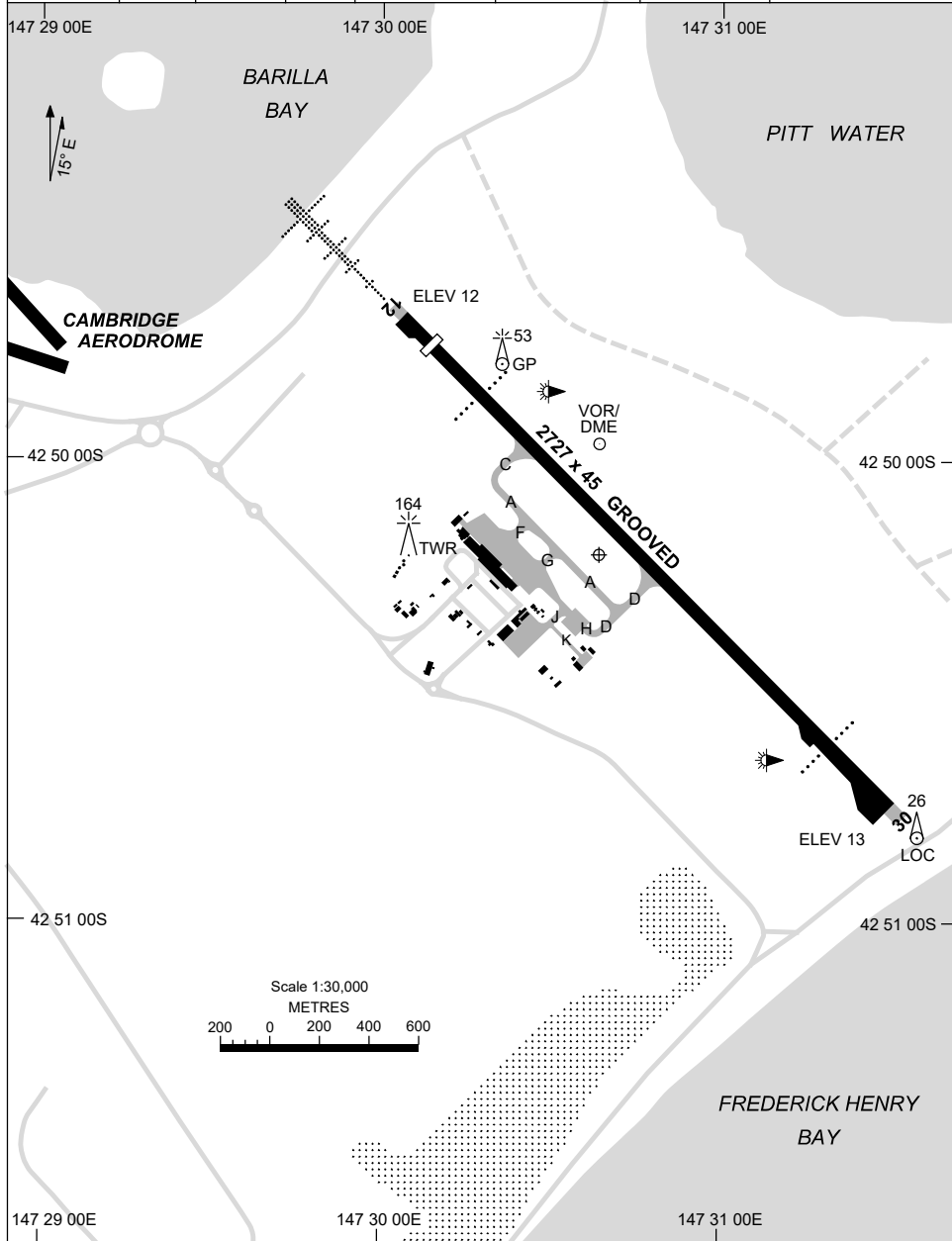


1 DEC 2022

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: FROM SUP H37/22.

MHBAD01-173

1 DEC 2022

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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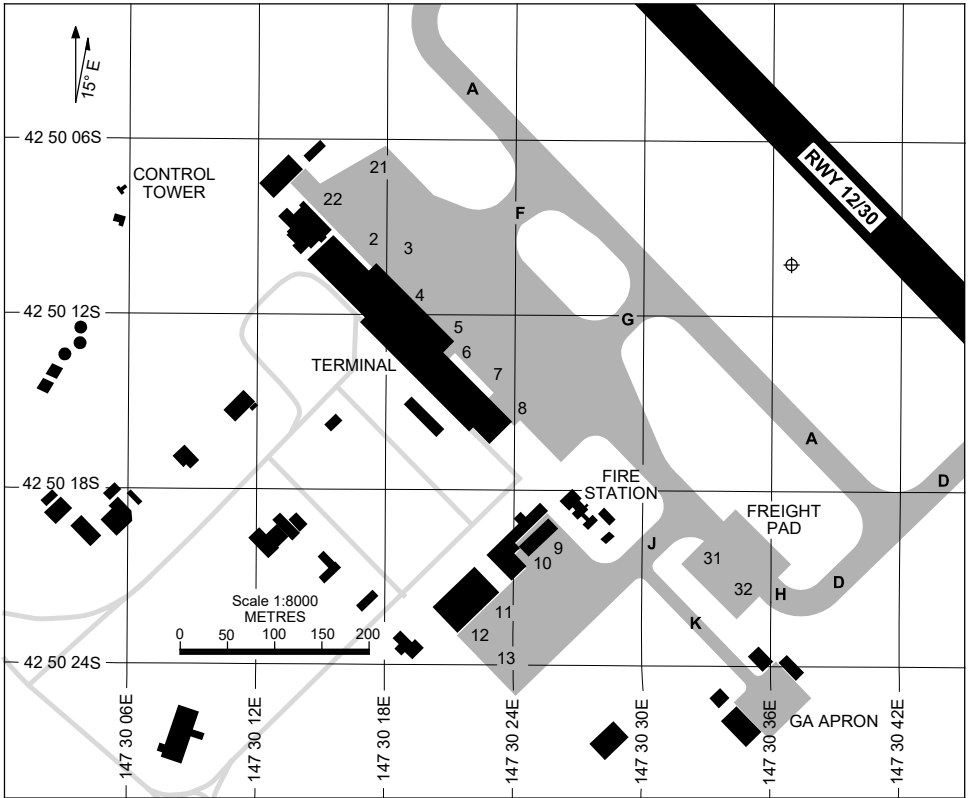
<b>RWY</b>	<b>AERODROME INFORMATION</b>						
	TAXIWAY : GREEN CENTRELINE (EXCEPT TWY K) RL : AFRU+PAL 118.1 , SDBY (1 SEC DURING LVP, 15 SEC OTHER TIMES)						
<b>12</b> <sup>120</sup>	PAPI 3.0° 53FT HIRL MIRL HIAL - CAT 1 RGL						
<sup>300</sup> <b>30</b>	PAPI 3.0° 53FT HIRL MIRL RGL						

<p><b>NOTES</b></p> <p style="text-align: center;">1. AFRU+PAL AVBL FOR MIRL ONLY.</p>							
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Changes: FROM SUP H37/22 AND NOTES.

MHBAD02-173

1 DEC 2022



PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
2	42 50 09.85S 147 30 17.50E	10	B752	TANKER	MARSHALLER
3	42 50 10.81S 147 30 19.13E	11	B738	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 15.05S 147 30 24.61E	11	A321	TANKER	MARSHALLER
8	42 50 15.93S 147 30 25.26E	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 17.72E	10	DH8D	TANKER	PILOT STOP BAR
22	42 50 08.62S 147 30 16.36E	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

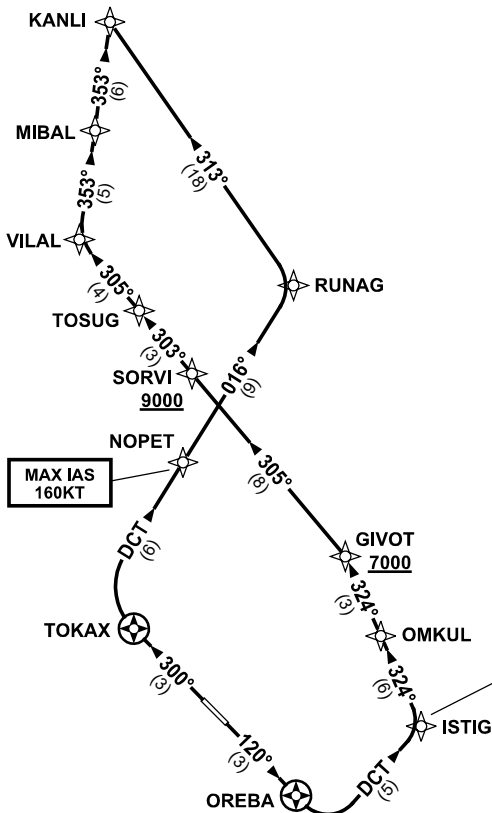
Changes: BUILDING DELETED AND GA APRON LABELLED.

**STANDARD INSTRUMENT DEPARTURES (SID)  
KANLI THREE DEPARTURE (NON-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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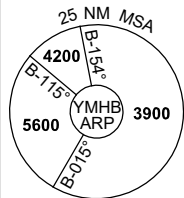
NOT TO SCALE



**CLASS D SPEED  
LIMITS APPLY**

**RNP 1**

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



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

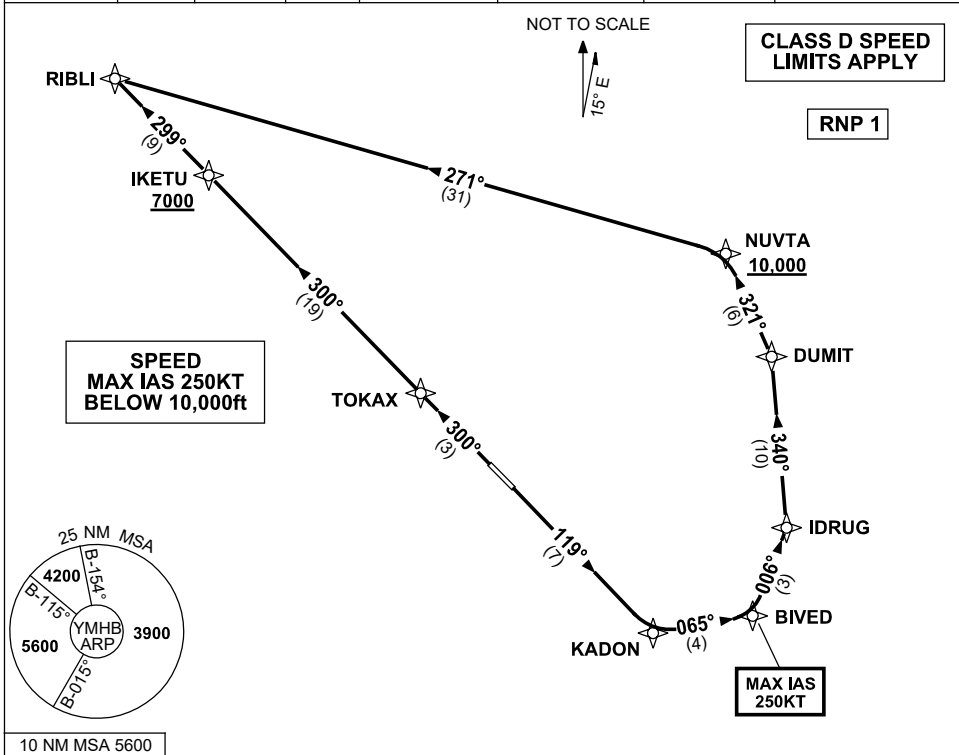
Changes: SPEED RESTRICTION, Editorial.

MHBPD05-177

**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.

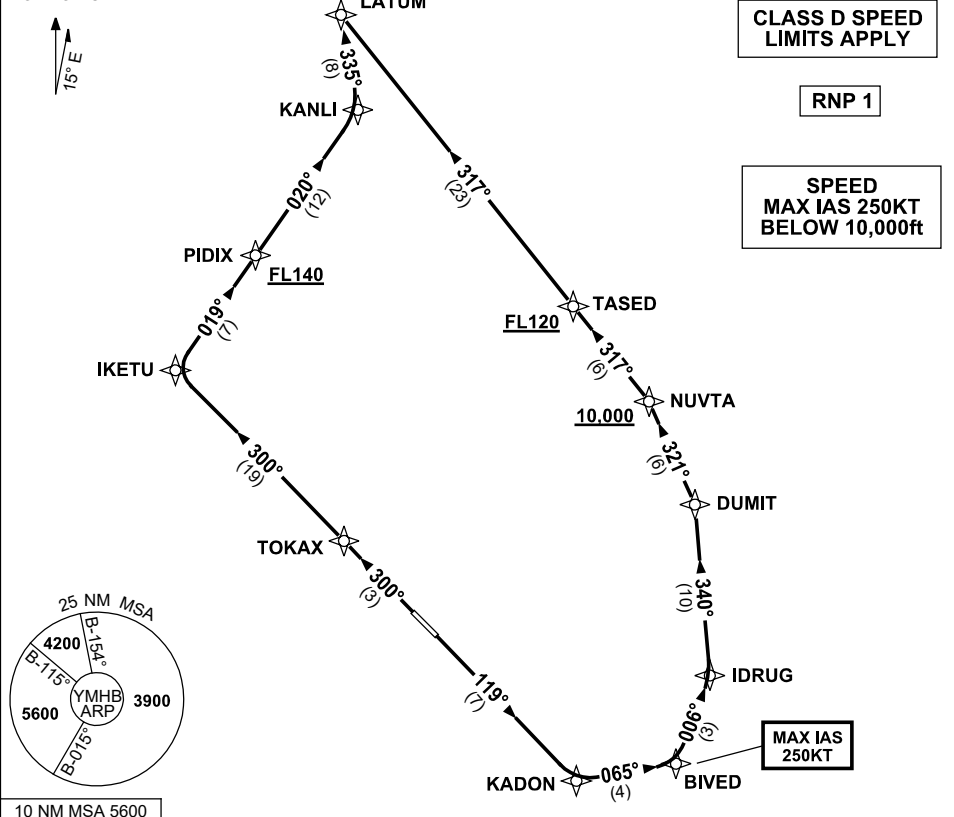
MHBDP06-177

**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



**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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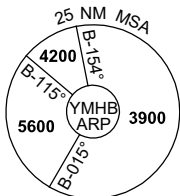
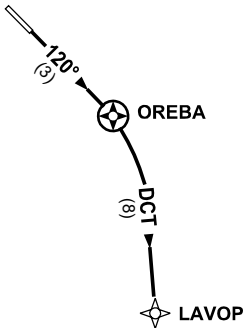
NOT TO SCALE



**CLASS D SPEED  
LIMITS APPLY**

**RNP 1**

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



10 NM MSA 5600

**LAVOP ONE DEPARTURE**

**RWY 12**

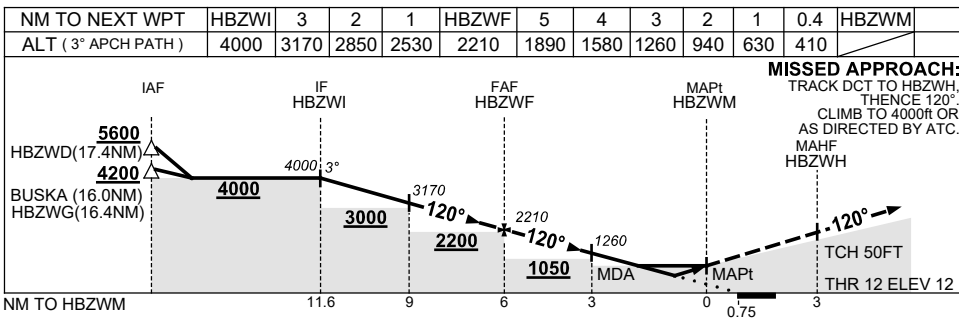
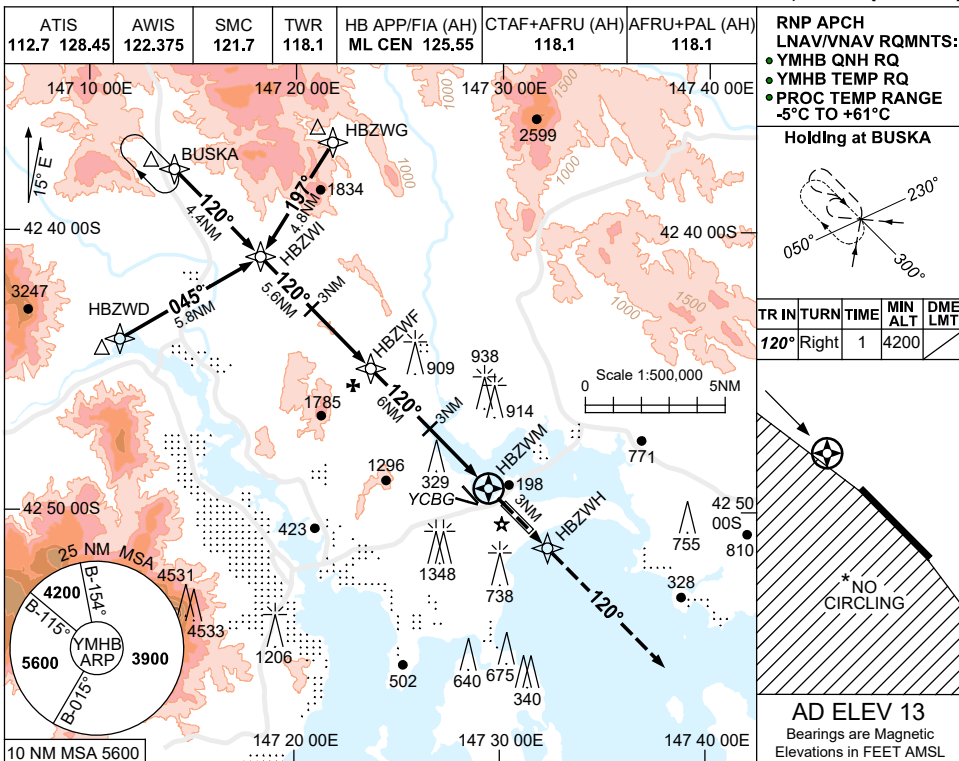
- GRAD 3.3%
- Track 120° to OREBA
- Turn RIGHT, track DCT to LAVOP

USE QNH

RNP Z RWY 12

**HOBART, TAS (YMHB)**

21 MAR 2024



CATEGORY	A	B	C	D
LNAV/VNAV		410 (398-1.4)		
LNAV		630 (617-2.7)		
CIRCLING *	1240 (1227-2.4)		1530 (1517-4.0)	1600 (1587-5.0)
ALTERNATE	(1727-4.4)		(2017-6.0)	(2087-7.0)

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

Changes: MAX IAS INITIAL APCH, NOTE 1.

MHBGN01-178

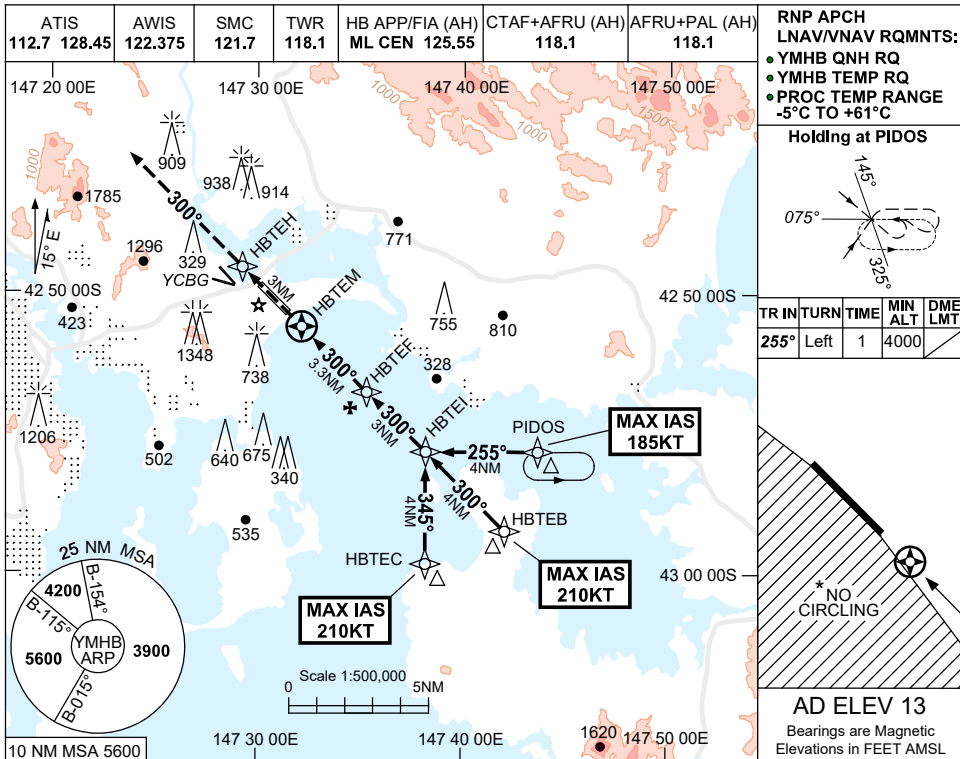


USE QNH

RNP Z RWY 30

**HOBART, TAS (YMHB)**

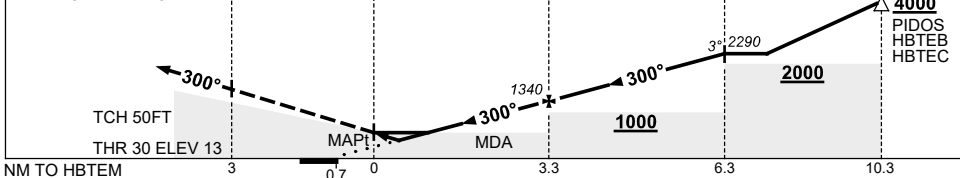
7 SEP 2023



NM TO NEXT WPT	HBTEM	0.3	0.7	0.8	1.2	2	HBTEF	1	2	HBTEI		
ALT (3° APCH PATH)		370	520	550	690	920	1340	1660	1970	2290		

**MISSED APPROACH:**

TRACK DCT TO HBTEH, THEN TRACK 300° CLIMB TO 4200FT OR AS DIRECTED BY ATC.



**NOTES**

- MAX IAS:  
PIDOS : 185KT  
HBTEB : 210KT  
HBTEC : 210KT.
- NO CIRCLING WEST OF RWY 12/30.
- COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
LNAV/VNAV (2.5% MAP)		520 (507-2.9)		
LNAV/VNAV (3.5% MAP)		370 (357-2.0)		
LNAV (2.5% MAP)		690 (677-3.9)		
LNAV (3.2% MAP)		550 (537-3.0)		
CIRCLING *	1240 (1227-2.4)	1530 (1517-4.0)	1600 (1587-5.0)	
ALTERNATE	(1727-4.4)	(2017-6.0)	(2087-7.0)	

Changes: YCBG DEPICTION.

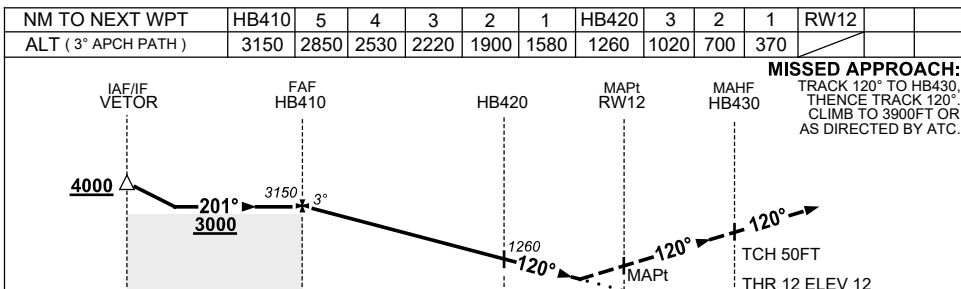
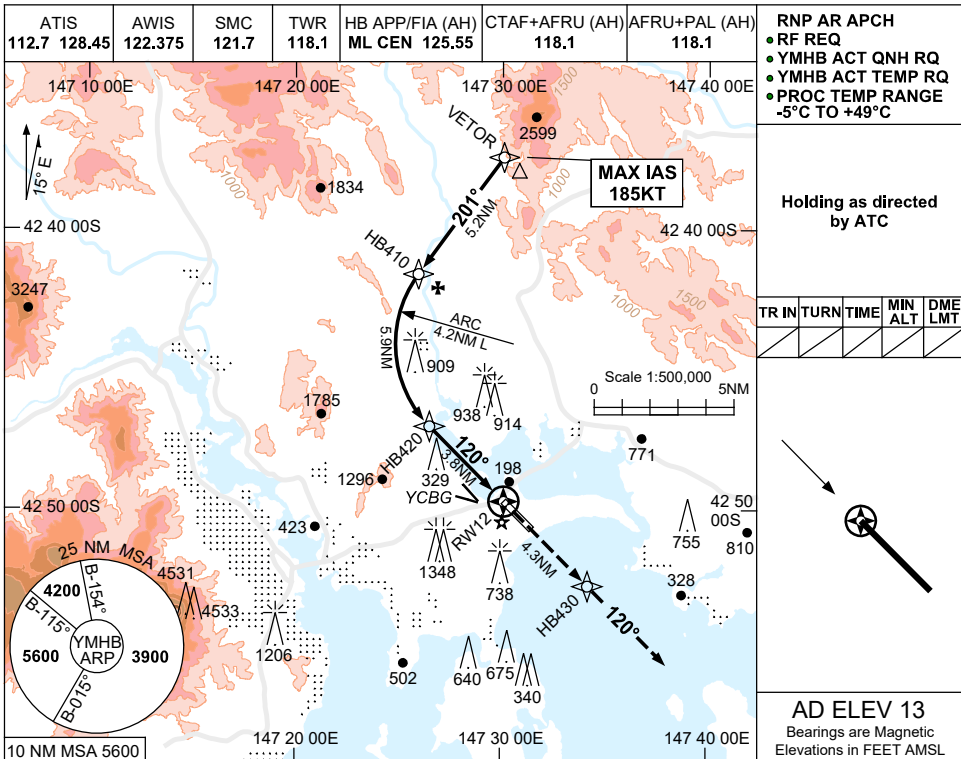
MHBGN02-176

# FOR CASA APPROVED OPERATORS ONLY RNP-AR APPROACH PROCEDURE

USE QNH

RNP W RWY 12 (AR)  
**HOBART, TAS (YMHB)**

7 SEP 2023



CATEGORY	A	B	C	D
RNP (0.3)	<b>370 (358-1.2)</b>			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1727-4.4)		(2017-6.0)	(2087-7.0)

- NOTES**
- MAX IAS:  
VETOR : 185KT.
  - COLOUR: SEE SPEC NOTICES.

Changes: YCBG DEPICTION.

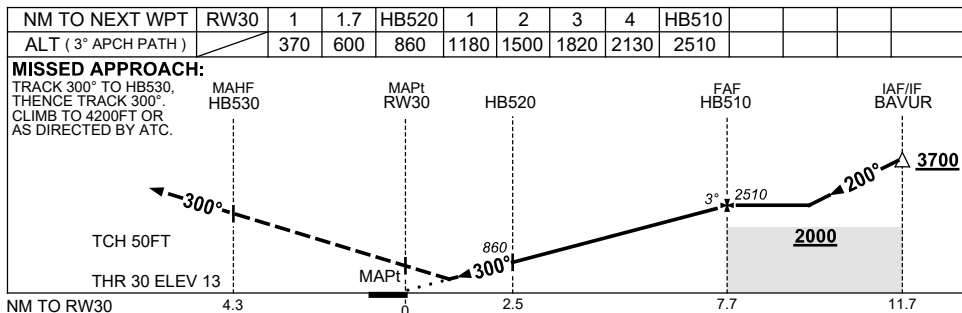
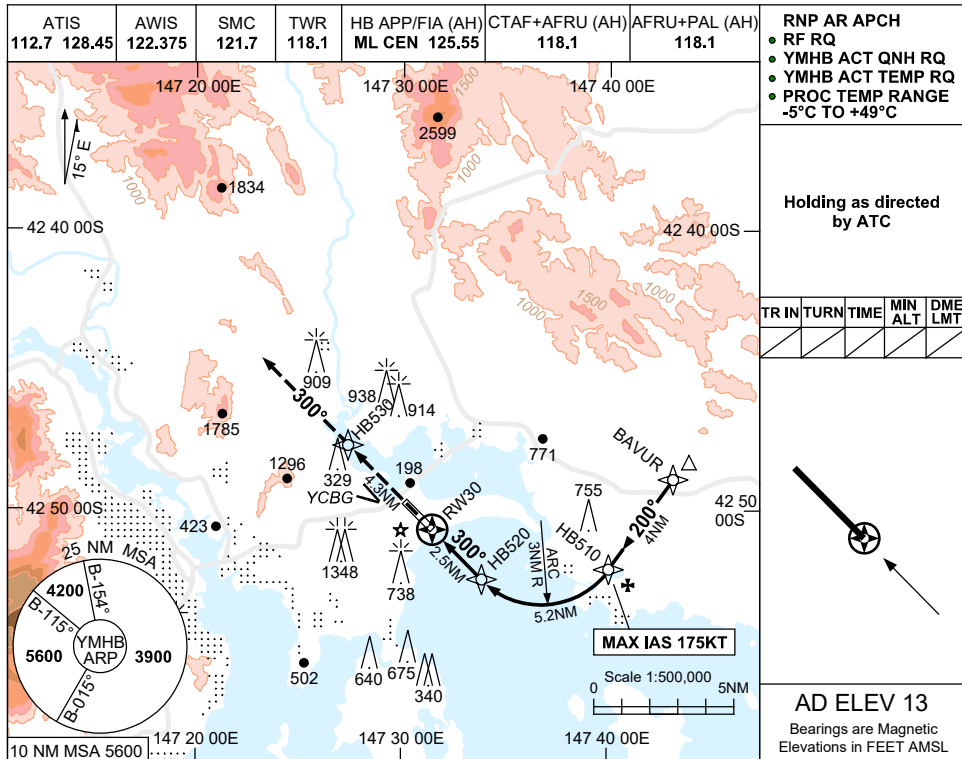
MHBGN03-176

# FOR CASA APPROVED OPERATORS ONLY RNP-AR APPROACH PROCEDURE

USE QNH

RNP W RWY 30 (AR)  
**HOBART, TAS (YMHB)**

7 SEP 2023



CATEGORY	A	B	C	D
RNP (0.3)(2.5% MAP)	<b>600 (587-3.3)</b>			
RNP (0.3)(4.2% MAP)	<b>370 (357-2.0)</b>			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1727-4.4)	(2017-6.0)		(2087-7.0)

- NOTES**
- MAX IAS:  
HB510 : 175KT.
  - COLOUR: SEE SPEC NOTICES.

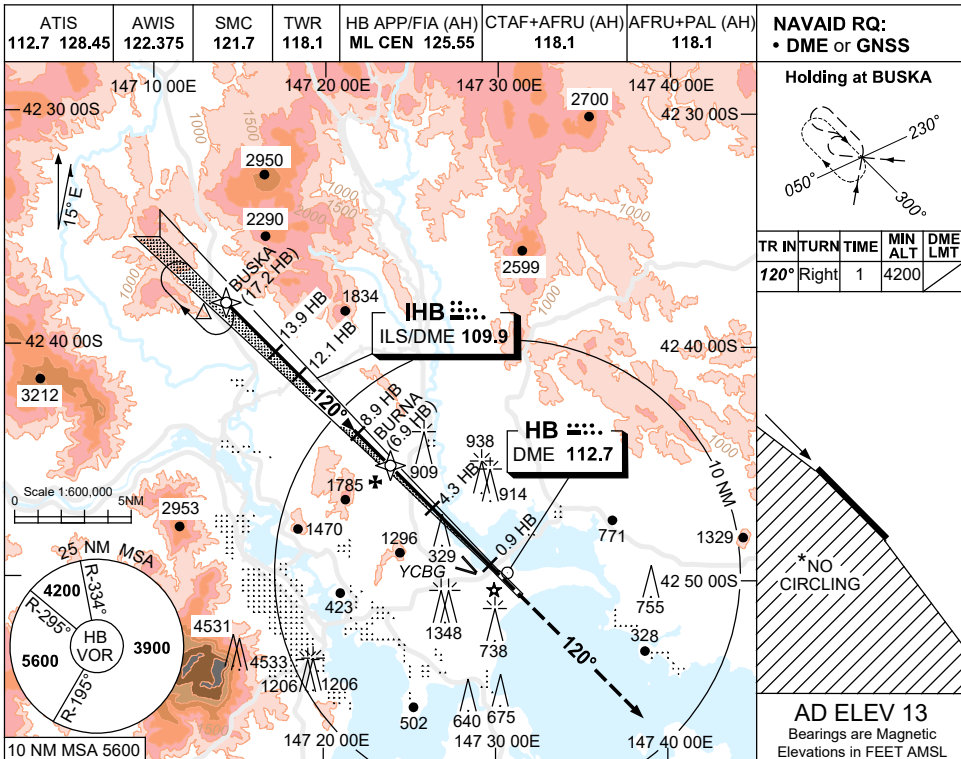
Changes: YCBG DEPICTION.

MHBGN04-176

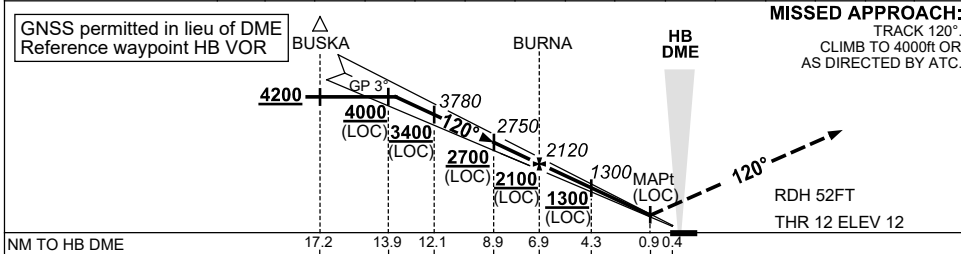
USE QNH

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

21 MAR 2024



NM TO HB DME	13.4	13	12.1	11	10	8.9	8	6.9	5	4.3	3	2	1.9		
ALT (3° APCH PATH)	4200	4070	3780	3430	3110	2750	2480	2120	1520	1300	880	560	530		



**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#		530 (517-2.1)		
CIRCLING*	1240 (1227-2.4)		1530 (1517-4.0)	1600 (1587-5.0)
ALTERNATE	(1727-4.4)		(2017-6.0)	(2087-7.0)

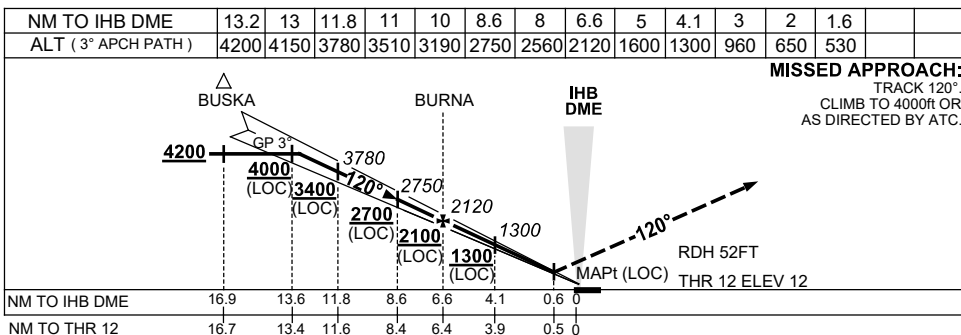
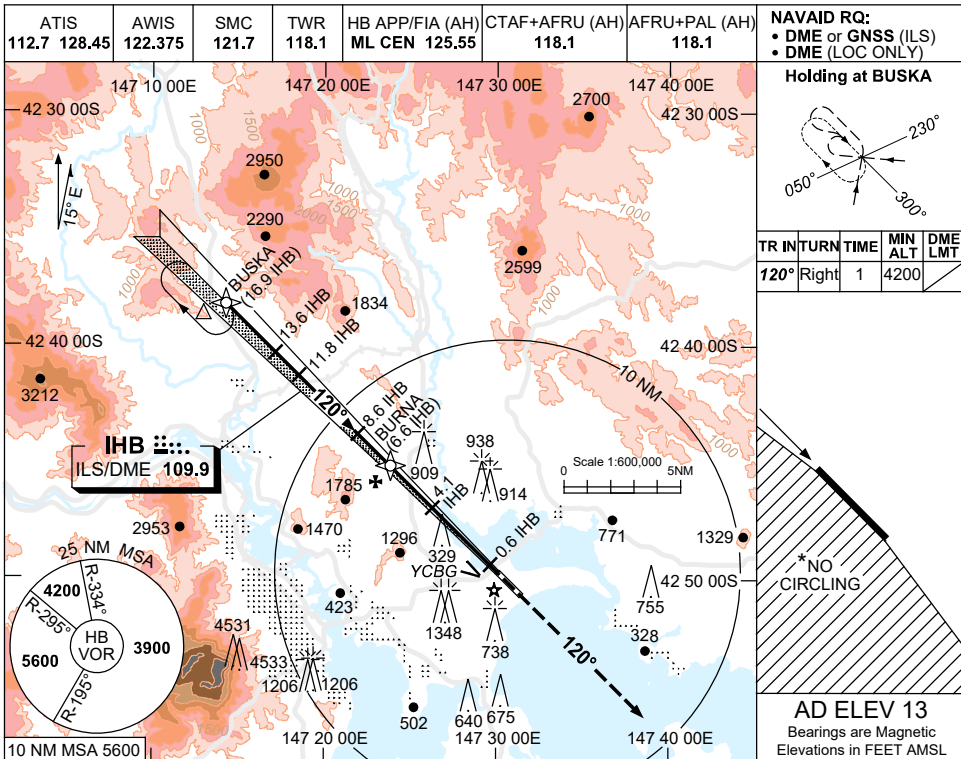
Changes: DELETED MAX IAS AT BUSKA, VIS.

MHBII01-178

USE QNH

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

21 MAR 2024



**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#		530 (517-2.1)		
CIRCLING*	1240 (1227-2.4)		1530 (1517-4.0)	1600 (1587-5.0)
ALTERNATE	(1727-4.4)		(2017-6.0)	(2087-7.0)

Changes: DELETED MAX IAS AT BUSKA, VIS, Editorial.

MHBII02-178

## NOISE ABATEMENT PROCEDURES HOBART

### 1. PREFERRED FLIGHT PATHS

The following apply during Hobart Tower hours of operation.

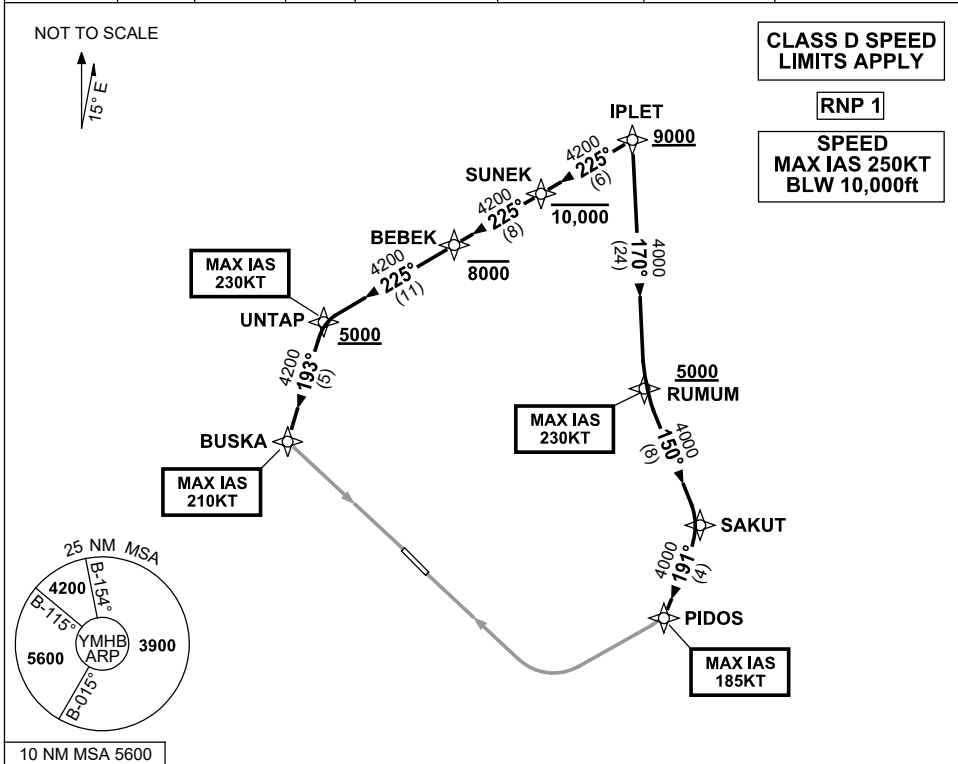
1. RNP1 capable IFR aircraft arriving at Hobart can expect processing via published STAR.
2. RNP1 capable IFR aircraft departing Hobart can expect processing via published SID.
3. Hobart VOR approach is part of the Backup Navigation Network (BNN) and may only be used:
  - (i) For approved flight training for aircraft below 5700KG.
  - (ii) For operational reasons when no alternative approach exists.

Note: Approaches for recency not permitted.

**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)  
MORGO 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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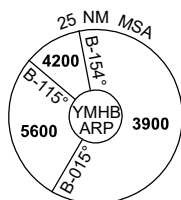
NOT TO SCALE



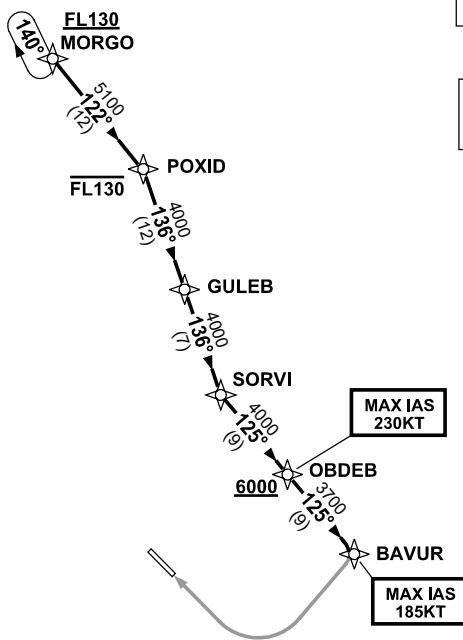
**CLASS D SPEED  
LIMITS APPLY**

**RNP 1**

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



10 NM MSA 5600



**ARRIVAL: MORGO THREE WHISKEY**

**RWY 30:**

- **Cross MORGO** AT or ABV FL130
- From MORGO 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.

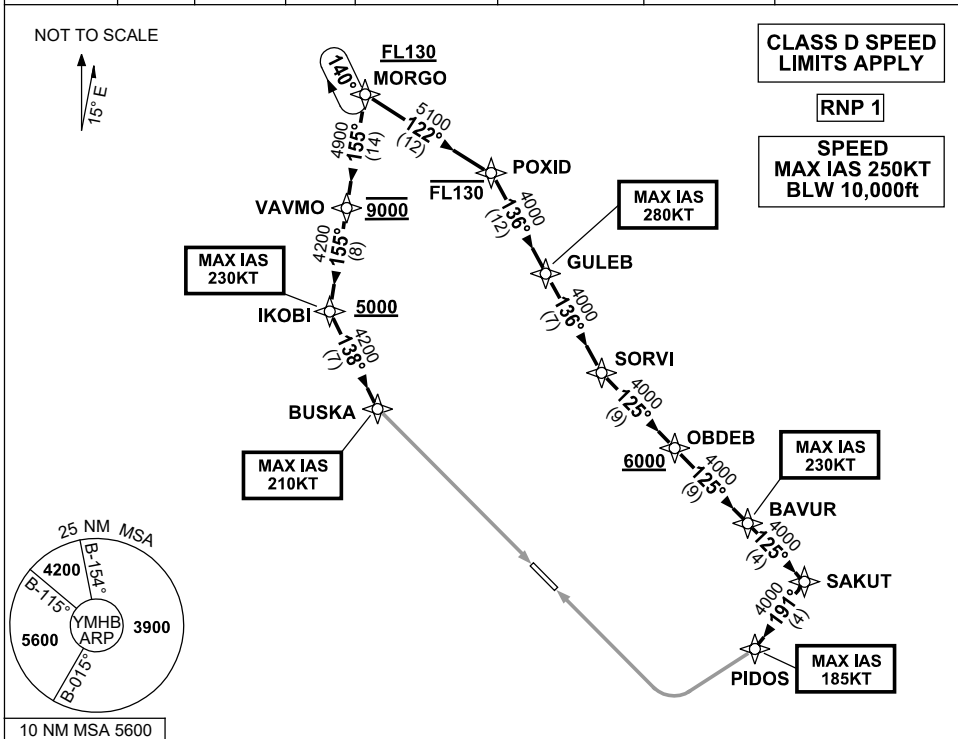
MHBSR03-178



**STANDARD INSTRUMENT ARRIVAL (STAR)  
MORGO 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: MORGO THREE ALPHA**

**RWY 12:**

- Cross** MORGO AT or ABV FL130
- From MORGO 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** MORGO AT or ABV FL130
- From MORGO 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.

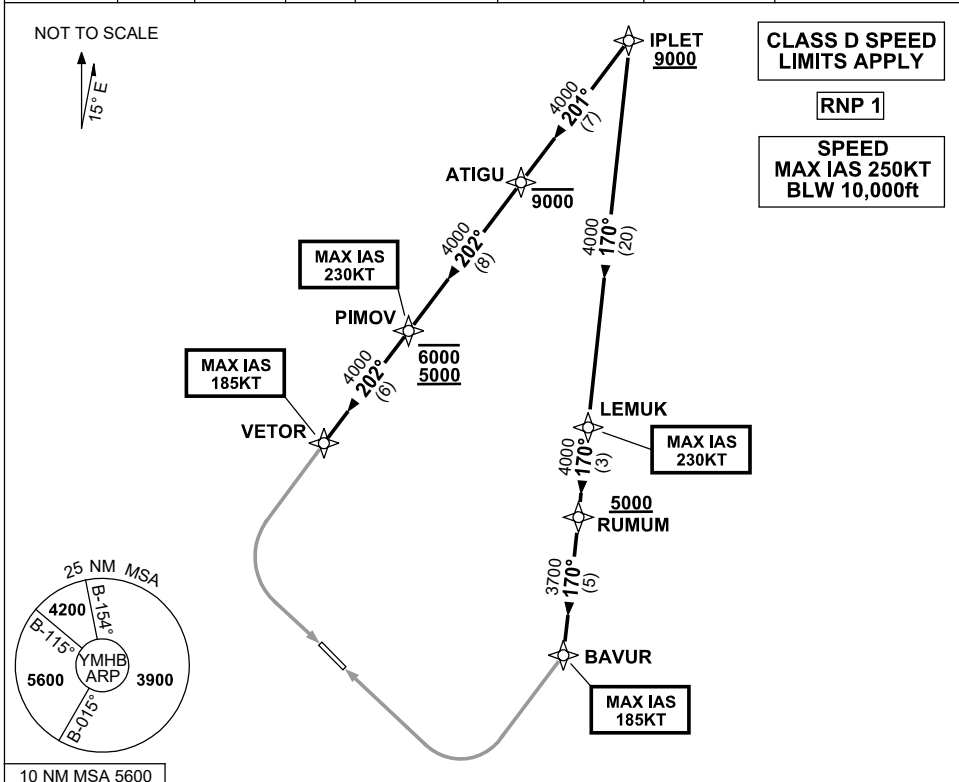
Changes: REVISED PROC, VALIDITY INDICATOR.

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 ERS A EMERG Section 1.5.

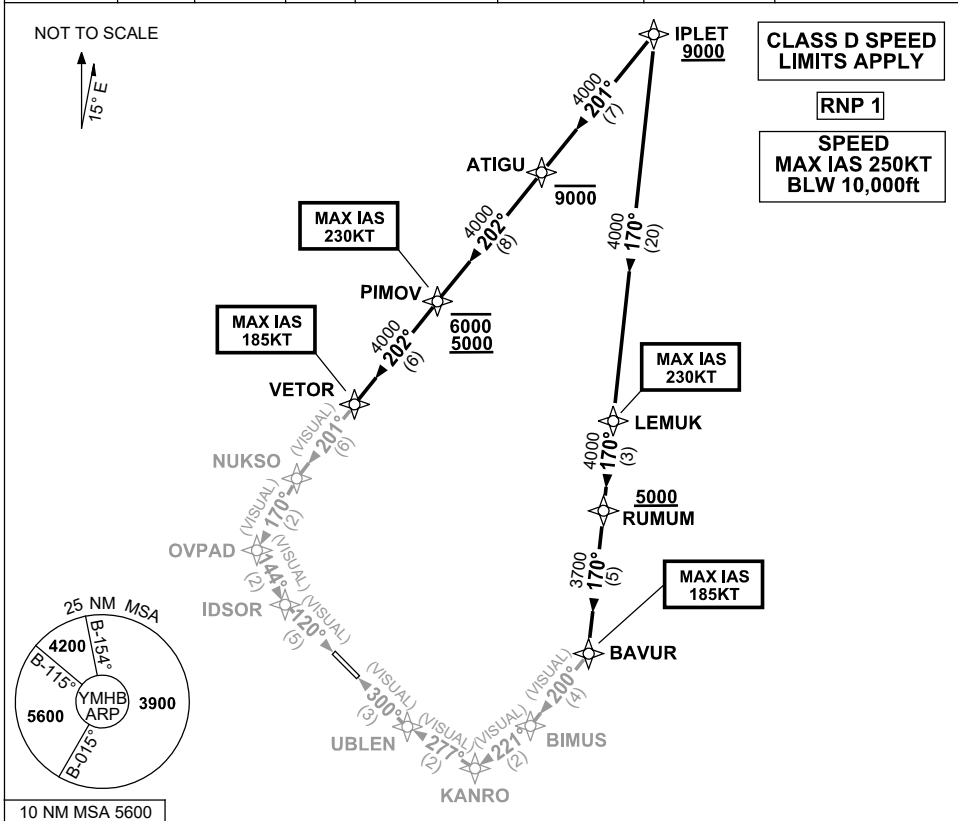
Changes: REVISED PROC, VALIDITY INDICATOR.

MHBSR05-178

**STANDARD INSTRUMENT ARRIVAL (STAR)  
IPLT 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: IPLT SEVEN VICTOR**

**RWY 12:**

- **Cross** IPLT AT or ABV 9000ft
- From IPLT, 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** IPLT AT or ABV 9000ft
- From IPLT, 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.

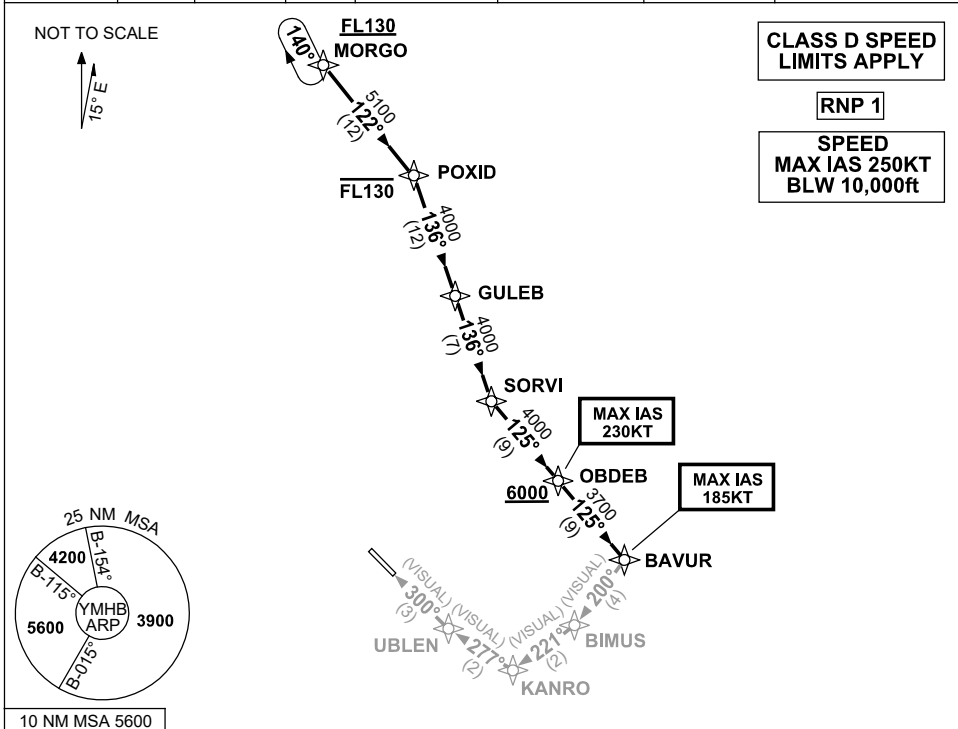
Changes: REVISED PROC, VALIDITY INDICATOR.

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

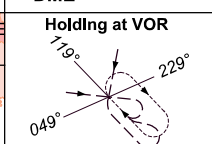
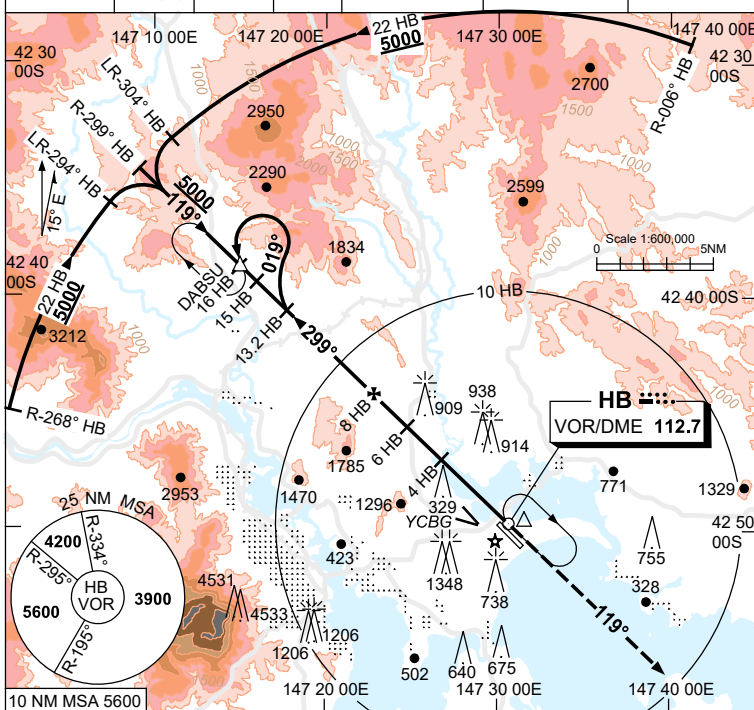
USE QNH

VOR RWY 12  
**HOBBART, TAS (YMHB)**

7 SEP 2023

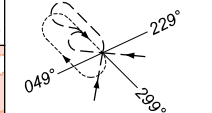
ATIS 112.7 128.45	AWIS 122.375	SMC 121.7	TWR 118.1	HB APP/FIA (AH) ML CEN 125.55	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1
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**NAVAID RQ:**  
 • DME

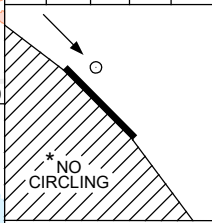


TR	IN	TURN	TIME	MIN ALT	DME LMT
299°	Right	1	4200		

**HOLDING at DABSU or R-299°/16 HB**

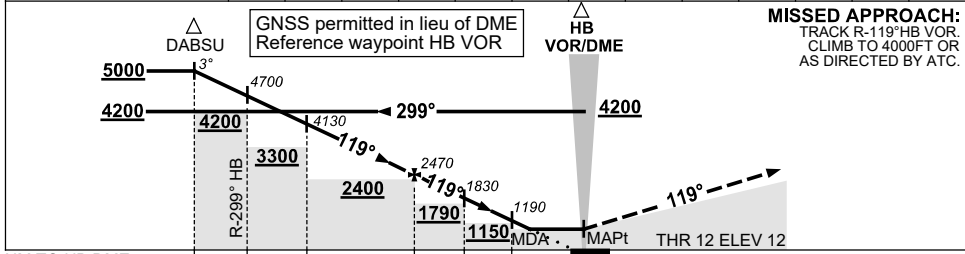


TR	IN	TURN	TIME	MIN ALT	DME LMT
119°	Right	1	5000		22



**AD ELEV 13**  
 Bearings are Magnetic  
 Elevations in FEET AMSL

DIST TO HB DME	16	15	13.2	12	11	10	9	8	7	6	5	4	2.5
ALT (3° APCH PATH)	5000	4700	4130	3740	3420	3110	2790	2470	2150	1830	1510	1190	720



**MISSED APPROACH:**  
 TRACK R-119° HB VOR.  
 CLIMB TO 4000FT OR  
 AS DIRECTED BY ATC.

NM TO HB DME	16	15	13.2	8	6	4	0
Altitude	5000	4700	4130	3740	3420	3110	2790
Altitude	4200	4200	3300	2470	2400	1790	1150
Altitude				1830	1190		

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

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

Changes: YCBG DEPICTION.

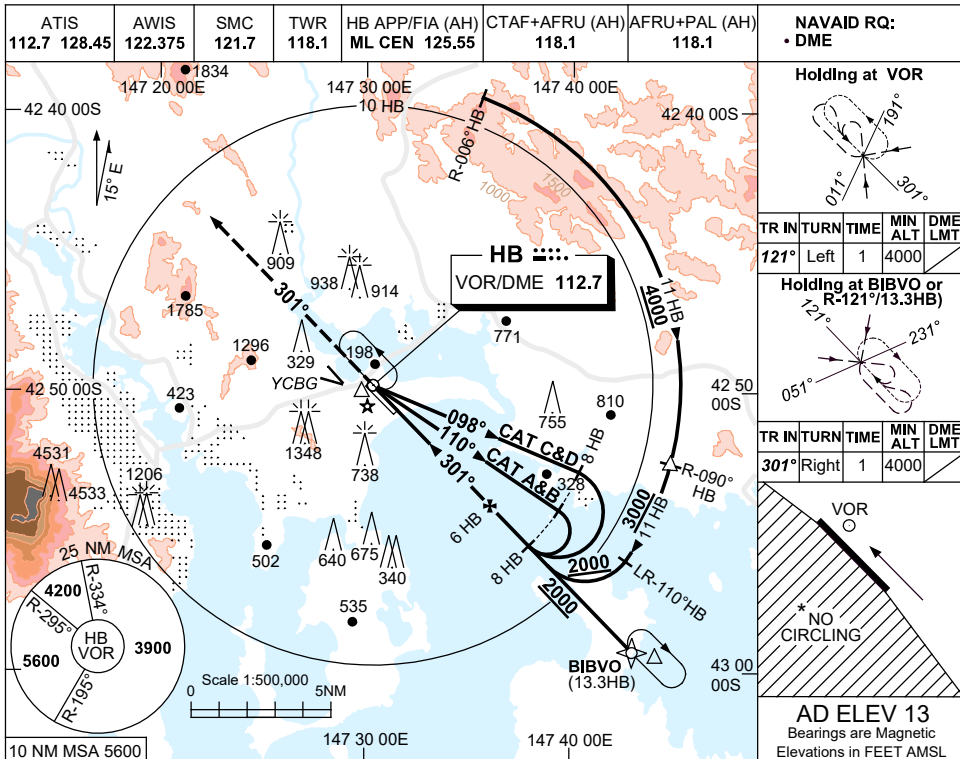
MHBV001-176

USE QNH

VOR-Z RWY 30

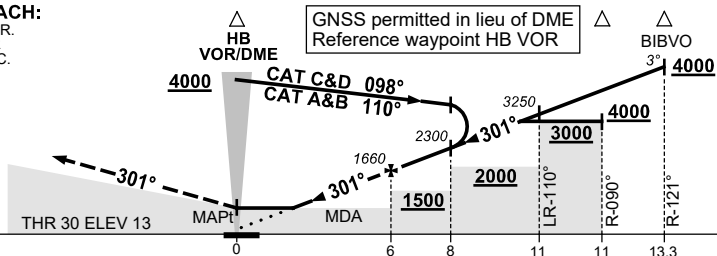
**HOBART, TAS (YMHB)**

7 SEP 2023



DIST TO HB DME	2.9	3	4	5	6	7	8	9	10.2	11	12	13.3		
ALT (3° APCH PATH)	660	710	1020	1340	1660	1980	2300	2620	3000	3250	3570	4000		

**MISSED APPROACH:**  
TRACK R-301° HB VOR.  
CLIMB TO 4200FT OR  
AS DIRECTED BY ATC.



NM TO HB DME

**NOTES**

1. MAX IAS:  
HOLDING VOR: 190KT.  
INITIAL:  
CAT C&D 210KT.
- \*2. NO CIRCLING WEST OF RWY 12/30.
3. MIN MAP GRAD 5.2%  
CTA CONTAINMENT.
4. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
S-I VOR/DME	<b>660 (647-3.7)</b>			
CIRCLING *	<b>1240</b> (1227-2.4)	<b>1530</b> (1517-4.0)		<b>1600</b> (1587-5.0)
ALTERNATE	(1727-4.4)		(2087-7.0)	

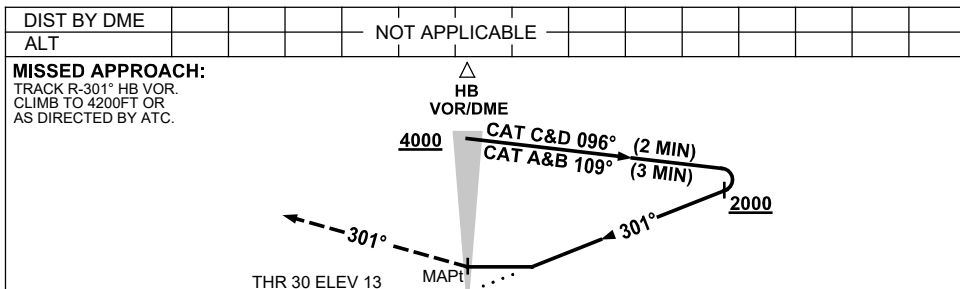
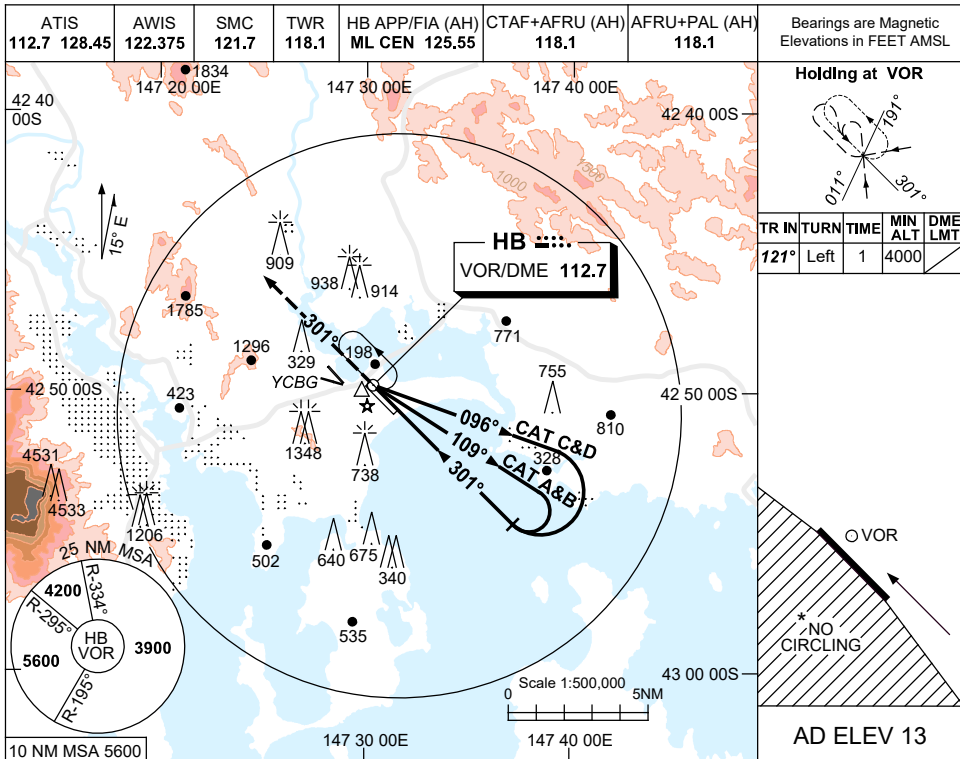
Changes: YCBG DEPICTION.

MHBVO02-176

USE QNH

VOR-Y RWY 30  
**HOBART, TAS (YMHB)**

7 SEP 2023



**NOTES**

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

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

Changes: YCBG DEPICTION.

MHBV003-176