
WMKI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid	ID	Frequency	Hours of operation	Coordinates	DME Elevation	Remarks
1	2	3	4	5	6	7
L	IP	320KHZ	H24	043422.9N 1010625.0E	-	267° MAG / 658 NM. 80W.
ILS/LLZ	IPO	110.5MHZ		043436.37N 1010559.21E	-	-
GP/DME		329.6MHZ CH42X		043347.37N 1010522.69E	-	-
VOR/DME	VIH	117.3MHZ CH 120X		043422.9N 1010537.0E	-	-
VOR	VPS	112.8MHZ		042853.0N 1010055.0E	-	-

WMKI AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Local Flying Restrictions

1.1 Uni-directional runway in used due to hilly terrain

- Landing Runway 04.
- Take-off Runway 22.

2. Special Requirements For Instrument Training Flights:

- a) Pilots intending to carry out Instrument Approach training may be restricted to execute missed approaches at 2 000 FT. A complete Instrument Approach training will only be available subject to prevailing traffic conditions.
- b) Pilots intending to carry out such training shall provide the information in the remark column of the Flight Plan.
- c) Only one flight can be accepted for instrument training at any one time due to the close proximity of the BAALI/VIH Holding Area and the Missed Approach Area.
- d) Pilots shall also be familiar with the 'PERAK HOLD' procedure as per AIP Malaysia WMKI AD 2 - 47. This is to facilitate ATC separation purposes. Alternatively pilots shall accept 'visual holding'.
- e) Operators intending to conduct training flights at Ipoh Airport are advised to obtain a slot time from Ipoh Tower 24 hours before commencement of training. Tel : 05-3188602.

3. OPS into/out of Perak Aero Club Parking Area (PAC)

- a) The gate leading to Perak Aero Club (PAC) parking area is controlled by MASB Ipoh Airport security. Only aircraft with prior permission from PAC shall be allowed into the area. Below are the procedures to be used when operating into/out of Perak Aero Club parking area :-
- b) For Arrivals : On entering the taxiway leading to the Aero Club , pilot shall contact 'AVSEC' on frequency 121.6 MHz for assistance to open the gate.
- c) For Departures: After starting up pilot shall contact 'AVSEC' on frequency 121.6 MHz for assistance to open the gate.

4. Light Aircraft Parking Area

A light aircraft parking area situated between Twy A and Twy B and is marked by red line on the tarmac and by red and white triangular markers on the grass area. The following procedure to be followed :

- a) Aircraft shall park in a 'North West / South East' direction with the nose facing the runway. When parking on the tarmac the tail of the aircraft shall be on the grass area. The wing tip of the aircraft shall be confined within the marked area only. Aircraft shall be 'Pushed-In' and 'Pushed-Out' when operating in this area.
- b) Biggest light aircraft parking shall not be greater than C208 / PC6 wingspan. The wingtip separation provided between aircraft on taxiway and light aircraft parking area are for aircraft type wingspan of less than B737 - 400 and C130H - 30 only. Aircraft having longer wingspan than the above types shall exercise caution while taxiing into the apron.

5. Aircraft Parking Area

- a) 'Nose-Wheel Guidelines' presently avbl at Bay 1 and Bay 2 are for acft categories B737-200 and below only. Other bigger acft shall ignore the nose-wheel guidelines but to confine parking within the bay and to park parallel with the terminal. Acft to exercise caution whilst taxiing and parking. The help of marshaller is recommended due to the close proximity of the apron high masts which have been painted alternating 'red and white' to mark as obstacles.
- b) Parking arrangements at Bay 3:
 - i. Bay 3 is for aircraft size F50 and below. Aircraft shall parked parallel with the Terminal, with the nose of the aircraft heading 040°.
 - ii. All acft shall exercise caution during parking and taxiing out from Bay 3.