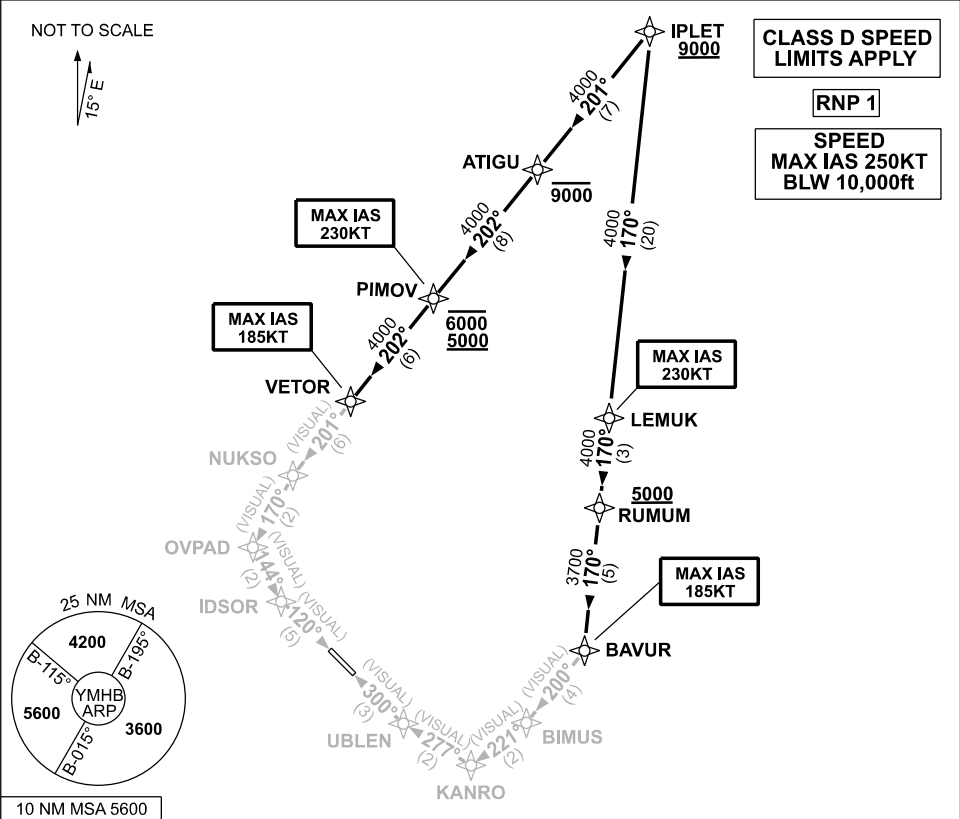


STANDARD INSTRUMENT ARRIVAL (STAR)
IPLET EIGHT VICTOR ARRIVAL (RNAV)
HOBART, TAS (YMHB)

03 SEP 2026

ATIS 112.7 128.45	AWIS 122.375	SMC/ACD 121.7	TWR 118.1	HB APP/FIA (AH) ML CEN 125.55	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	Bearings are Magnetic Elevations in FEET AMSL
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IPLET EIGHT VICTOR ARRIVAL

RWY 12:

- Cross** IPLET AT or ABV 9000ft
- From IPLET track 201° to ATIGU
- Cross** ATIGU AT or BLW 9000ft
- Track 202° to PIMOV
- Cross** PIMOV BTN 5000ft and 6000ft
- MAX IAS 230KT from PIMOV
- Track 202° to VETOR
- MAX IAS 185KT from VETOR
- Turn LEFT track 201° VISUAL to NUKSO
- Turn LEFT track 170° VISUAL to OVPAD
- Turn LEFT track 144° VISUAL to IDSOR for 5NM VISUAL final

RWY 30:

- Cross** IPLET AT or ABV 9000ft
- From IPLET track 170° to LEMUK
- MAX IAS 230KT from LEMUK
- Track 170° to RUMUM
- Cross** RUMUM AT or ABV 5000ft
- Track 170° to BAVUR
- MAX IAS 185KT from BAVUR
- Turn RIGHT track 200° VISUAL to BIMUS
- Turn RIGHT track 221° VISUAL to KANRO
- Turn RIGHT track 277° VISUAL to UBLEN for 3NM VISUAL final

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: MSA.

MHBSR06-188