

**AIP SUPPLEMENT  
(SUP)****H10/25****Effective: 202501140100 UTC**

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# **HOBART AERODROME (YMHB) TWY J EXTENSION AND AIR TRANSPORT APRON BAYS REINSTATEMENT**

## **1. INTRODUCTION**

- 1.1 This SUP cancels and replaces SUP H160/24 and H03/25.
- 1.2 This AIP SUP advises users of Hobart Aerodrome (YMHB) of the completion of Stages 1A, 1B (TWY J extension) and the reinstatement of Bays 1, 2, 3, 21 and 22.

## **2. TWY J COMPLETION**

- 2.1 Various RWY and TWY works were undertaken at YMHB in 2024 and 2025 to improve the capacity and operational efficiency of Hobart Aerodrome.
- 2.2 During Stages 1A and 1B the existing TWY J was extended between TWY H and TWY A.

## **3. BAYS REINSTATEMENT**

- 3.1 As part of the Hobart Aerodrome (YMHB) Upgrade Project and Project Mercury, Bays 1, 2, 3, 21 and 22 will be remarked as required to cater for the proposed terminal construction. These bays are located at the northern end of the Air Transport Apron.
- 3.2 **Work Details**
  - 3.2.1 This SUP is to provide forward notification and confirmation to aircraft and ground operators of the upcoming permanent changes to Bays 1, 2, 3, 21 and 22 operations.

- 3.2.2 Bay 1 will be marked for A35K/B77W and operated as power in/push back via TWY F only.
- 3.2.3 Bay 2 will be marked for aircraft up to A321 and operated as power in push back. There will also be flexibility for aircraft up to maximum DH8D/B462 for power in/power out operations.
- 3.2.4 Bay 3 will be marked for aircraft up to A321 and P8 and operated as power in push back.
- 3.2.5 Airlines and ground handlers must consult with the Hobart Airport airside operations department for the full restrictions and rules for each bay.

## **4. REFERENCES**

- 4.1 Method of Working Plan - MOWP 2409

## **5. WORKS PROGRAM**

- 5.1 The line marking for Bays 1, 2, 3, 21 and 22 will be completed as part of MOWP 2409 Stage 2A and 2B during January 2025.

## **6. OPERATIONAL INFORMATION**

- 6.1 New bay locations will be active from 1500 Local on 28 January 2025.
- 6.2 Final parking position coordinates for all realigned bays are shown in Appendix 2.

## **7. CONTACT INFORMATION**

- 7.1 For additional information or clarification of information contained within this SUP, please contact:

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## **8. CANCELLATION**

- 8.1 This SUP will be cancelled when it is incorporated into DAP, expected amendment 183, effective 12 June 2025.

## **9. DISTRIBUTION**

- 9.1 Airservices Australia website only.

### **Appendices**

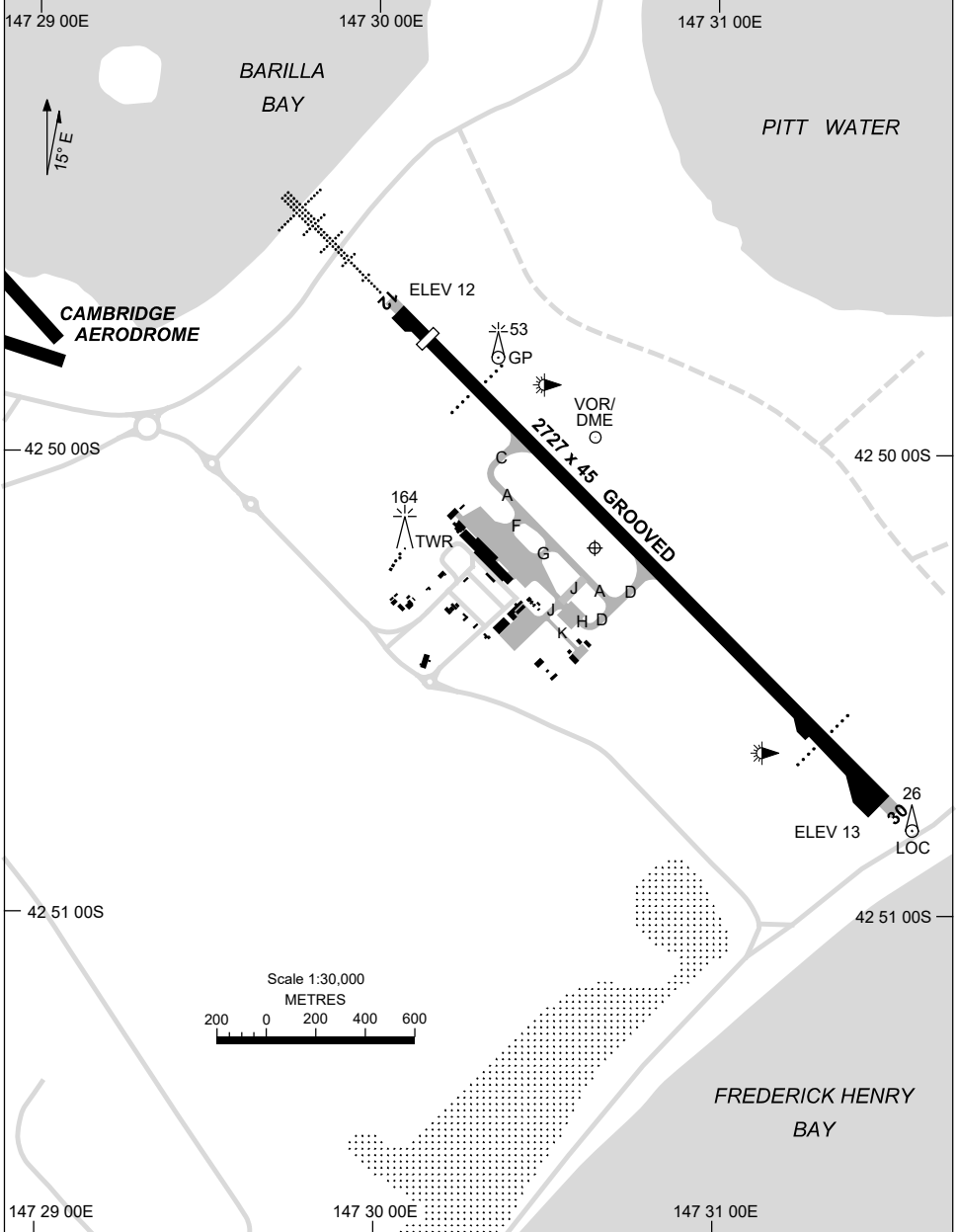
- 1. AERODROME CHART - Page 1
- 2. APRON CHART
- 3. General Bay Layout

**APPENDIX 1  
TO SUP H10/25**

AD ELEV 13  
42 50 10S 147 30 37E

AERODROME CHART - Page 1  
**HOBART, TAS (YMHB)**

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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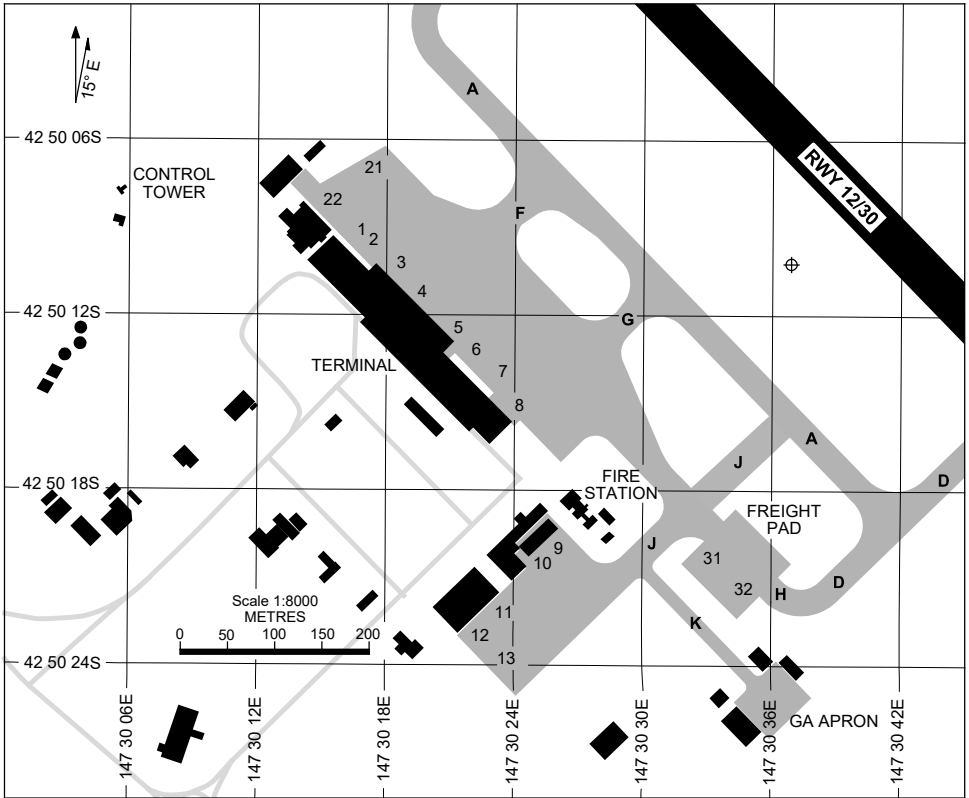
Changes: TWY J COMPLETE.

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**APPENDIX 2  
TO SUP H10/25**

**APRON CHART  
HOBART, TAS (YMHB)**



**PARKING POSITION INFORMATION**

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	42 50 09.68S	147 30 17.76E	10	A35K/B77W	TANKER	MARSHALLER
2	42 50 09.68S	147 30 17.72E	10	A321	TANKER	MARSHALLER
3	42 50 10.76S	147 30 19.19E	11	A321	TANKER	MARSHALLER
4	42 50 11.81S	147 30 20.63E	12	A321	TANKER	MARSHALLER
5	42 50 12.87S	147 30 22.07E	12	A321	TANKER	MARSHALLER
6	42 50 13.93S	147 30 23.49E	12	A321	TANKER	MARSHALLER
7	42 50 14.98S	147 30 24.91E	11	A321	TANKER	MARSHALLER
8	42 50 16.27S	147 30 25.94E	11	A321	TANKER	MARSHALLER
9	42 50 21.30S	147 30 26.80E	12	B738	TANKER	MARSHALLER
10	42 50 21.49S	147 30 26.31E	12	C130	TANKER	MARSHALLER
11	42 50 23.31S	147 30 24.01E	12	B738	TANKER	MARSHALLER
12	42 50 24.29S	147 30 23.17E	12	B350	TANKER	PILOT STOP BAR
13	42 50 24.75S	147 30 23.92E	12	B350	TANKER	PILOT STOP BAR
21	42 50 07.33S	147 30 17.70E	10	DH8D	TANKER	PILOT STOP BAR
22	42 50 08.55S	147 30 16.35E	10	SW4	TANKER	PILOT STOP BAR
31	42 50 20.22S	147 30 34.12E	11	B772	TANKER	MARSHALLER
32	42 50 21.38S	147 30 35.69E	12	B772	TANKER	MARSHALLER

Changes: BAYS 1, 2, 3, 21 AND 22 REALIGNMENT, TWY J EXTENSION.

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