

5. Communication Failure

5.1 Procedures

The pilot-in command shall notify ATC in the event of failure of any part of the aircraft's radio navigation or communications apparatus in controlled or advisory airspace.

5.2 If total radio navigation failure occurs, the pilot may continue this flight in VMC, navigating visually to his destination or to a suitable alternate. In IFR, ATC may authorize the aircraft to continue flight in or enter controlled airspace, traffic condition permitting, or may require the aircraft to proceed to a suitable area, where VFR can be established, before proceeding to the destination or alternate aerodrome. ATC may suggest transmissions on frequencies suitable for position fixing by ground aids.

5.3 If total radio communication failure occurs in VMC during daylight hours, the pilot shall maintain VFR and land at the most suitable aerodrome.

5.4 If total radio communication failure occurs in IMC, or during the hours of darkness regardless of weather conditions (between sunset and sunrise), ATC action is based on the assumption that the aircraft will continue to its destination and if unable to land, will proceed to its nominated alternate. Separation standards will be increased and airspace reserved accordingly.

5.5 In IMC, or if unable to maintain VFR, the pilot shall either leave or avoid controlled airspace and areas of dense traffic and establish VFR operation or, alternatively, shall:-

- Proceed according to the current flight plan, at the last assigned FL to the clearance limit and thereafter at the FL indicated in the flight plan;
- Arrive at the destination as close as possible to ETA;
- Commence descent as close as possible to EAT (or ETA if no ETA has been acknowledged);
- If unable to land within 30 minutes of the time descent should have been started (i.e. EAT or ETA if no EAT has been acknowledged), proceed at the planned FL to the nominated alternate.

NOTE: During this 30 minutes period ATC will reserve the airspace at the aircraft's FL and below, at the expiry of this period, with the concurrence of other users, normal operation will be resumed.

In all cases, the pilot shall contact ATC as soon as possible after landing.

6. Action Taken by ATC

6.1 Based on the assumption that the aircraft will continue to its destination and if unable to land, will proceed to its nominated alternate when total radio communication failure occurs in IMC, or in VMC during the hours of darkness (between sunset and sunrise). ATC will take the following actions if unable to establish normal communications with the aircraft:

- Maintain separation between the aircraft and other aircraft known to be operating in the vicinity;
- Transmit essential information to the aircraft, including the flight levels reserved for its use, route to be flown and any significant weather information, such as terminal weather, areas in which VMC may be expected, etc;
- Advise other aircraft in the vicinity of the presumed position of the aircraft experiencing the failure;
- Aircraft is receiving and complying with ATC instructions, and ensure separation from other aircraft;

- Inform the operator concerned or its representative; and
- Inform the alternate aerodrome of the circumstances of the failure and request attempts to establish communication with the aircraft.
- Aerodrome Control is to declare Local Standby as specified in the Air Traffic Control Instruction based on ETA.

7. Procedures for VFR flights within Brunei Airspace

7.1 Procedures for Visual Flight Rules flight within the airspace of Brunei Darussalam are in conformity with Annexes 2 and 11 to the Convention on International Civil Aviation, those portions of the Procedures for Air Navigation Services . Air Traffic Management applicable to aircraft and the Regional Supplementary Procedures (Doc 7030/3, Part 1).

WBSB AD 2.23 ADDITIONAL INFORMATION

Nil

WBSB AD 2.24 CHARTS RELATED TO AN AERODROME

	Page
a) Aerodrome Chart . ICAO	AD 2-13
b) Aircraft Parking/Docking Chart . ICAO	AD 2-14
c) Aerodrome Obstacle Chart . ICAO Type A (Runway 21)	AD 2-15
d) Aerodrome Obstacle Chart . ICAO Type A (Runway 03)	AD 2-16
e) Aerodrome Obstacle Chart . ICAO Type B	AD 2-17
f) Instrument Approach Chart . ICAO (DVOR/DME RWY 21)	AD 2-18
g) Instrument Approach Chart . ICAO (ILS/DME RWY 21)	AD 2-19
h) Instrument Approach Chart . ICAO (DVOR/DME RWY 03)	AD 2-20
i) Instrument Approach Chart . ICAO (NDB RWY 03)	AD 2-21
j) Instrument Approach Chart . ICAO (ILS/DME RWY 03)	AD 2-22