



6. Primary fuel facility (AVGAS and AVTUR) at TWY S BTN TWY R and P. Use of other fuel facilities require AD OPR approval. ACFT/HEL accessing this location must give way to existing ACFT/HEL using refuelling facility allowing them to taxi out. ACFT/HEL needing to cross RWY 09/27 to access fuel, contact HB TWR prior to entry.
7. Requests for parking on hardstand require AD OPR approval due to limited hardstand space.
8. Between DEC and APR, visiting aircraft are highly encouraged to contact AD OPR prior to arrival for parking guidance due to increase in itinerant aircraft, including firefighting OPS.
9. **HOBART CTR AWK**
  - a. Capacity for AWK in the YMHB CTR is limited and priority for AWK, including circuit training at YMHB or YCBG, is allocated according to booking made via [www.bookawk.com](http://www.bookawk.com)
  - b. All AWK other than circuit training at YMHB and YCBG must also be coordinated with YMHB TWR by phone prior to flight planning.
10. **INSTRUMENT APCH TRAINING**
  - a. Refer to YMHB ERSFA FAC for applicable instrument APCH training requirements at YMHB.

## FLIGHT PROCEDURES

1. **DRG TWR HR, Class D CTR procedures apply, with the following exceptions:**
  - a. Separation on the YCBG movement area is not provided due to the geographical displacement of Hobart (YMHB) TWR.
  - b. Prior to leaving APN, ACFT must establish radio COM with HOBART GROUND for FLT notification and/or Airways Clearance.
  - c. When ready to taxi and prior to leaving the apron ACFT must contact HOBART TOWER, advising intended runway for departure and receipt of YMHB ATIS, to obtain TFC information.
  - d. LDG and TKOF clearances are not given. ACFT must remain clear of active runway and report ready to HOBART TOWER. ACFT must not enter ACTIVE runway and become airborne until DEP instructions have been issued.
  - e. Direction of turn on departure and circuit direction will be advised by ATC DRG TWR HR.
  - f. ACFT operating in the YCBG circuit must report downwind stating RWY and intentions (e.g. touch and go or full stop LDG).
  - g. After LDG, ACFT must report clear of the RWY to HOBART TOWER.
2. **COMMUNICATIONS FAILURE**

If VFR in Class G airspace.

  - a. Carry out general COM failure procedures.
  - b. Stay in VMC.
  - c. Proceed to CBG.
  - d. Broadcast intentions on 118.1
  - e. Squawk 7600
  - f. Enter CTR from the W between Tasman Bridge (TAS) and Droughty Point (DRP) at 1,500FT AMSL. Remain to the W of a line Seven Mile Beach Township - Hobart Airport - Radio Telescope. Proceed to overhead CBG. Ascertain landing direction and descend to 1,000FT AMSL. Proceed with a normal approach and landing with a circuit direction that will keep the aircraft to the W of CBG and clear of the Hobart RWY approaches. Maintain separation from other ACFT. Listen out on ATIS for instructions. Watch for light signals from Hobart TWR. Contact Hobart TWR by phone 03 6248 3096, after landing.

### CTAF 118.1

Outside HB TWR HR.

## CHARTS RELATED TO THE AERODROME

WAC 3556.