

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.