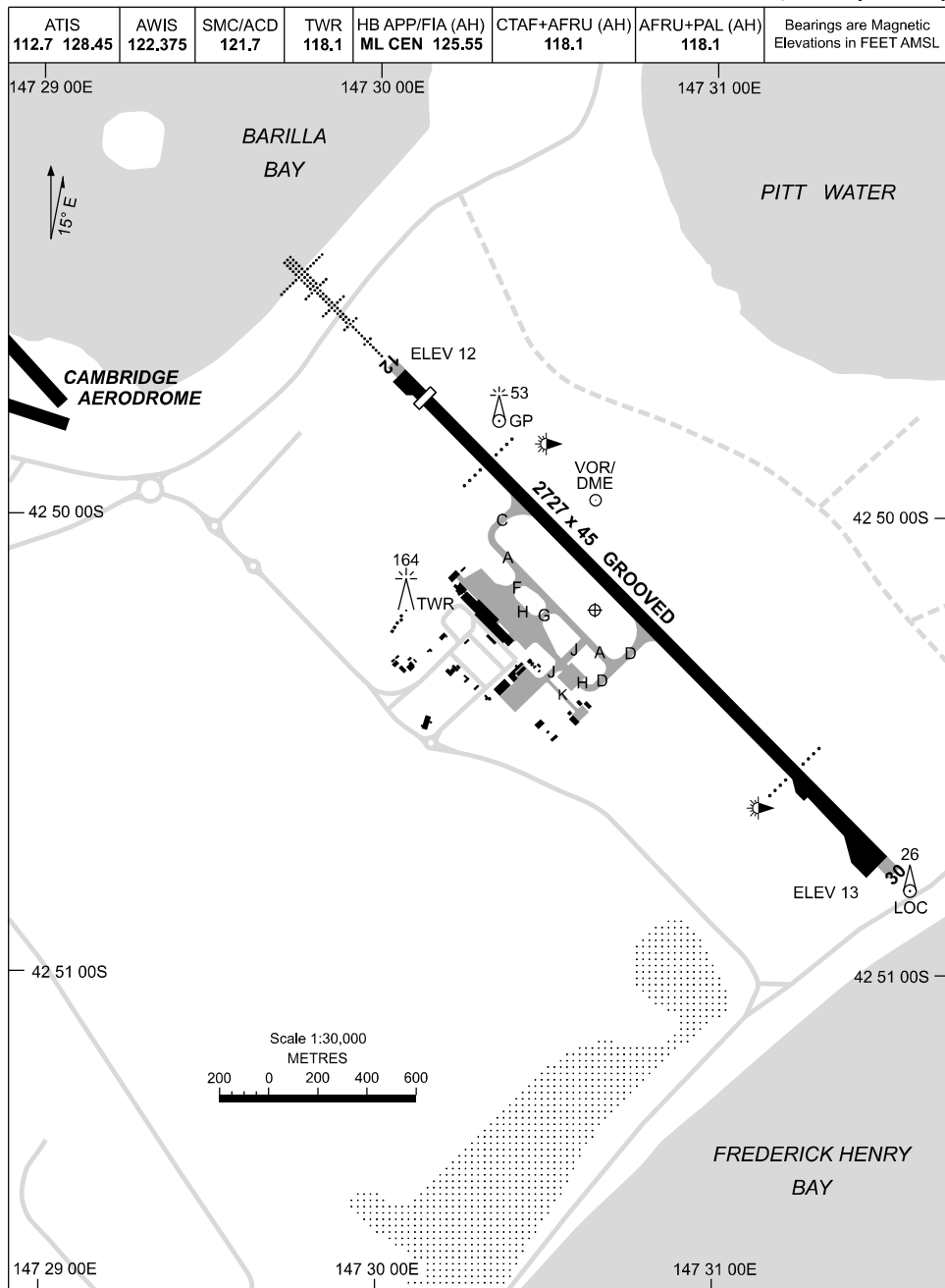


27 NOV 2025

AD ELEV 13
42 50 10S 147 30 37E

AERODROME CHART - Page 1
HOBART, TAS (YMHB)



Changes: RWY 12/30 PAPI PSN.

MHBAD01-185

27 NOV 2025

AD ELEV 13
42 50 10S 147 30 37E

AERODROME CHART - Page 2
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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RWY	AERODROME INFORMATION	
	TAXIWAY : GREEN CENTRELINE (EXCEPT TWY K) RL : AFRU+PAL 118.1, SDBY (1 SEC DURING LVP, 15 SEC OT)	
12 120 300 30	PAPI BOTH SIDES 3.0° 69FT HIRL MIRL HIAL - CAT 1 RGL PAPI BOTH SIDES 3.0° 77FT HIRL MIRL RGL	

NOTES

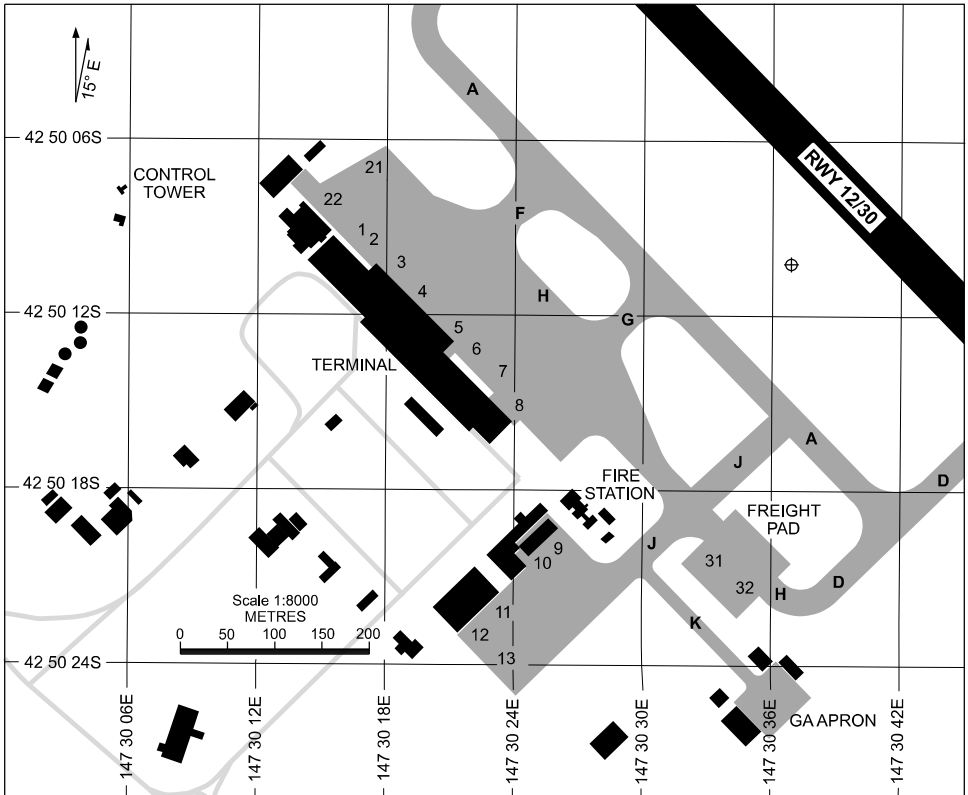
1. AFRU+PAL AVBL FOR MIRL ONLY.

Changes: RWY 12/30 PAPI EYE HEIGHT, Editorial.

MHBAD02-185



04 SEP 2025



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 20.19S	147 30 34.17E	11	B77W	TANKER	MARSHALLER
32	42 50 21.66S	147 30 36.16E	12	B77W	TANKER	MARSHALLER

Changes: BAY 31 AND 32 UPDATED.

MHBAPO1-184

30 NOV 2023

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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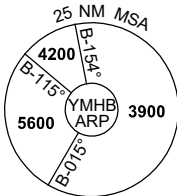
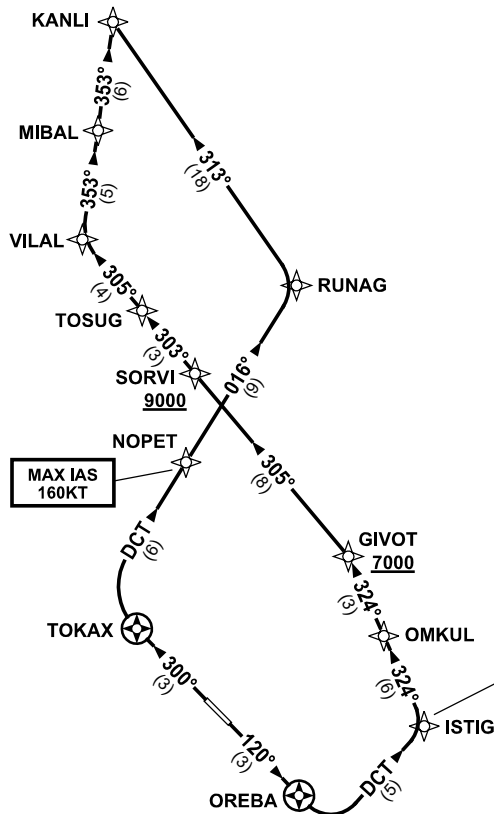
NOT TO SCALE



**CLASS D SPEED
LIMITS APPLY**

RNP 1

SPEED
MAX IAS 250KT
BELOW 10,000ft



10 NM MSA 5600

KANLI THREE (NON-JET) DEPARTURE

RWY 12

- GRAD 3.3%
MAX IAS 150KT until ISTIG
- Track 120° to OREBA
- Turn LEFT, track DCT to ISTIG
- Turn LEFT, track 324° to OMKUL
- Track 324° to GIVOT
Cross GIVOT AT or ABV 7000ft
(RQ GRAD to GIVOT 6.9%)
- Turn LEFT, track 305° to SORVI
Cross SORVI AT or ABV 9000ft
(RQ GRAD GIVOT to SORVI 4%)
- Track 303° to TOSUG
- Track 305° to VILAL
- Turn RIGHT, track 353° to MIBAL
- Track 353° to KANLI

RWY 30

- GRAD 6.9% to 1300ft thence 3.3%
MAX IAS 160KT until NOPET
- Track 300° to TOKAX
- Turn RIGHT, track DCT to NOPET
- Track 016° to RUNAG
- Turn LEFT, track 313° to KANLI

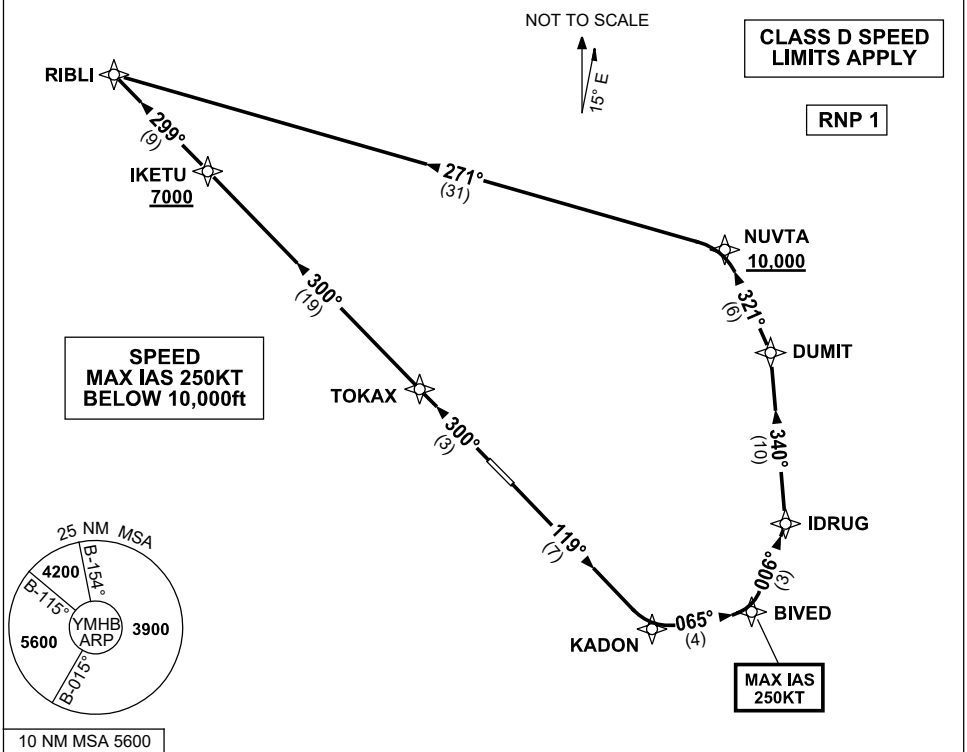
Changes: SPEED RESTRICTION, Editorial.

MHBDP05-177

STANDARD INSTRUMENT DEPARTURES (SID)
RIBLI ONE DEPARTURE (RNAV)
HOBART TAS (YMHB)

30 NOV 2023

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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RIBLI ONE DEPARTURE

RWY 12

- GRAD 3.3%
MAX IAS 250KT until BIVED
- Track 119° to KADON
- Turn LEFT, track 065° to BIVED
- Turn LEFT, track 006° to IDRUG
- Turn LEFT, track 340° to DUMIT
- Turn LEFT, track 321° to NUVTA
Cross NUVTA AT or ABV 10,000ft
(RQ GRAD to NUVTA 5.6%)
- Turn LEFT, track 271° to RIBLI

RWY 30

- GRAD 4.1% to 1800ft thence 3.3%
- Track 300° to TOKAX
- Track 300° to IKETU
Cross IKETU AT or ABV 7000ft
(RQ GRAD to IKETU 5.5%)
- Track 299° to RIBLI

Changes: RIBLI REPLACES CLARK, VALIDITY NUMBER, SPEED RESTRICTION, Editorial.

MHBDP06-177

STANDARD INSTRUMENT DEPARTURES (SID)
LATUM TWO DEPARTURE (JET) (RNAV)
HOBART TAS (YMHB)

30 NOV 2023

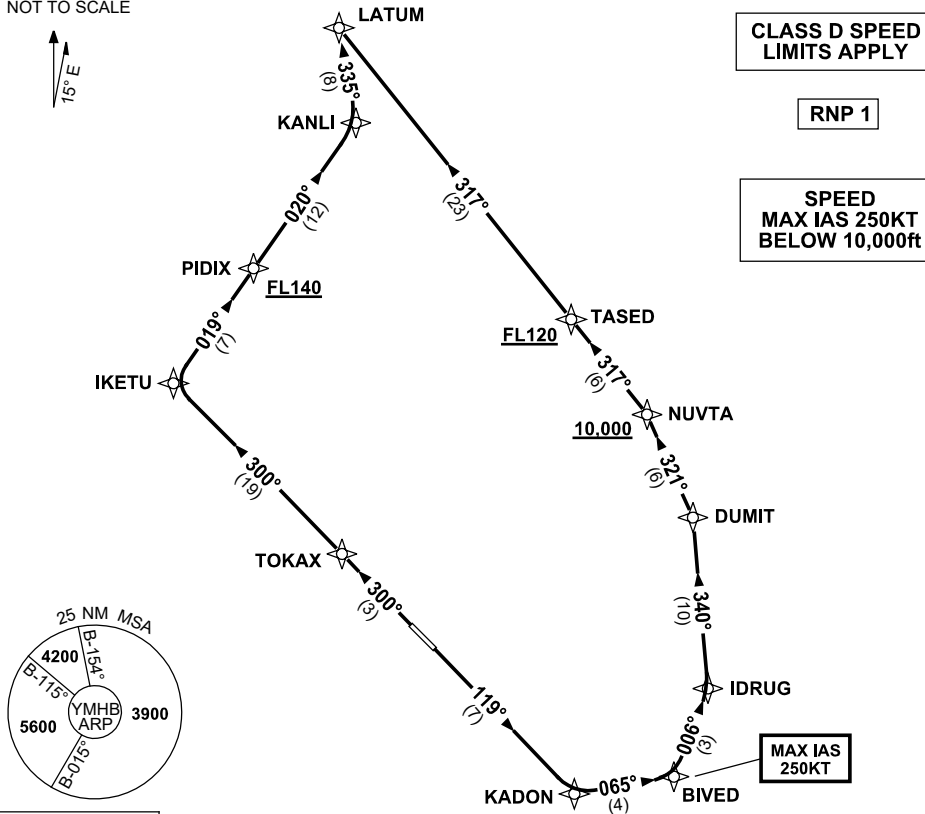
ATIS 112.7 128.45	AWIS 122.375	SMC/ACD 121.7	TWR 118.1	HB APP/FIA (AH) ML CEN 125.55	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

**CLASS D SPEED
LIMITS APPLY**

RNP 1

**SPEED
MAX IAS 250KT
BELOW 10,000ft**



LATUM TWO DEPARTURE

RWY 12

- GRAD 3.3%
MAX IAS 250KT until BIVED
- Track 119° to KADON
- Turn LEFT, track 065° to BIVED
- Turn LEFT, track 006° to IDRUG
- Turn LEFT, track 340° to DUMIT
- Turn LEFT, track 321° to NUVTA
Cross NUVTA AT or ABV 10,000ft
(RQ GRAD to NUVTA 5.6%)
- Track 317° to TASED
Cross TASED AT or ABV FL120
(RQ GRAD NUVTA to TASED 5.5%)
- Track 317° to LATUM

RWY 30

- GRAD 4.1% to 1800ft thence 3.3%
- Track 300° to TOKAX
- Track 300° to IKETU
- Turn RIGHT, track 019° to PIDIX
Cross PIDIX AT or ABV FL140
(RQ GRAD to PIDIX 8.3%)
- Track 020° to KANLI
- Turn LEFT, track 335° to LATUM

Changes: SPEED RESTRICTION, Editorial.

MHBDP07-177

**STANDARD INSTRUMENT DEPARTURES (SID)
LAVOP ONE DEPARTURE (RNAV)
HOBART TAS (YMHB)**

30 NOV 2023

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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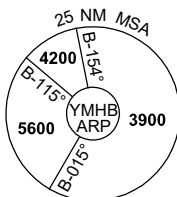
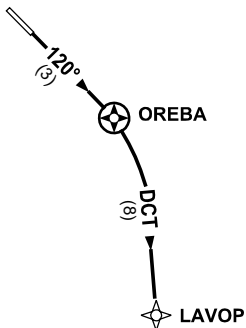
NOT TO SCALE



**CLASS D SPEED
LIMITS APPLY**

RNP 1

**SPEED
MAX IAS 250KT
BELOW 10,000ft**



10 NM MSA 5600

LAVOP ONE DEPARTURE

RWY 12

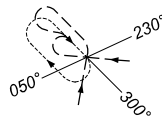
- GRAD 3.3%
- Track 120° to OREBA
- Turn RIGHT, track DCT to LAVOP

Changes: SPEED RESTRICTION, Editorial.

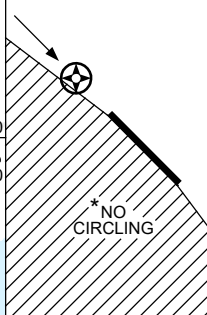
MHBDP08-177

RNP Z RWY 12
HOBART, TAS (YMHB)

ATIS	AWIS	SMC	TWR	HB APP/FIA (AH)	CTAF+AFRU (AH)	AFRU+PAL (AH)
112.7 128.45	122.375	121.7	118.1	ML CEN 125.55	118.1	118.1

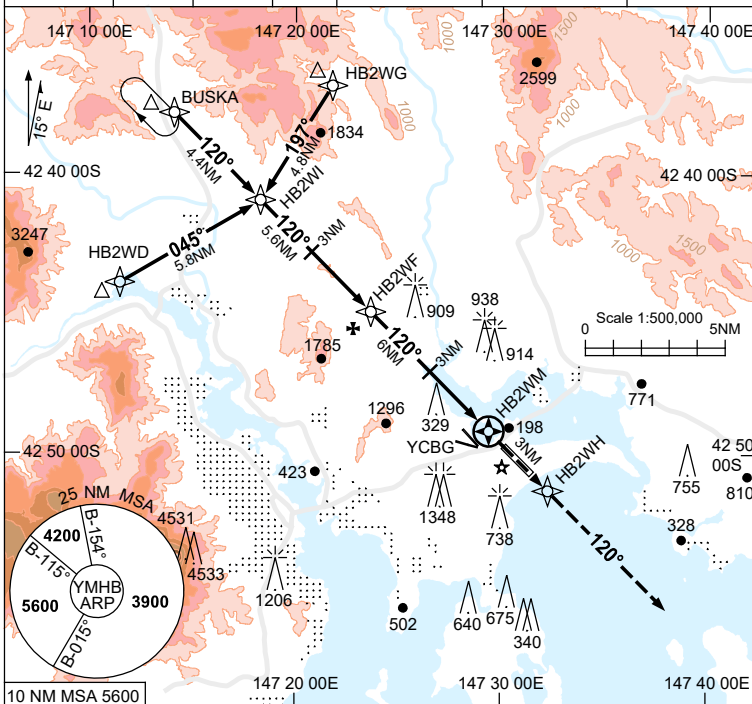
Holding at BUSKA

TR IN	TURN	TIME	MIN ALT	DME LMT
120°	Right	1	4200	/

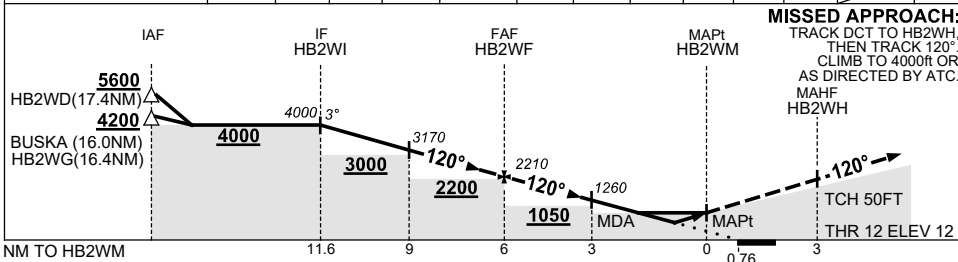


AD ELEV 13

Bearings are Magnetic Elevations in FEET AMSL



NM TO NEXT WPT	HB2WI	3	2	1	HB2WF	5	4	3	2	1	0.4	HB2WM	
ALT (3° APCH PATH)	4000	3170	2850	2530	2210	1890	1580	1260	940	630	440		



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV	440 (428-1.6)			
LNAV	630 (617-2.7)			
CIRCLING *	720 (707-2.0)	1240 (1227-2.4)	1530 (1517-4.0)	1600 (1587-5.0)
ALTERNATE	(1207-4.0)	(1727-4.4)	(2017-6.0)	(2087-7.0)

1. MAX IAS:
INITIAL : 210KT
HOLDING: 200KT
- * 2. NO CIRCLING
WEST OF
RWY 12 / 30.
3. **COLOUR:** SEE
SPEC NOTICES.

Changes: LNAV/VNAV, CAT A CIRCLING, WPT NAMING CONVENTION.

MHBGN01-183

HOBART, TAS (YMHB)

ATIS 128.45 **AWIS** 122.375 **SMC** 121.7 **TWR** 118.1 **HB APP/FIA (AH)** 125.55 **CTAF/AFRU (AH)** 118.1 **AFRU+PAL (AH)** 118.1

RNP AR APCH
 • RF REQ
 • YMH B ACT QNH RQ
 • YMH B ACT TEMP RQ
 • PROC TEMP RANGE
 -5°C TO +49°C

Holding as directed by ATC

TR IN	TURN	TIME	MIN ALT	DME LMT

AD ELEV 13
 Bearings are Magnetic
 Elevations in FEET AMSL

NM TO NEXT WPT	HB410	5	4	3	2	1	HB420	3	2	1	RW12			
ALT (3° APCH PATH)	3150	2850	2530	2220	1900	1580	1260	1020	700	370				

MISSED APPROACH:
 TRACK 120° TO HB430,
 THEN TRACK 120°.
 CLIMB TO 3900' OR
 AS DIRECTED BY ATC.

Diagram Labels: IAF/IF VETOR, FAF HB410, HB420, MAPt RW12, MAHf HB430, TCH 50FT, THR 12 ELEV 12.

CATEGORY	A	B	C	D
RNP (0.3)	370 (358-1.2)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1207-4.0)	(1727-4.4)	(2017-6.0)	(2087-7.0)

1. MAX IAS:
VETOR : 185KT.
2. **COLOUR:** SEE
SPEC NOTICES.

MHBGN03-183

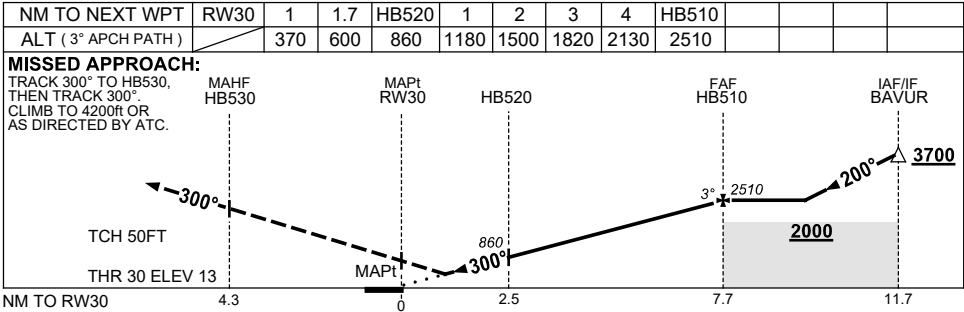
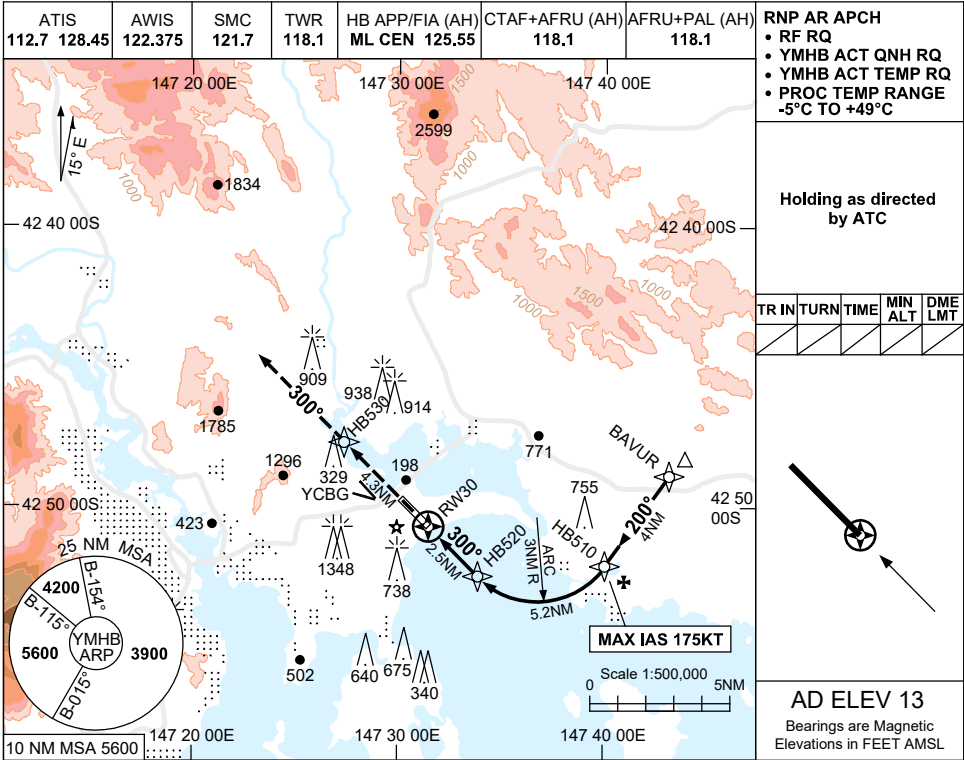
FOR CASA APPROVED OPERATORS ONLY
RNP-AR APPROACH PROCEDURE

USE QNH

RNP W RWY 30 (AR)

HOBBART, TAS (YMHB)

12 JUN 2025



NOTES

1. MAX IAS: HB510 : 175KT.
2. COLOUR: SEE SPEC NOTICES.

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	(1207-4.0)	(1727-4.4)	(2017-6.0)	(2087-7.0)

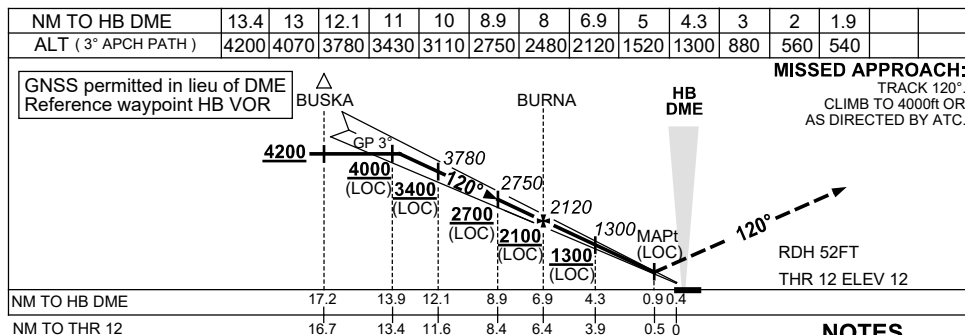
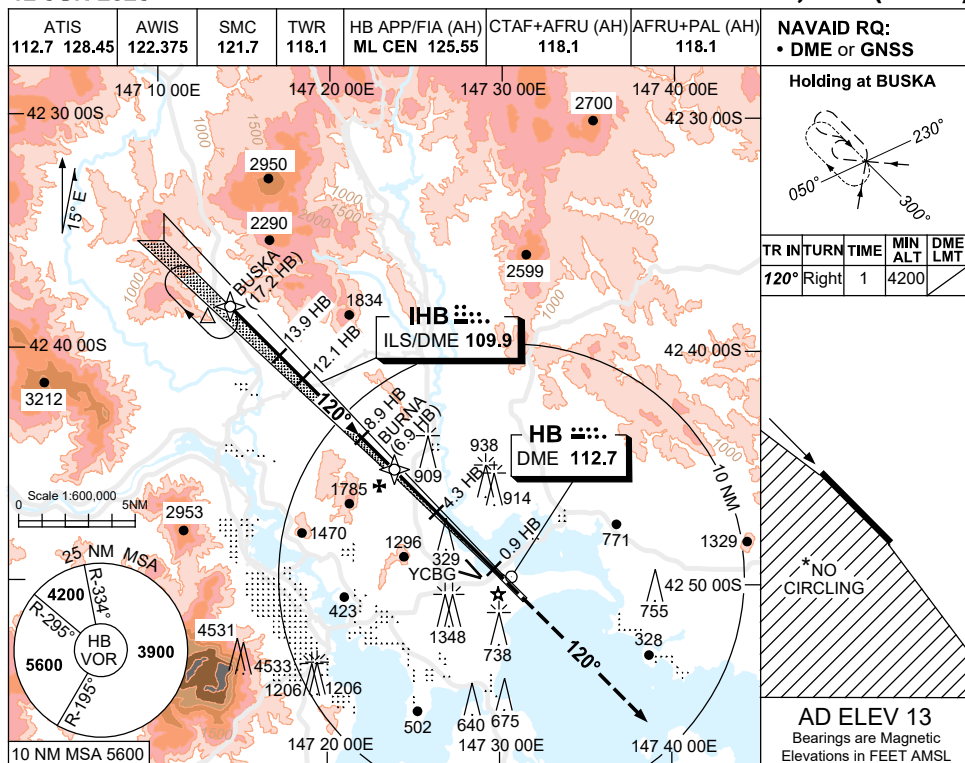
Changes: CAT A ALTERNATE.

MHBGN04-183

USE QNH

ILS-Y or LOC-Y RWY 12
HOBBART, TAS (YMHB)

12 JUN 2025

**NOTES**

1. MAX IAS:
HOLDING : 200KT.
- * 2. NO CIRCLING WEST
OF RWY 12 / 30.
- # 3. MIN MAP GRAD
ILS 4.2%,
MIN MAP GRAD
LOC 3.9%
CTA CONTAINMENT.
4. COLOUR: SEE
SPEC NOTICES.

CATEGORY	A	B	C	D
S-I ILS #		320 (308) 0.8		
S-I LOC#		540 (527-2.1)		
CIRCLING*	720 (707-2.0)	1240 (1227-2.4)	1530 (1517-4.0)	1600 (1587-5.0)
ALTERNATE	(1207-4.0)	(1727-4.4)	(2017-6.0)	(2087-7.0)

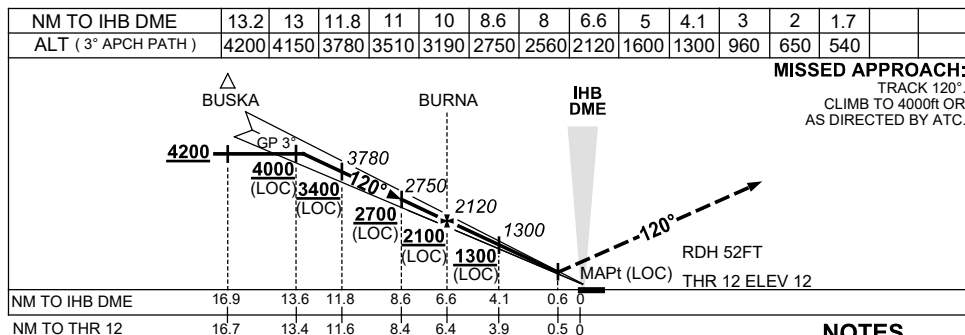
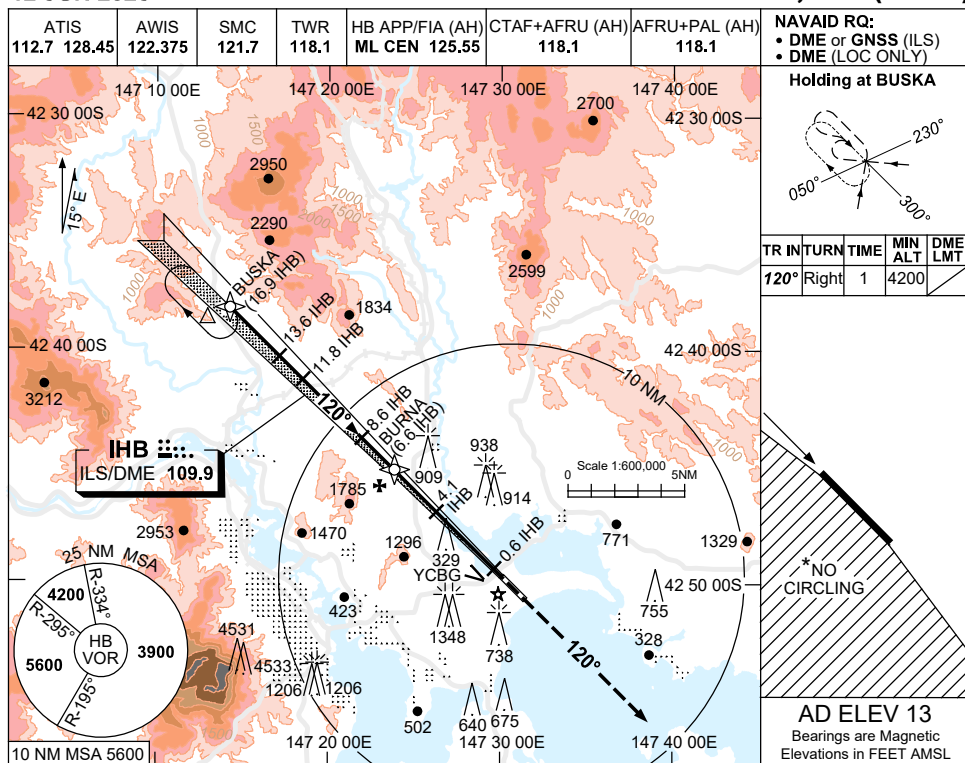
Changes: S-I LOC, CAT A CIRCLING.

MHBI01-183

USE QNH

ILS-Z or LOC-Z RWY 12
HOBBART, TAS (YMHB)

12 JUN 2025

**NOTES**

1. MAX IAS:
HOLDING : 200KT.
- * 2. NO CIRCLING WEST
OF RWY 12 / 30.
- # 3. MIN MAP GRAD
ILS 4.2%,
MIN MAP GRAD
LOC 3.9%
CTA CONTAINMENT.
4. COLOUR: SEE
SPEC NOTICES.

Changes: S-I LOC, CAT A CIRCLING.

MHBII02-183

NOISE ABATEMENT PROCEDURES HOBART

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 ACFT).

Note: VOR approaches for recency not permitted.

4. NAP EXCLUSIONS

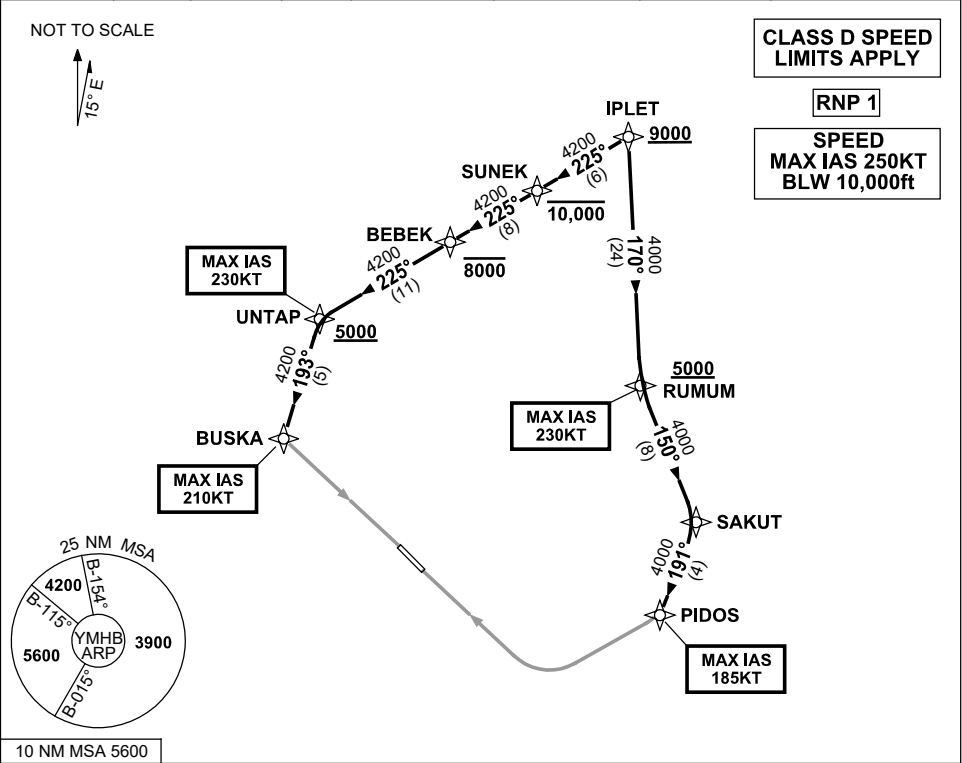
Exclusions and exemptions to NAP trial include (but are not restricted to):

- 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 overwater operations.

STANDARD INSTRUMENT ARRIVAL (STAR)
IPLET SEVEN 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: IPLET SEVEN ALPHA

RWY 12:

- Cross** IPLET AT or ABV 9000ft
- From IPLET, track 225° to SUNEK
- Cross** SUNEK AT or BLW 10,000ft
- Track 225° to BEBEK
- Cross** BEBEK AT or BLW 8000ft
- Track 225° to UNTAP
- Cross** UNTAP AT or ABV 5000ft
- MAX IAS 230KT from UNTAP
- Turn LEFT, track 193° 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** IPLET AT or ABV 9000ft
- From IPLET track 170° to RUMUM
- Cross** RUMUM AT or ABV 5000ft
- MAX IAS 230KT from RUMUM
- Turn LEFT, track 150° 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.

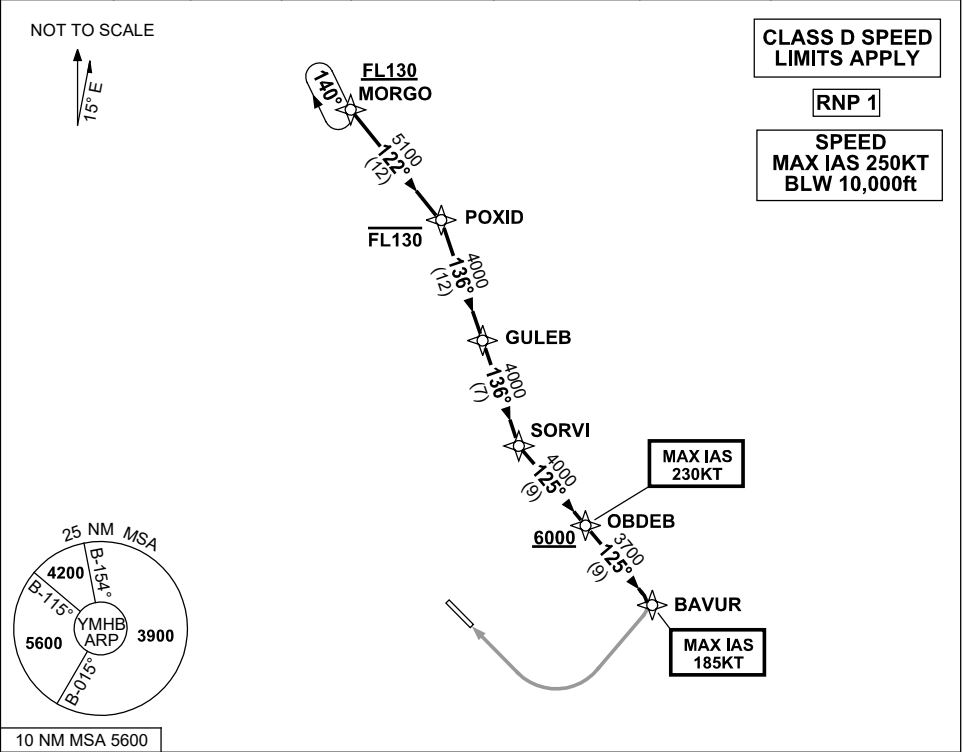
Changes: REVISED PROC, VALIDITY INDICATOR.

MHBSR02-178

STANDARD INSTRUMENT ARRIVAL (STAR)
MORG THREE 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: MORG THREE WHISKEY

RWY 30:

- Cross MORG** AT or ABV FL130
- From MORG track 122° to POXID
- Cross POXID** AT or BLW FL130
- Turn RIGHT, track 136° to GULEB
- Track 136° to SORVI
- Turn LEFT, track 125° to OBDEB
- Cross OBDEB** AT or ABV 6000ft
- MAX IAS 230KT from OBDEB
- Track 125° 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.

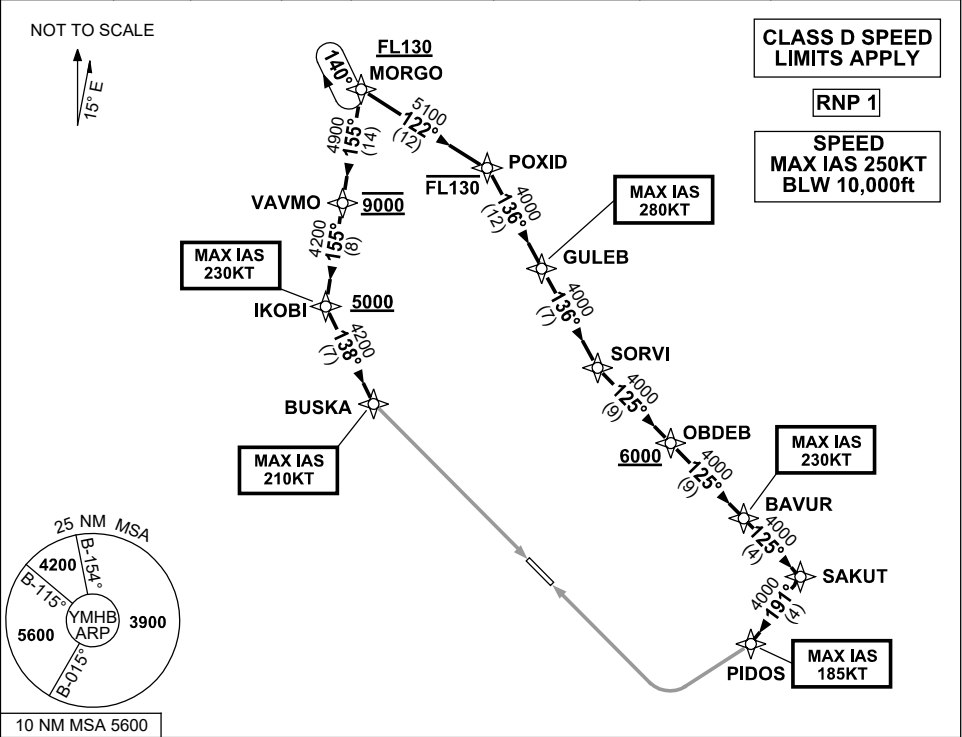
Changes: REVISED PROC, VALIDITY INDICATOR.

MHBSR03-178

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.

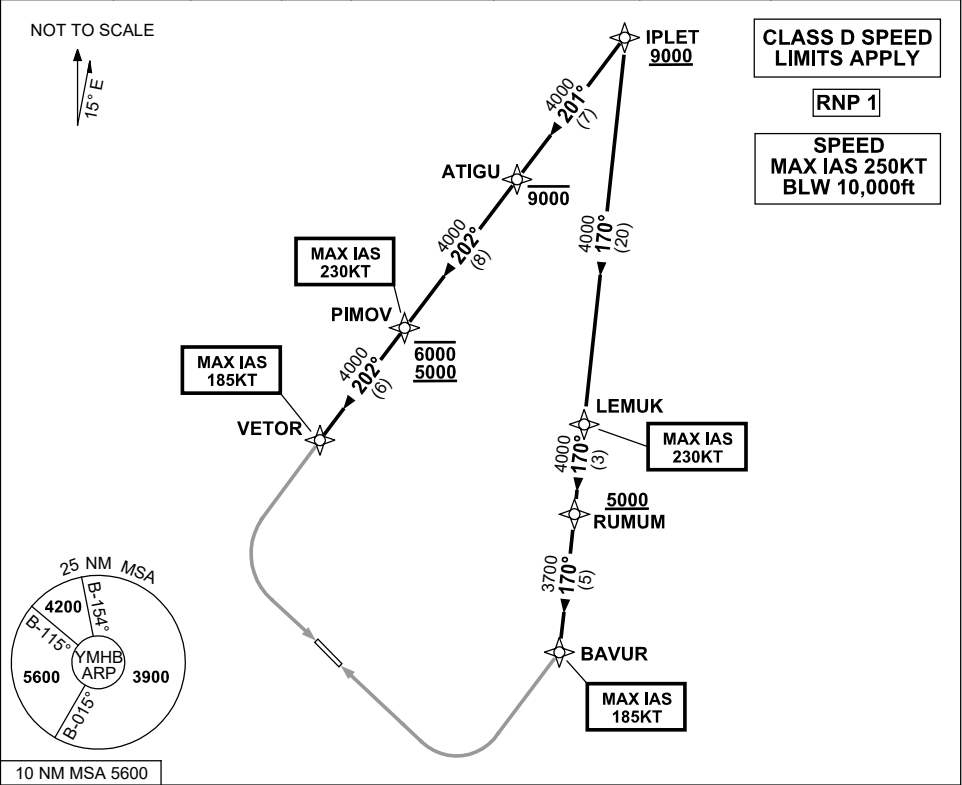
Changes: REVISED PROC, VALIDITY INDICATOR.

MHBSR04-178

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.

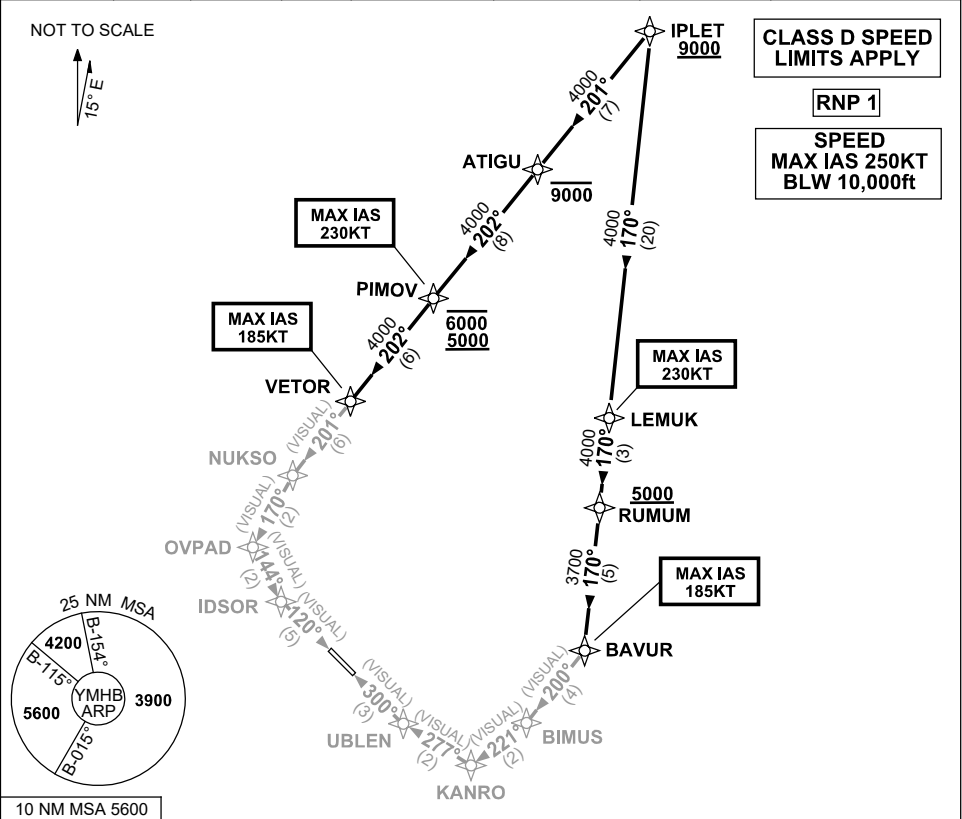
Changes: REVISED PROC, VALIDITY INDICATOR.

MHBSR05-178

STANDARD INSTRUMENT ARRIVAL (STAR)
IPLET SEVEN VICTOR 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 VICTOR

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 201° VISUAL to NUKSO
- Turn LEFT, track 170° VISUAL to OVPAD
- Turn LEFT, track 144° VISUAL to IDSOR for 5NM VISUAL final

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 200° VISUAL to BIMUS
- Turn RIGHT, track 221° VISUAL to KANRO
- Turn RIGHT, track 277° VISUAL to UBLEN for 3NM VISUAL final

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.

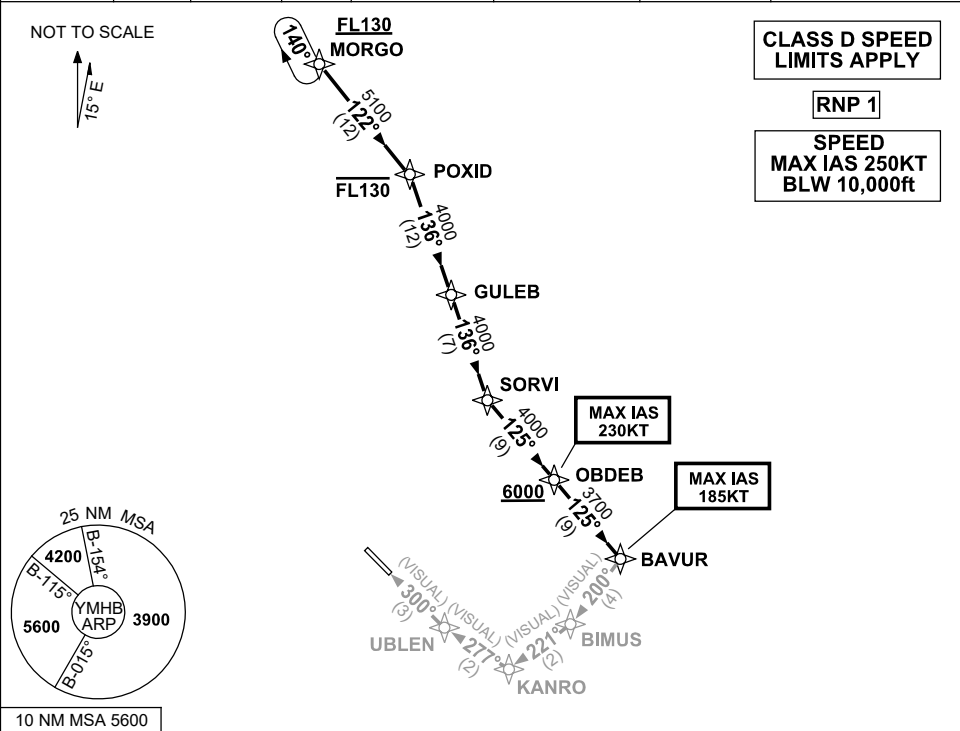
Changes: REVISED PROC, VALIDITY INDICATOR.

MHBSR06-178

STANDARD INSTRUMENT ARRIVAL (STAR)
MORG0 THREE VICTOR 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 VICTOR

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
- Track 136° to SORVI
- Turn LEFT, track 125° to OBDEB
- Cross** OBDEB AT or ABV 6000ft
- MAX IAS 230KT from OBDEB
- Track 125° to BAVUR
- MAX IAS 185KT from BAVUR
- Turn RIGHT, track 200° VISUAL to BIMUS
- Turn RIGHT, track 221° VISUAL to KANRO
- Turn RIGHT, track 277° VISUAL to UBLEN for 3NM VISUAL final

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.

Changes: REVISED PROC, VALIDITY INDICATOR.

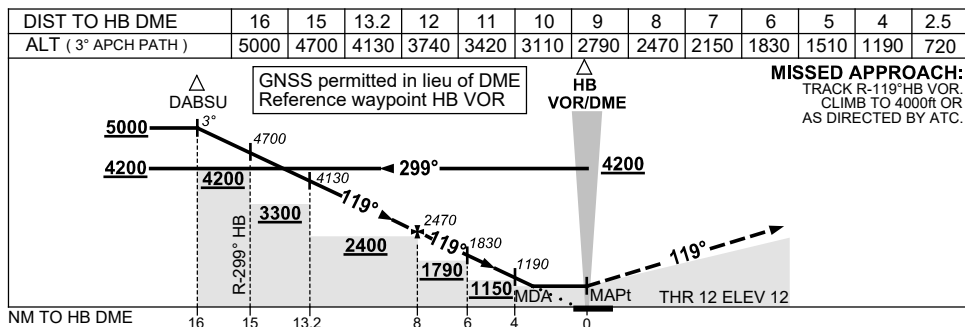
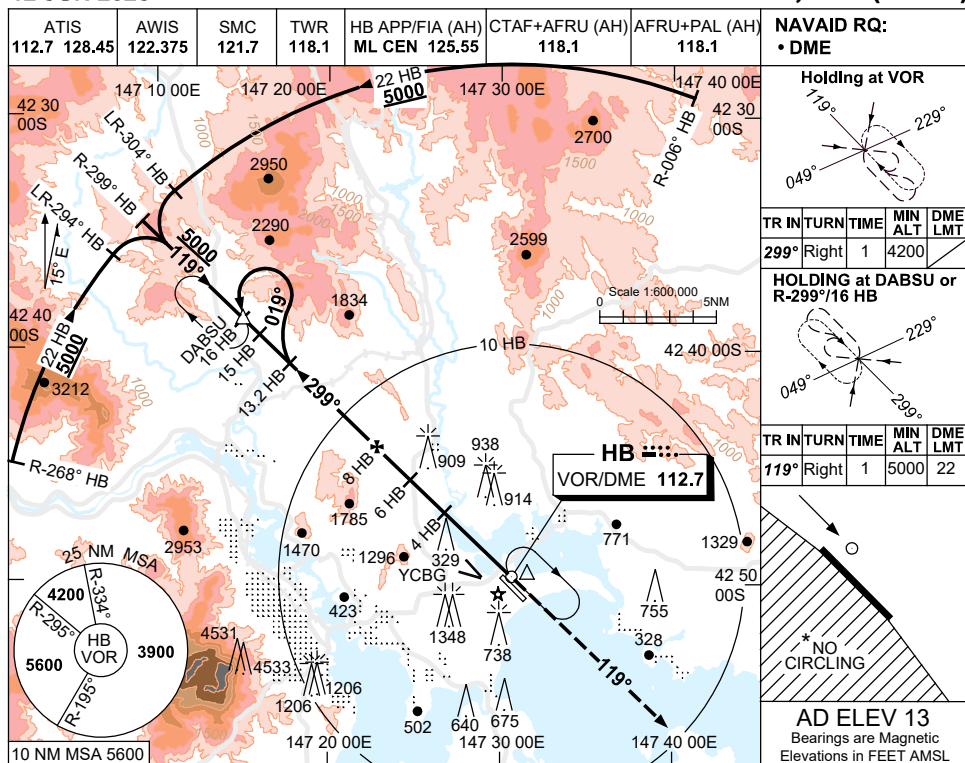
MHBSR07-178

USE QNH

VOR RWY 12

HOBBART, TAS (YMHB)

12 JUN 2025



NOTES

- MAX IAS:
HOLDING AT VOR:
190KT.
INITIAL:
CAT C & D 210KT.
- NO CIRCLING WEST OF RWY 12/30.
- COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
S-I VOR/DME	720 (707-3.2)			
CIRCLING *	720 (707-2.0)	1240 (1227-2.4)	1530 (1517-4.0)	1600 (1587-5.0)
ALTERNATE	(1207-4.0)	(1727-4.4)	(2017-6.0)	(2087-7.0)

Changes: CAT A CIRCLING.

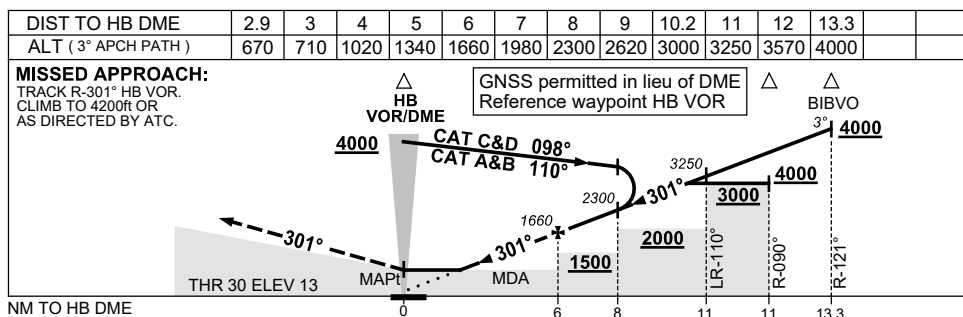
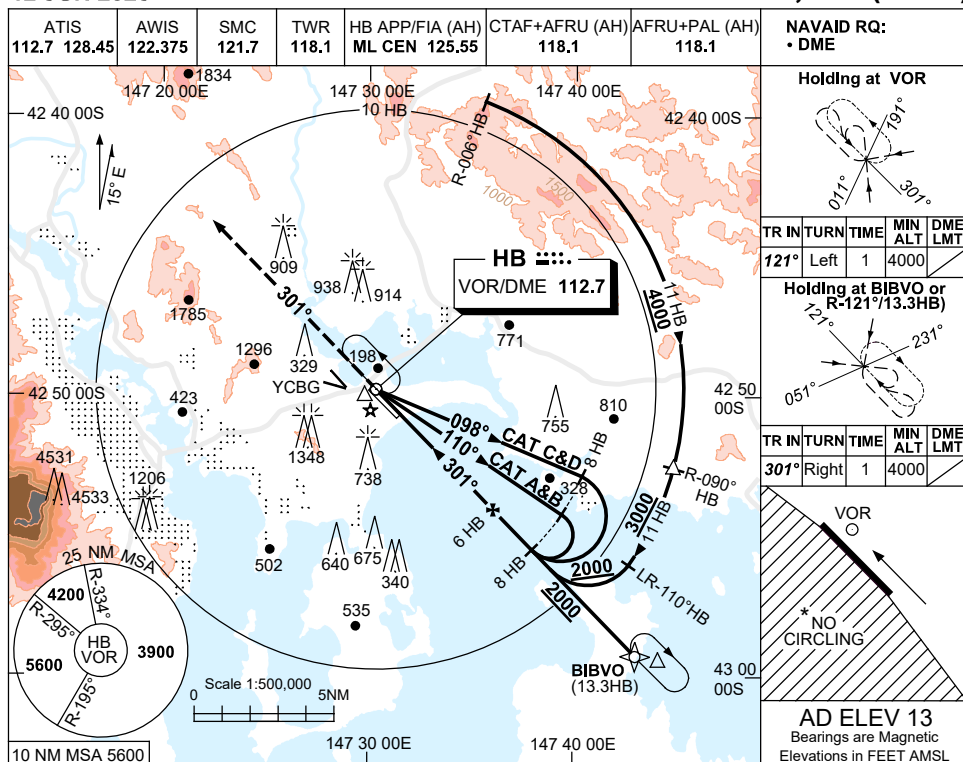
MHBV001-183

USE QNH

VOR-Z RWY 30

HOBBART, TAS (YMHB)

12 JUN 2025



VOR-Y RWY 30
HOBART, TAS (YMHB)

ATIS 128.45 **AWIS** 122.375 **SMC** 121.7 **TWR** 118.1 **HB APP/FIA (AH)** 125.55 **CTAF+AFRU (AH)** 118.1 **AFRU+PAL (AH)** 118.1

Bearings are Magnetic Elevations in FEET AMSL

Holding at VOR

TR IN	TURN	TIME	MIN ALT	DME LMT
121°	Left	1	4000	

AD ELEV 13

[illegible]

CATEGORY	A	B	C	D
S-I VOR	980 (967-5.0)			
CIRCLING *	980 (967-2.0)	1240 (1227-2.4)	1530 (1517-4.0)	1600 (1587-5.0)
ALTERNATE	(1467-4.0)	(1727-4.4)	(2017-6.0)	(2087-7.0)

1. MAX IAS:
HOLDING : 190KT.
INITIAL :
CAT C&D 210KT.
- *2. NO CIRCLING WEST
OF RWY 12 / 30.
3. **COLOUR:** SEE
SPEC NOTICES.

MHBVO03-183