

WBSB AD 2.20 LOCAL TRAFFIC REGULATIONS

1. AIRPORT REGULATIONS

To be developed

2. TAXIING TO AND FROM STANDS

2.1. Push Back Procedures For Departing Aircraft

Departing aircraft shall adhere to the procedures for push back. To avoid confusion, pilots shall use the correct phraseology as detailed below when requesting for clearance to push back.

2.2. Procedures

When an aircraft is ready to push back within 5 minutes, the pilot shall notify Aerodrome Control Tower using the following phraseology:

- Aircraft call sign
- Parking stand
- Destination
- Proposed altitude or flight level
- Ready to push back in 5 minutes

2.3. On receipt of the ~~ready to push back~~+call, Aerodrome Control Tower will inform the pilot whether the push back is approved or to standby for push back.

2.4. Once the push back clearance is approved, the aircraft must be pushed back within 5 minutes. The push back clearance will be cancelled on expiry of the 5 minutes grace period.

3. PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION)

3.1. Arriving aircraft will be allocated a stand or a parking position by the TWR or GMC.

4. PARKING AREA FOR HELICOPTERS

4.1 Arriving helicopter will be allocated a parking position by the TWR or GMC

5. APRON-TAXIING DURING WINTER CONDITIONS

Not Applicable

6. TAXIING-LIMITATIONS

Not Applicable

7. SCHOOL AND TRAINING FLIGHTS . TECHNICAL TEST FLIGHTS . USE OF RUNWAYS

Not Applicable

8. HELICOPTER TRAFFIC . LIMITATION

Nil

9. REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS

An interim Plan is established to use International Airlines Technical Pool (IATP) equipment through Royal Brunei Airlines

WBSB AD 2.21 NOISE ABATEMENT PROCEDURES

Not Applicable

WBSB AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Brunei TMA

1.1. Procedures for Instrument Flight Rules flights within Brunei TMA are in accordance 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).

2. Radar procedures within Brunei TMA

2.1. Radar procedures within Brunei TMA are in conformity with the guideline of the *Procedures for Air Navigation Services* . Air Traffic Management applicable to aircraft and the Regional Supplementary Procedures (Doc 7030/3, Part 1).

3. Radar vectoring and sequencing

3.1. Normally, aircraft will be vectored and sequenced to the appropriate final approach track (ILS, DVOR/DME, and NDB.) so as to ensure an expeditious flow air traffic. Radar vectoring and flight levels/altitudes will be issued, as required, for spacing and separating aircraft so that correct landing intervals are maintained, taking into account aircraft characteristics.

3.2. Radar vectoring charts are not published since, the instrument approach procedures and altitude ensure that adequate terrain clearance exists at all times until the point where the pilot will resume navigation on final approach or in the circuit.

4. Precision radar approach

Not Applicable