

AIP HONG KONG

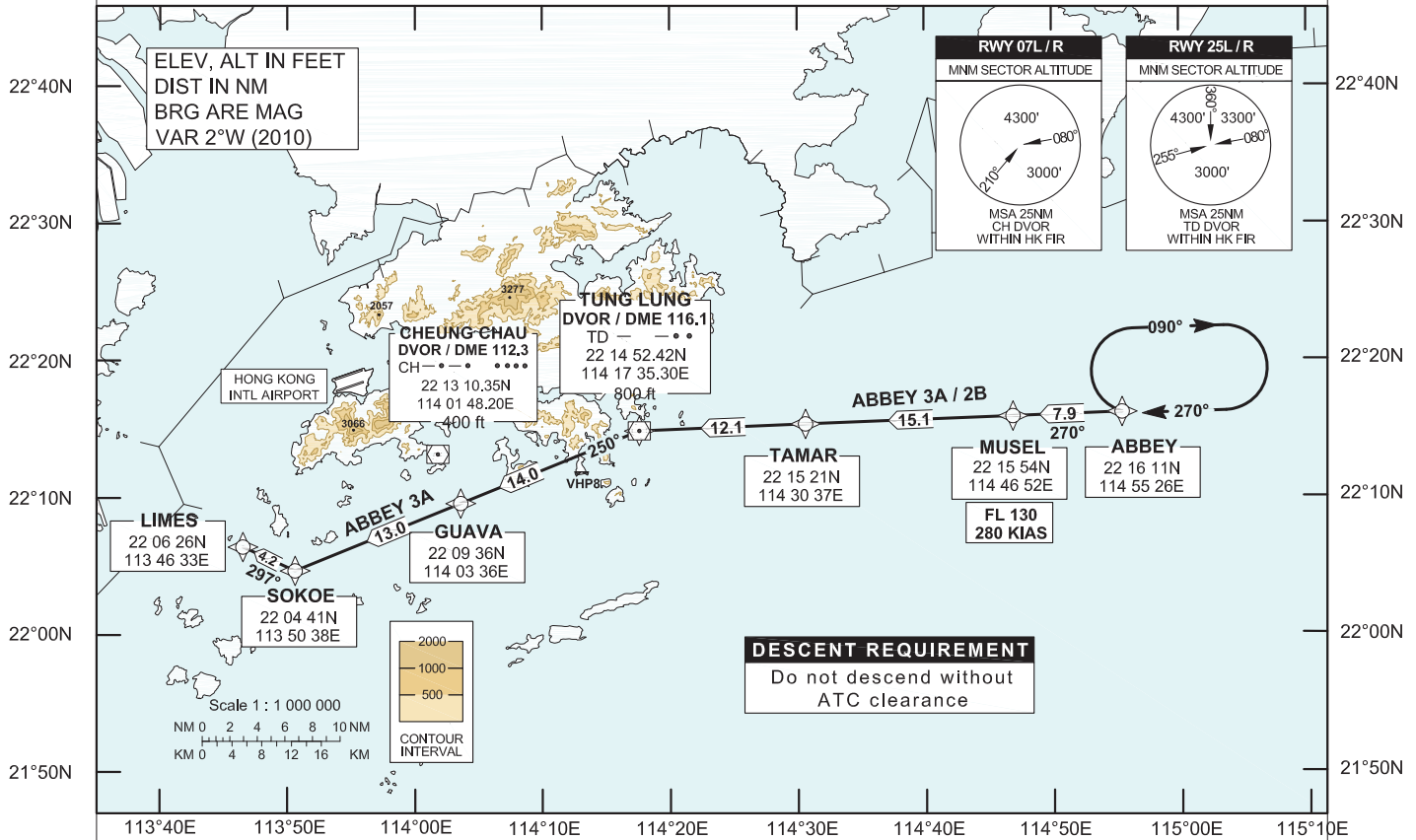
**STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO**

Transition Altitude 9 000 ft
HONG KONG RADAR 126.5

**HONG KONG / Intl (VHHH)
RNAV (GNSS) ABBEY 3A STAR RWY 07L / 07R
RNAV (GNSS) ABBEY 2B STAR RWY 25L / 25R**

1. For RNAV (GNSS) STAR, aircraft must be approved by State of Registry in accordance with ICAO RNP 1 standard or equivalent (see GEN 1.5 para 3.5.2 on page GEN 1.5-2). Carriage of certified GNSS receiver is mandatory.
2. In the event that PBN performance ceases to comply with the requirements for RNP 1 inflight, pilots must notify ATC as soon as possible. ATC assistance would be provided as necessary.
3. Only specific categories of flights (e.g. SAR) as stated in GEN 1.5 para 3.5.2.4 are exempted from the RNP 1 requirement. These flights shall fly the contingency procedures as detailed in AD 2.22 para 7.1.3.4.

113°40E 113°50E 114°00E 114°10E 114°20E 114°30E 114°40E 114°50E 115°00E 115°10E



ABBEY 3A STAR RWY 07L / RWY 07R

ABBEY 2B STAR RWY 25L / RWY 25R

RNP 1 Procedure
ABBEY - MUSSEL[F130;K280] - TAMAR - TD[L] - GUAVA - SOKOE[R] - LIMES
Expect ILS approach. Descend as directed by ATC.

RNP 1 Procedure
ABBEY - MUSSEL[F130;K280] - TAMAR - TD
Expect ILS approach. Descend as directed by ATC.

DESCENT REQUIREMENT
Cross MUSSEL at F130. **DO NOT DESCEND WITHOUT ATC CLEARANCE.**

SPEED CONTROL
Aircraft shall fly at 280 KIAS by MUSSEL.

HOLDING
The holding pattern for ABBEY STARs is established at ABBEY. If holding is required, each flight will be instructed individually.

ALTERNATIVE HOLDING
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 terminal holding as directed by ATC.

LOSS OF COMMUNICATION
In the event of a loss of communication aircraft shall comply with the descent requirement and the STAR track above.

Thence:
For RWY 07L/R, maintain F130 to LIMES. Join LIMES holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.
For RWY 25L/R, maintain F130 to TD DVOR. Join TD DVOR holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

CHANGE: Update of text.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) STARs

Designator: ABBEY 3A Runway 07L / Runway 07R

<i>Serial Number</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed (KIAS)</i>	<i>Navigation Specification</i>
01	IF	ABBEY	-	-	+2.0	-	-	-	-	RNP 1
02	TF	MUSEL	-	270	+2.0	7.9	-	FL130	280	RNP 1
03	TF	TAMAR	-	270	+2.0	15.1	-	-	-	RNP 1
04	TF	TD	-	270	+2.0	12.1	L	-	-	RNP 1
05	TF	GUAVA	-	250	+2.0	14.0	-	-	-	RNP 1
06	TF	SOKOE	-	250	+2.0	13.0	R	-	-	RNP 1
07	TF	LIMES	-	297	+2.0	4.2	-	-	-	RNP 1

Designator: ABBEY 2B Runway 25L / Runway 25R

<i>Serial Number</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed (KIAS)</i>	<i>Navigation Specification</i>
01	IF	ABBEY	-	-	+2.0	-	-	-	-	RNP 1
02	TF	MUSEL	-	270	+2.0	7.9	-	FL130	280	RNP 1
03	TF	TAMAR	-	270	+2.0	15.1	-	-	-	RNP 1
04	TF	TD	-	270	+2.0	12.1	-	-	-	RNP 1

Waypoint Coordinates

<i>Waypoint Identifier</i>	<i>Coordinates (WGS-84)</i>
ABBEY	22 16 11.00N 114 55 25.92E
MUSEL	22 15 53.99N 114 46 52.13E
TAMAR	22 15 21.00N 114 30 37.00E
TD	22 14 52.42N 114 17 35.30E
GUAVA	22 09 36.10N 114 03 36.30E
SOKOE	22 04 41.20N 113 50 38.10E
LIMES	22 06 25.60N 113 46 32.60E