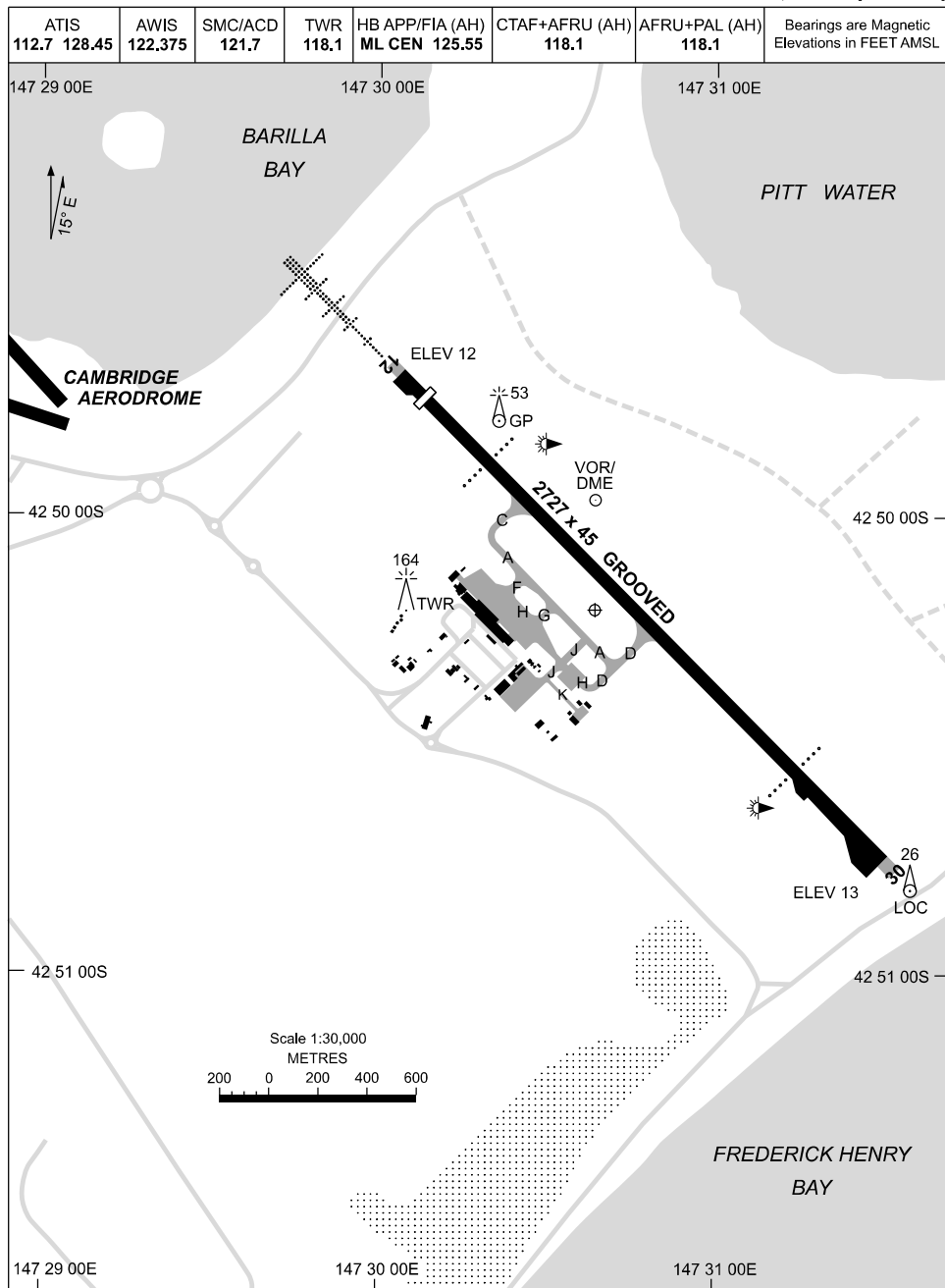


27 NOV 2025

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

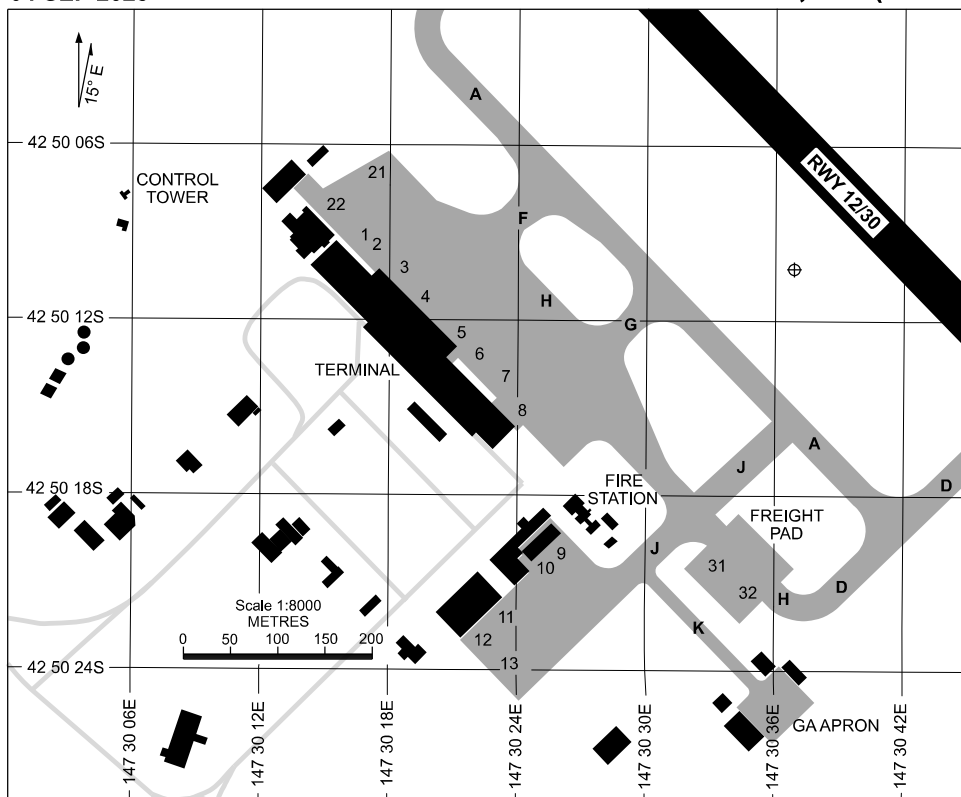
1. AFRU+PAL AVBL FOR MIRL ONLY.

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

STANDARD INSTRUMENT DEPARTURES (SID) KANLI THREE DEPARTURE (NON-JET) (RNAV) HOBART TAS (YMHB)

03 SEP 2026

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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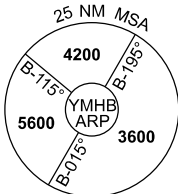
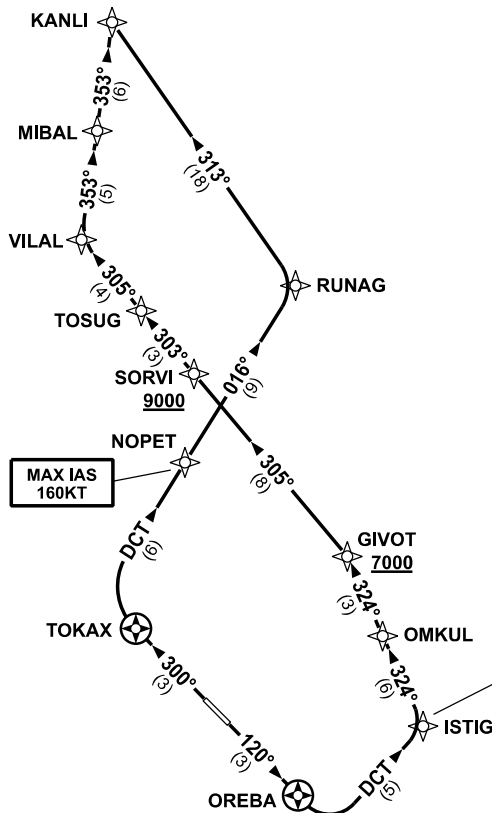
NOT TO SCALE



**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

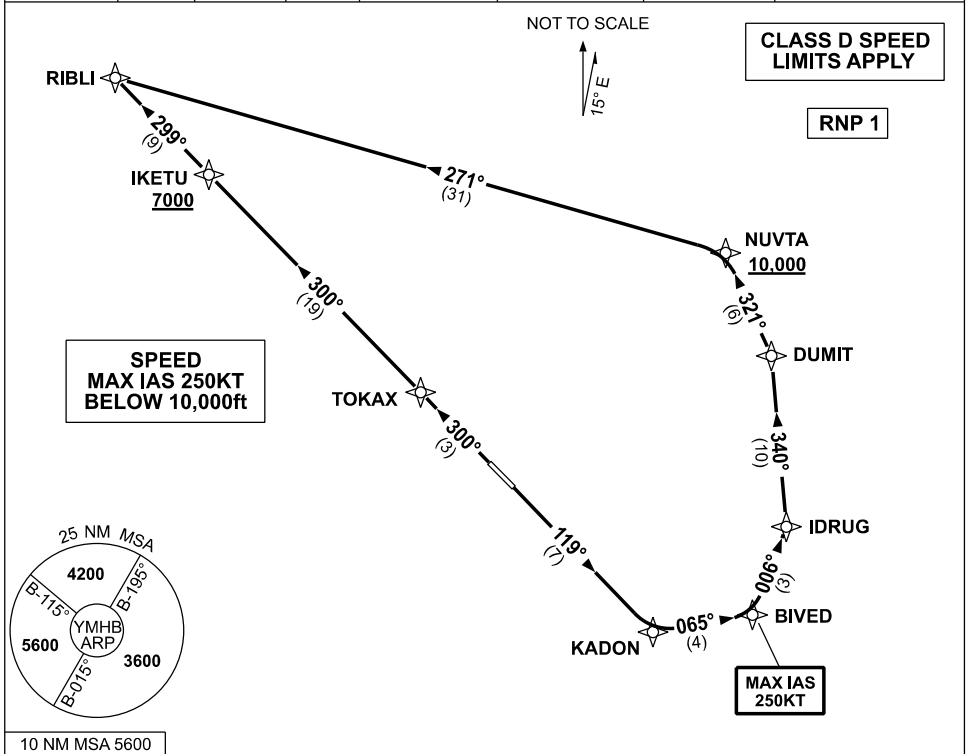
Changes: MSA.

MHBPD05-188

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

03 SEP 2026

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: MSA.

MHBDP06-188

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

03 SEP 2026

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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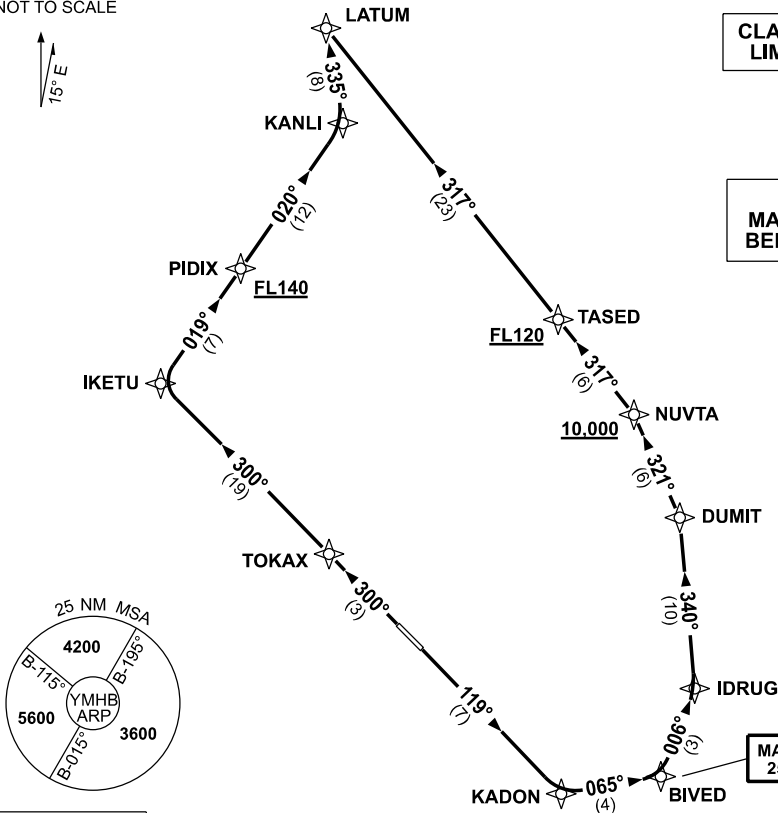
NOT TO SCALE

**CLASS D SPEED
LIMITS APPLY**

RNP 1

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

**MAX IAS
250KT**



10 NM MSA 5600

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

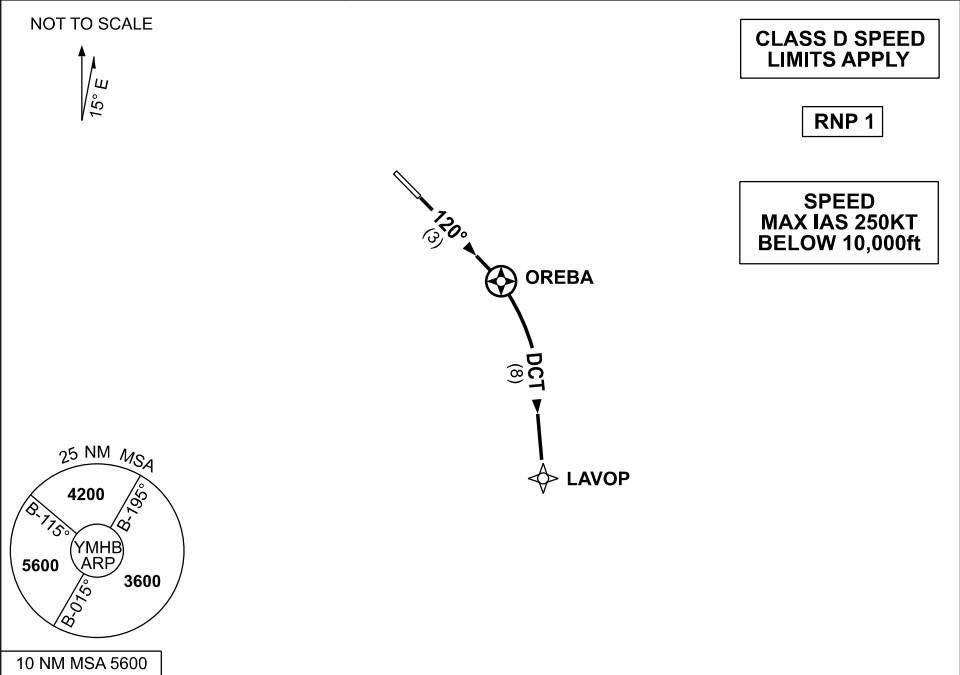
Changes: MSA.

MHBPD07-188

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

03 SEP 2026

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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LAVOP ONE DEPARTURE

RWY 12

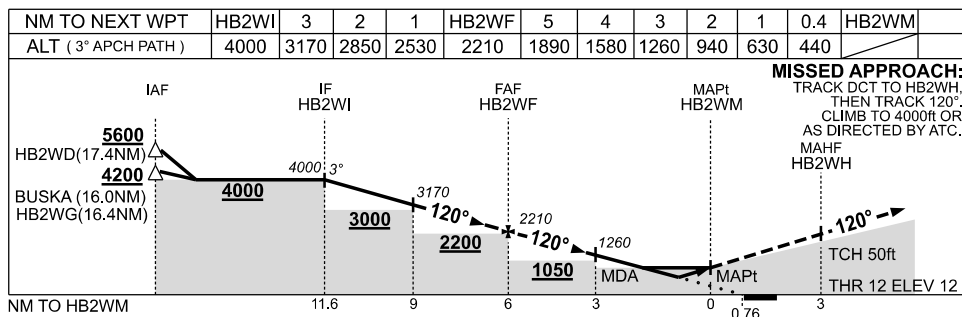
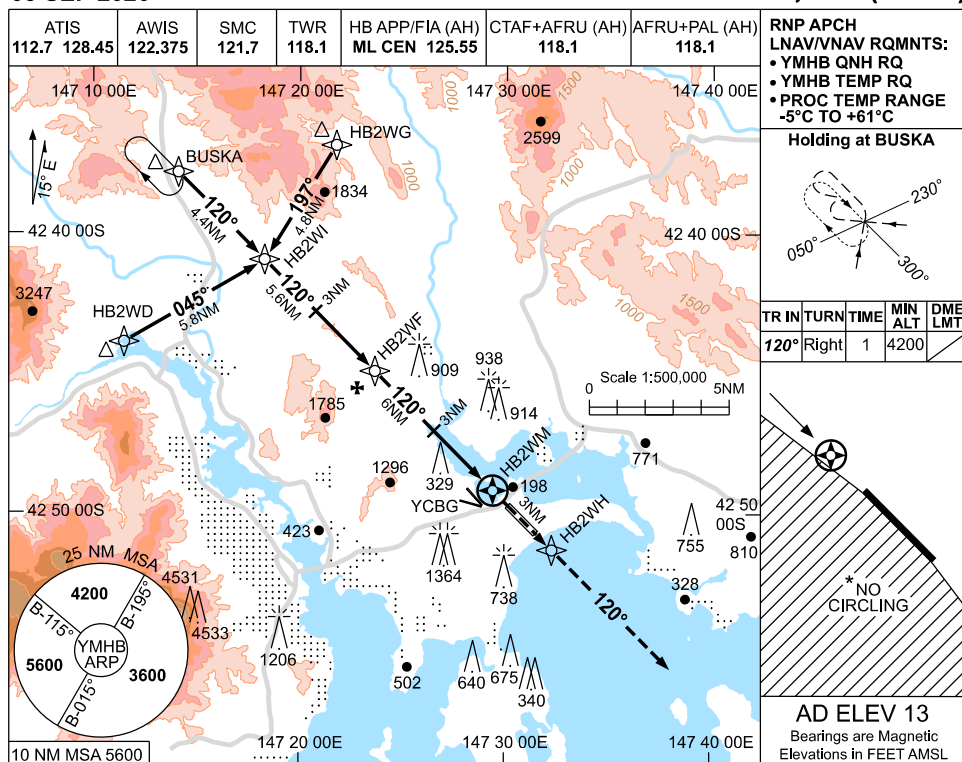
- GRAD 3.3%
- Track 120° to OREBA
- Turn RIGHT track DCT to LAVOP

Changes: MSA.

MHBDP08-188

USE QNH

RNP Z RWY 12

HOBBART, TAS (YMHB)**03 SEP 2026****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)

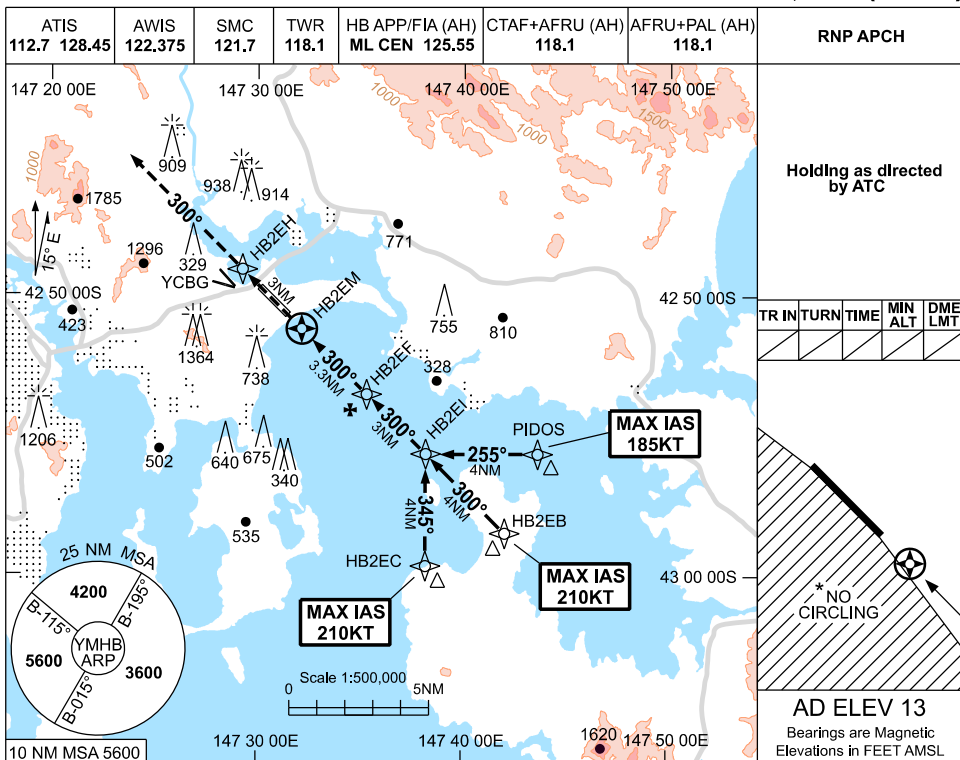
- MAX IAS:
INITIAL : 210KT
HOLDING: 200KT
- * NO CIRCLING
WEST OF
RWY 12 / 30.
- * COLOUR: SEE
SPEC NOTICES.

Changes: MSA, OBST AMSL, ABN REMOVED.

MHBN01-188

USE QNH

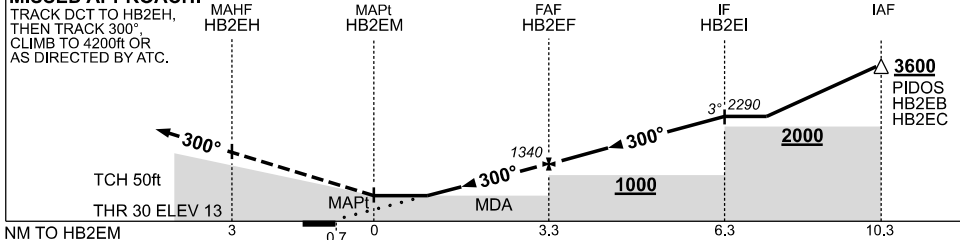
RNP Z RWY 30

HOBBART, TAS (YMHB)**03 SEP 2026**

NM TO NEXT WPT	HB2EM	0.8	1	1.2	2	HB2EF	1	2	HB2EI				
ALT (3° APCH PATH)		550	600	690	920	1340	1660	1970	2290				

MISSSED APPROACH:

TRACK DCT TO HB2EH,
THEN TRACK 300°
CLIMB TO 4200ft OR
AS DIRECTED BY ATC.

**NOTES**

- MAX IAS:
PIDOS : 185KT
HB2EB : 210KT
HB2EC : 210KT
- NO CIRCLING
WEST OF
RWY 12 / 30.
- COLOUR:** SEE
SPEC NOTICES.

CATEGORY	A	B	C	D
LNAV (2.5% MAP)	690 (677-3.9)			
LNAV (3.2% MAP)	550 (537-3.0)			
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: LNAV/VNAV REMOVED, IAF MINIMUM ALT, MSA, DIST-ALT TABLE, OBST AMSL, ABN REMOVED. MHBGN02-188

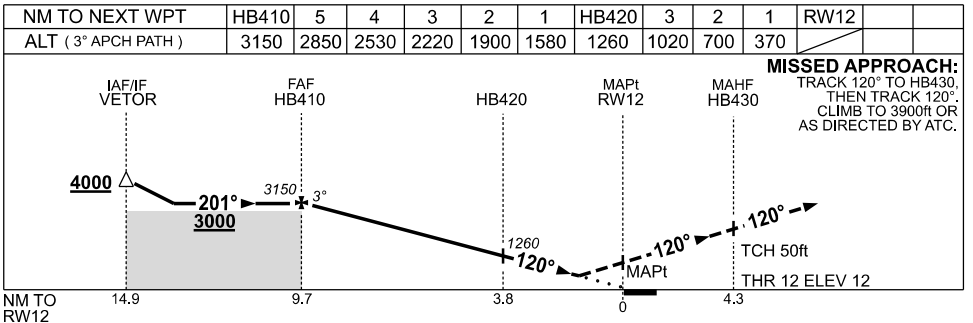
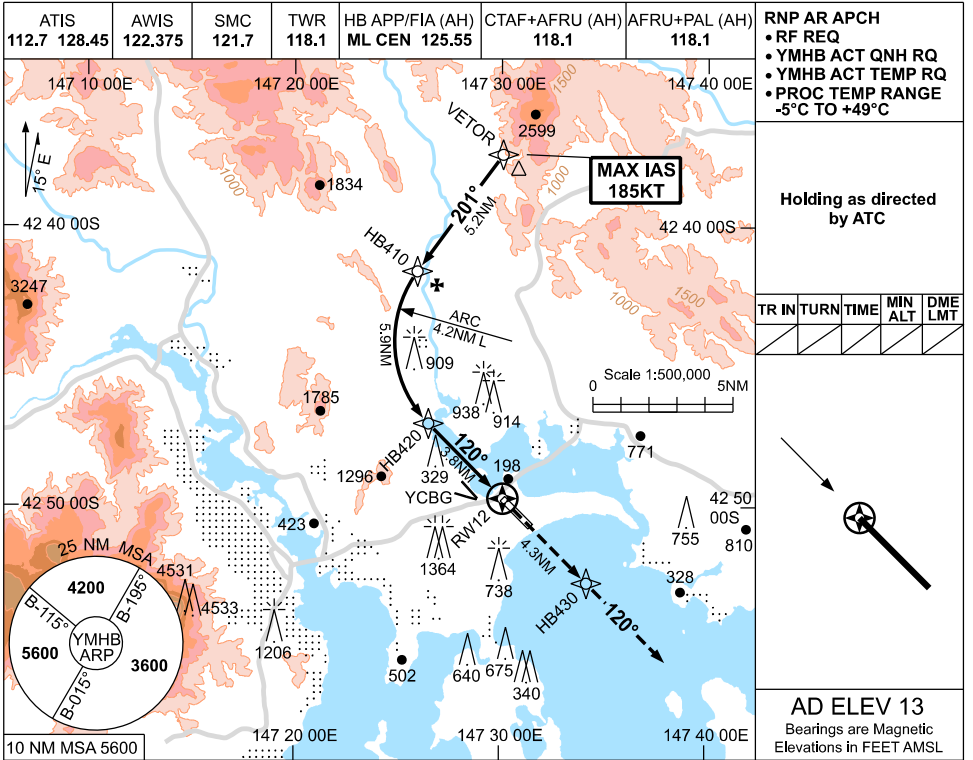
FOR CASA APPROVED OPERATORS ONLY RNP-AR APPROACH PROCEDURE

USE QNH

RNP W RWY 12 (AR)

HOBBART, TAS (YMHB)

03 SEP 2026



NOTES

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

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)

Changes: MSA, OBST AMSL, ABN REMOVED.

MHBGN03-188

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

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

RNP AR APCH

- RF RQ
- YMHB ACT QNH RQ
- YMHB 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

The enroute chart displays the following details:

- Navigation Aids:** VORTAC stations at HB530 (Reykjavik), YCBG, BAVUR, and HB510.
- Flight Paths:** Arrivals from the west and south, and departures towards the east and north.
- Obstacles:** Obstacle symbols with MSL and AGL elevations (e.g., 1834, 1785, 1296, 198, 771, 755).
- Terrain:** Contour lines indicating elevation (1000, 1500, 2500 feet).
- Distance Markers:** DME distances from HB530 (3.0NM, 4.3NM, 2.9NM, 3.0NM, 5.2NM) and from other points (25 NM MSA, 10 NM MSA 5600).
- Scale:** Scale 1:500,000.
- Compass Rose:** Indicated heading of 15° E.
- Maximum IAS:** MAX IAS 175KT.

NM TO NEXT WPT	RW30	1	1.7	HB520	1	2	3	4	HB510			
ALT (3° APCH PATH)		370	600	860	1180	1500	1820	2130	2510			

MISSED APPROACH:
 TRACK 300° TO HB530,
 THEN TRACK 300°. CLIMB TO 4200ft OR
 AS DIRECTED BY ATC.

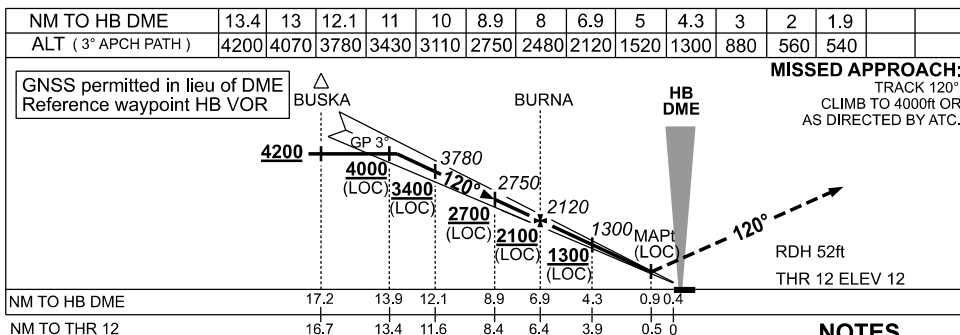
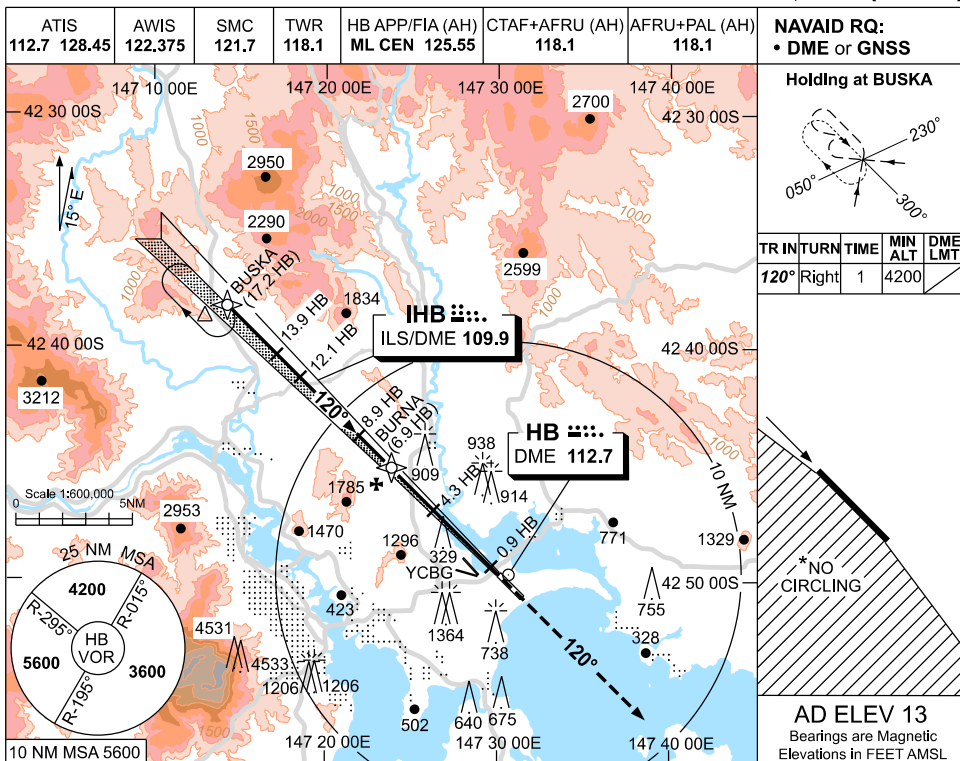
The diagram illustrates a missed approach procedure. It begins with a dashed line segment from the start of the approach (NM to RW30) to a point labeled 'TCH 50ft' and 'THR 30 ELEV 13'. This segment is labeled '300°'. From this point, the path continues as a solid line segment labeled '300°' to a point marked with an 'x' at a distance of 7.7 NM from the start. This point is labeled '2510' and '3°'. From here, the path continues as a solid line segment labeled '200°' to a point labeled '3700'. A shaded gray area represents the terrain, with a label '2000' indicating a 2000-foot obstacle. Key waypoints and distances are marked along the horizontal axis: NM to RW30, 4.3, 0 (RW30), 2.5, 7.7, and 11.7. Above the diagram, various navigation points are listed: MAHF HB530, MAPt RW30, HB520, FAF HB510, and IAF/IF BAVUR.

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)

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

MHBGN04-188

USE QNH

ILS-Y or LOC-Y RWY 12
HOBBART, TAS (YMHB)**03 SEP 2026****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: MSA, OBST AMSL, ABN REMOVED.

MHBI01-188

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

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

NAVAID RQ:
 • DME or GNSS (ILS)
 • DME (LOC ONLY)

Holding at BUSKA

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

AD ELEV 13
 Bearings are Magnetic
 Elevations in FEET AMSL

HB VOR
 4200
 R-295°
 R-015°
 R-135°
 5600
 3600

ILS/DME 109.9

Scale 1:600,000 5NM

10 NM MSA 5600

25 NM MSA

***NO CIRCLING**

NM TO IHB DME	13.2	13	11.8	11	10	8.6	8	6.6	5	4.1	3	2	1.7			
ALT (3° APCH PATH)	4200	4150	3780	3510	3190	2750	2560	2120	1600	1300	960	650	540			

MISSED APPROACH
 TRACK 120°
 CLIMB TO 4000ft OR
 AS DIRECTED BY ATC

NM TO IHB DME	16.9	13.6	11.8	8.6	6.6	4.1	0.6	0								
NM TO THR 12	16.7	13.4	11.6	8.4	6.4	3.9	0.5	0								

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)

MHB||02-188

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

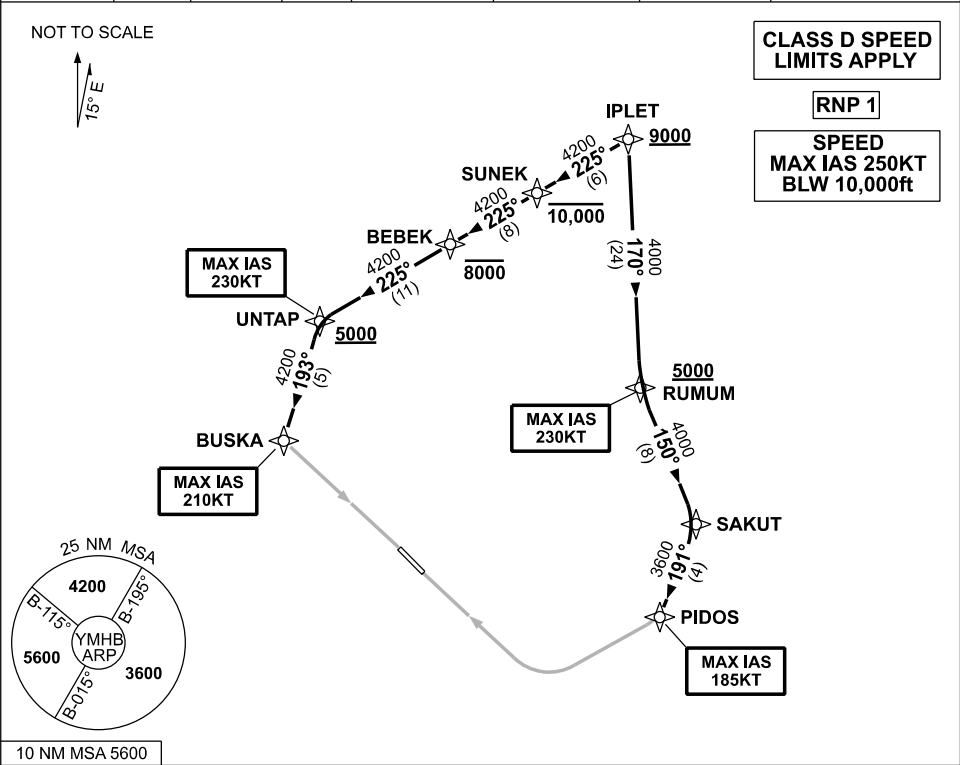
Exclusions and exemptions to NAP trial include (but are not restricted to):

- 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 EIGHT ALPHA ARRIVAL (RNAV)
HOBART, TAS (YMHB)

03 SEP 2026

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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IPLET EIGHT ALPHA ARRIVAL 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 or RNP M RWY 30 (LNAV/VNAV ONLY)
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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.

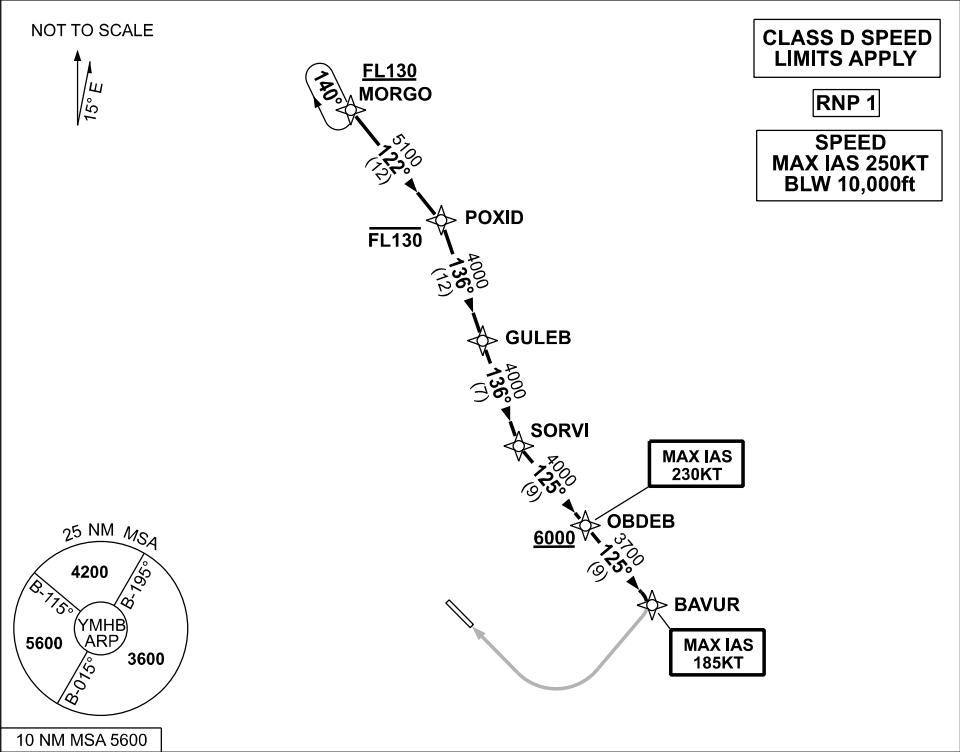
Changes: MSA, ADDED RNP M.

MHBSR02-188

STANDARD INSTRUMENT ARRIVAL (STAR)
MORGU FOUR WHISKEY ARRIVAL (RNAV)
HOBART, TAS (YMHB)

03 SEP 2026

ATIS	AWIS	SMC/ACD	TWR	HB APP/FIA (AH)	CTAF+AFRU (AH)	AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.7 128.45	122.375	121.7	118.1	ML CEN 125.55	118.1	118.1	



MORGU FOUR WHISKEY ARRIVAL

RWY 30:

- Cross** MORGU AT or ABV FL130
- From MORGU 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)

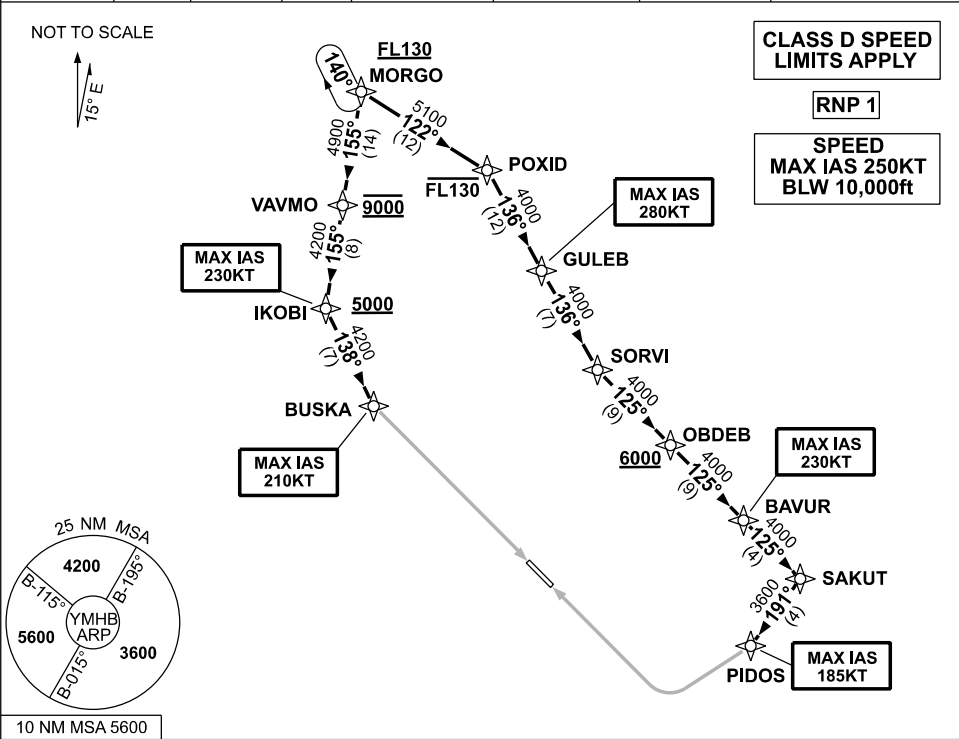
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

STANDARD INSTRUMENT ARRIVAL (STAR)
MORG0 FOUR ALPHA ARRIVAL (RNAV)
HOBBART, TAS (YMHB)

03 SEP 2026

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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MORG0 FOUR ALPHA ARRIVAL

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
- 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 or RNP M RWY 30
(LNAV/VNAV ONLY)

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.

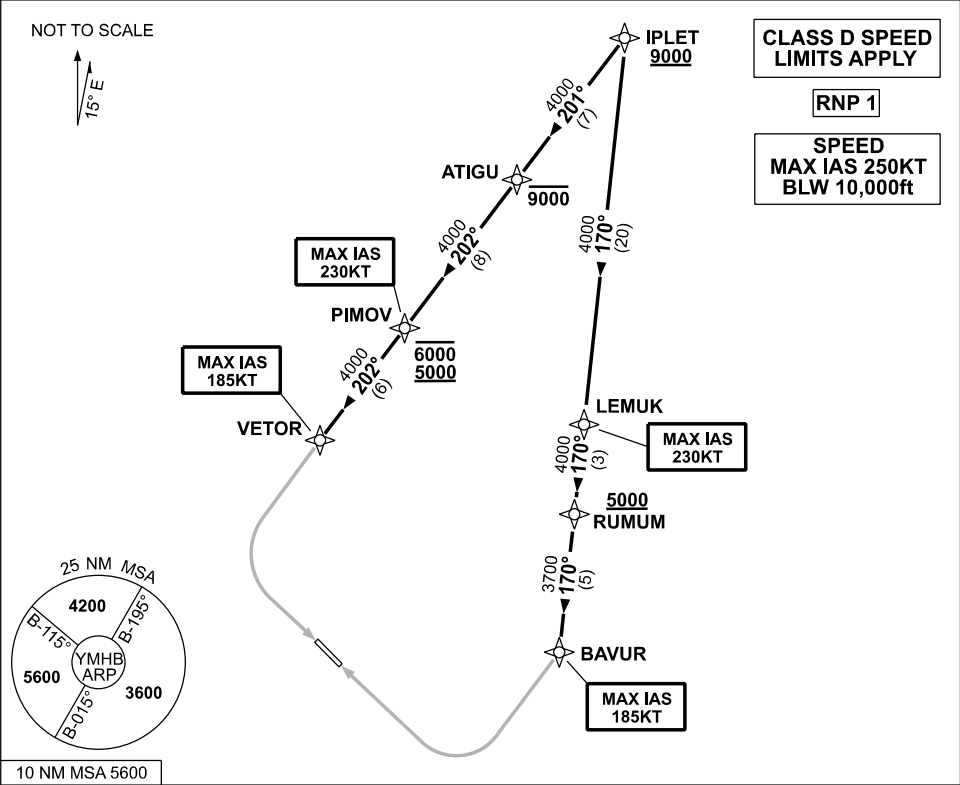
Changes: MSA, ADDED RNP M.

MHBSR04-188

STANDARD INSTRUMENT ARRIVAL (STAR)
IPLET EIGHT WHISKEY ARRIVAL (RNAV)
HOBART, TAS (YMHB)

03 SEP 2026

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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IPLET EIGHT WHISKEY ARRIVAL

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

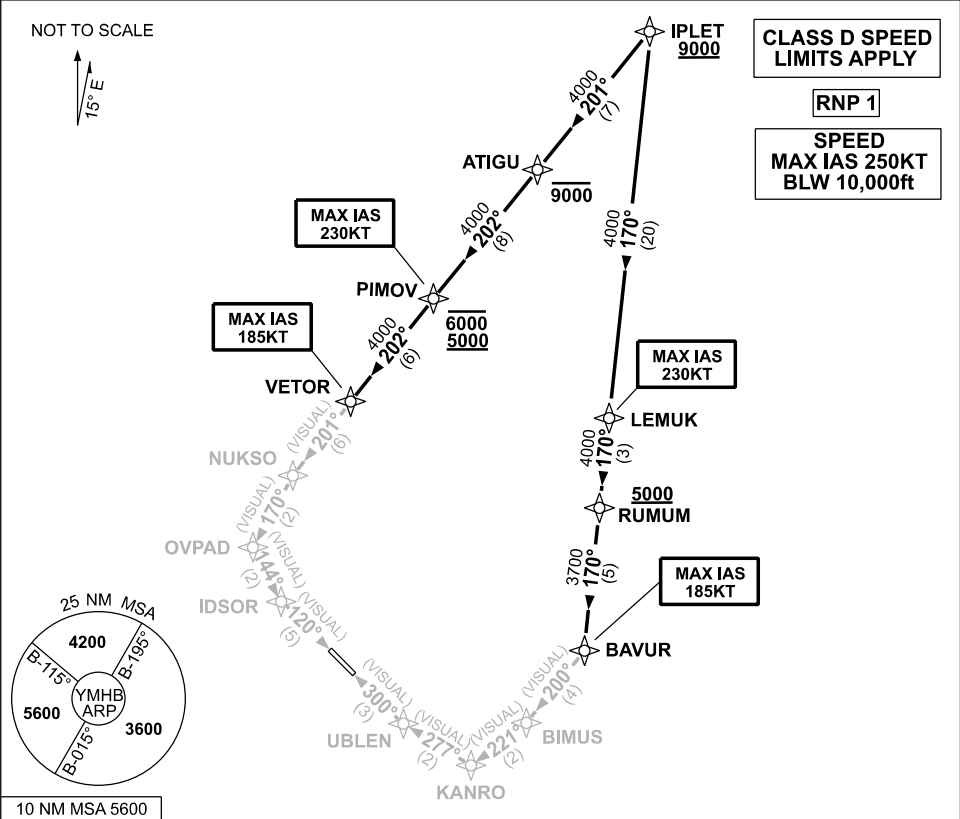
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: MSA. MHBSR05-188

STANDARD INSTRUMENT ARRIVAL (STAR)
IPLET EIGHT VICTOR ARRIVAL (RNAV)
HOBART, TAS (YMHB)

03 SEP 2026

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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IPLET EIGHT VICTOR ARRIVAL

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.

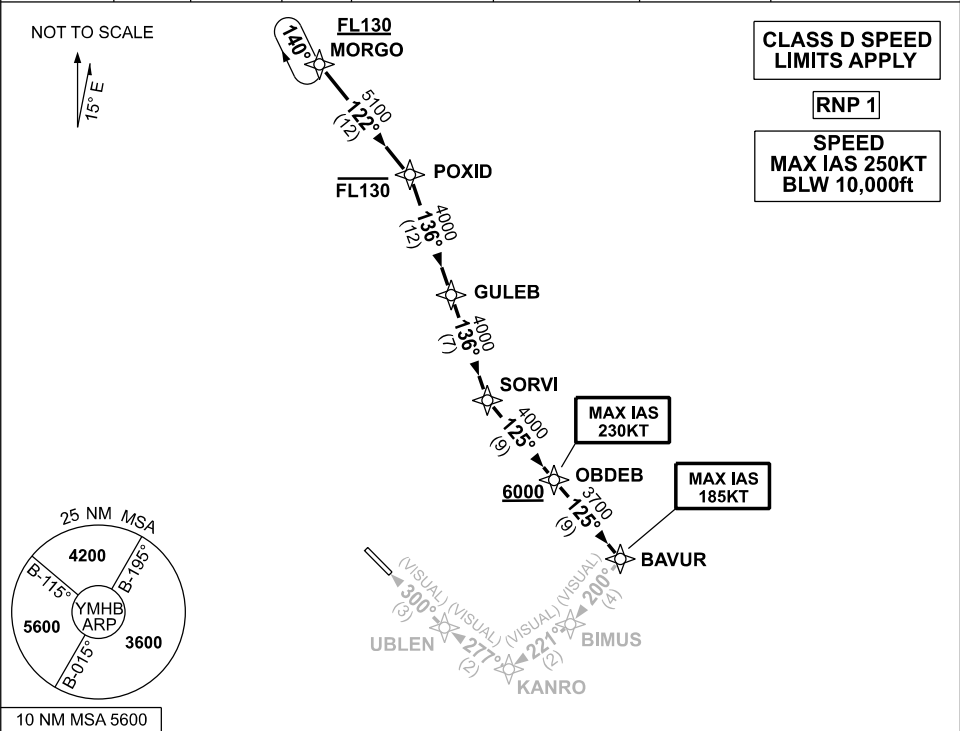
Changes: MSA.

MHBSR06-188

STANDARD INSTRUMENT ARRIVAL (STAR)
MORG0 FOUR VICTOR ARRIVAL (RNAV)
HOBART, TAS (YMHB)

03 SEP 2026

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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MORG0 FOUR VICTOR ARRIVAL

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 ERS A EMERG Section 1.5.

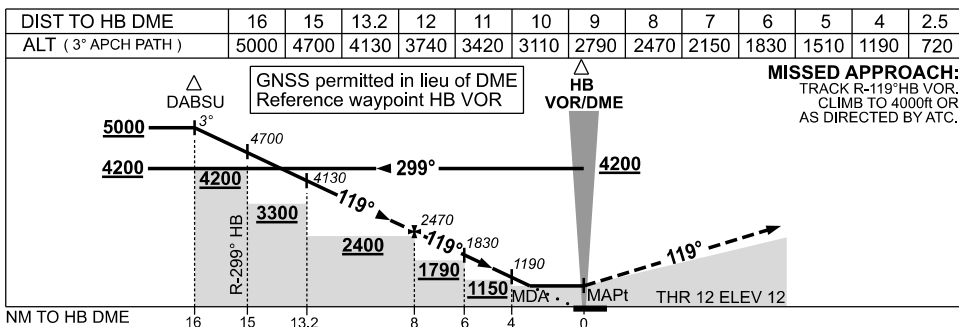
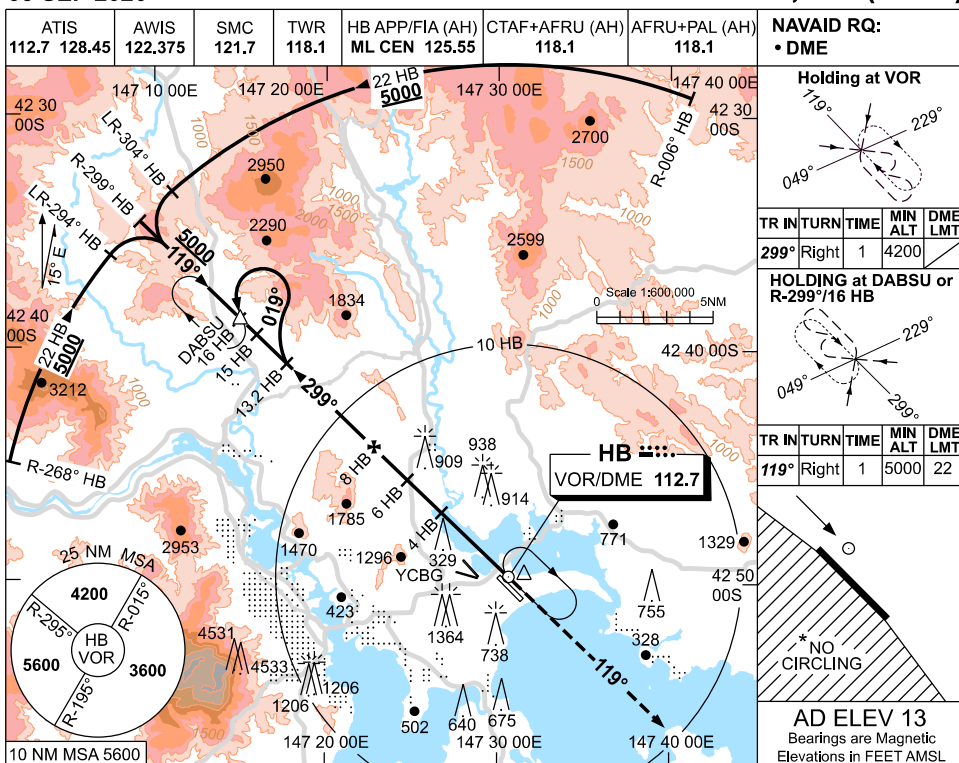
Changes: MSA.

MHBSR07-188

USE QNH

VOR RWY 12
HOBBART, TAS (YMHB)

03 SEP 2026



NOTES

- MAX IAS:
HOLDING AT VOR:
190KT.
INITIAL:
CAT C & D 210KT.

*2. 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: MSA, OBST AMSL, ABN REMOVED.

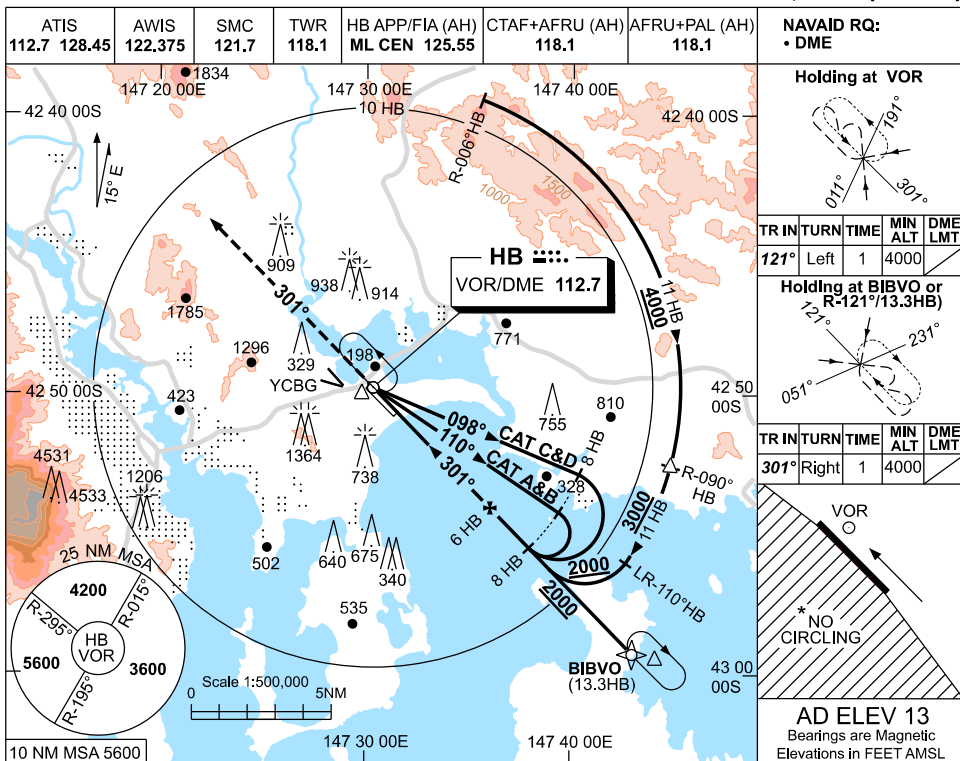
MHBVO01-188

USE QNH

VOR-Z RWY 30

HOBBART, TAS (YMHB)

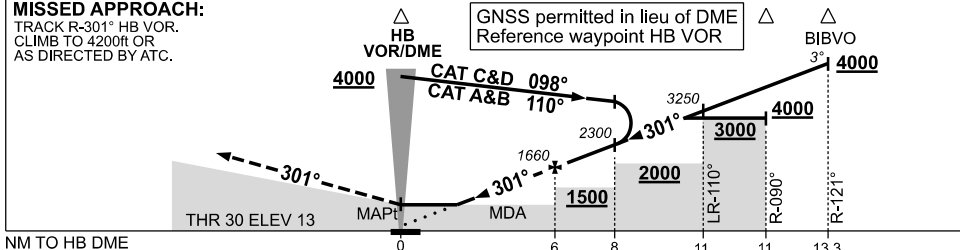
03 SEP 2026



DIST TO HB DME	2.9	3	4	5	6	7	8	9	10.2	11	12	13.3		
ALT (3° APCH PATH)	670	710	1020	1340	1660	1980	2300	2620	3000	3250	3570	4000		

MISSSED APPROACH:
TRACK R-301° HB VOR.
CLIMB TO 4200ft OR
AS DIRECTED BY ATC.

GNSS permitted in lieu of DME
Reference waypoint HB VOR



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.

Changes: MSA, OBST AMSL, ABN REMOVED.

MHBVO02-188

VOR-Y RWY 30
HOBART, TAS (YMHB)

HB VOR/DME 112.7

HB APP/FIA (AH) ML CEN 125.55

ATIS 112.7

AWIS 122.375

SMC 121.7

TWR 118.1

CTAF+AFRU (AH) 118.1

AFRU+PAL (AH) 118.1

1834

1785

1296

329

198

771

755

810

423

4531

4533

1206

1364

738

502

640

675

340

535

301°

096°

109°

301°

CAT C&D

CAT A&B

YCBG

MSA

4200

5600

3600

R-295°

R-015°

R-195°

10 NM MSA 5600

Scale 1:500,000

5NM

0

AD ELEV 13

Holding at VOR

TR IN TURN TIME MIN ALT DME LMT

121° Left 1 4000

NO CIRCLING

OVOR

DIST BY DME																			
ALT																			

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

THR 30 ELEV 13

MAPt

HB VOR/DME

4000

CAT C&D 096° (2 MIN)

CAT A&B 109° (3 MIN)

2000

301°

301°

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)

NOTES

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

MHBVO03-188