

**AIP SUPPLEMENT
(SUP)****H92/25****Effective: 202505150300 UTC**

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HOBART AERODROME (YMHB) UPGRADE PROJECT: OPERATIONAL RESTRICTIONS DURING WORK STAGES 3B, 3C, 4C

1. INTRODUCTION

- 1.1 This SUP cancels and replaces SUP H87/25 with changes to para 4.2, 5.2 and 8.1.
- 1.2 This AIP SUP provides operational information for users of Hobart Aerodrome (YMHB) during Stages 3B, 3C and 4C of the RWY 12/30 Reconstruction Project.
- 1.3 These stages include the closure of taxiways and temporary displaced thresholds for RWY 12/30 to enable pavement reconstruction, airfield lighting and power supply. Commencement of each stage will be notified by NOTAM.
- 1.4 At times these works will affect the RWY length and RWY and/or TWY availability, which may result in delays for aircraft operations at YMHB.
- 1.5 It is essential that pilots ensure they understand displaced threshold markings and the associated requirements of displaced threshold operations. Pilots are reminded to check YMHB NOTAM during works to ensure they are using the correct RWY distances.
- 1.6 Temporary instrument approaches for use during stage 3C are published in a separate *AIP SUP*.

2. REFERENCES

- 2.1 Method of Working Plan - MOWP 2408.
- 2.2 Refer to AIP SUP on <https://www.airservicesaustralia.com/aip/aip.asp>
- 2.2.1 *AIP SUP - Hobart Aerodrome (YMHB) TWY J Extension and Air Transport Apron Bays Reinstatement*

3. STAGE 3B

- 3.1 Stage 3B works include a pavement overlay of the central portion of RWY 12/30.
- 3.2 This stage will be in operation nightly, Sunday to Thursday 2200 to 0600 Local (1100 to 1900 UTC during daylight saving time, 1200 to 2000 UTC other times), commenced 13 October 2024 to 10 June 2025.
- 3.3 Aerodrome closure Sunday to Thursday 2200 to 0600 Local (1100 to 1900 UTC during daylight saving time, 1200 to 2000 UTC other times).
- 3.4 Additional aerodrome closures on Saturday nights 2200 to 0600 Local (1100 to 1900 UTC during daylight saving time, 1200 to 2000 UTC other times, as advised by NOTAM).

4. STAGE 3C

- 4.1 Stage 3C works include removal and reconstruction of RWY 12/30 pavement, installation of aeronautical ground lighting and drainage works under a displaced threshold at the southern end of RWY 12/30.
- 4.2 This stage will be in operation H24, which commenced 15 April 2025 and is expected to run until early June 2025.
- 4.3 RWY 12/30 Details:
- RWY 30 threshold displaced 829M.
 - RWY 12/30 634M southern end closed.
 - STODA calculations based on works vehicles of 4.5M maximum height.

	TORA	TODA	ASDA	LDA
RWY 12	2093 (6867)	2153 (7064) (1.99)	2093 (6867)	1974 (6476)
RWY 30	2093 (6867)	2153 (7064) (2.20)	2093 (6867)	1898 (6227)

Supplementary Takeoff Distances					
RWY 12	2099 (6887) (1.6)	2144 (7034) (1.9)			
RWY 30		2066 (6778) (1.9)			

5. STAGE 4C

- 5.1 Stage 4C works includes shoulder widening, asphalt strengthening and aeronautical ground lighting works on TWY D.
- 5.2 Stage 4C will be in operation Sunday to Thursday 2200 to 0600 Local (1200 to 2000 UTC), commenced 09 December 2024 to 30 May 2025.
- 5.3 Stage 4C will run concurrent with Stage 3B.

6. NOMINAL TOUCHDOWN POINT MARKER

- 6.1 Hobart Airport has been working with CASA and operators to gain approval to install temporary non-standard markers to indicate a nominal touchdown point for each displacement.
- 6.2 To reduce the risk to aircraft, the location of the temporary nominal touchdown point marker will commence at 40M from the centreline of the runway. This would place the gable markers 10M outside the edge of the sealed runway shoulder. Availability will be notified by NOTAM.
- 6.3 The first line of gable markers is to be placed 445M upwind of the temporarily displaced threshold. The first line will consist of 4 gable markers placed end to end, commence 40M perpendicular to the centreline of the runway. The gable markers shall be placed no greater than 0.5M from the end of the adjacent gable marker.
- 6.4 The second line of gable markers shall be placed similarly to the first line of gable markers, except they shall be located 450M from the end of the temporarily displaced threshold. The two lines of gable markers shall be parallel, with the spacing between each gable marker in a line being of equal distance.
- 6.5 To provide enhanced pilot situational awareness at night, it is proposed to install 3 portable green low intensity lights in the space between the 4 gable markers. This would result in 6 green lights, 2 rows of 3 lights per line (Appendix 4).
- 6.6 For RWY 30, the markers consisting of 2 rows of four gable markers and 6 lights will be installed on the right side of the runway at a nominal touchdown point, 450M from the temporary threshold (Appendix 6).

7. CONTACT

7.1 For further information:

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8. CANCELLATION

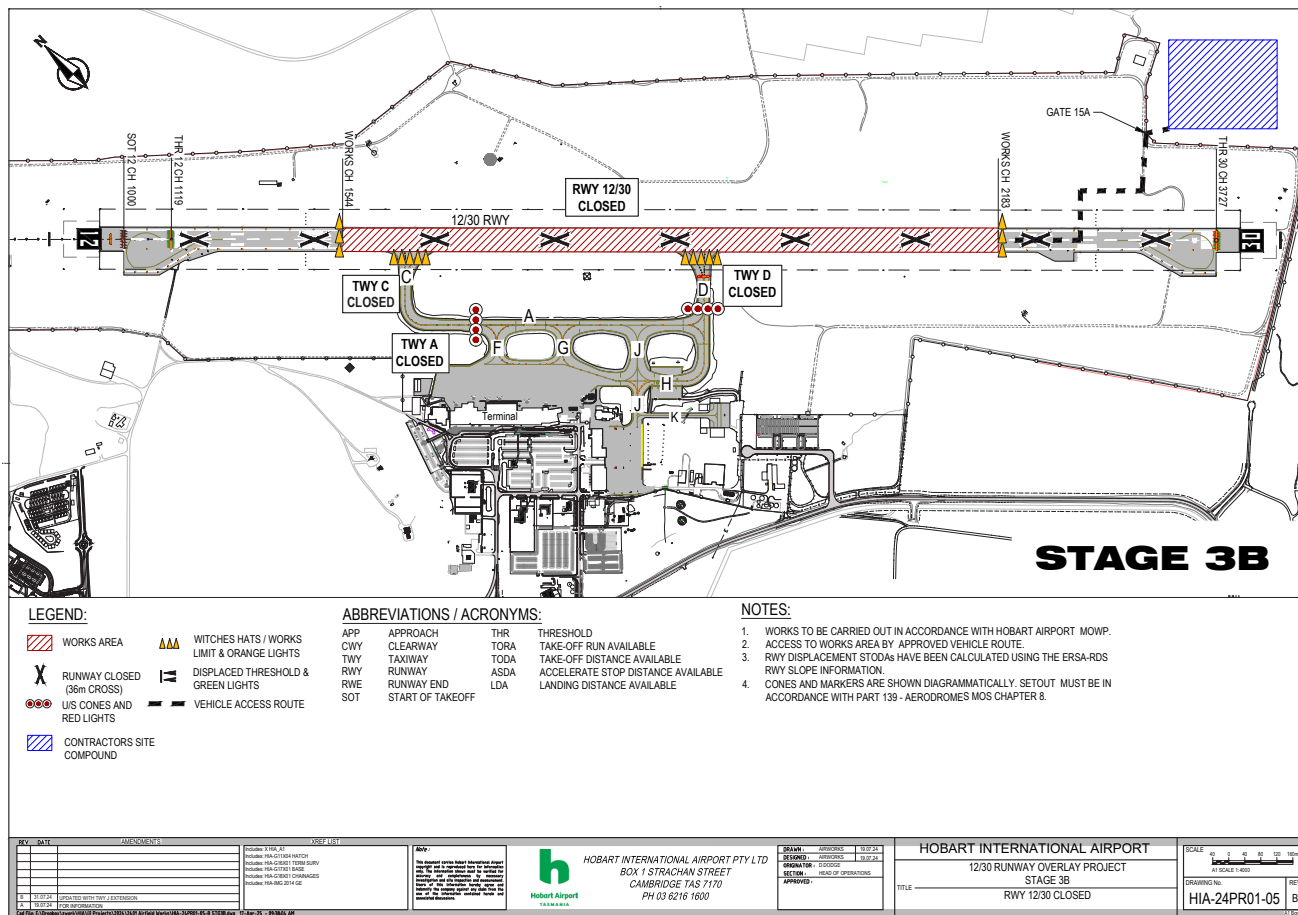
8.1 This SUP will be cancelled when RWY 12/30 construction is complete, expected June 2025.

9. DISTRIBUTION

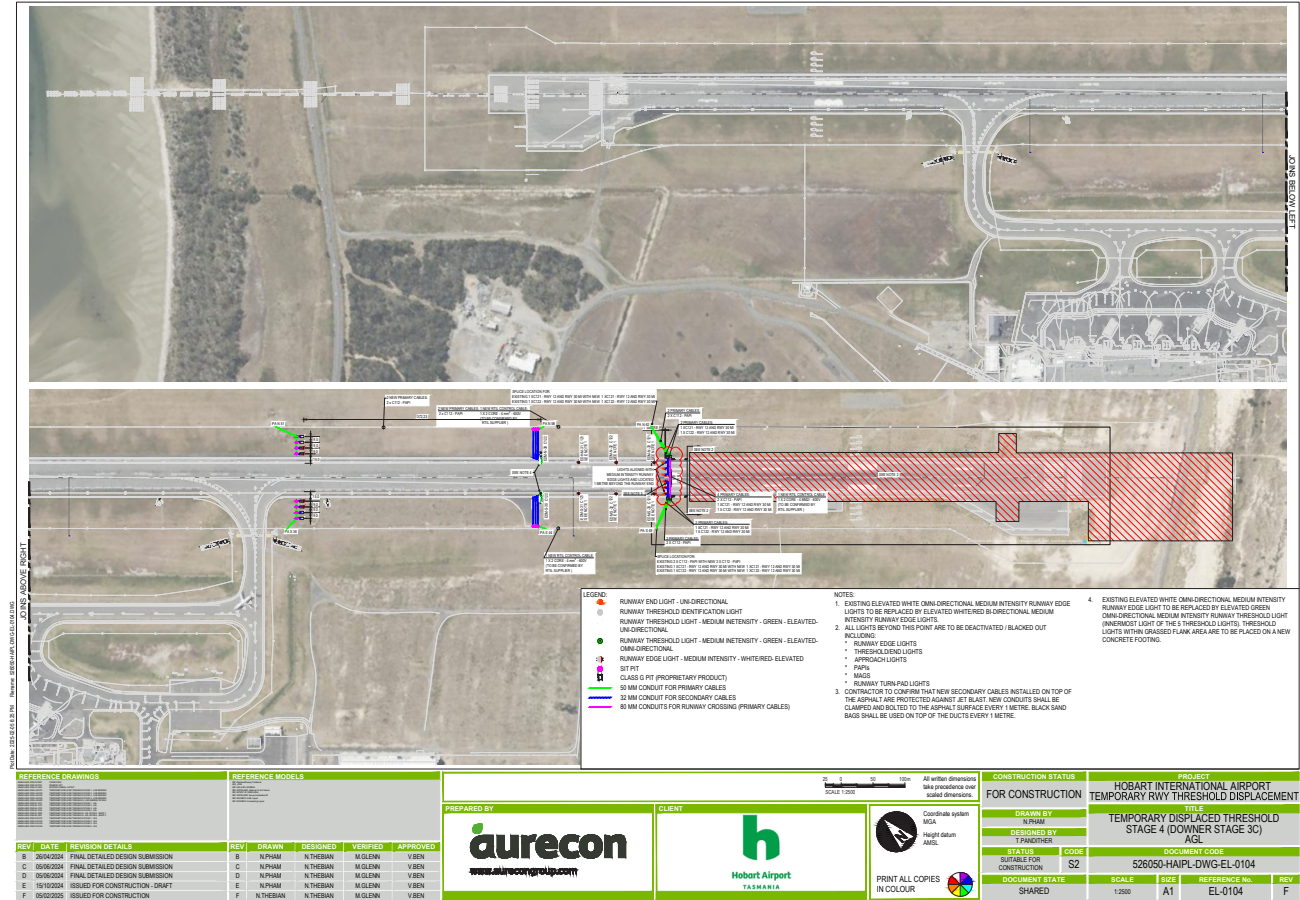
9.1 Airservices Australia website only.

Appendices

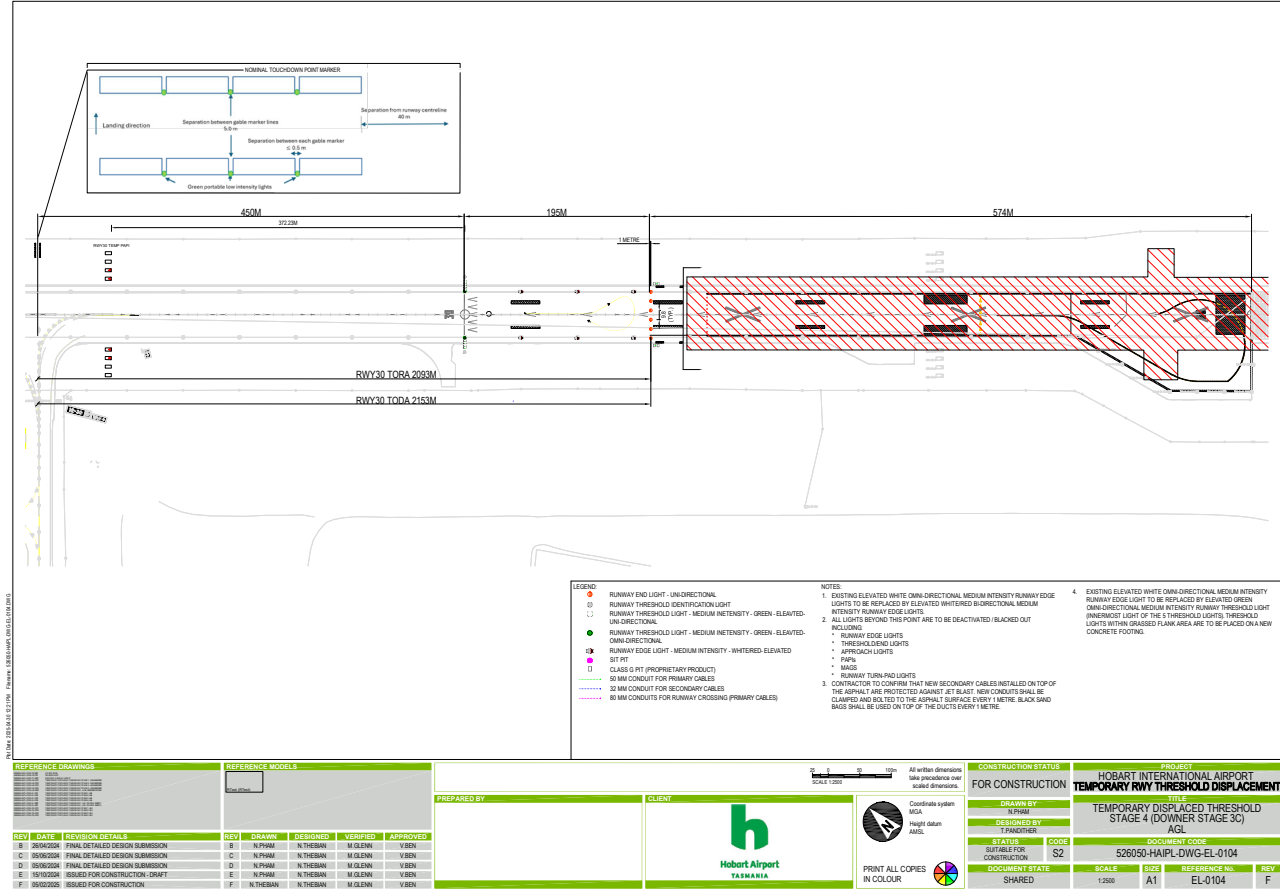
1. Stage 3B
2. Stage 3C - Diagram 1
3. Stage 3C - Diagram 2
4. Stage 3B and 4C
5. Nominal Touchdown Markers and Lights
6. RWY 12 Nominal Touchdown Point Marker Location
7. RWY 30 Nominal Touchdown Point Marker Location



2. Stage 3C - Diagram 1

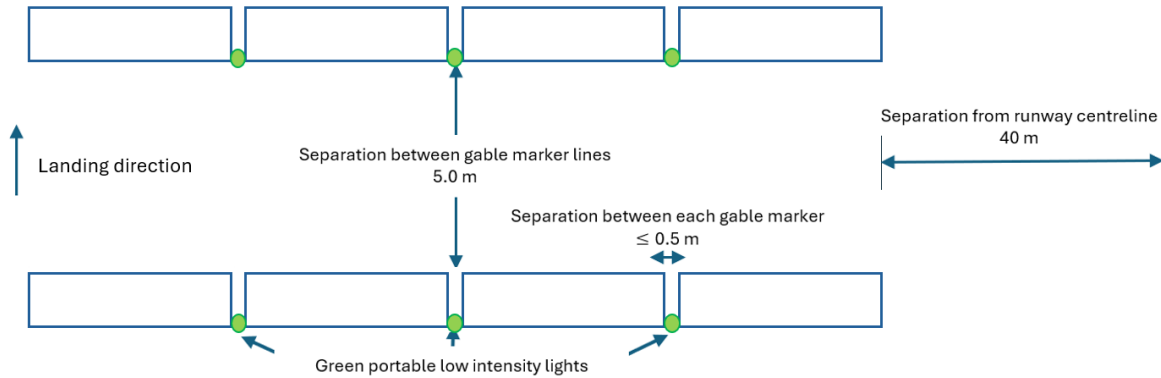


3. Stage 3C - Diagram 2





5. Nominal Touchdown Markers and Lights



6. RWY 12 Nominal Touchdown Point Marker Location



7. RWY 30 Nominal Touchdown Point Marker Location

