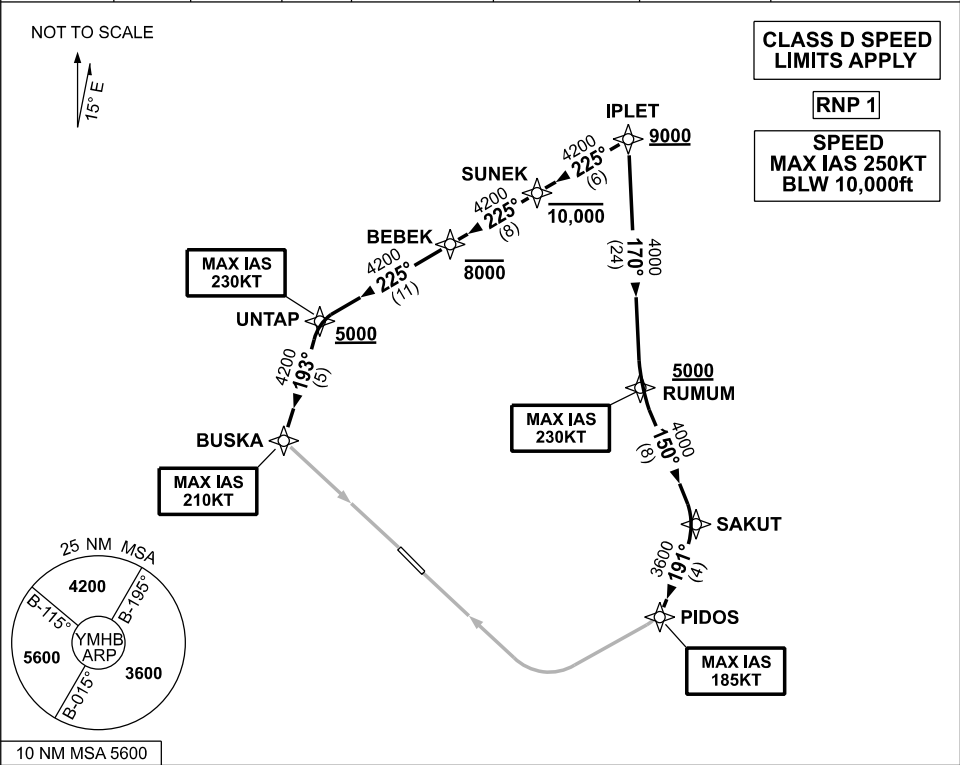


STANDARD INSTRUMENT ARRIVAL (STAR)  
IPLET EIGHT ALPHA ARRIVAL (RNAV)  
HOBART, TAS (YMHB)

03 SEP 2026

|                      |                 |                  |              |                                  |                         |                        |                                                  |
|----------------------|-----------------|------------------|--------------|----------------------------------|-------------------------|------------------------|--------------------------------------------------|
| ATIS<br>112.7 128.45 | AWIS<br>122.375 | SMC/ACD<br>121.7 | TWR<br>118.1 | HB APP/FIA (AH)<br>ML CEN 125.55 | CTAF+AFRU (AH)<br>118.1 | AFRU+PAL (AH)<br>118.1 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|----------------------|-----------------|------------------|--------------|----------------------------------|-------------------------|------------------------|--------------------------------------------------|



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| <b>IPLET EIGHT ALPHA ARRIVAL</b><br><b>RWY 12:</b> <ul style="list-style-type: none"><li><b>Cross</b> IPLET AT or ABV 9000ft</li><li>From IPLET track 225° to SUNEK</li><li><b>Cross</b> SUNEK AT or BLW 10,000ft</li><li>Track 225° to BEBEK</li><li><b>Cross</b> BEBEK AT or BLW 8000ft</li><li>Track 225° to UNTAP</li><li><b>Cross</b> UNTAP AT or ABV 5000ft</li><li>MAX IAS 230KT from UNTAP</li><li>Turn LEFT track 193° to BUSKA</li><li>MAX IAS 210KT from BUSKA</li><li>Turn LEFT track via ILS-Z or LOC-Z RWY 12, ILS-Y or LOC-Y RWY 12 or RNP Z RWY 12</li></ul> | <b>RWY 30:</b> <ul style="list-style-type: none"><li><b>Cross</b> IPLET AT or ABV 9000ft</li><li>From IPLET track 170° to RUMUM</li><li><b>Cross</b> RUMUM AT or ABV 5000ft</li><li>MAX IAS 230KT from RUMUM</li><li>Turn LEFT track 150° to SAKUT</li><li>Turn RIGHT track 191° to PIDOS</li><li>MAX IAS 185KT from PIDOS</li><li>Turn RIGHT track via RNP Z RWY 30 or RNP M RWY 30 (LNAV/VNAV ONLY)</li></ul> |
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| <b>COMMUNICATIONS FAILURE: PROCEDURE IN IMC</b> <ul style="list-style-type: none"><li>Squawk 7600, comply with vertical navigation requirements, but not below MSA.</li><li>Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.</li></ul> |
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Changes: MSA, ADDED RNP M. MHBSR02-188