

**AIP SUPPLEMENT  
(SUP)****AIRAC****H72/24****Effective: 202406121600 UTC**

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# HOBART (YMHB) AIRPORT NOISE ABATEMENT PROCEDURES TRIAL

## 1. INTRODUCTION

- 1.1 This AIP SUP introduces a Noise Abatement Procedure (NAP) trial at Hobart for arrivals to Runway 30 only. The NAP trial will apply during defined time periods each day and will be active for up to 6 months.

## 2. PREFERRED FLIGHT PATHS

- 2.1 The following apply during and outside Hobart Tower hours of operation:

- 2.1.1 RNP1 capable IFR aircraft arriving at Hobart can expect processing via published STAR.
- 2.1.2 RNP1 capable IFR aircraft departing Hobart can expect processing via published SID.

### 2.2 ARRIVING AIRCRAFT DURING APPROACH HOURS OF OPERATION

- a) LANDING RWY 12
- i) RNP1 capable IFR aircraft arriving at Hobart can expect processing via published STAR.
- b) LANDING RWY 30
- i) RNP1 capable IFR aircraft arriving at Hobart can expect processing via published STAR.
- ii) Prior to 0800 Local aircraft arriving at Hobart can expect processing via the RNP Z approach only.
- iii) Between 0800 and 1400 Local no specific procedures apply.
- iv) After 1400 Local aircraft arriving at Hobart can expect processing via the RNP Z approach only.

- c) DEPARTING RWY 12/30
  - i) RNP1 capable aircraft departing Hobart can expect processing via published SID.
- d) Hobart VOR approach is part of the Backup Navigation Network (BNN) and may only be used for:
  - i) Flight training for aircraft below 5,700KG.
  - ii) Operational reasons where no alternative approach exists (all aircraft).

**Note: VOR approaches for recency not permitted.**

### 2.3 ARRIVING AIRCRAFT OUTSIDE APPROACH HOURS OF OPERATION

- a) LANDING RWY 12
  - i) No specific procedures apply.
- b) LANDING RWY 30
  - i) Pilots and operators should comply with *para 2.2 b) LANDING RWY 30*
- c) DEPARTING RWY 12/30
  - i) No specific procedures apply.
- d) Hobart VOR approach is part of the Backup Navigation Network (BNN) and may only be used for:
  - i) Flight training for aircraft below 5,700KG.
  - ii) Operational reasons where no alternative approach exists (all aircraft)

**Note: VOR approaches for recency not permitted.**

## 2.4 NAP EXCLUSIONS

2.4.1 Exclusions and exemptions to NAP trial include (but are not restricted to):

- a) The aircraft is being used for or in conjunction with:
  - i) a search and rescue operation
  - ii) police operation
  - iii) a medical emergency
  - iv) natural disaster
- b) In flight emergencies.
- c) The aircraft has insufficient fuel to be diverted to another airport.
- d) There is urgent need for the aircraft to land or take-off
  - i) to ensure the safety or security of the aircraft, any person; or
  - ii) to avoid damage to property.
- e) Where ATC operational requirements preclude compliance.
- f) Where Pilot operational requirements preclude compliance.
- g) Single engine over water operations.

## 3. MORE INFORMATION

3.1 For further information on the trial refer to [Hobart Community and Industry Suggested Alternatives | Engage Airservices \(airservicesaustralia.com\)](#)

## 4. CANCELLATION

4.1 This SUP will be cancelled when the trial has been completed, expected 14 December 2024.

## 5. DISTRIBUTION

5.1 Airservices Australia website only.