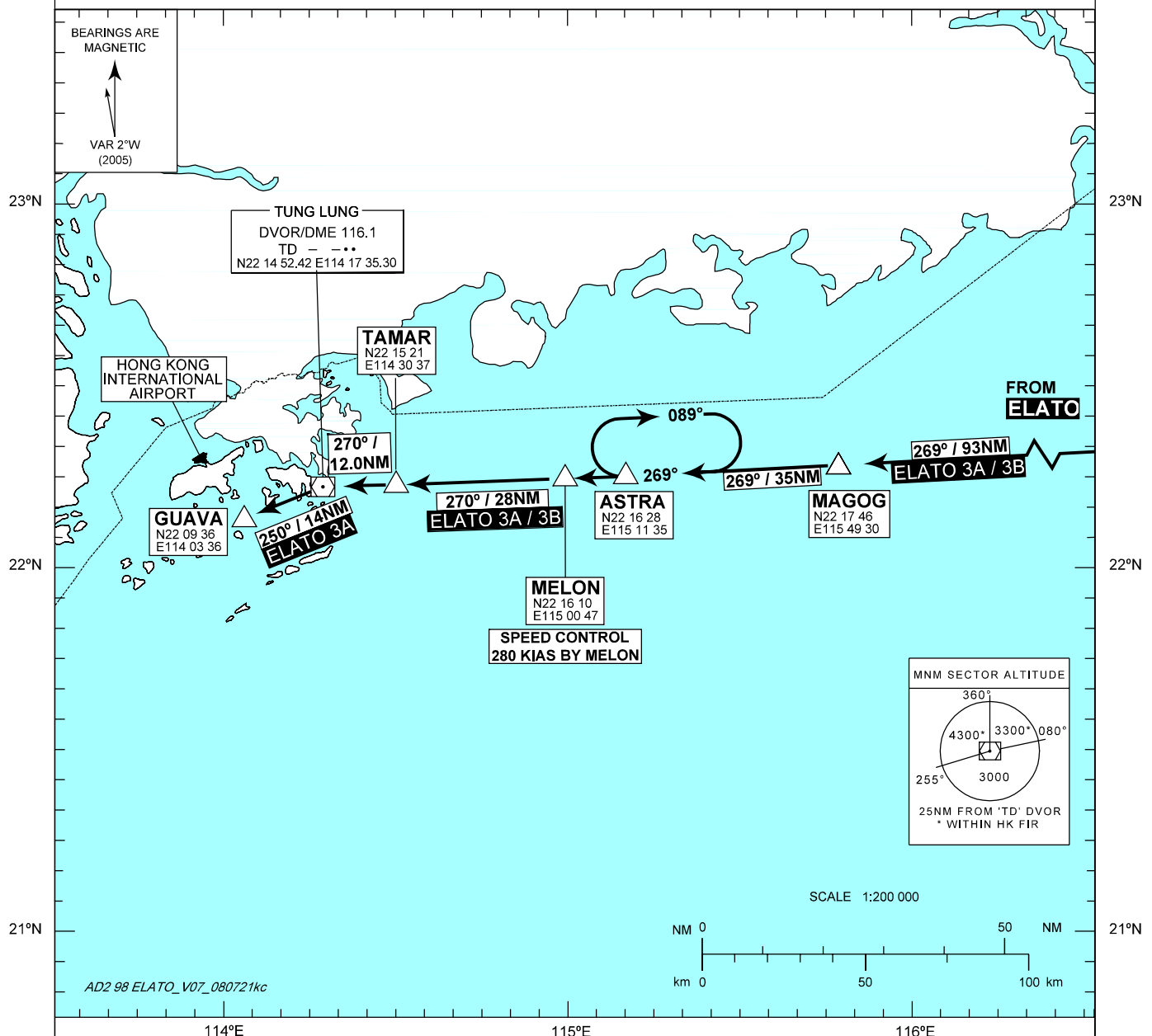


**STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO**

Transition Altitude 9 000 ft

TME 126.5

**VHHH / HONG KONG INTL  
ELATO 3A STAR (RWY 07L / 07R)  
ELATO 3B STAR (RWY 25L / 25R)****ELATO 3A STAR RWY 07L / RWY 07R**

From ELATO proceed direct to MAGOG then ASTRA.  
From ASTRA proceed direct to MELON then TAMAR.  
From TAMAR proceed direct to TD DVOR.  
From TD DVOR proceed direct to GUAVA (TD R250/  
D14 NM). Expect ILS approach. Descend as directed by  
ATC.

**If 'TD' DVOR Is not available**

From MELON proceed direct to TAMAR then reporting  
point 'TD'. Descend as directed by ATC. Expect radar  
vectors to final approach track.

**DESCENT PLANNING**

Pilots should plan to cross MELON at F150 and TAMAR  
at F110.  
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY  
ATC.

**ELATO 3B STAR RWY 25L / RWY 25R**

From ELATO proceed direct to MAGOG then ASTRA.  
From ASTRA proceed direct to MELON then TAMAR.  
From TAMAR proceed direct to TD DVOR.  
Expect ILS approach. Descend as directed by ATC.

**If 'TD' DVOR is not available**

From MELON proceed direct to TAMAR then reporting  
point 'TD'. Descend as directed by ATC. Expect radar  
vectors to final approach track.

**DESCENT PLANNING**

Pilots should plan to cross MELON at F130.  
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY  
ATC.

**HOLDING**

The holding patterns for ELATO STARS is established at ASTRA. If holding is required at ASTRA, each flight will be  
instructed individually and pilots can expect to cross MAGOG at F260.

**SPEED CONTROL**

Aircraft shall fly at 280 KIAS by MELON.

**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 F130/110 to TD/GUAVA as appropriate. Join the relevant holding pattern ('TD' DVOR for  
RWY25L/R or SOKOE for RWY07L/R) and descend from F130/110 to 4 500 ft in the hold, then carry out the  
appropriate ILS approach procedure.