

GENERAL**Operational Hours****ATS Hours:** TWR: 1950-1210‡**AD OPS Hours:** Not published.**Airport Information****RFF:** CAT 7**Fuel:** 1900-1000‡, other times O/R 1HR PN**PCN:** RWY 12/30: 63/F/D/ 1750 (254PSI) /T Grooved**Customs:** Not published**Operation****Traffic Notes**

Outside ATS HRs, RWY and APCH lighting stage two only.

Aerodrome Frequency Response Unit (AFRU) and Pilot Activated Lighting (PAL) AVBL for MIRL only.

Low Visibility Procedure

During conditions of less than CAT 1 minima, only one ACFT permitted on maneuvering area.

RWY Restriction

| RWY 30: ACFT above 36t / 79366lbs MTOW must vacate RWY via TWY C.

180°-turn for ACFT with MTOW above 36t / 79366lbs only at turning pads, except A319/20/21, BAE146, B717, B727, B737 and E190.

Transponder Operation: For details on Transponder Mode S Operation see CRAR.**TWY Restriction**

TWYs G, H and D west of TWY A not AVBL for wide-body ACFT, unless approved by AD authority.

TWY K not AVBL for ACFT with MTOW above 5.7t / 12566lbs, or wingspan greater than 12m / 39ft.

Taxi/Parking

Wide body ACFT PRKG only AVBL on Bay A1 unless otherwise directed and requires prior approval from AD operator.

Marshalling is responsibility of ACFT operator.

Engine Run-up Areas

PPR for ENG ground running. Broadcast on GND FREQ start and finish of ground run and maintain listening watch during ENG run.

Warnings

198ft hill 1500m north of RWY 30 DER.

Birds and deer in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR.

Arrival Procedure

VFR Traffic Pattern: RWY 30 right-hand circuit.

Noise Abatement Procedures: See CRAR.

Warnings

APCH RWY 30: In strong wind conditions updrafts and downdrafts may occur in sand dune area.

DEPARTURE**Take-off Minima**

RWY		12	
Multi ENG	ft - m/km	0 - 550V	REDL+RCLM
		0 - 800V	wo LGT, HJ only
		c300 - 2.0V	-
RWY		30	
Multi ENG	ft - m/km	0 - 550V	REDL+RCLM
		0 - 800V	wo LGT, HJ only
		c300 - 2.0V	-
All ACFT		c1000 - 5.0V	SID: PITT WATER (VISUAL)

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR.

Departure Procedure

Noise Abatement Procedures: See CRAR.

Effective 16-AUG-2018

09-AUG-2018

HBA-YMHB

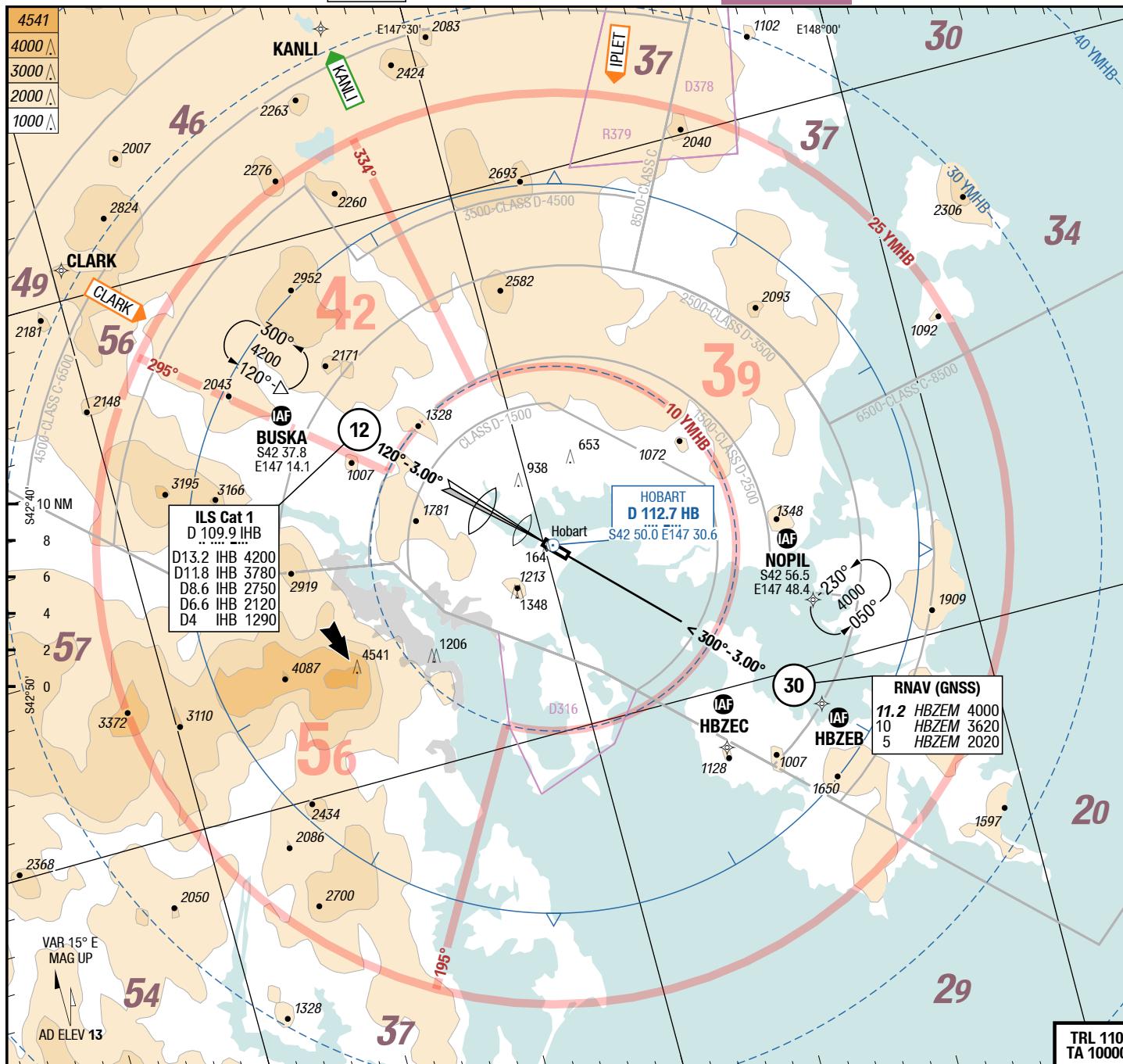
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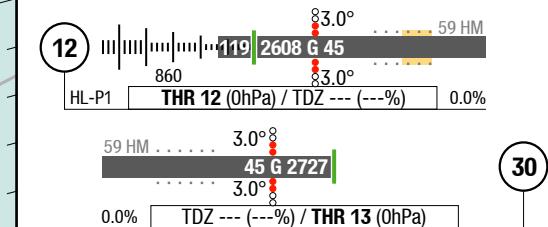
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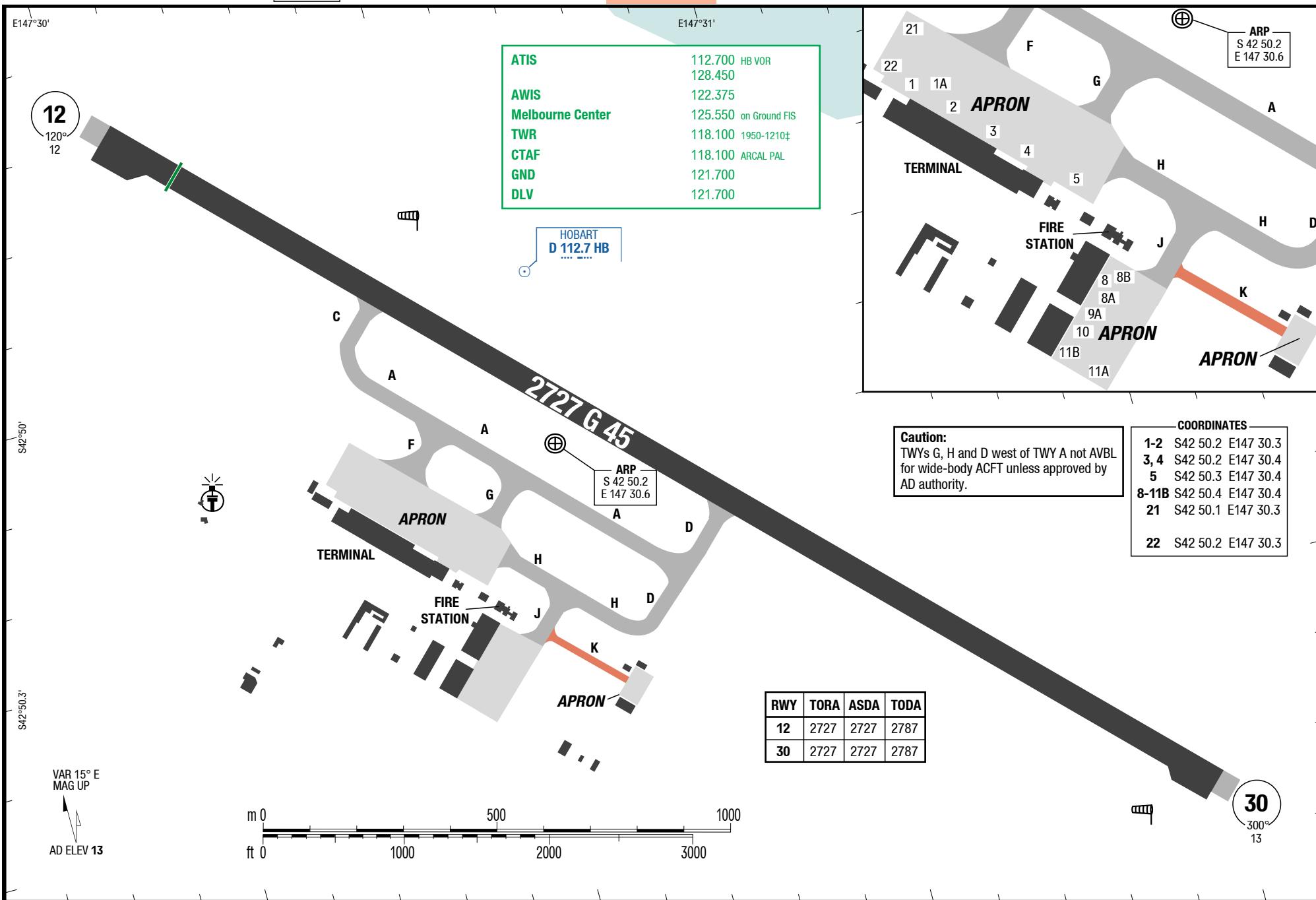
ATIS	112.700 HB VOR	128.450
AWIS	122.375	
Melbourne Center	125.550 on Ground FIS	
TWR	118.100 1950-1210‡	
CTAF	118.100 ARCAL PAL	
GND	121.700	
DLV	121.700	

Landing RWY system:



Changes: Nil

3-20



17-MAY-2018

HBA-YMHB

Australia Hobart

RNAV SIDs

Hobart Australia

RNAV SIDs

4-10

Changes: OBST

KANLI 2

RWYs 12 (120°) / 30 (300°)

	GS	120	150	180	210	240	270
	4.0%	ft/MIN	500	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
KANLI 2 118.100	at BOLEG LT direct BAVUR - LT 305° to SORVI - RT 335° to MONDU MNM 9000	MONDU MNM 9000
	Runway 30	
KANLI 2 4.0% to 3600 118.100	at ABVAB RT direct PAGPO - 006° to SORVI - LT 335° to MONDU - KANLI	PAGPO MAX 7000

Effective 24-MAY-2018

17-MAY-2018

HBA-YMHB

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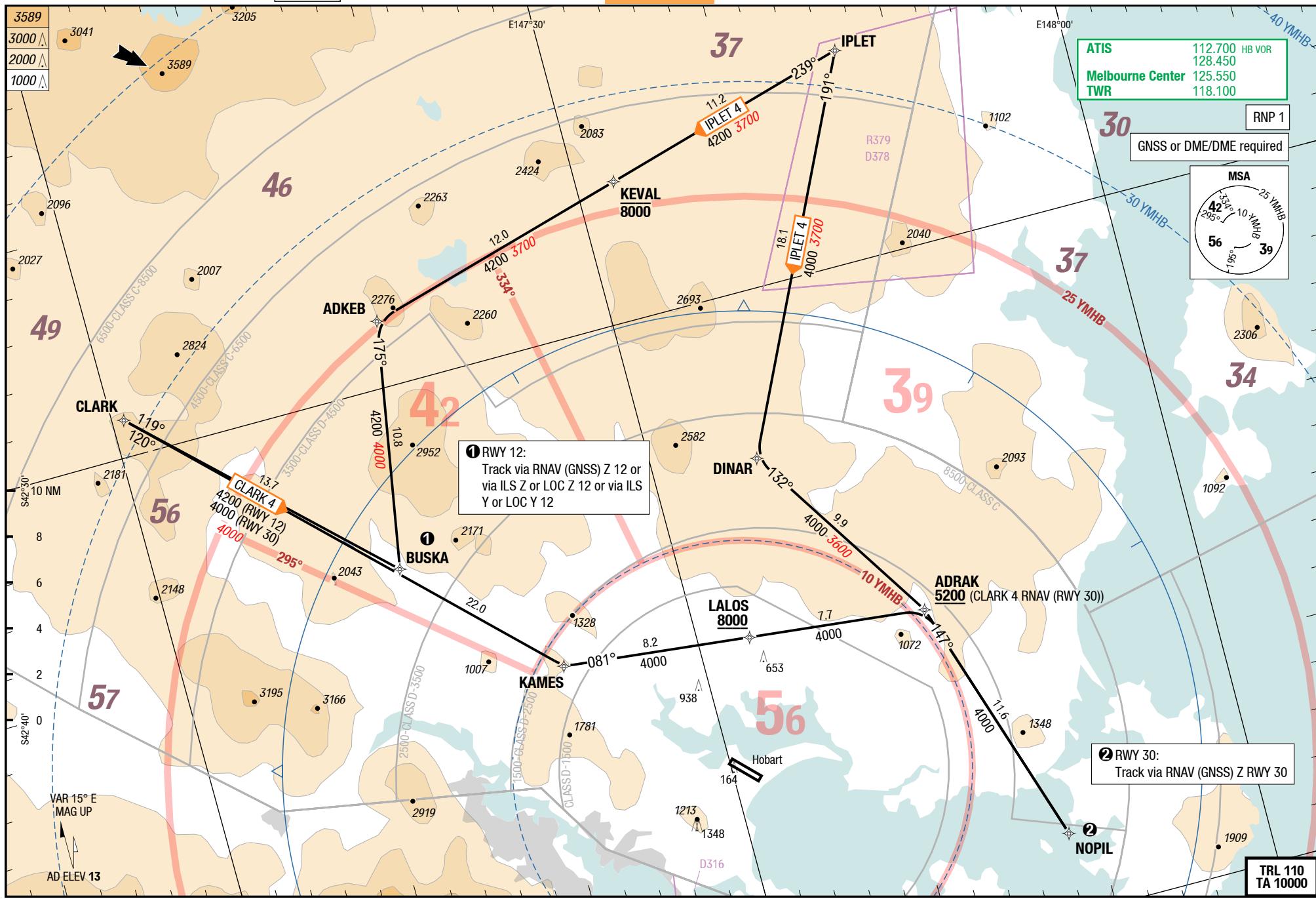
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Hobart Australia

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RNAV STARs

6-10



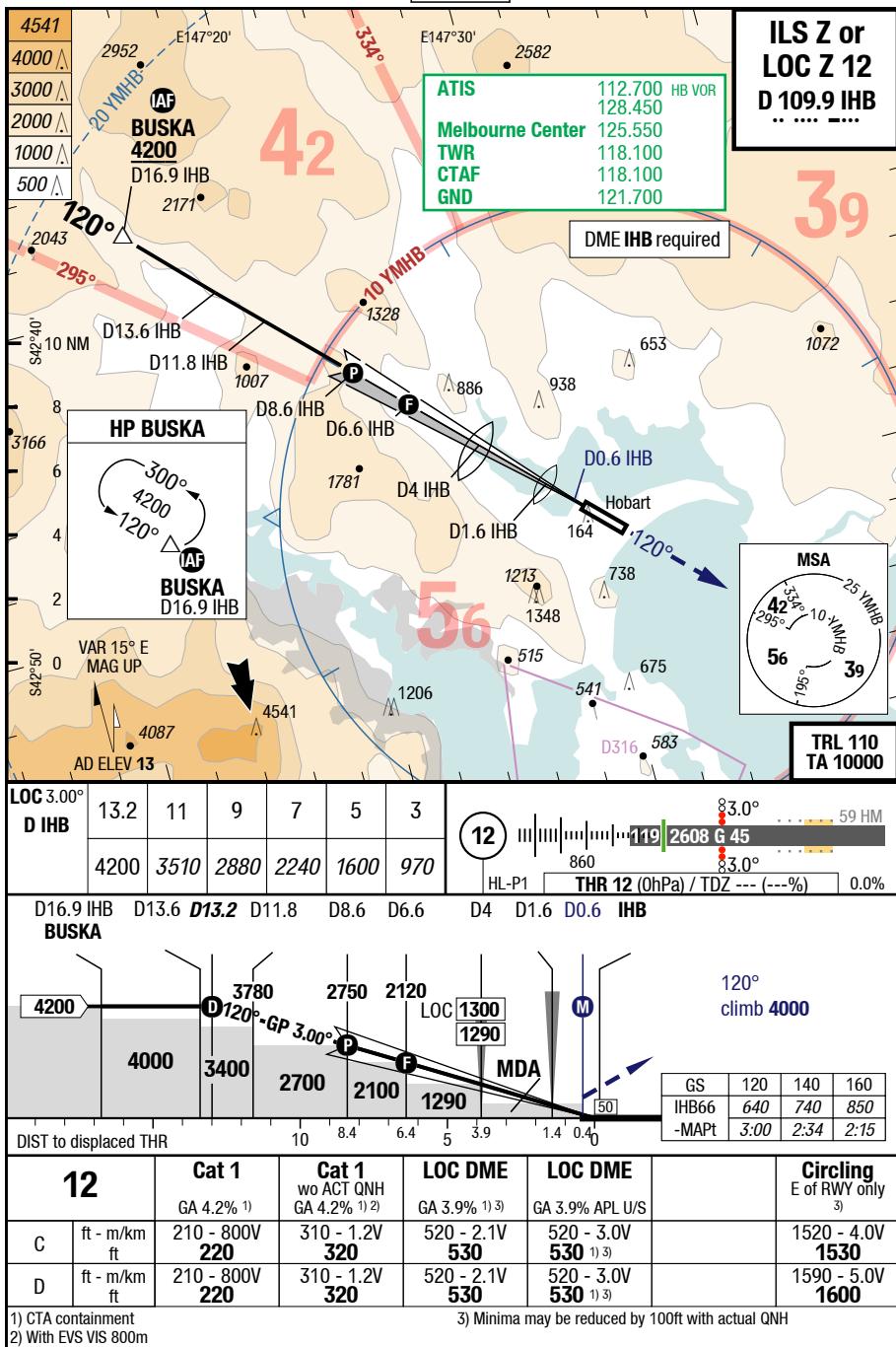
17-MAY-2018

HBA-YMHB

7-10

ILS Z or LOC Z 12

IAC



Changes: OBST

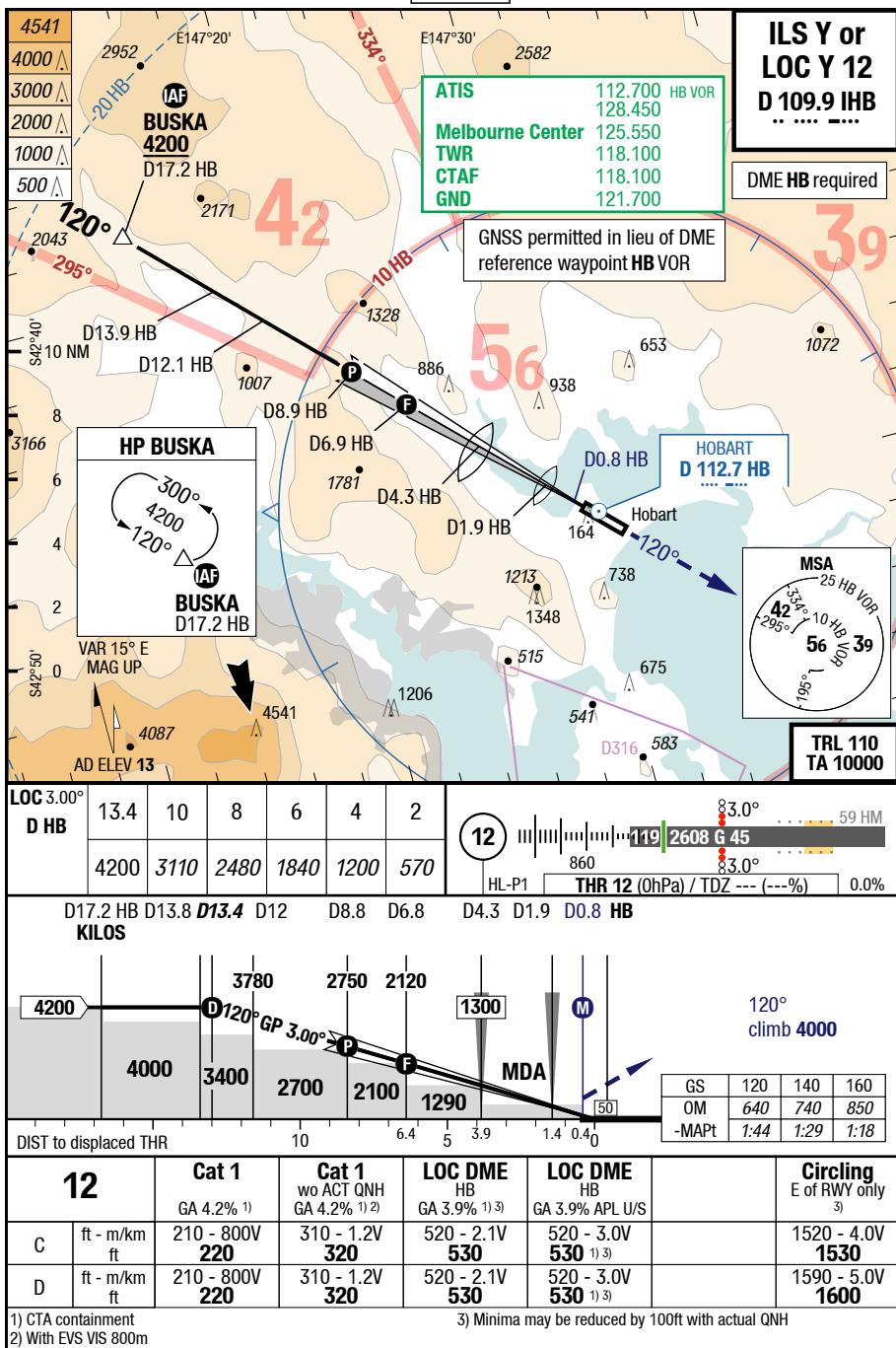
17-MAY-2018

HBA-YMHB

7-20

ILS Y or LOC Y 12

IAC



Changes: OBST

Effective 24-MAY-2018

Australia Hobart

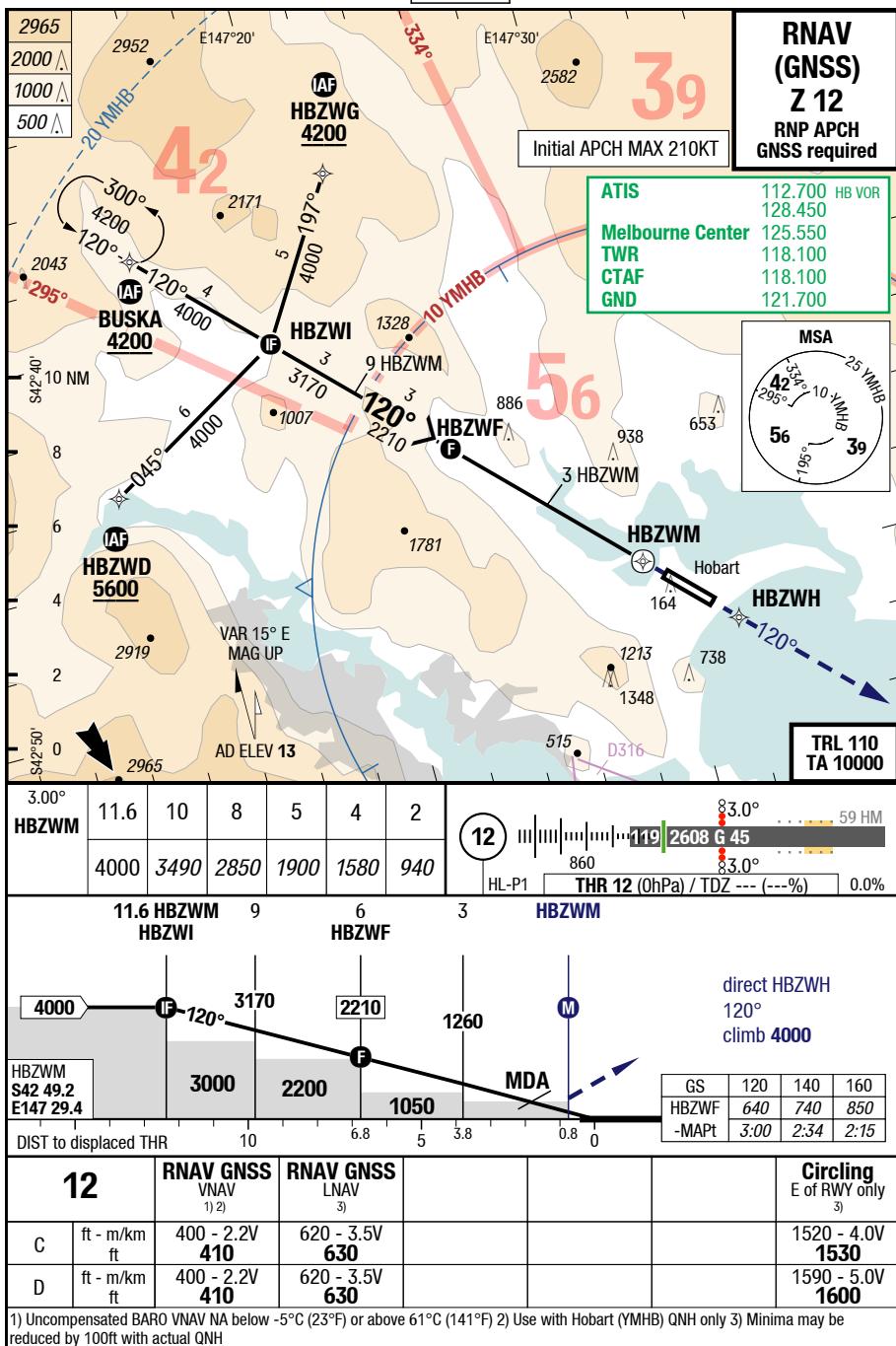
17-MAY-2018

HBA-YMHB

7-30

RNAV (GNSS) Z 12

IAC



Changes: OBST

Effective 24-MAY-2018

17-MAY-2018

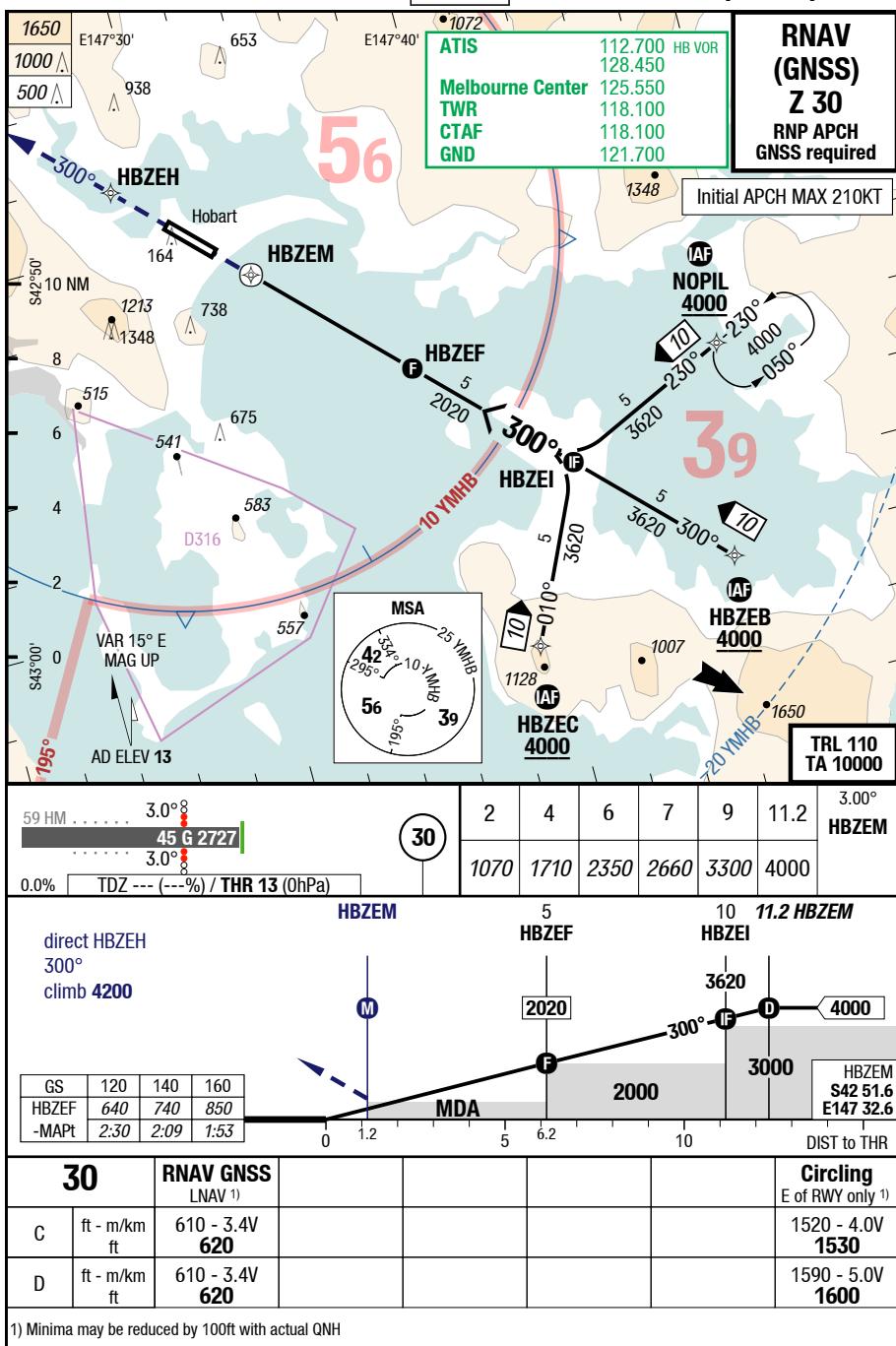
HBA-YMHB

Australia Hobart

IAC

7-40

RNAV (GNSS) Z 30



Changes: WPT , OBST