

**AIP SUPPLEMENT
(SUP)****AIRAC****H37/22****Effective: 202206151600 UTC**

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APPROACH SERVICE AT LAUNCESTON (YMLT) AND HOBART (YMHB)

1. INTRODUCTION

- 1.1 This AIP SUP details the changes to the airspace classification, including the Air Traffic Services (ATS) and procedures for Launceston Approach and Hobart Approach. It clarifies the current airspace arrangements and future arrangements.

2. BACKGROUND

- 2.1 A tower service operates at Launceston and Hobart aerodromes during hours specified in *ERSA*. During tower hours, the airspace surrounding the tower controlled airspace is managed by en route (ENR) sectors at Melbourne Centre.
- 2.2 In 2013 an approach service was introduced overnight at Launceston and Hobart to provide APP (procedural) services outside of tower hours. During tower hours the airspace surrounding the tower airspace continued to be managed by ENR sectors.
- 2.3 A program has now commenced to provide an APP (surveillance) service at Launceston and Hobart during tower hours. Outside of tower hours the airspace in the vicinity of the aerodromes will revert to Class G airspace with ENR providing ATS in the remaining Class A, C, E and G airspace. The planned changes will commence on 16 June 2022.

3. AIRSPACE MANAGEMENT

3.1 The airspace around Launceston and Hobart will be managed in two operating modes:

3.1.1 Tower and Approach Operating

- Standard operations with mostly daytime activity. Current hours of operation detailed in *ERSA* with further details provided in Appendix 5 (Launceston) and Appendix 8 (Hobart).

3.1.2 Tower and Approach Closed

- Surveillance Area control and Flight Information Service (FIS) provided by Melbourne Centre. Further details provided in Appendix 5 (Launceston) and Appendix 8 (Hobart).

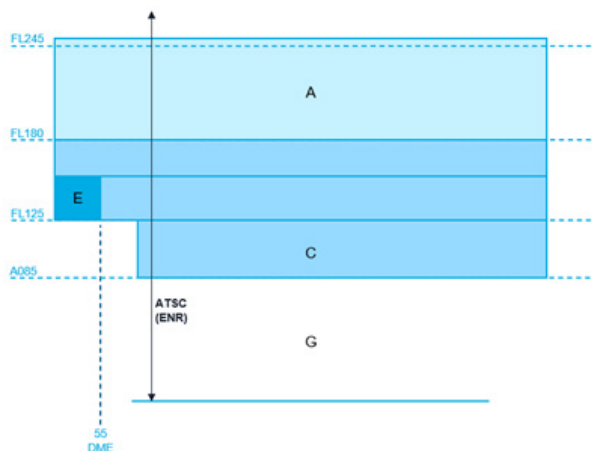
4. CHANGE DESCRIPTION

4.1 Until 202206151600 UTC, the current Approach control service provided at Launceston and Hobart outside of the respective tower hours remains unchanged. At 202206151600 UTC the Approach control unit will operate during published tower hours and ATS outside of tower hours will be provided by Melbourne Centre.

5. LAUNCESTON AIRSPACE

5.1 From 202206151600 UTC until Launceston tower opens:

- Launceston airspace 8,500FT AMSL and below receives a Class G service (refer Figure 1).
- CTAF procedures apply at Launceston.



**Figure 1: Launceston airspace when ATIS provided by Melbourne Centre
(Tower and Approach not operating)**

NOT TO BE USED FOR NAVIGATION

5.2 Launceston AIP Changes

5.2.1 Amend AIP ERS A FAC L (LAUNCESTON) sections as follows:

- Replace ATIS AND AERODROME COMMUNICATION FACILITIES with Appendix 5.
- Insert LOCAL TRAFFIC REGULATIONS as detailed in Appendix 6.
- Add new Section 4 to FLIGHT PROCEDURES as detailed in Appendix 7.

6. HOBART AIRSPACE

6.1 From 202206151600 UTC until Hobart tower opens:

- Hobart airspace 8,500FT AMSL and below receives a Class G service (refer Figure 2).
- CTAF procedures apply at Hobart.

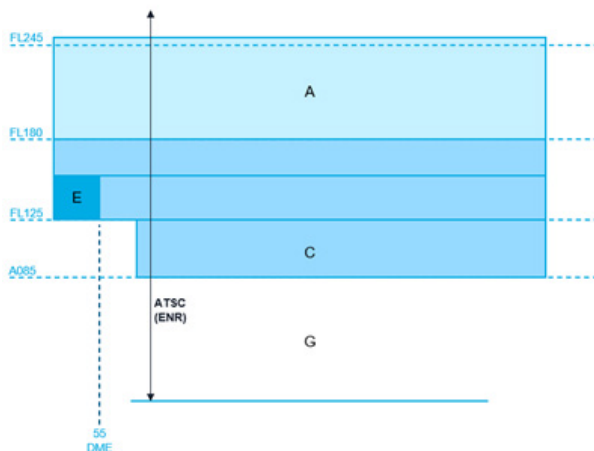


Figure 2: Hobart airspace when ATS provided by Melbourne Centre (Tower and Approach not operating)

NOT TO BE USED FOR NAVIGATION

6.2 Hobart AIP Changes

6.2.1 Amend AIP ERSA FAC H (HOBART) sections as follows:

- Replace ATS AND AERODROME COMMUNICATION FACILITIES with Appendix 8.
- Replace LOCAL TRAFFIC REGULATIONS as detailed in Appendix 9.
- Amend FLIGHT PROCEDURES as detailed in Appendix 10.

7. CANCELLATION

7.1 This SUP will be cancelled when changes are incorporated into the IAIP, expected 1 December 2022.

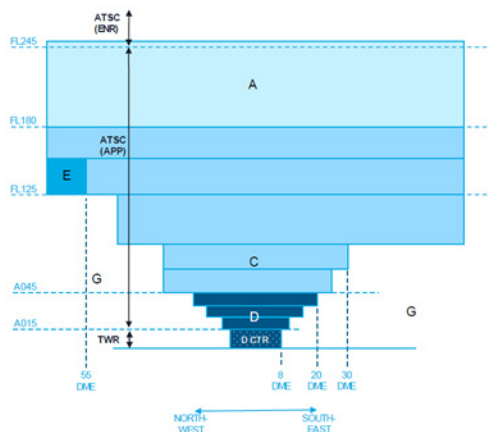
8. DISTRIBUTION

8.1 Airservices Australia website only.

Appendices

1. Airspace Services at Launceston – Tower and Approach operating
2. Airspace Services at Launceston – Tower and Approach not operating
3. Airspace Services at Hobart – Tower and Approach operating
4. Airspace Services at Hobart – Tower and Approach not operating
5. ERSA changes Launceston – ATS and Aerodrome Communication Facilities
6. ERSA changes Launceston – Local Traffic Regulations
7. ERSA changes Launceston – Flight Procedures
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9. ERSA changes Hobart – Flight Procedures
10. ERSA changes Hobart – Local Traffic Regulations
11. DAH amendments
12. DAP changes Launceston
13. DAP changes Hobart

1. Airspace Services at Launceston – Tower and Approach operating



NOT TO BE USED FOR NAVIGATION

Note: Class E airspace adjacent to Class C steps above 12,500FT AMSL is not shown in the diagram above.

Operating Times

- Operations during tower and approach hours. See *ERSA* for detailed times.

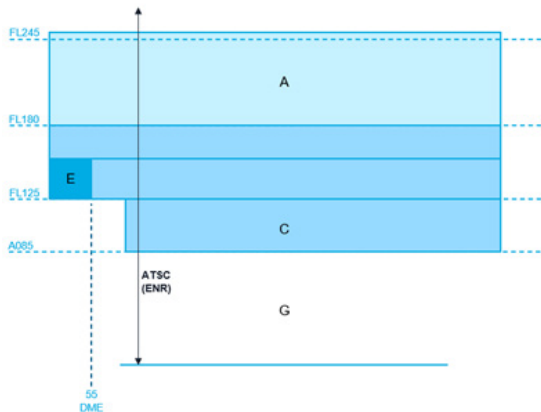
Description of Services Provided

- LT TWR provides a non-surveillance Aerodrome control service SFC to 1,500FT AMSL.
- LT APP provides a surveillance Approach control service in A, C, D and E airspace, 1,500FT AMSL to FL240 within 30NM LT.
- LT APP provides Class G service BLW CTA within 30NM LT.
- ML CEN provides surveillance area control service in Class A, C and E airspace and a surveillance FIS in Class G airspace from SFC to FL600 surrounding and above LT APP airspace.

Operating Considerations

- Non-surveillance tower service, surveillance approach and enroute services.
- ML CEN provides ENR surveillance services in Class A, C, E and G airspace, from SFC to FL600, outside the airspace being managed by LT APP.

2. Airspace services at Launceston – Tower and Approach not operating



NOT TO BE USED FOR NAVIGATION

Approximate Operating Times

- Operations outside of tower and approach hours.

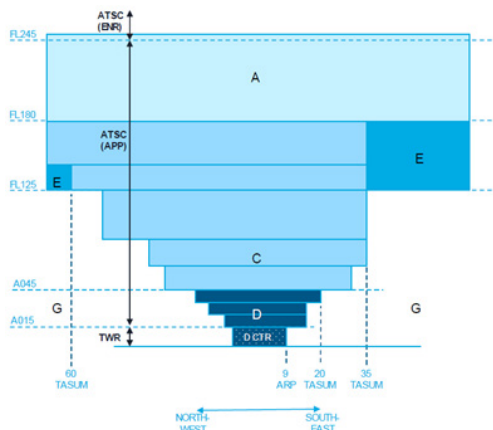
Description of Services Provided

- The aerodrome is uncontrolled, including the airspace from SFC to 8,500FT AMSL. All operations on the aerodrome surface (including takeoff) and in the airspace SFC to 8,500FT AMSL are at pilot discretion.
- ML CEN provides a surveillance area control service in Class A, C and E airspace and a surveillance FIS in Class G airspace, from SFC to FL600 including SAR Alerting, Traffic Information, and other elements of FIS.

Operating Considerations

- CTAF procedures apply to all aircraft operating in the vicinity of the aerodrome.
- The aerodrome is uncontrolled, including the airspace from SFC to 8,500FT AMSL. All operations on the aerodrome surface (including takeoff) and in the airspace SFC to 8,500FT AMSL are at pilot discretion.
- ML CEN does not monitor the CTAF.

3. Airspace Services at Hobart – Tower and Approach operating



NOT TO BE USED FOR NAVIGATION

Note: Class E airspace adjacent to Class C steps above 12,500FT AMSL is not shown in the diagram above.

Approximate operating times

- Operations during tower and approach hours. See *ERSA* for detailed times.

Description of Services Provided

- HB TWR provides a non-surveillance aerodrome control service:
- SFC to 1,500FT AMSL east of the extended YMHB RWY12/30 centreline within the lateral limits of the control zone.
- SFC to 2,500FT west of the extended YMHB RWY12/30 centreline within the lateral limits of the control zone, extending northwest to include the part of the CTA step west of the extended YMHB centreline to 11NM TASUM.

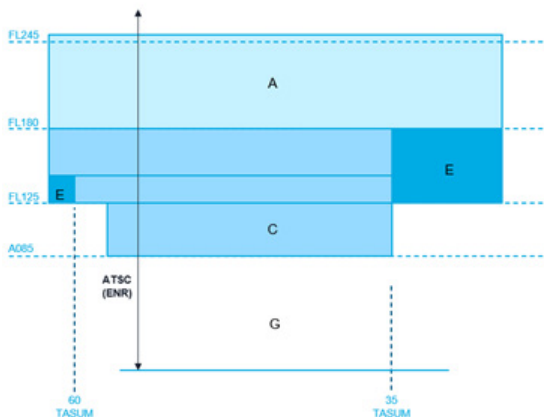


- HB APP provides a surveillance Approach service in A, C, D and E airspace above HB TWR airspace to FL240 and Class G services below CTA contained within:
 - the Class C steps north and east of TASUM outside of 30NM LT.
 - Within 35NM TASUM west through south of TASUM
- ML CEN provides surveillance area control service in Class A, C, and E airspace and a surveillance FIS in Class G airspace from SFC to FL600 surrounding and above HB APP airspace described above.

Operating Considerations

- Non-surveillance tower service, surveillance approach and en route services.
- ML CEN provides an en route surveillance service in Class A, C, E and G airspace from SFC to FL600 outside the airspace being managed by HB APP.

4. Airspace Services at Hobart – Tower and Approach not operating



NOT TO BE USED FOR NAVIGATION

Approximate Operating Times

- Operations outside of tower and approach hours.

Description of Services Provided

- The aerodrome is uncontrolled, including the airspace from SFC to 8,500FT AMSL. All operations on the aerodrome surface (including takeoff) and in the airspace SFC to 8,500FT AMSL are at pilot discretion.
- ML CEN provides a surveillance area control service in Class A, C and E airspace and a surveillance FIS in Class G airspace, from SFC to FL600 including SAR Alerting, Traffic Information, and other elements of FIS.

Operating Considerations

- CTAF procedures apply to all aircraft operating in the vicinity of the aerodrome.
- The aerodrome is uncontrolled, including the airspace from SFC to 8,500FT AMSL. All operations on the aerodrome surface (including takeoff) and in the airspace SFC to 8,500FT AMSL are at pilot discretion.
- ML CEN does not monitor the CTAF.

5. ERSA changes Launceston – ATS and Aerodrome Communication Facilities

Amend AIP ERSA FAC L (LAUNCESTON) as follows:

Replace ATS AND AERODROME COMMUNICATION FACILITIES with the following:

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	LAUNY CENTRE	123.8 (1) On Ground
ATIS	LAUNY ATIS	112.6 (2) 134.75 (3)
APP	LAUNY APPROACH	123.8
TWR	LAUNY TOWER	118.7

(1) Outside TWR and APP HR ML CENTRE.

(2) During TWR and APP HR. Outside TWR and APP HR – AWIS.

(3) H24 and by Phone 03 6391 6969.

1. TWR and APP HR: 1950-1210 UTC DLY (1HR earlier during HDS).

Note: TWR and APP HR may change at short notice, check status of airspace with ATS or Launceston ATIS.

2. Phone LT TWR: 03 6391 6992[^]. LT APP: 03 9235 2012[^].

3. LAUNY TWR provides non-surveillance Class D TWR services within Launceston CTR, SFC to 1,500FT AMSL. CTC TWR for CLR.

4. During TWR and APP HRS, LAUNY APP provides ATS:

- a) WI the CTA steps Class D ABV 1,500FT AMSL to an upper level of 4,500FT AMSL.
- b) WI the Class A, C, E and G airspace contained within 30NM LT ABV 4,500FT AMSL to an upper level of FL245.

5. Outside TWR and APP HR Melbourne Centre provides:

- a) ATS within Class A, C and E airspace ABV 8,500FT AMSL WI 30NM LT.
- b) Class G service below CTA within 30NM LT.

Note: Outside TWR HR, CTC Melbourne Centre for a CLR and on ground reports in this airspace.

6. ERSA changes Launceston – Local Traffic Regulations

Amend AIP ERSA FAC L (Launceston) as follows:

Insert LOCAL TRAFFIC REGULATIONS with the following:

LOCAL TRAFFIC REGULATIONS

1. INSTRUMENT APPROACH TRAINING

- a) Instrument approach training availability can be found via www.tas.bookawk.com.
- b) All aircraft planning practice instrument APCH during TWR HR should book a slot online at www.tas.bookawk.com.
- c) Practice approaches to the non-duty runway may be subject to extensive delays.

2. CIRCUIT TRAINING

- a) Circuit training availability can be found via www.tas.bookawk.com.
- b) All aircraft planning circuit training should book a slot online at www.tas.bookawk.com.

3. CTR/A AWK

All aircraft planning AWK other than circuit training or instrument approach training should coordinate via phone with Launceston Tower prior to operating.

7. ERSA changes Launceston – Flight Procedures

Amend AIP ERSA FAC L (LAUNCESTON) as follows:

Replace the entry in FLIGHT PROCEDURES as follows:

FLIGHT PROCEDURES

1. ATC TRAFFIC MANAGEMENT SPEED

ACFT ARR or DEP YMLT (including practice instrument APCH) must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

2. OUTSIDE TWR AND APP HR PROCEDURES

- a) Melbourne Centre provides ATS services in the Launceston Class A, C and E airspace ABV 8,500FT AMSL and Class E ABV 12,500FT AMSL within 30NM LT.
- b) Melbourne Centre provides Class G services below CTA within 30NM LT.
- c) Departures
 - i) Normal CTAF Procedures apply.
 - ii) Include RWY and preferred departure procedure (if IFR) with Taxi report to Melbourne Centre.
- d) Arrivals
 - i) On first contact, advise Melbourne Centre of intended landing RWY and preferred approach (if IFR).

3. LOW VIS TAKEOFFS

For CASA approved operators, RWY 14R/32L is capable of supporting takeoffs with a RWY VIS of not less than 350M (within ATC hours).

**8. ERSA changes Hobart – ATS and Aerodrome
Communication Facilities**

Amend AIP ERSA FAC H (HOBART) as follows:

Replace ATS AND AERODROME COMMUNICATION FACILITIES with the following:

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	HOBART CENTRE	125.55 (1)
ACD	HOBART GROUND	121.7
APP	HOBART APPROACH	125.55
ATIS	HOBART ATIS	112.7 128.45
SMC	HOBART GROUND	121.7
TWR	HOBART TOWER	118.1

(1) Outside TWR and APP HR ML CENTRE

1. TWR and APP HR: 1950-1210 UTC DLY (1HR earlier during HDS).

Note: TWR and APP HR may change at short notice, check status of airspace with ATS or Hobart ATIS.

2. Phone HOBART TWR: 03 6248 3096[^]. HB APP: 03 9235 2012[^].

3. HOBART TWR provides non-surveillance TWR CTL services within Class D airspace, SFC to 1,500FT AMSL, east of the YMHB RWY12/30 extended centerline and SFC to 2,500FT, west of the YMHB RWY12/30 extended centerline extending to 11NM TASUM to the northwest. CTC TWR for CLR.

4. Hobart TWR also provides information for Cambridge AD traffic DRG TWR HR.

5. During TWR and APP HRS, Hobart APP provides ATS:

- a) WI the Class D CTA steps ABV HOBART TWR airspace to an upper level of 4,500FT AMSL.
- b) In A, C and E airspace SFC to FL245, and Class G airspace below CTA contained within:
 - i) The Class C steps north and east of TASUM outside of 30NM LT.
 - ii) Within 35NM TASUM west through south of TASUM

6. Outside TWR and APP HR Melbourne Centre provides ATS within:

- a) Class A, C and E airspace ABV 8,500FT AMSL WI the Class C steps north and east of TASUM
- b) Class G airspace below CTA
- c) Arrivals
 - i) On first contact, advise Melbourne Centre of intended landing RWY and preferred approach (if IFR).

Note: Outside TWR HR, CTC Melbourne Centre for a CLR and on ground reports in this airspace.

9. ERSA changes Hobart – Flight Procedures

Amend AIP ERSA FAC H (HOBART) as follows:

FLIGHT PROCEDURES

1. ATC TRAFFIC MANAGEMENT SPEED

ACFT ARR or DEP YMHB (including practice instrument APCH) must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

...

6. OUTSIDE TWR AND APP HR PROCEDURES

- a) Melbourne Centre provides ATS services in the Hobart Class A, C and E airspace ABV 8,500FT AMSL.
- b) Melbourne Centre provides Class G services below CTA.
- c) Departures
 - i) Normal CTAF procedures apply.
 - ii) Include RWY and preferred departure procedure (if IFR) with Taxi report to Melbourne Centre.
- d) Arrivals
 - i) Advise Melbourne Centre of intended landing RWY and preferred approach (if IFR).

...

10. ERSA changes Hobart – Local Traffic Regulations

Amend AIP ERSA FAC H (HOBART) as follows:

LOCAL TRAFFIC REGULATIONS

11. INSTRUMENT APPROACH TRAINING

- a) Capacity for instrument APCH training at YMHB is limited and is subject to scheduled operations. Instrument APCH training availability can be found via www.bookawk.com.
- b) All ACFT planning practice instrument APCH (AVBL during TWR HR only) must book a slot online at www.bookawk.com.
- c) Practice VOR approaches are restricted to ACFT below 5,700KG MTOW.
- d) Extensive delays for practice RWY 12 ILS expected whenever RWY 30 is in use.

11. DAH amendments

SECTION 9 – ATC SECTORS LOW

Delete:

YMMM/TASMANIA

Insert:

YMMM/HOBART APPROACH

LATERAL LIMITS: 421022S 1462144E

420607S 1461849E

then along the clockwise arc of a circle radius 70.00NM centre

425050S 1473136E (TASUM/WPT) - 415126S 1464135E

then along the counter clockwise arc of a circle radius 30.00NM centre

413238S 1471247E (LT/DME) - 414657S 1474758E

then along the clockwise arc of a circle radius 65.00NM centre

425050S 1473136E (TASUM/WPT) - 415306S 1481156E

420626S 1480244E - 421946S 1475328E

then along the clockwise arc of a circle radius 35.00NM centre

425050S 1473136E (TASUM/WPT) - 423612S 1464828E

422231S 1463007E - 421022S 1462144E

VERTICAL LIMITS: SFC – FL245

HOURS OF ACTIVITY: H24

CONTROLLING AUTHORITY: Airservices Australia

YMMM/LAUNCESTON APPROACH

LATERAL LIMITS: A circle radius 30.00NM centre

413238S 1471247E (LT/DME)

VERTICAL LIMITS: SFC – FL245

HOURS OF ACTIVITY: H24

CONTROLLING AUTHORITY: Airservices Australia

SECTION 11 – E AIRSPACE FREQUENCY BOUNDARIES

Amend:

YMMM/HOBART EFREQUENCY 125.55

LATERAL LIMITS: 423612S 1464828E - 424001S 1465337E

424640S 1470330E - 424840S 1471848E

425158S 1472133E - 425718S 1473140E

431807S 1480131E

then along the clockwise arc of a circle radius 35.00NM centre

425050S 1473136E (TASUM/WPT) - 423612S 1464828E

VERTICAL LIMITS: FL125 - FL245

CONTROLLING AUTHORITY: Airservices Australia

YMMM/LAUNCESTON EFREQUENCY 123.8

LATERAL LIMITS: 411959S 1463636E - 413139S 1470031E

414154S 1470452E - 414346S 1470428E

then along the counter clockwise arc of a circle radius 70.00NM centre

425050S 1473136E (TASUM/WPT) - 415126S 1464135E

then along the clockwise arc of a circle radius 30.00NM centre

413238S 1471247E (LT/DME) - 411959S 1463636E

VERTICAL LIMITS: FL125 - FL180

CONTROLLING AUTHORITY: Airservices Australia

YMMM/LAUNCESTON EFREQUENCY 123.8B

LATERAL LIMITS: 412727S 1472505E - 411740S 1474721E

then along the clockwise arc of a circle radius 30.00NM centre

413238S 1471247E (LT/DME) - 414657S 1474758E

then along the counter clockwise arc of a circle radius 65.00NM centre

425050S 1473136E (TASUM/WPT) - 414600S 1473816E

412727S 1472505E

VERTICAL LIMITS: FL125 - FL180

CONTROLLING AUTHORITY: Airservices Australia

YMMM/LAUNCESTON EFREQUENCY 123.8C

LATERAL LIMITS: 414600S 1473816E

then along the clockwise arc of a circle radius 65.00NM centre

425050S 1473136E (TASUM/WPT) - 414657S 1474758E

then along the clockwise arc of a circle radius 30.00NM centre

413238S 1471247E (LT/DME) - 415226S 1474253E

414600S 1473816E

VERTICAL LIMITS: FL125 - FL145

CONTROLLING AUTHORITY: Airservices Australia

YMMM/LAUNCESTON EFREQUENCY 123.8D

LATERAL LIMITS: 415126S 1464135E

then along the clockwise arc of a circle radius 70.00NM centre

425050S 1473136E (TASUM/WPT) - 414346S 1470428E

415456S 1470207E

then along the counter clockwise arc of a circle radius 60.00NM centre

425050S 1473136E (TASUM/WPT) - 415823S 1465212E

then along the clockwise arc of a circle radius 30.00NM centre

413238S 1471247E (LT/DME) - 415126S 1464135E

VERTICAL LIMITS: FL125 - FL145

CONTROLLING AUTHORITY: Airservices Australia

YMMM/MELBOURNE EFREQUENCY 123.95

LATERAL LIMITS: 411800S 1410000E - 411800S 1451500E

412440S 1455046E - 421022S 1462144E

422231S 1463007E - 423612S 1464828E

then along the counter clockwise arc of a circle radius 35.00NM centre

425050S 1473136E (TASUM/WPT) - 432550S 1473136E

433839S 1473136E - 434348S 1455148E

424756S 1422850E - 422100S 1410000E

411800S 1410000E

VERTICAL LIMITS: FL125 - FL245

CONTROLLING AUTHORITY: Airservices Australia

YBBB-YMMM/MELBOURNE EFREQUENCY 126.5A

LATERAL LIMITS: 395142S 1472453E

then along the clockwise arc of a circle radius 30.00NM centre

400529S 1475934E (YFLI/AD) - 400002S 1483758E

403402S 1503839E - 423000S 1505529E

430000S 1510000E - 435103S 1503953E

433115S 1492130E - 433839S 1473136E

432550S 1473136E

then along the counter clockwise arc of a circle radius 35.00NM centre

425050S 1473136E (TASUM/WPT) - 421946S 1475328E

420626S 1480244E - 415306S 1481156E

411433S 1483807E - 395142S 1472453E

VERTICAL LIMITS: FL125 - FL245

CONTROLLING AUTHORITY: Airservices Australia

SECTION 12 – FLIGHT INFORMATION AREAS SECTION

Amend:

YMMM/HOBART CENTRE 125.55

LATERAL LIMITS: 421022S 1462144E - 420607S 1461849E

then along the clockwise arc of a circle radius 70.00NM centre

425050S 1473136E (TASUM/WPT) - 415126S 1464135E

then along the counter clockwise arc of a circle radius 30.00NM centre

413238S 1471247E (LT/DME) - 414657S 1474758E

then along the clockwise arc of a circle radius 65.00NM centre

425050S 1473136E (TASUM/WPT) - 415306S 1481156E

420626S 1480244E - 421946S 1475328E

then along the clockwise arc of a circle radius 35.00NM centre

425050S 1473136E (TASUM/WPT) - 423612S 1464828E

422231S 1463007E - 421022S 1462144E

VERTICAL LIMITS: SFC - BCTA

HOURS OF ACTIVITY: H24

CONTROLLING AUTHORITY: Airservices Australia

YMMM/LAUNCESTON CENTRE 123.8

LATERAL LIMITS: A circle radius 30.00NM centre

413238S 1471247E (LT/DME)

VERTICAL LIMITS: SFC - BCTA

HOURS OF ACTIVITY: H24

CONTROLLING AUTHORITY: Airservices Australia

YBBB-YMMM/MELBOURNE CENTRE 126.5

LATERAL LIMITS: 400000S 1465800E - 403304S 1470259E

then along the counter clockwise arc of a circle radius 60.00NM centre

413238S 1471247E (LT/DME) - 404009S 1463414E

410300S 1464300E - 410921S 1464739E

then along the clockwise arc of a circle radius 30.00NM centre

413238S 1471247E (LT/DME) - 414657S 1474758E

then along the clockwise arc of a circle radius 65.00NM centre

425050S 1473136E (TASUM/WPT) - 415306S 1481156E

421946S 1475328E

then along the clockwise arc of a circle radius 35.00NM centre

425050S 1473136E (TASUM/WPT) – 432550S 1473136E

433839S 1473136E - 433115S 1492130E

435103S 1503953E - 430000S 1510000E

423000S 1505529E - 403402S 1503839E

400002S 1483758E

then along the counter clockwise arc of a circle radius 30.00NM centre

400529S 1475934E (YFLI/AD) - 400002S 1472109E

400000S 1465800E

VERTICAL LIMITS: SFC - BCTA

HOURS OF ACTIVITY: H24

CONTROLLING AUTHORITY: Airservices Australia

YMMM/MELBOURNE CENTRE 123.95

LATERAL LIMITS: 422100S 1410000E - 411800S 1410000E

411800S 1451500E - 412440S 1455046E

421022S 1462144E - 422231S 1463007E

423612S 1464828E

then along the counter clockwise arc of a circle radius 35.00NM centre

425050S 1473136E (TASUM/WPT) - 432550S 1473136E

433839S 1473136E - 434348S 1455148E

424756S 1422850E - 422100S 1410000E

VERTICAL LIMITS: SFC - BCTA

HOURS OF ACTIVITY: H24

CONTROLLING AUTHORITY: Airservices Australia

12. DAP changes Launceston

Amend FIA (AH) frequency for the Departure and Approach charts below to:

LT APP / FIA (AH) ML CEN 123.8

- AERODROME CHART PAGE 1
- AERODROME CHART PAGE 2
- SID RWY 14R/32L NORTH ALPHA
- SID RWY 14R NORTH BRAVO
- SID RWY 14R/32L SOUTH
- DME OR GNSS ARRIVAL PAGE 1
- DME OR GNSS ARRIVAL PAGE 2
- VOR RWY 14R
- ILS-Y OR LOC-Y RWY 32L
- ILS-Z OR LOC-Z RWY 32L
- VOR RWY 32L
- RNAV-Z (GNSS) RWY 14R
- RNAV-Z (GNSS) RWY 32L

13. DAP changes Hobart

Amend FIA (AH) frequency for the Departure and Approach charts below to:

HB APP / FIA (AH) ML CEN 125.55:

- AERODROME CHART PAGE 1
- AERODROME CHART PAGE 2
- SID CLARK TWO DEPARTURE (RNAV)
- SID KANLI THREE DEPARTURE (NON-JET) (RNAV)
- SID LATUM TWO DEPARTURE (JET) (RNAV)
- SID LAVOP ONE DEPARTURE (RNAV)
- STAR IPLET FIVE ALPHA ARRIVAL (RNAV)
- STAR IPLET FIVE VICTOR ARRIVAL (RNAV)
- STAR IPLET FIVE WHISKEY ARRIVAL (RNAV)
- STAR MORGO ONE ALPHA ARRIVAL (RNAV)
- STAR MORGO ONE VICTOR ARRIVAL (RNAV)
- STAR MORGO ONE WHISKEY ARRIVAL (RNAV)
- ILS-Y OR LOC-Y RWY 12
- ILS-Z OR LOC-Z RWY 12
- VOR RWY 12
- VOR-Z RWY 30
- VOR-Y RWY 30
- RNAV-Z (GNSS) RWY 12
- RNAV-Z (GNSS) RWY 30
- RNAV-W (RNP) RWY 12
- RNAV-W (RNP) RWY 30