

NDB	MS	343 kHz	H24	20 26 25.0S 057 41 26.7E	158 ⁰ MAG, / 0.76 NM from ARP. Coverage 300NM. EM : NON/A2A
NDB	FF	258 kHz	H24	20 16 53.8S 057 22 18.2E	316 ⁰ MAG, / 19 NM from THR RWY 14. Coverage 100 NM . EM : NON/A2A
ILS GP	IPL	333.8 MHz	H24	20 25 29.9S 057 40 30.8E	103 ⁰ MAG / 0.2 NM from THR RWY 14
ILS LLZ (19 ⁰ W/2001)	IPL	109.9 MHz	H24	20 26 17.5S 057 42 00.4E	136 ⁰ MAG / 0.37 NM from THR RWY 32
DME	IPL	CH 36X	H24	20 25 29.9S 057 40 30.8E	1030 MAG / 0.2 NM from and co-located with Glide Path and offset to give distances from THR RWY 14
FAN MKR		75 MHZ	H24	20 26 36.2S 057 42 39.3E	1360 MAG / 0.8 NM from THR RWY 32 OM Characteristics operating in an unmonitored Status. EM : A2A
ZMKR		75 MHZ	H24	20 20 53S* 057 30 50E*	3160 MAG / 10.02 NM from THR RWY 14 IM Characteristics. EM : A2A

FIMP AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Departing aircraft on Runway 14

1.1 Departing Turbofan aircraft (e.g., B737, A319) from parking Stand 1 will have to be towed on taxilane R abeam taxi lead line of parking stand 3 prior to start engines. Turboprop aircraft code C and below (e.g., ATRs) can taxi out via taxilane R when facing North or via taxilane Q when facing South (Tower).

1.2 Departing aircraft from parking Stand 2 can be either towed, pushed back or taxied depending on the aircraft type and whether stand 3 is occupied or not.

a) From primary lead-in line

- i. When there is no aircraft on stand 3, Code E and below aircraft can taxi-out using taxilane R.
- ii. When there is aircraft on stand 3, aircraft must push back on taxiway F via taxilane Q abeam parking stand 5 prior start engines.

b) From secondary lead-in line 1

- i. When there is no aircraft on stand 3, Code D & E aircraft has to be towed in front of stand 3 prior engine start.
- ii. When there is aircraft on stand 3, Code D & E aircraft has to be pushed back onto taxiway F via taxilane Q adjacent parking Stand 5 prior engine start.

Note: Aircraft category Code C and below shall taxi out of the parking stand safely irrespective of stand 1 and 3 being occupied either via taxilane R when nose facing North or taxilane Q when nose facing South (Tower).

c) From secondary lead-in line 2.

Code C aircraft such as B737, A319, A320 and ATR 72 shall taxi out of the parking stand safely irrespective of stand 1 and 3 being occupied either via taxilane R when nose facing North or taxilane Q when nose facing South (Tower).

1.3 Aircraft departing from Parking Stand 3 shall:

- i. Aircraft nose facing North taxi-out using taxilane R.
 - ii. Aircraft nose facing South taxi-out via taxilane Q
- 1.4 Aircraft departing from Parking Stand 4 shall:
- i. Turboprop aircraft shall use lead line to taxi-out and join taxiway F.
 - ii. Turbojet aircraft (e.g., B737, A319) shall push back onto taxilane Q and pull forward abeam parking stand 5 prior engine start.
- 1.5 Aircraft departing Parking Stand 5 shall taxi-out parking stand 5 using lead line to join taxiway F.
- 1.6 Departing aircraft on bays 7, 8, 9, 10 and 11 when cleared by ATC shall pushback and proceed to RWY 14 via TWYs N, F and A. Aircraft on bays 10 and 11 may also exit via TWYs G, Y, F and A.
- 1.7 Code F aircraft departing on RWY 14 when cleared by ATC shall pushback from Bay 12 or bay 15 or bay 16 onto taxilane P to face North then proceed to RWY 14 via TWYs H, Y, F and A.
- 1.8 Departing aircraft (Code E aircraft and below) on bays 12, 13, 14 and 15 when cleared by ATC shall pushback onto taxi lane P to face North and proceed to Runway 14 via TWYs N, H, Y, F and A or via TWYs N, G, Y, F and A or via TWYs N, F and A.
- 1.9 Departing aircraft on bays 12 when cleared by ATC may also pushback onto TWY N nose facing South East up to nose wheel stop position A and proceed to RWY 14 via TWYs N, H, Y, F and A.
- 1.10 Departing aircraft on bays 41-48 (General Aviation Apron) when cleared by ATC shall proceed to Runway 14 via TWYs K, Y, F and A or any alternative routing specified by ATC.
- 1.11 Departing aircraft from National Coast Guard Hangar when cleared by ATC shall proceed to Runway 14 via TWYs L, Y and C or any alternative routing specified by ATC.
- 1.12 Departing aircraft (Code E aircraft and below) on bay 16 when cleared by ATC shall pushback onto taxi lane P facing North East and shall proceed to Runway 14 via TWYs N, H, Y and A or via TWYs N, G, Y, F and A or via TWYs N, F and A.
- 2 Landing aircraft on Runway 14**
- 2.1 Landing aircraft on RWY 14 shall exit via TWY C or D or E as specified by ATC and follow ATC instructions to their respective parking.
- 2.2 Code F aircraft landing on RWY 14 shall exit via TWY D or E then proceed to:
- (i) Bay 12 via TWYs Y, H and N; and
 - (ii) Bay 15 via TWYs Y, H, and taxi lane P.
 - (iii) Bay 16 via TWYs Y, H, and taxi lane P.
- Note: ATC may also require arriving or departing aircraft to hold at appropriate intermediate Holding Positions. (See Aerodrome chart on AIP page AD 2 – FIMP 30.1).**
- 2.3 Code C and below aircraft refueling on the starboard side will taxi to aircraft stand 1 via taxilane R and parked nose facing South. Aircraft refueling on the port side will taxi to aircraft stand 1 via taxilane Q and parked nose facing North.
- 2.4 Code E and below aircraft taxi-in parking stand 2 shall use taxilane Q. Turboprop aircraft (e.g., ATRs) can also taxi-in stand 2 via taxilane R when they have to be positioned nose facing South (Tower) into the wind.