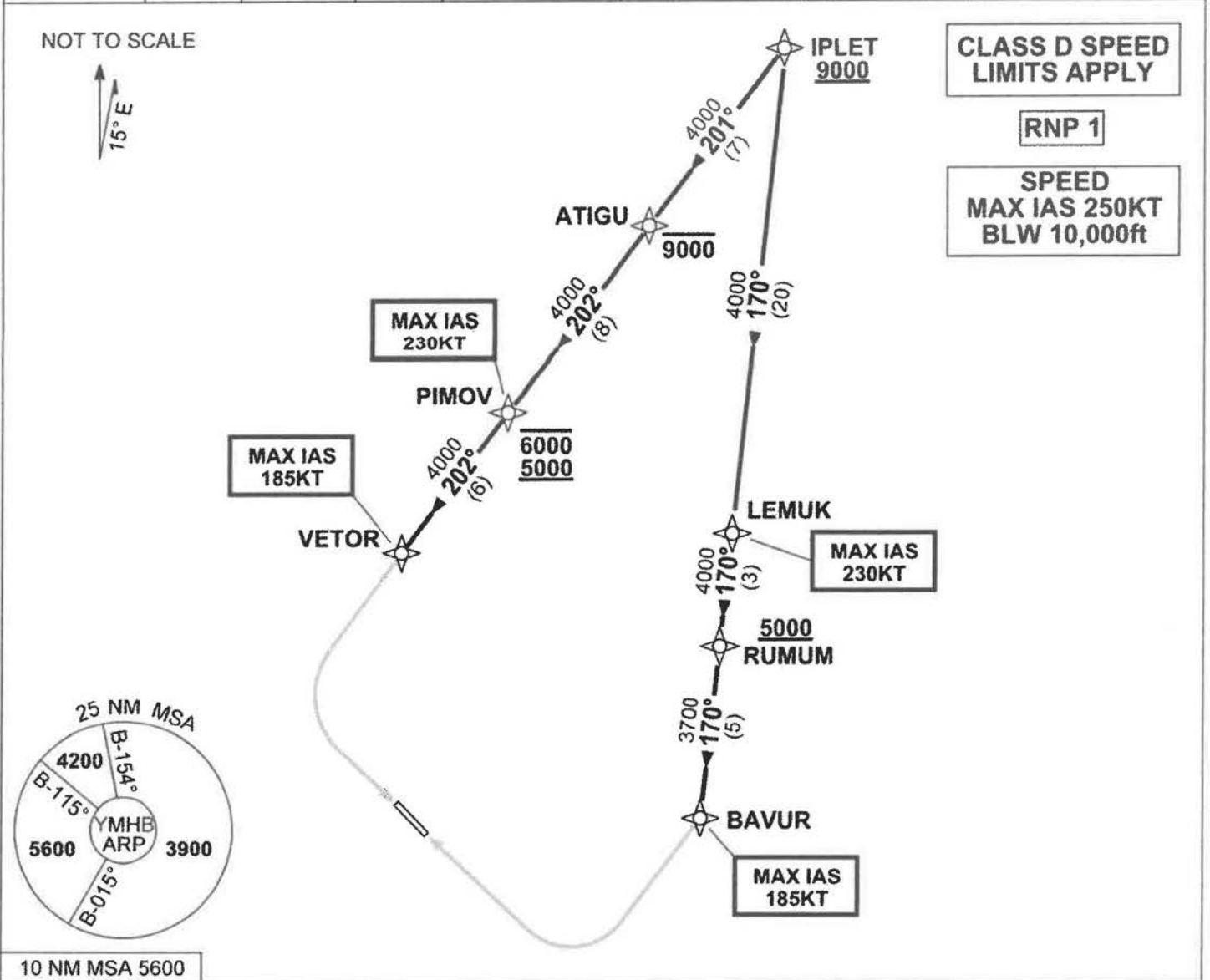


STANDARD INSTRUMENT ARRIVAL (STAR)
 IPLET SEVEN WHISKEY ARRIVAL (RNAV)
HOBART, TAS (YMHB)

21 MAR 2024

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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ARRIVAL: IPLET SEVEN WHISKEY

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 via RNP W RWY 12 (AR)

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 via RNP W RWY 30 (AR)

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

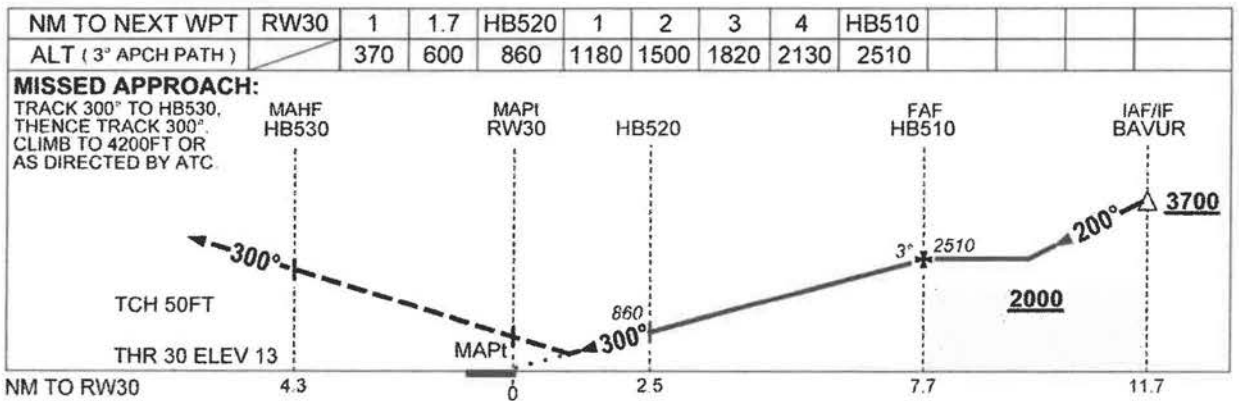
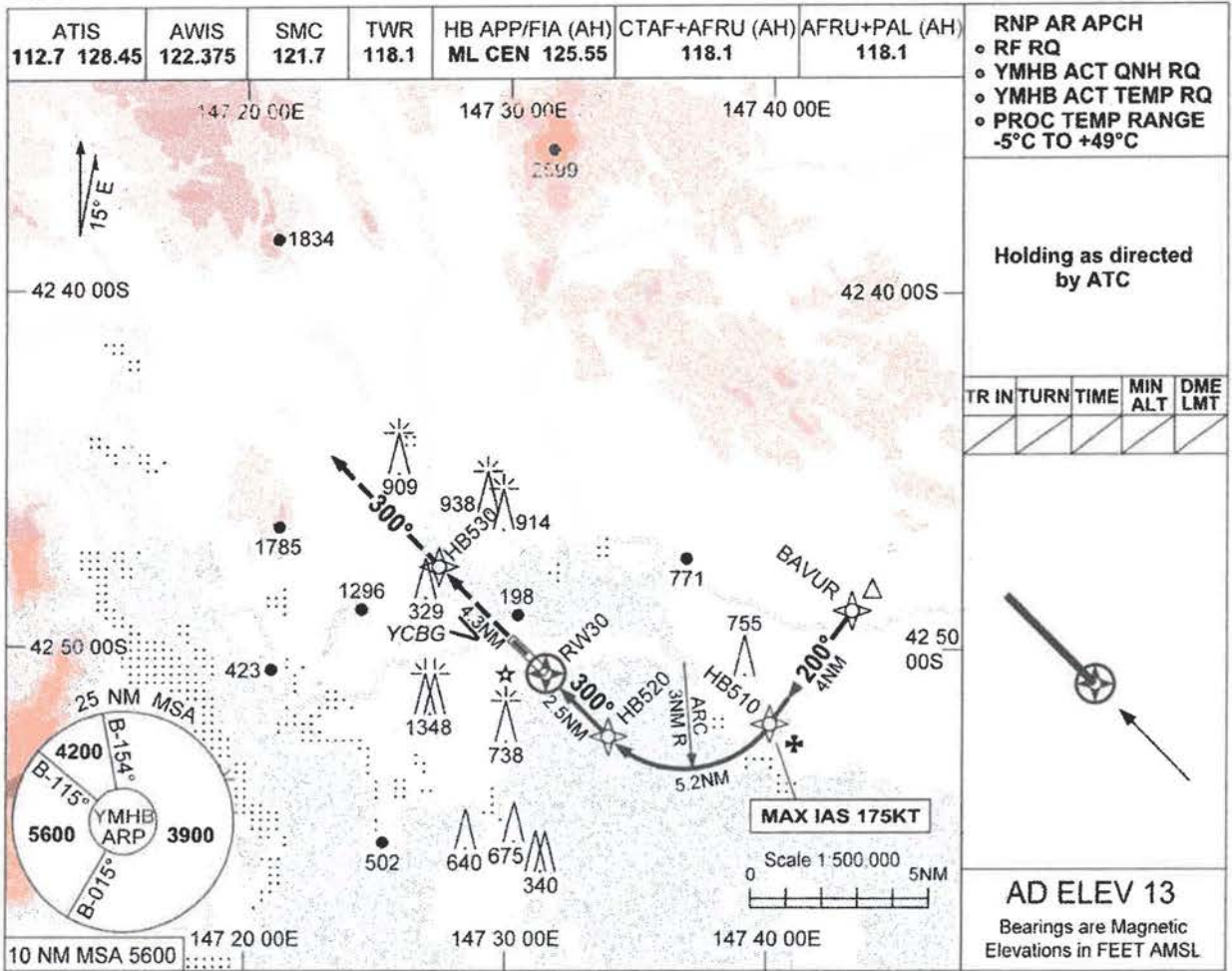
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

**FOR CASA APPROVED OPERATORS ONLY
RNP-AR APPROACH PROCEDURE**

USE QNH

RNP W RWY 30 (AR)
HOBART, TAS (YMHB)

7 SEP 2023



CATEGORY	A	B	C	D
RNP (0.3)(2.5% MAP)		600 (587-3.3)		
RNP (0.3)(4.2% MAP)		370 (357-2.0)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1727-4.4)		(2087-7.0)	

- NOTES**
- MAX IAS: HB510 : 175KT.
 - COLOUR: SEE SPEC NOTICES.

Changes: YCBG DEPICTION.

MHBGN04-176

GS
-2
kts

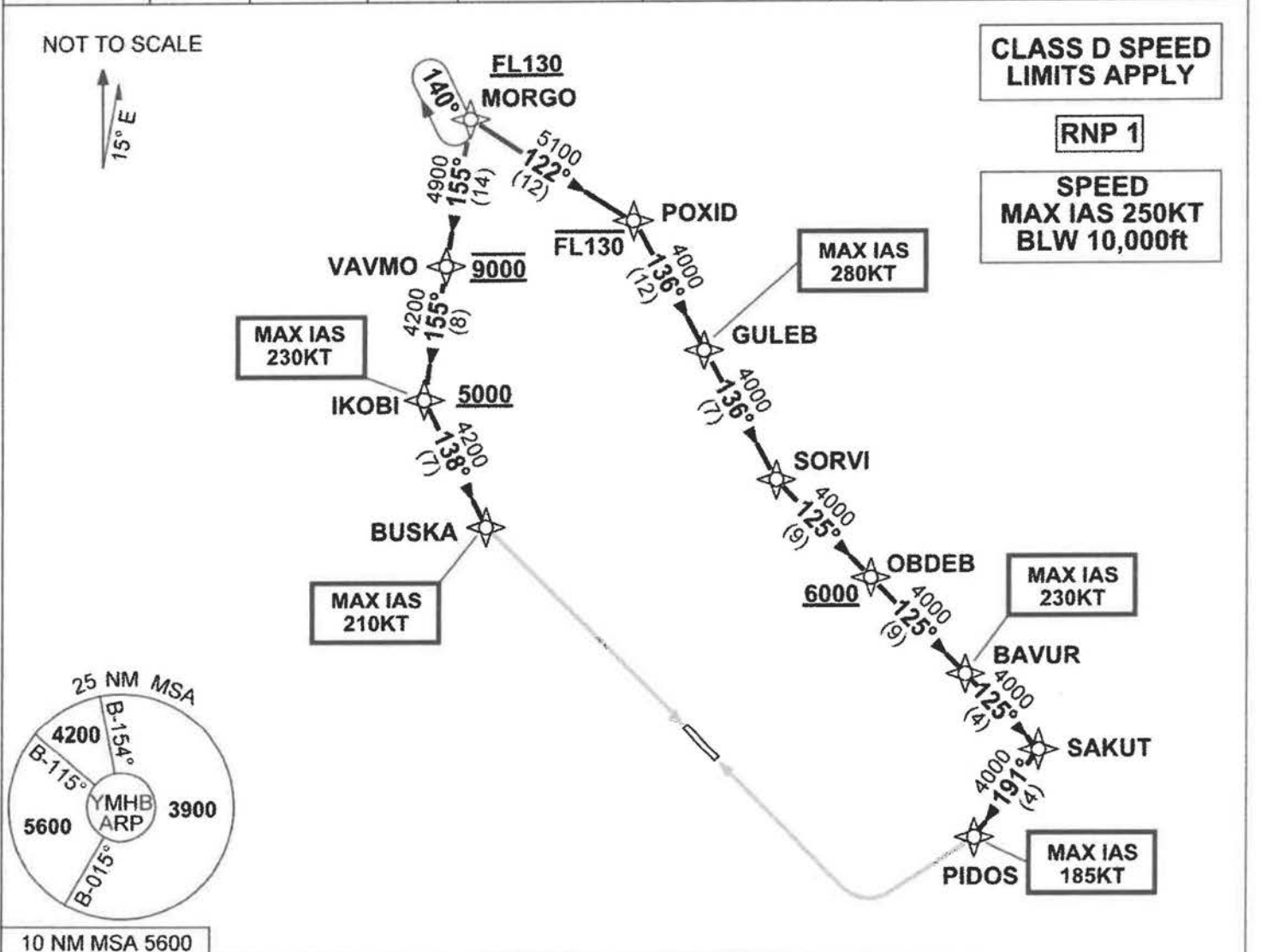
3.0°
ROD
--
fpm

SFC
WND
RW30
↓
26
←
12

**STANDARD INSTRUMENT ARRIVAL (STAR)
MORG0 THREE ALPHA ARRIVAL (RNAV)
HOBART, TAS (YMHB)**

21 MAR 2024

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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ARRIVAL: MORG0 THREE ALPHA

RWY 12:

- **Cross MORG0 AT or ABV FL130**
- From MORG0 track 155° to VAVMO
Cross VAVMO AT 9000ft
- Track 155° to IKOBI
Cross IKOBI AT or ABV 5000ft
MAX IAS 230KT from IKOBI
- Turn LEFT, track 138° to BUSKA
MAX IAS 210KT from BUSKA
- Turn LEFT, track via
ILS-Z or LOC-Z RWY 12,
ILS-Y or LOC-Y RWY 12 or
RNP Z RWY 12

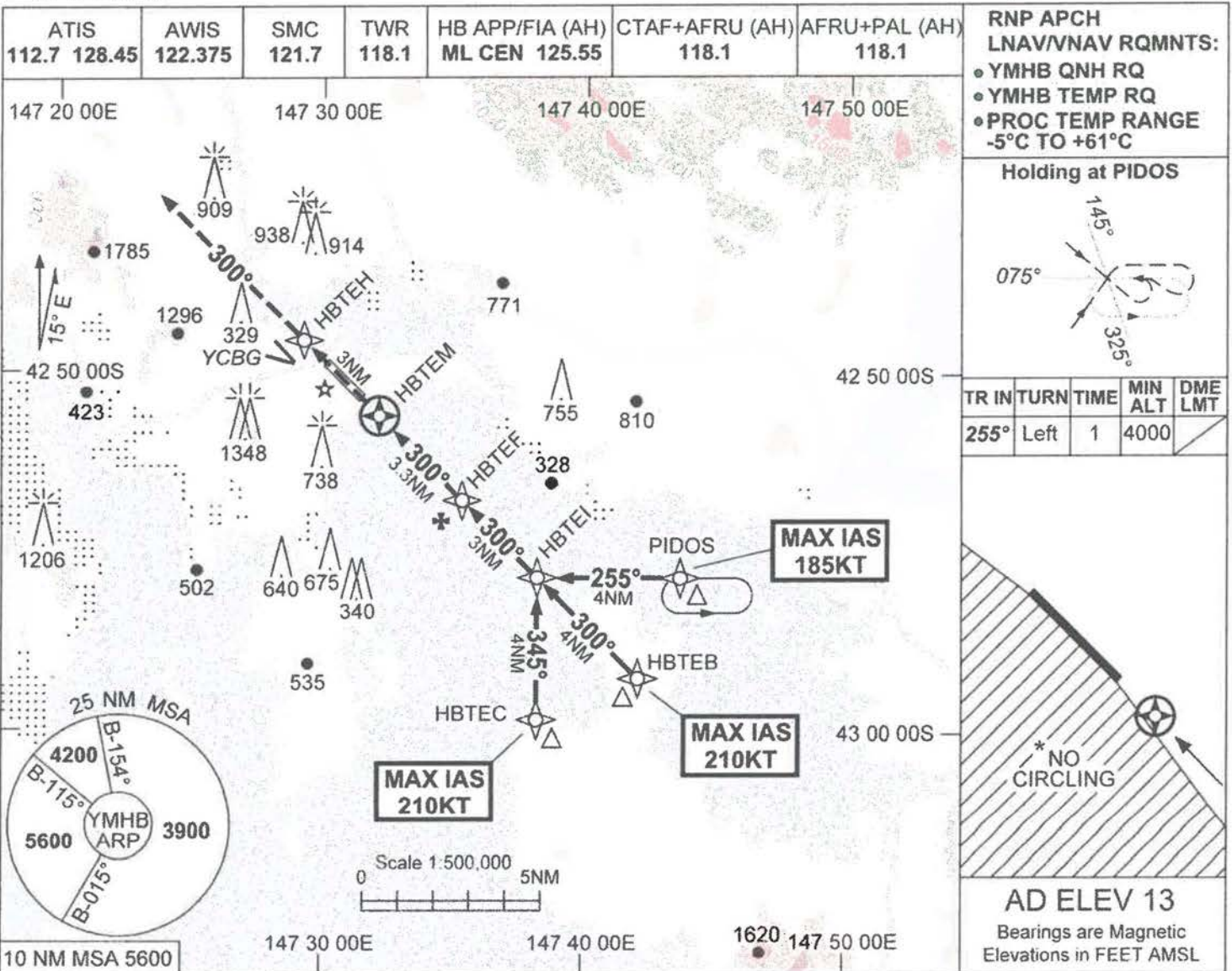
RWY 30:

- **Cross MORG0 AT or ABV FL130**
- From MORG0 track 122° to POXID
Cross POXID AT or BLW FL130
- Turn RIGHT, track 136° to GULEB
MAX IAS 280KT from GULEB
- Track 136° to SORVI
- Turn LEFT, track 125° to OBDEB
Cross OBDEB AT or ABV 6000ft
- Track 125° to BAVUR
MAX IAS 230KT from BAVUR
- Track 125° to SAKUT
- Turn RIGHT, track 191° to PIDOS
MAX IAS 185KT from PIDOS
- Turn RIGHT, track via
RNP Z RWY 30

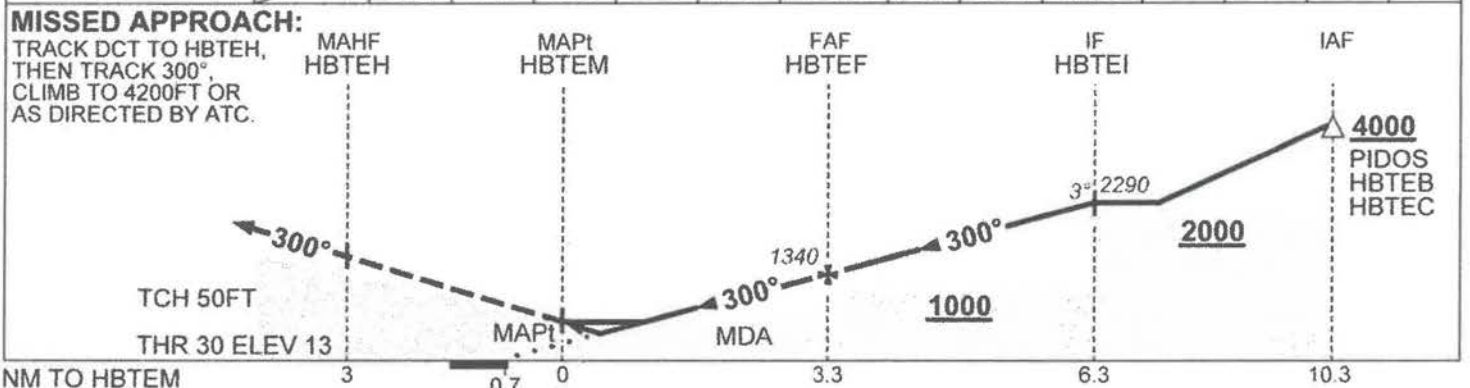
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

7 SEP 2023



NM TO NEXT WPT	HBTEM	0.3	0.7	0.8	1.2	2	HBTEF	1	2	HBTEI			
ALT (3° APCH PATH)		370	520	550	690	920	1340	1660	1970	2290			



CATEGORY	A	B	C	D
LNAV/VNAV (2.5% MAP)		520 (507-2.9)		
LNAV/VNAV (3.5% MAP)		370 (357-2.0)		
LNAV (2.5% MAP)		690 (677-3.9)		
LNAV (3.2% MAP)		550 (537-3.0)		
CIRCLING *	1240 (1227-2.4)	1530 (1517-4.0)	1600 (1587-5.0)	
ALTERNATE	(1727-4.4)	(2017-6.0)	(2087-7.0)	

- NOTES**
- MAX IAS:
 PIDOS : 185KT
 HBTEB : 210KT
 HBTEC : 210KT.
 - NO CIRCLING WEST OF RWY 12/30.
 - COLOUR: SEE SPEC NOTICES.