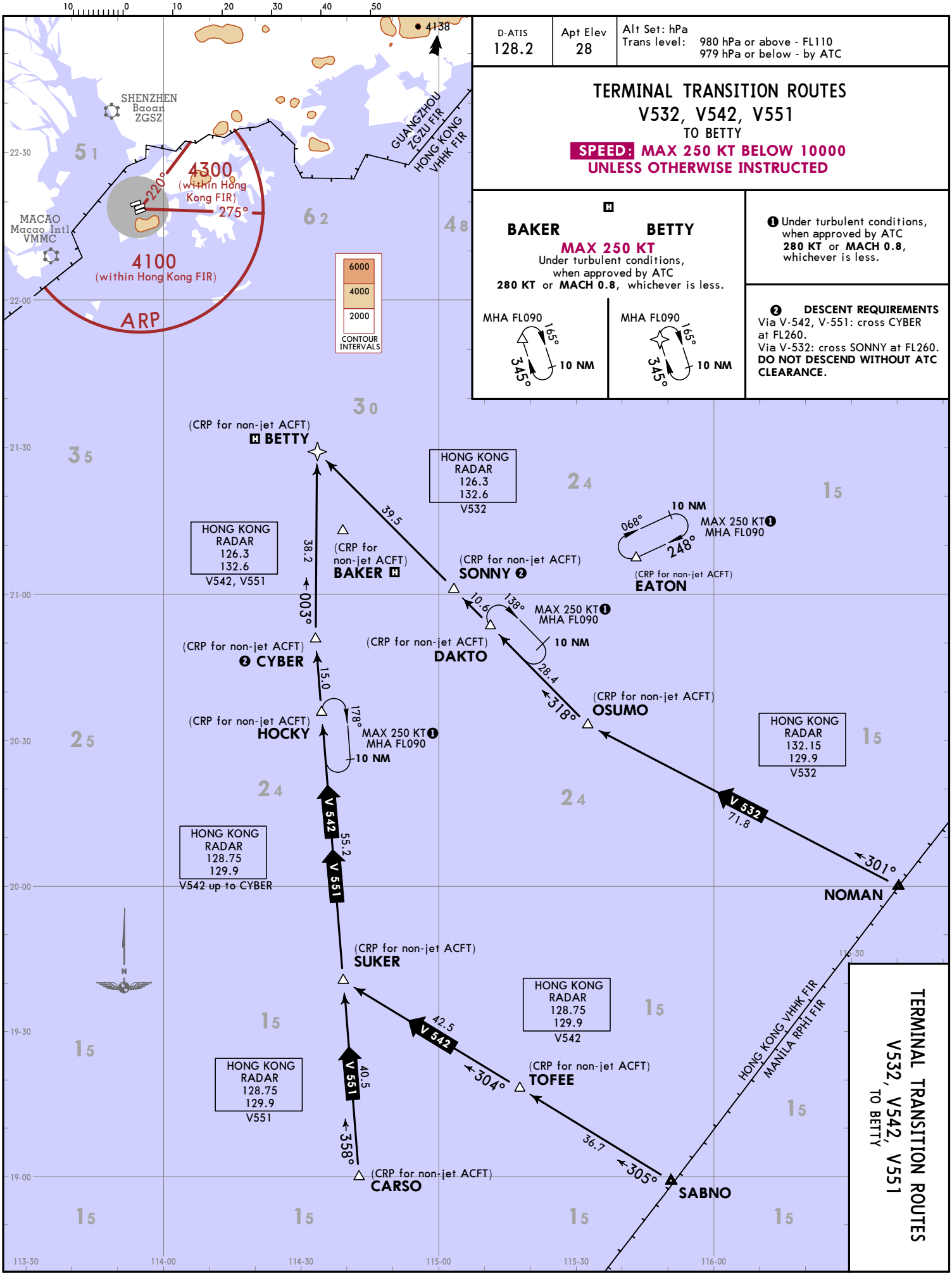
MAX 250 KT
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

MHA FL090 165° 345° 10 NM

MHA FL090 165° 345° 10 NM

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

❷ **DESCENT REQUIREMENTS**
Via V-542, V-551: cross CYBER at FL260.
Via V-532: cross SONNY at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.



VHHH/HKG
HONG KONG INTL

JEPPESEN
22 NOV 24 (10-2A)
Eff 28 Nov

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
V532, V542, V551
TO BETTY

CHANGES: RADAR frequencies.

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D-ATIS	Apt Elev	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC
128.2	28	

TERMINAL TRANSITION ROUTES
V561, V571
TO CANTO

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

❷ DESCENT REQUIREMENTS
Cross MAPLE at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

CANTO | **COMBI & GAMBA** | **ROCCA**

MAX 250 KT
Under turbulent conditions, when approved by ATC
280 KT or **MACH 0.8**, whichever is less.

MHA FL090 — 048° / 228° — 10 NM
MHA FL090 — 074° / 254° — 10 NM
MHA FL090 — 074° / 254°

SHENZHEN Baoan ZGSZ
MACAO Macao Intl VMMC
3278
4300 (within Hong Kong FIR)
220°
275°
4100 (within Hong Kong FIR)
ARP
GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR
(CRP for non-jet ACFT) CANTO
(CRP for non-jet ACFT) COMBI
(CRP for non-jet ACFT) ROCCA
(CRP for non-jet ACFT) GAMBA
(CRP for non-jet ACFT) ❷ MAPLE
(CRP for non-jet ACFT) MYWAY
(CRP for non-jet ACFT) IDOSI
SIKOU
074°
85.0 V571
10.0
21.8
7.0
10.0 048°
V561
V571
68.1
72.6 V561
193°
MHA FL090 ❶ 10 NM
013°
HONG KONG RADAR 127.55 134.3
HONG KONG RADAR 127.1 123.7 up to MAPLE
HONG KONG RADAR 127.1 123.7 up to MAPLE
HONG KONG RADAR 125.325 132.775
❶ Holding at FL340 or below **280 KT** or **MACH 0.8**, whichever is less. Above FL340 **MACH 0.83.**
HONG KONG VHHK FIR
SANYA ZJSA FIR
4000 / 2000 CONTOUR INTERVALS
22-30 / 22-00 / 21-30 / 21-00 / 20-30 / 20-00 / 19-30 / 19-00
111-30 / 112-00 / 112-30 / 113-00 / 113-30 / 114-00

VHHH/HKG HONG KONG INTL
JEPPESEN 22 NOV 24 Eff 28 Nov 10-2B

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
V561, V571
TO CANTO

CHANGES: Reissue.

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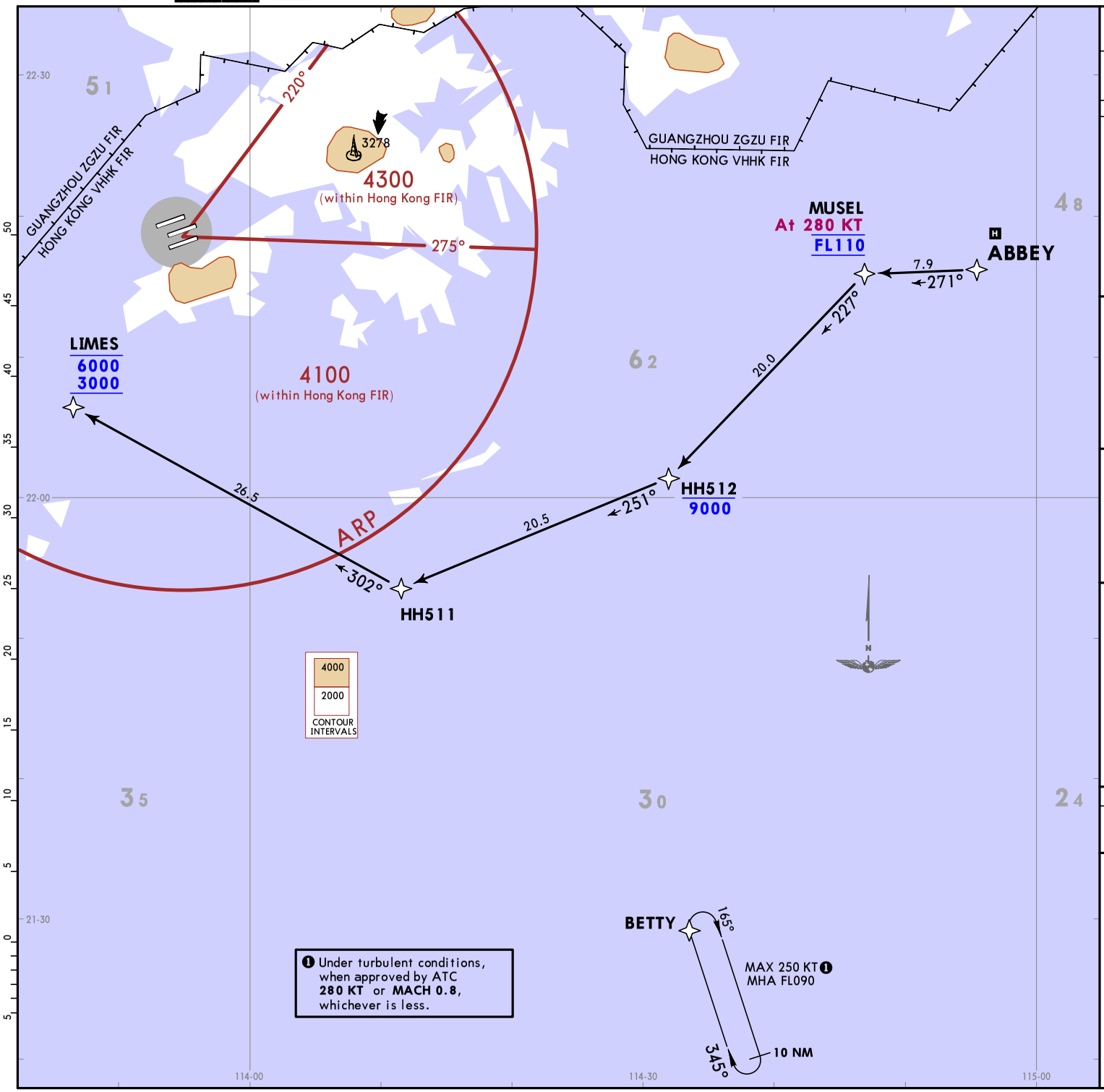

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.

ABBEY 4A [ABEY4A]
RNAV (GNSS) ARRIVAL
(RWYS 07L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Comply with descent requirement and STAR to MAINTAIN FL110 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

DESCENT REQUIREMENTS

Cross MUSEL at FL110.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

ABBEY - MUSEL (K280; FL110) - HH512 (9000-) - HH511 - LIMES (6000-; 3000+). EXPECT ILS approach. Descend as directed by ATC.

H ABBEY
MAX 250 KT
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

MAX FL250
MHA FL090
091° 10 NM
271°

MHA FL260
271°
091° 10 NM

CHANGES: Center RWY reopened, STAR renumbered & revised.

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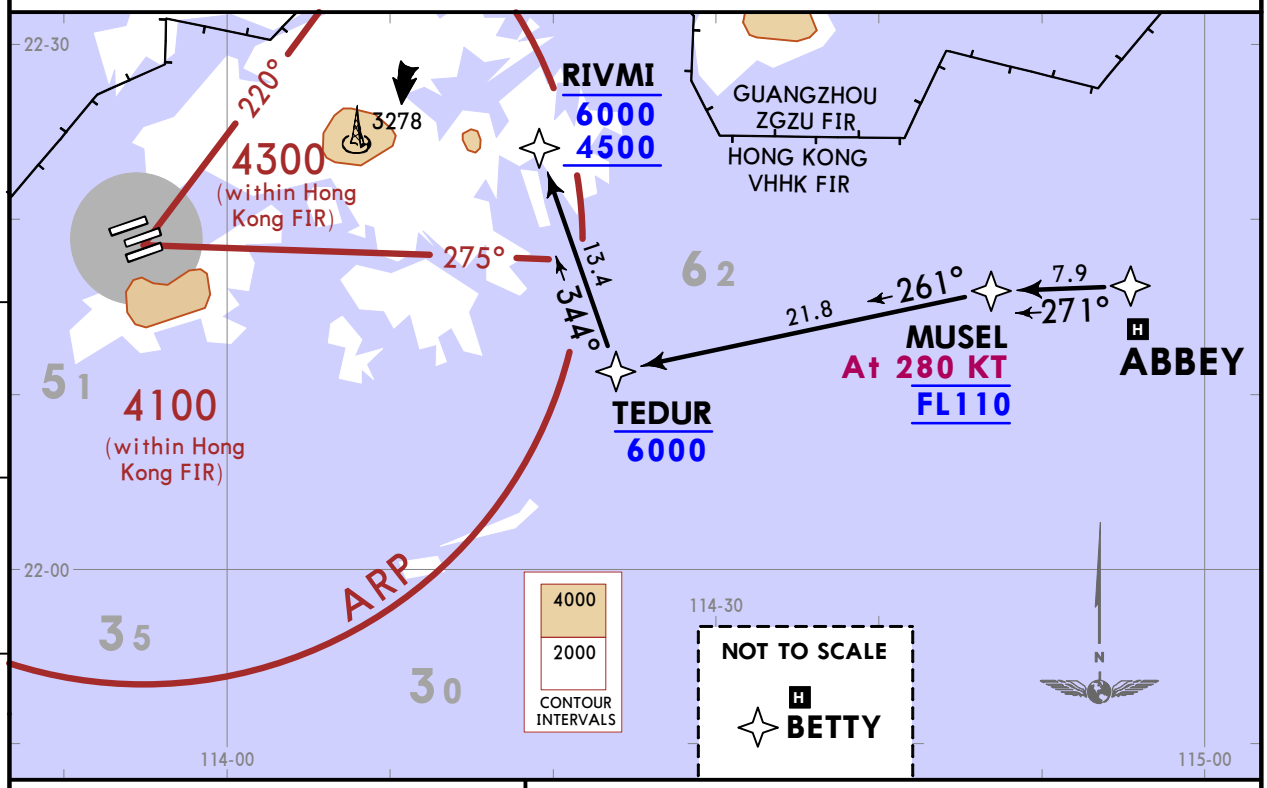
D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC	RNP 1
Apt Elev 28	1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.	

ABBEY 3B [ABEY3B]
RNAV (GNSS) ARRIVAL
(RWYS 25L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Comply with descent requirement and STAR to MAINTAIN FL110 to RIVMI, join RIVMI holding and descend to 4500, then carry out the appropriate ILS approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

DESCENT REQUIREMENTS

Cross MUSEL at FL110.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ABBEY | **BETTY**

MAX 250 KT
Under turbulent conditions, when approved by ATC
280 KT or **MACH 0.8**, whichever is less.

MAX FL250
MHA FL090
091° 10 NM 271°

MHA FL260
271° 091° 10 NM

MHA FL090
165° 10 NM 345°

ROUTING

ABBEY - MUSEL (K280; FL110) - TEDUR (6000-) - RIVMI (6000-; 4500+). EXPECT ILS approach.
Descend as directed by ATC.

CHANGES: Center RWY reopened, STAR renumbered & revised.

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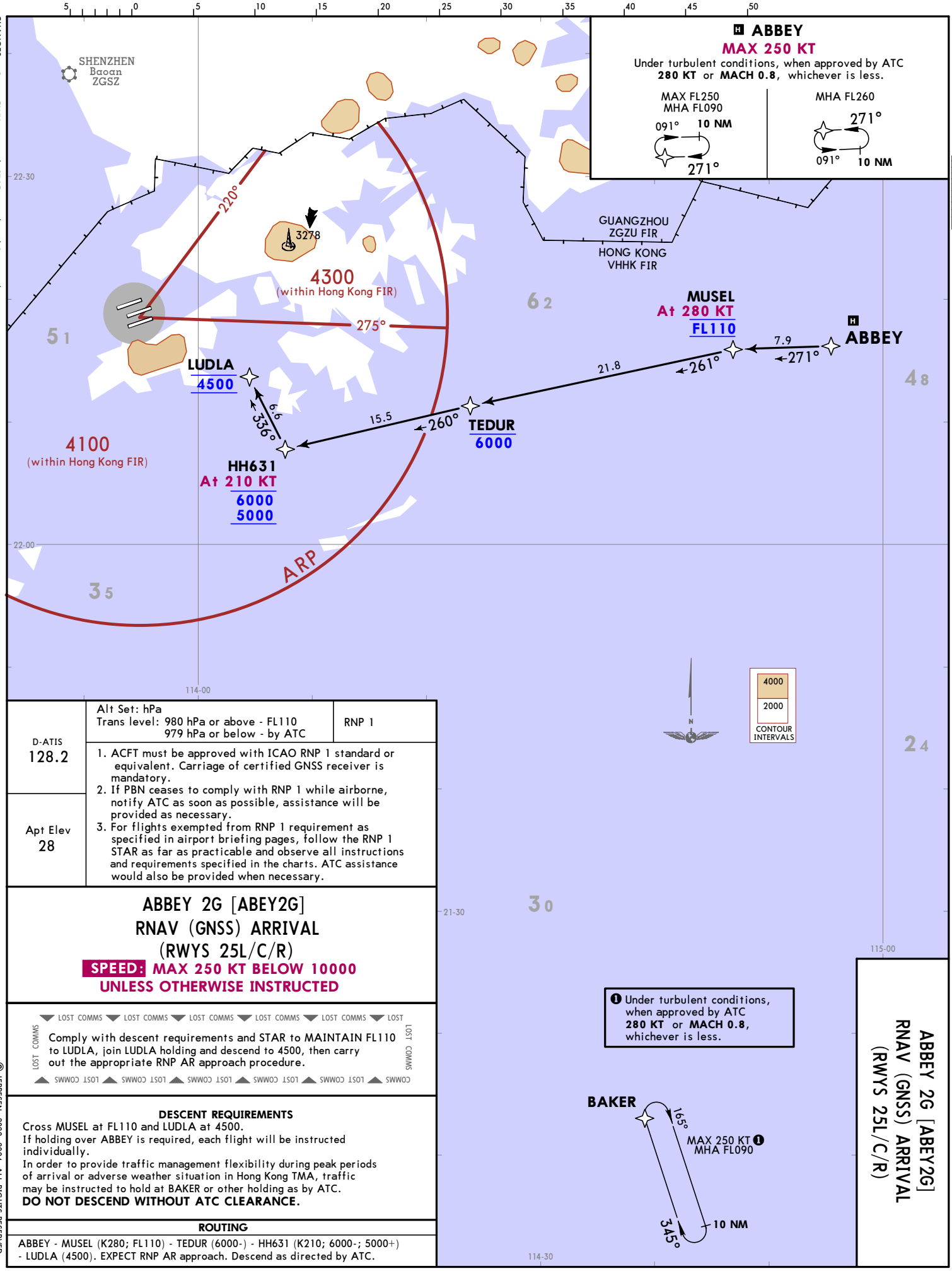
CHANGES: Center RWY reopened, STAR renumbered & revised.



D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC	RNP 1
Apt Elev 28	1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.	

ABBEY 2G [ABEY2G]
RNAV (GNSS) ARRIVAL
(RWYS 25L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Comply with descent requirements and STAR to MAINTAIN FL110 to LUDLA, join LUDLA holding and descend to 4500, then carry out the appropriate RNP AR approach procedure.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

DESCENT REQUIREMENTS

Cross MUSEL at FL110 and LUDLA at 4500.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

ABBEY - MUSEL (K280; FL110) - TEDUR (6000-) - HH631 (K210; 6000-; 5000+) - LUDLA (4500). EXPECT RNP AR approach. Descend as directed by ATC.

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

ABBEY 2G [ABEY2G]
RNAV (GNSS) ARRIVAL
(RWYS 25L/C/R)

HONG KONG, PR OF CHINA
RNAV STAR

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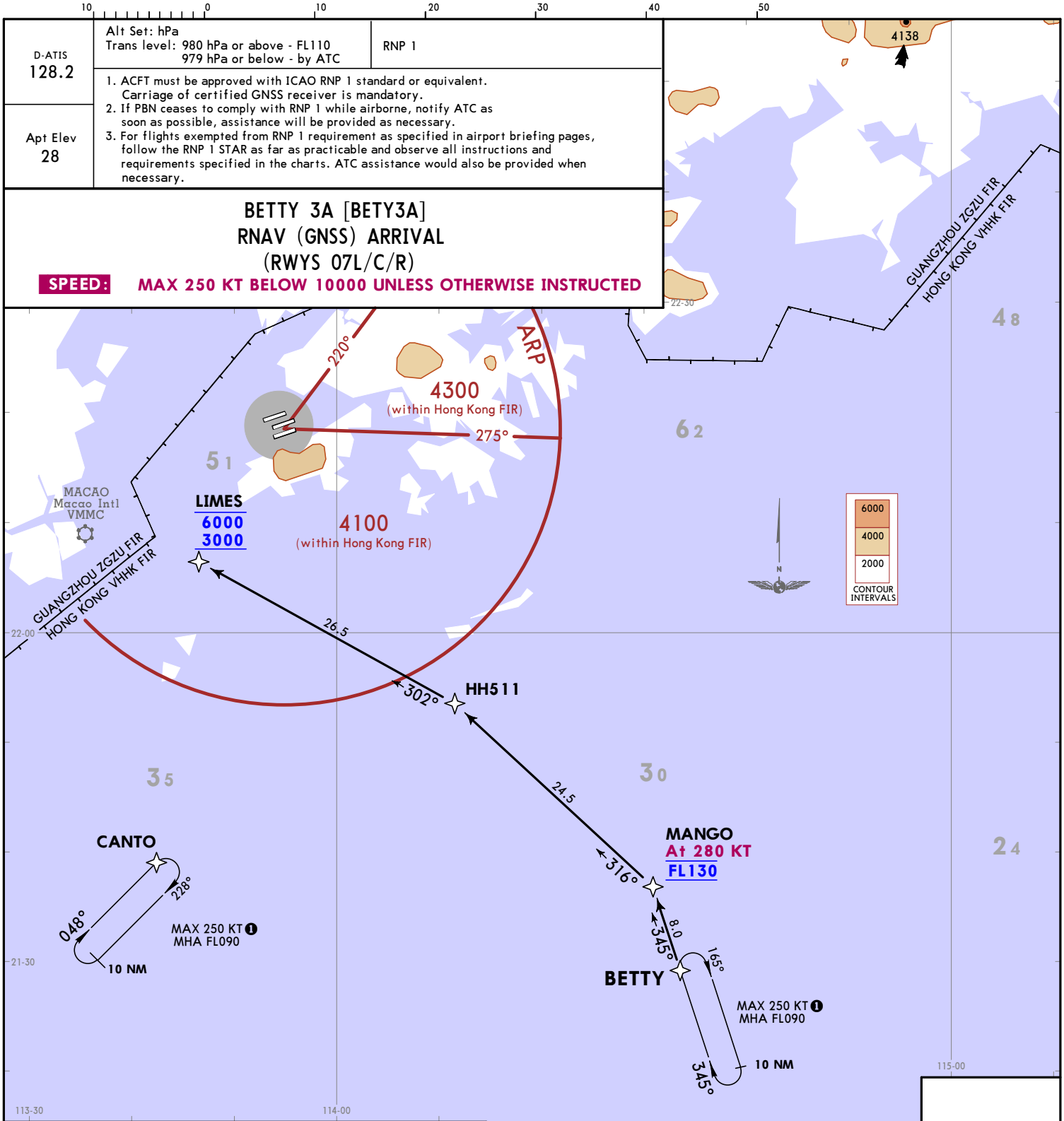
CHANGES: Center RWY reopened, STAR renumbered & revised.

D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC	RNP 1
Apt Elev 28	1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.	

BETTY 3A [BETY3A]
RNAV (GNSS) ARRIVAL
(RWYS 07L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Comply with descent requirements and STAR to MAINTAIN FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

DESCENT REQUIREMENTS

Cross MANGO at FL130.
If holding over BETTY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER, CANTO or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

BETTY - MANGO (K280; FL130) - HH511 - LIMES (6000-; 3000+).
EXPECT ILS approach. Descend as directed by ATC.

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

BETTY 3A [BETY3A]
RNAV (GNSS) ARRIVAL
(RWYS 07L/C/R)

VHHH/HKG
HONG KONG INTL

JEPPESEN
22 NOV 24 (10-2G) Eff 28 Nov

HONG KONG, PR OF CHINA
RNAV STAR

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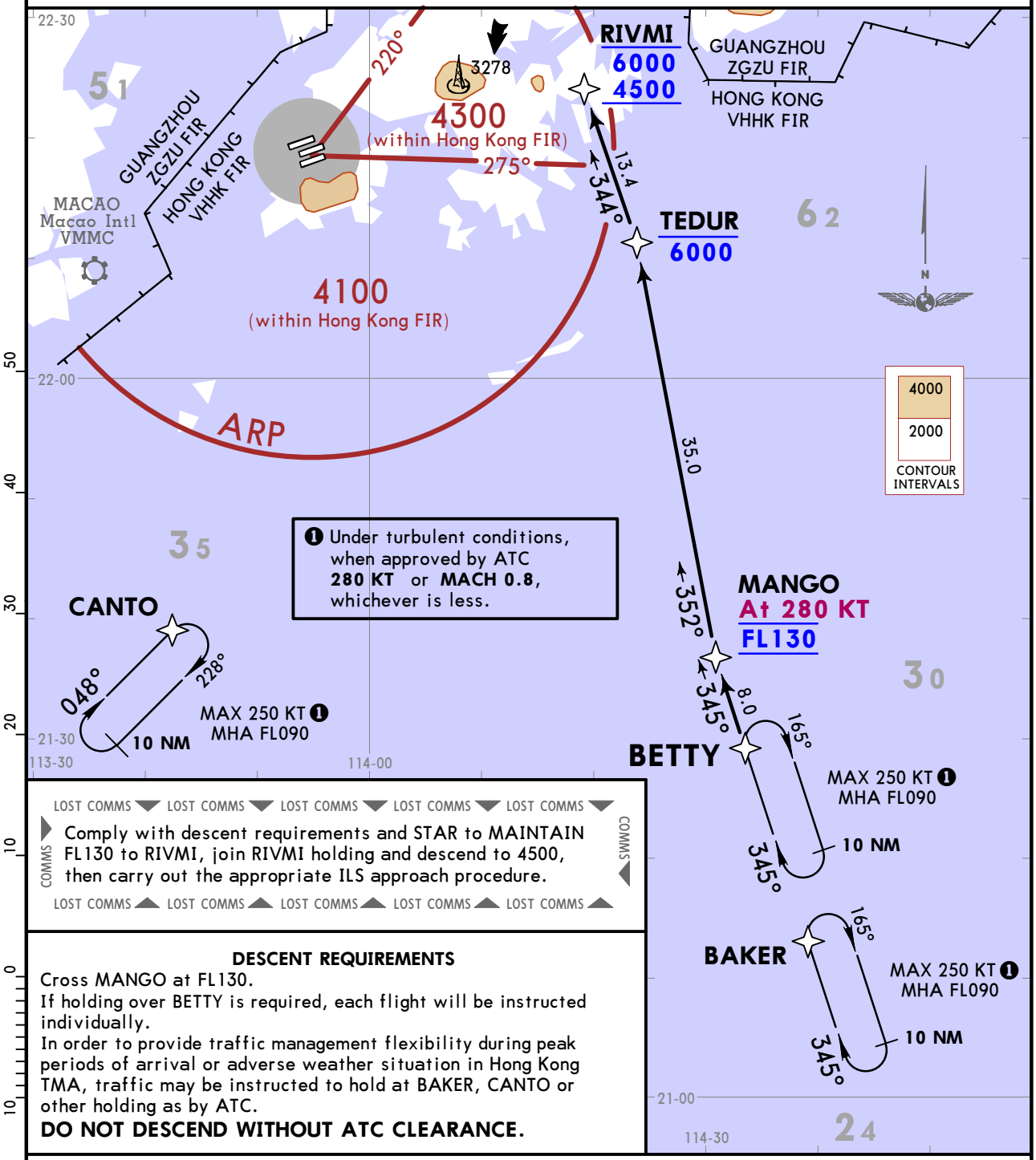
D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC	RNP 1
Apt Elev 28	1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.	

BETTY 3B [BETY3B]
RNAV (GNSS) ARRIVAL
(RWYS 25L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMS Comply with descent requirements and STAR to MAINTAIN FL130 to RIVMI, join RIVMI holding and descend to 4500, then carry out the appropriate ILS approach procedure. COMMS

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

DESCENT REQUIREMENTS

Cross MANGO at FL130.
If holding over BETTY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER, CANTO or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

BETTY - MANGO (K280; FL130) - TEDUR (6000-) - RIVMI (6000-; 4500+). EXPECT ILS approach.
Descend as directed by ATC.

CHANGES: Center RWY reopened, STAR renumbered & revised.

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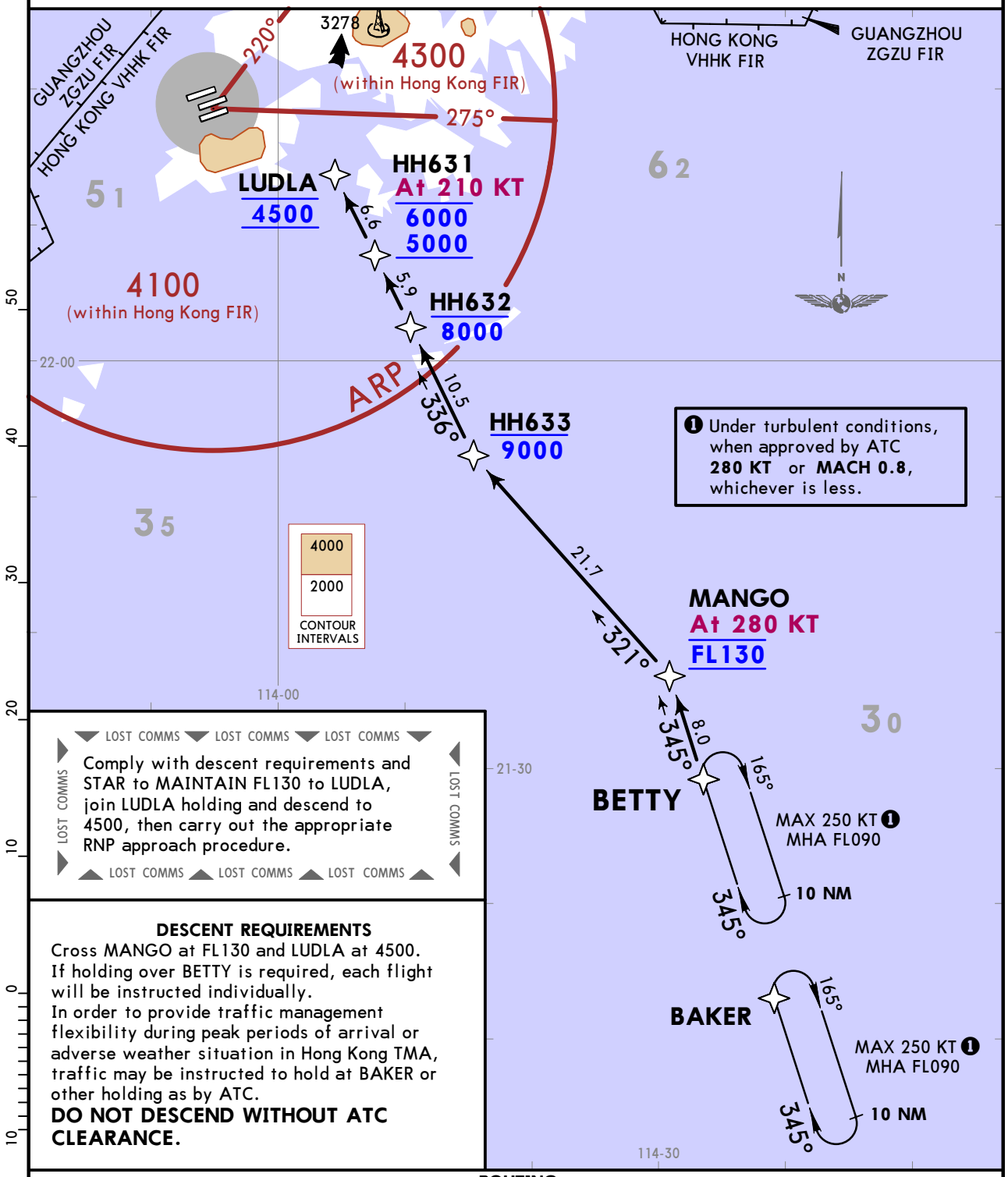
D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC	RNP 1
Apt Elev 28	1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.	

BETTY 2G [BETY2G]
RNAV (GNSS) ARRIVAL (RWYS 25L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



LOST COMMS LOST COMMS LOST COMMS

Comply with descent requirements and STAR to MAINTAIN FL130 to LUDLA, join LUDLA holding and descend to 4500, then carry out the appropriate RNP approach procedure.

LOST COMMS LOST COMMS LOST COMMS

DESCENT REQUIREMENTS

Cross MANGO at FL130 and LUDLA at 4500.
If holding over BETTY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

BETTY - MANGO (K280; FL130) - HH633 (9000-) - HH632 (8000-) - HH631 (K210; 6000-; 5000+) - LUDLA (4500). EXPECT RNP AR approach. Descend as directed by ATC.

CHANGES: Center RWY reopened, STAR renumbered & revised.

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VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 NOV 24 (10-2K) Eff 28 Nov

RNAV STAR

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

RNP 1

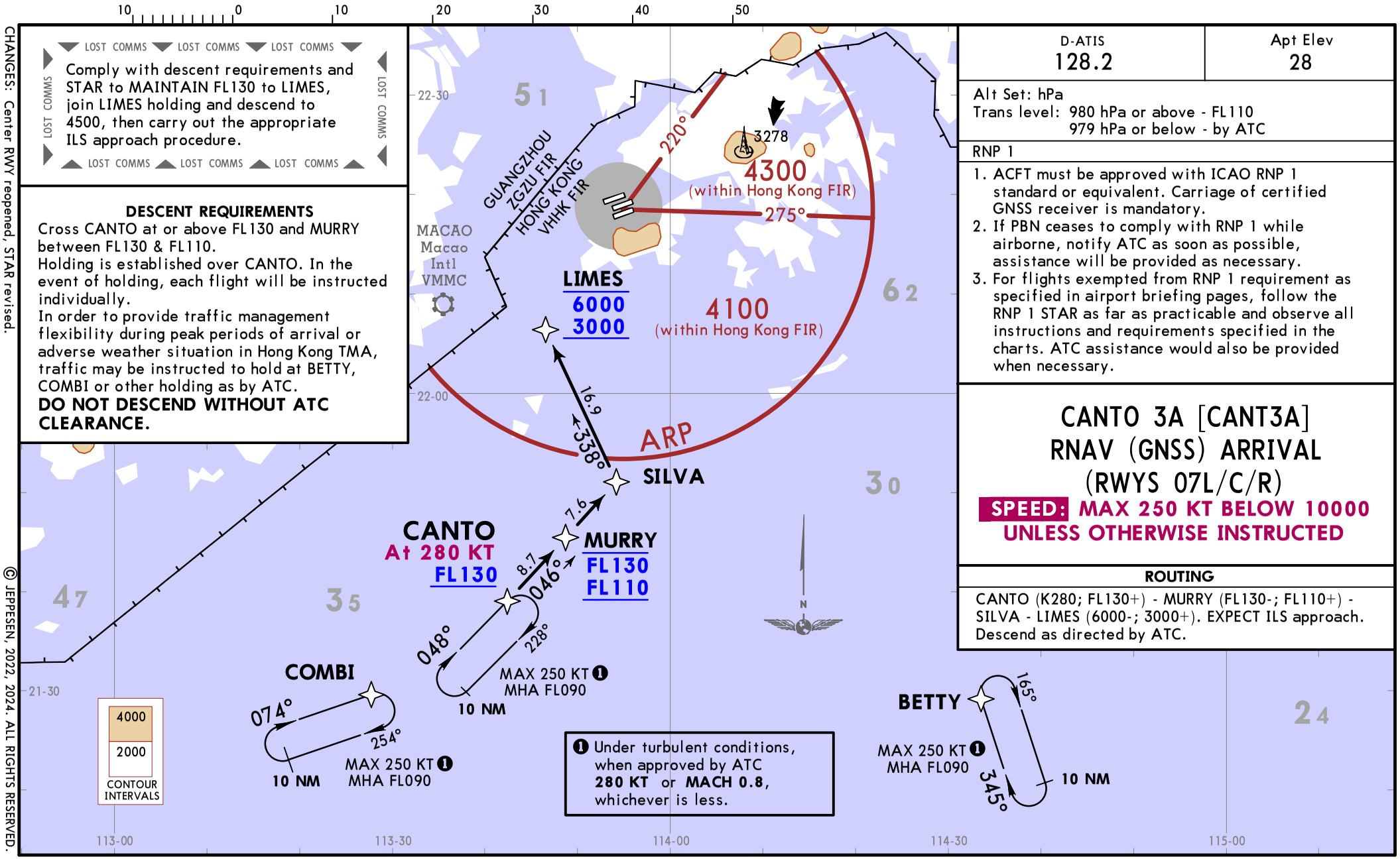
1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.

CANTO 3A [CANT3A]
RNAV (GNSS) ARRIVAL
(RWYS 07L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

ROUTING

CANTO (K280; FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES (6000-; 3000+). EXPECT ILS approach. Descend as directed by ATC.



CHANGES: Center RWY reopened, STAR revised.

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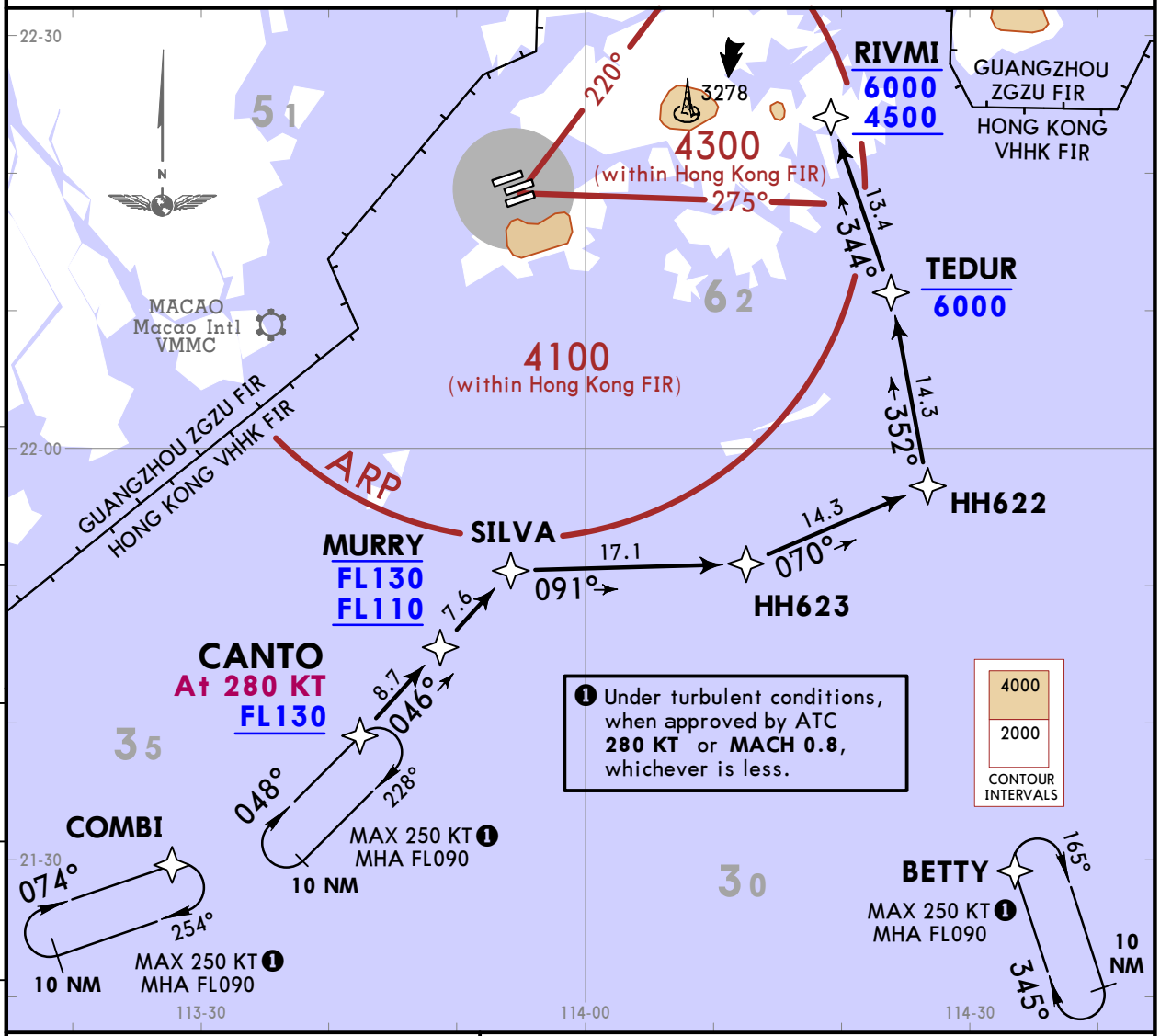
D-ATIS 128.2	Alt Set: hPa Trans level: 980 hPa or above - FL110 979 hPa or below - by ATC	RNP 1
Apt Elev 28	1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory. 2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.	

CANTO 3B [CANT3B]
RNAV (GNSS) ARRIVAL
(RWYS 25L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Comply with descent requirement and STAR to MAINTAIN FL130 to RIVMI, join RIVMI holding and descend to 4500, then carry out the appropriate ILS approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

DESCENT REQUIREMENTS

Cross CANTO at or above FL130 and MURRY between FL130 & FL110.

Holding is established over CANTO. In the event of holding, each flight will be instructed individually. In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, COMBI or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

CANTO (K280; FL130+) - MURRY (FL130-; FL110+) - SILVA - HH623 - HH622 - TEDUR (6000-) - RIVMI (6000-; 4500+). EXPECT ILS approach. Descend as directed by ATC.

CHANGES: Center RWY reopened, STAR renumbered & revised.

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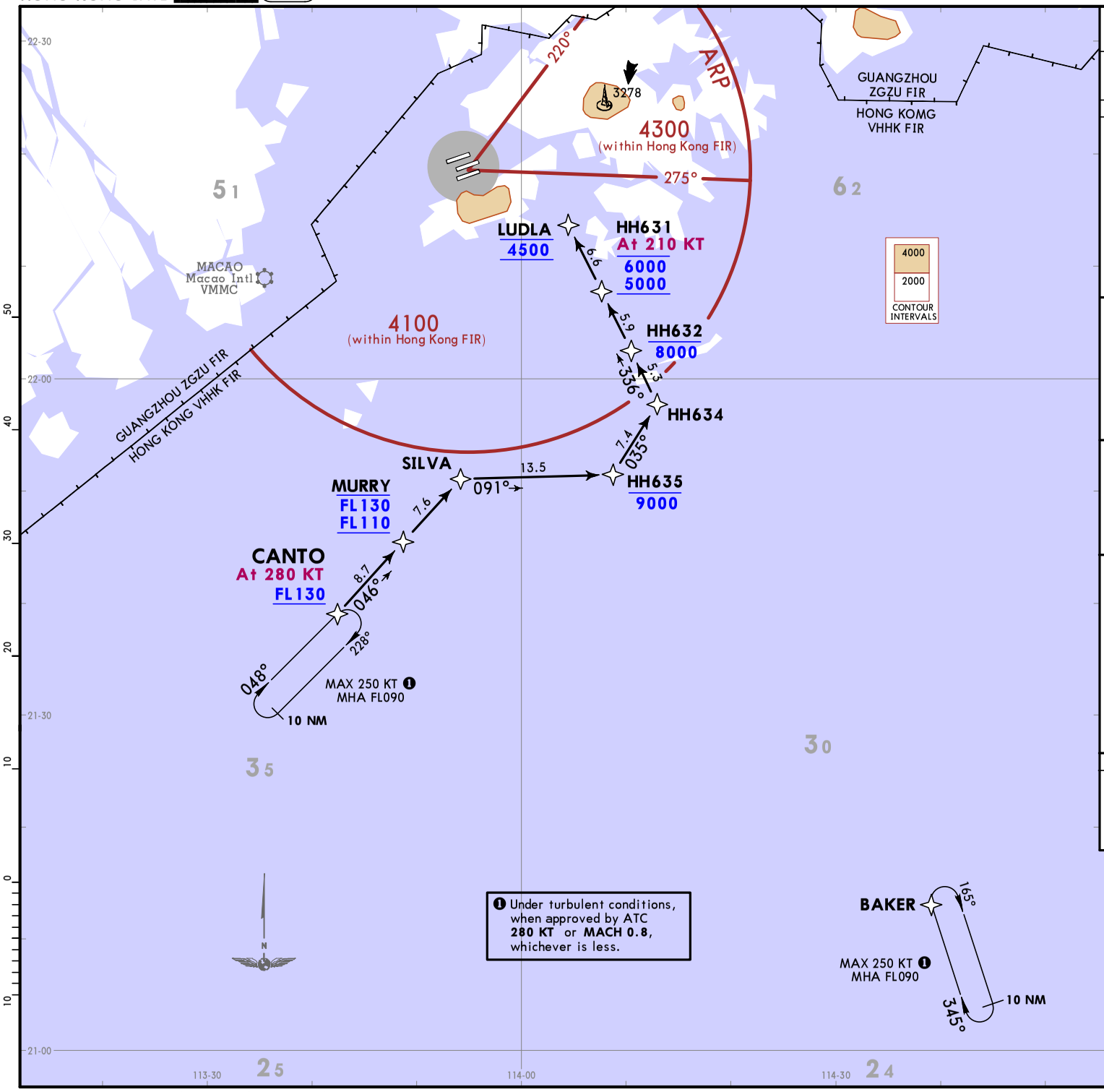

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.

CANTO 2G [CANT2G]
RNAV (GNSS) ARRIVAL
(RWYS 25L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Comply with descent requirement and STAR to MAINTAIN FL130 to LUDLA, join LUDLA holding and descend to 4500, then carry out the appropriate RNP approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

DESCENT REQUIREMENTS

Cross CANTO at or above FL130, MURRY between FL130 & FL110 and LUDLA at 4500.
If holding over CANTO is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

CANTO (K280; FL130+) - MURRY (FL130-; FL110+) - SILVA - HH635 (9000-) - HH634 - HH632 (8000-) - HH631 (K210; 6000-; 5000+) - LUDLA (4500).
EXPECT RNP AR approach. Descend as directed by ATC.

CHANGES: Center RWY reopened, STAR renumbered & revised.

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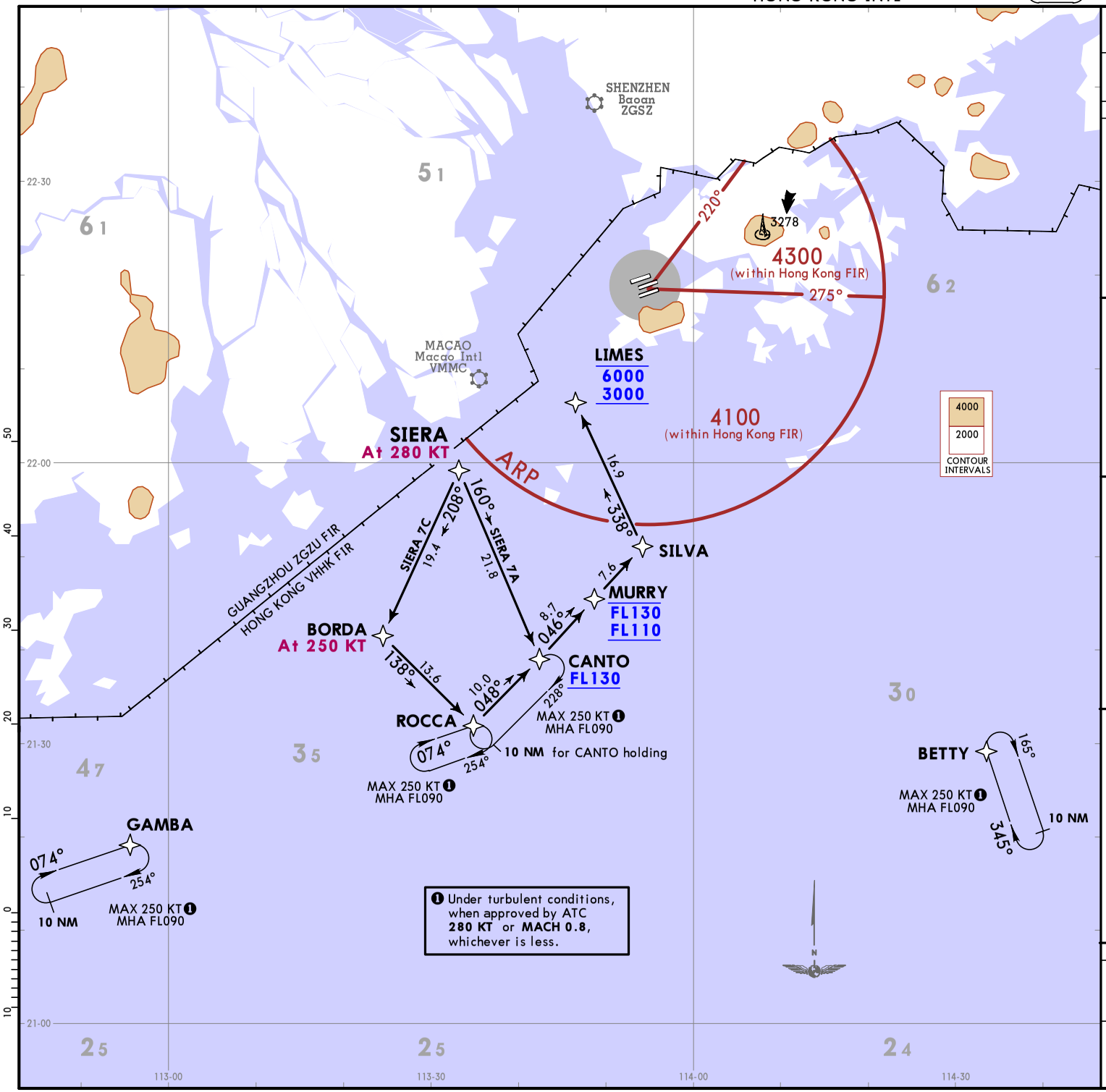

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.

SIERA 7A [SIER7A]
SIERA 7C [SIER7C]
RNAV (GNSS) ARRIVALS
(RWYS 07L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Comply with descent requirement and STAR to MAINTAIN FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

DESCENT REQUIREMENTS

Cross CANTO at or above FL130 and MURRY between FL130 & FL110.
Holdings are established over CANTO and ROCCA.
In the event of holding, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, GAMBA or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

STAR	ROUTING
SIERA 7A	SIERA (K280) - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES (6000-; 3000+). EXPECT ILS approach. Descend as directed by ATC.
SIERA 7C	SIERA (K280) - BORDA (K250) - ROCCA - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES (6000-; 3000+). EXPECT ILS approach. Descend as directed by ATC.

CHANGES: Center RWY reopened, STARs revised.

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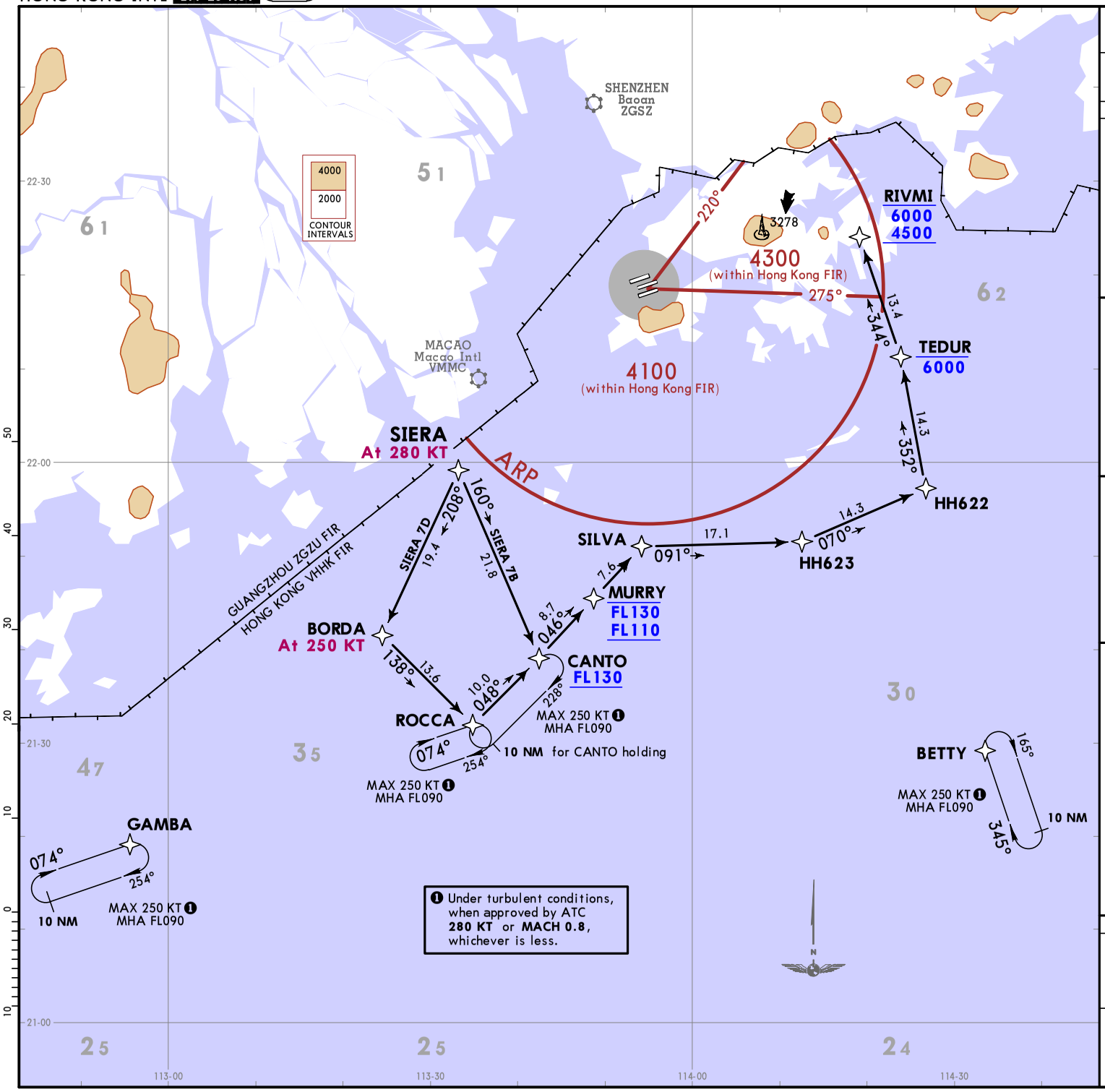
HONG KONG, PR OF CHINA

RNAV STAR



D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.

SIERA 7B [SIER7B]
SIERA 7D [SIER7D]
RNAV (GNSS) ARRIVALS
(RWYS 25L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Comply with descent requirement and STAR to MAINTAIN FL130 to RIVMI, join RIVMI holding and descend to 4500, then carry out the appropriate ILS approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

DESCENT REQUIREMENTS

Cross CANTO at or above FL130 and MURRY between FL130 & FL 110. If holding over CANTO or ROCCA is required, each flight will be instructed individually.

In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, GAMBA or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARANCE.

STAR	ROUTING
SIERA 7B	SIERA (K280) - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - HH623 - HH622 - TEDUR (6000-) - RIVMI (6000-; 4500+). EXPECT ILS approach. Descend as directed by ATC.
SIERA 7D	SIERA (K280) - BORDA (K250) - ROCCA - CANTO (FL130+) - MURRY (FL130+; FL110-) - SILVA - HH623 - HH622 - TEDUR (6000-) - RIVMI (6000-; 4500+). EXPECT ILS approach. Descend as directed by ATC.

CHANGES: Center RWY reopened, STARs renumbered & revised.

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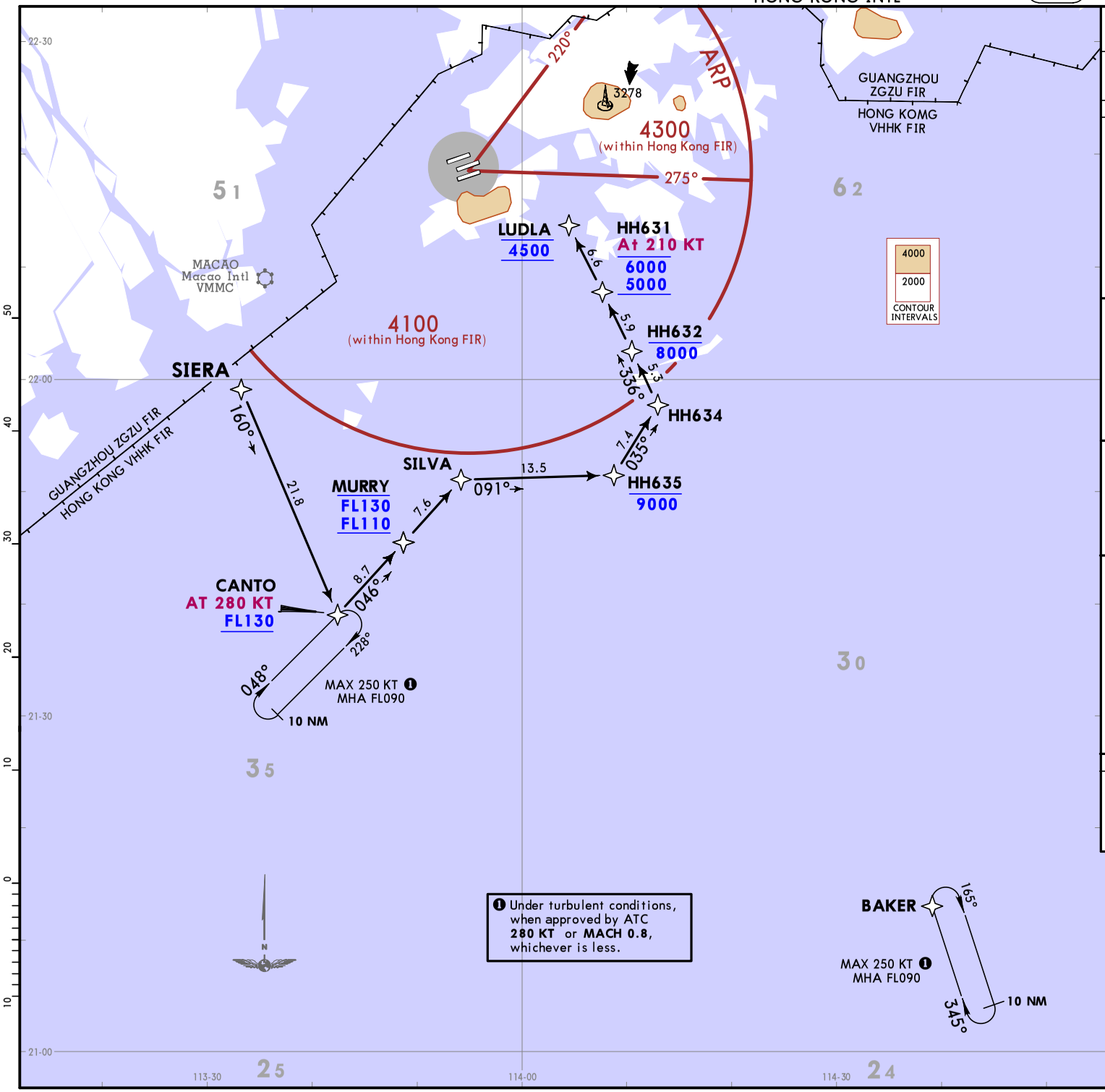

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: 980 hPa or above - FL110
979 hPa or below - by ATC

RNP 1

1. ACFT must be approved with ICAO RNP 1 standard or equivalent. Carriage of certified GNSS receiver is mandatory.
2. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
3. For flights exempted from RNP 1 requirement as specified in airport briefing pages, follow the RNP 1 STAR as far as practicable and observe all instructions and requirements specified in the charts. ATC assistance would also be provided when necessary.

SIERA 2G [SIER2G]
RNAV (GNSS) ARRIVAL
(RWYS 25L/C/R)

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Comply with descent requirement and STAR to MAINTAIN FL130 to LUDLA, join LUDLA holding and descend to 4500, then carry out the appropriate RNP approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

DESCENT REQUIREMENTS

Cross CANTO at or above FL130, MURRY between FL130 & FL110 and LUDLA at 4500.
If holding over CANTO is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

SIERA - CANTO (K280; FL130+) - MURRY (FL130-; FL110+) - SILVA - HH635 (9000-) - HH634 - HH632 (8000-) - HH631 (K210; 6000-; 5000+) - LUDLA (4500). EXPECT RNP AR approach. Descent as directed by ATC.

CHANGES: Center RWY reopened, STAR renumbered & revised.

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