

**AIP SUPPLEMENT  
(SUP)****H05/25****Effective: 202501060100 UTC**AERONAUTICAL INFORMATION SERVICE,  
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Email: [tas\\_approach@airservicesaustralia.com](mailto:tas_approach@airservicesaustralia.com)**HOBART AIRPORT (YMHB)  
NOISE ABATEMENT PROCEDURES (NAP)****1. INTRODUCTION**

- 1.1 This SUP cancels and replaces SUP H72/24 with a change to para 1.2, 1.3, Section 2 and the cancellation date.
- 1.2 This AIP SUP introduced a Noise Abatement Procedure (NAP) trial at Hobart for arrivals to RWY 30 only between 15 June 2024 and 13 December 2024. This NAP has now been made permanent during defined time periods each day started on 14 December 2024.
- 1.3 The trial has been incorporated as a permanent procedure.

**2. IMPLEMENTATION**

- 2.1 The below will replace Noise Abatement Procedures, Hobart in Departure and Approach Procedures (DAP) East.

**1. PREFERRED FLIGHT PATHS**

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

- a) RNP1 capable IFR aircraft arriving at Hobart can expect processing via published STAR.
- b) RNP1 capable IFR aircraft departing Hobart can expect processing via published SID.

**2. ARRIVING AIRCRAFT DURING APPROACH HOURS OF OPERATION**

- a) LANDING RWY 12
  - i) No specific procedures apply.

- b) LANDING RWY 30
  - i) Prior to 0800 Local aircraft arriving at Hobart can expect processing via the RNP Z approach only.
  - ii) Between 0800 and 1400 Local no specific procedures apply.
  - iii) 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.
  - ii) 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.**

### 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. 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.**

#### 4. NAP EXCLUSIONS

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 NAP refer to [Hobart Community and Industry Suggested Alternatives | Engage Airservices \(airservicesaustralia.com\)](#)

### 4. CANCELLATION

- 4.1 This SUP will be cancelled when the chart has been incorporated into AIP DAP East amendment 183, effective AIRAC 12 June 2025.

### 4.2 DISTRIBUTION

- 4.3 Airservices Australia website only.