

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.