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AERONAUTICAL INFORMATION SERVICE
DEPARTMENT OF CIVIL AVIATION
MINISTRY OF TRANSPORT AND INFOCOMMUNICATIONS
BRUNEI INTERNATIONAL AIRPORT, BB2513

AIP AMENDMENT NR 01/26
Effective date
16 Jun 2026
Publication date
16 Jun 2026

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1. THIS AIP AMENDMENT 01/26 CONTAINS:

GEN 0.6	Updating Tables of Contents to Part 1
GEN 1.7-2	Removal of 3.9 from 12. ANNEX 9 FACILITATION, 15th edition
GEN 3.1-2	Removal of Series C NOTAM
GEN 3.2-1	Correction to GEN 3.2 AERONAUTICAL CHART - Responsible Services
ENR 0.6	Updating Tables of Contents to Part 2
ENR 3.1-3	Correction to L649
ENR 5.1-2	Air corridor associated with WBR 517
AD 0.6-1	Updating Tables of Contents to Part 3
WBSB AD 2-3	Updating of WBSB AD 2.9
WBSB AD 2-6	Corrected information to WBSB AD 2.14 and WBSB AD 2.15

2. THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HEREBY SUPERSEDED:

AIP SUPPLEMENT 02/2026 DATED 17 APR 2026

Amended Pages

GEN 0.6-1/2	: replace
GEN 1.7-1/2	: replace
GEN 3.1-1/2	: replace
GEN 3.2-1/2	: replace
ENR 0.6-1/2	: replace
ENR 3.1-3/4	: replace
ENR 5.1-1/2	: replace
AD 0.6-1/2	: replace
WBSB AD 2-3/4	: replace
WBSB AD 2-5/6	: replace

GEN 0.6 TABLES OF CONTENTS TO PART 1

Page

GEN 2. TABLES AND CODES

GEN 3. SERVICES

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 PERSONNEL LICENSING, 12th edition: Nil

2. ANNEX 2 RULES OF THE AIR, 10th edition:

Chapter 3

3.1.3 Vertical displacement is expressed in terms of flight levels at or above the transition level and in terms of altitude when conducted at or below the transition level.

3.3.1.1.2-1 Unless specified by Aerodrome Control units in respect of local flying, flight plans shall be submitted for all flights.

Chapter 4

4.1 Plane of division of notified height 3,000 ft above MSL is specified as at above 3,000 ft or below 3,000 ft. No consideration is given to 1,000 ft above terrain.

4.3 All flights shall be conducted in accordance with IFR during the hours between sunset and sunrise.

Chapter 5

5.2.2 & 5.3.1 The cruising levels prescribed are applicable only within controlled airspace.

3. AIR TRAFFIC MANAGEMENT (DOC4444), 16th edition

Part II

12.2 Within the Kota Kinabalu FIR a common transition altitude fixed at 11,000 ft and for flight at or below the transition altitude the altimeter reference will be Area QNH and vertical displacement will be in terms of altitude.

12.2.2 Because of slight pressure changes a common transition level is fixed at FL130 in the Kota Kinabalu FIR, except for area 10 NM centred on Mount Kinabalu where the lowest safe altitude is 15,000 ft and the lowest safe level is FL170.

12.3.3 Being fixed, transition levels are not normally specified to aircraft in approach and landing clearance.

4. REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030), 5th edition

Part I

1.1.1 Flight plans shall be submitted for all flights, unless accepted by Aerodrome Control Units in respect of local flying.

1.2.1.1 Flights in uncontrolled airspace may be conducted under VFR by day.

5. **AIRCRAFT OPERATIONS (DOC 8168), 5th edition :**

Vol. 1 Pt IV Left hand patterns are established at BRUNEI / Brunei Darussalam for all procedures except for NDB, DVOR/DME and ILS/DME approaches for Rwy 03.

6. **ANNEX 3 METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, 20th edition: Nil**

7. **ANNEX 4 AERONAUTICAL CHARTS, 11th edition: Nil**

8. **ANNEX 5 UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 5th edition: Nil**

9. **ANNEX 6 OPERATION OF AIRCRAFT, Part I – 11th edition, Part II – 10th edition, Part III– 9th edition: Nil**

10. **ANNEX 7 AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6th edition: Nil**

11. **ANNEX 8 AIRWORTHINESS OF AIRCRAFT, 12th edition: Nil**

12. **ANNEX 9 FACILITATION, 15th edition:**

2.1 Passengers Manifests are required for persons traveling by air.

2.4 General Declaration is required.

2.4.1 General Declaration conforms to format specifications with the exception of our requirement for Cargo Manifest to be attached.

2.5 The name and position of the crew members is required.

2.6 Passengers Manifests are required.

2.24 As evidence that effective disinfecting had been carried out manually, used aerosol spray containers or any equivalent system should be suitably stored in aircraft and produced on arrival together with the recorded General Declaration.

2.39 In addition to the details required, the nationalities of all persons on board are to be included in the application.

2.41 Not acceptable.

3.1 Passenger Manifests are required for persons traveling by air.

3.5.5 Children aged 16 years and under do not require separate passports when accompanied by a parent provided particulars of the children are included in the passport of the accompanying parent. Children aged over 16 years are required to have separate passports.

3.8.2 Unacceptable. Visas are normally issued for single entry within three months. Multiple entries and longer validity will be considered in exceptional cases.

3.8.3 In Brunei Darussalam, a resident alien requires Re-entry Permit and Re-entry Visa for return to Brunei Darussalam. A resident Commonwealth Citizen in Brunei Darussalam requires a Re-entry permit to return to Brunei Darussalam.

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICES

1.1 The authority responsible for Civil Aviation in Brunei Darussalam is the Department of Civil Aviation under the Ministry of Transport and Infocommunications, Brunei International Airport, Brunei Darussalam. The Aeronautical Information Service forms part of the Technical Service Branch of the Department of Civil Aviation, Brunei Darussalam operating 24 hour.

1.2 The international NOTAM office is an integral part of AIS Headquarters and is located at the same address.

Aeronautical Information Service
Department of Civil Aviation
Ministry of Transport and Infocommunications
Brunei International Airport, BB2513
Brunei Darussalam

AFTN address: WBSBYNYX
Telegraphic Address: CIVILAIR BRUNEI
Tel: 673-2-331730 and 673-2-330142/3 Ext.1809
Telefax : 673-2-331730
E-mail : ais.brunei@dca.gov.bn

2. AREA OF RESPONSIBILITY

2.1 The Aeronautical Information service is responsible for the collection and dissemination of aeronautical information for the entire territory of Brunei Darussalam and within the airspace under the jurisdiction of Brunei Darussalam.

3. AERONAUTICAL PUBLICATIONS

3.1 Aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements:

- Aeronautical Information Publication (AIP)
- Amendments service to the AIP (AIP AMDT)
- Supplement to the AIP (AIP SUP)
- NOTAM and Pre-flight information Bulletins (PIB)
- Aeronautical Information Circulars (AIC) and
- Checklists and summaries

NOTAM and related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while the PIB are made available at the aerodrome AIS Unit. All other elements of the package are distributed by mail. AIP SUP, AIC and monthly NOTAM Lists are also posted on the DCA website at: www.dca.gov.bn

3.2 ***Aeronautical Information Publication (AIP)***

The AIP Brunei is the basic aeronautical information document issued in one volume published for Brunei Darussalam and contains information of a lasting character essential to air navigation. It is available in English only and is maintained up to date by an amendment service of reprinted pages and in the case of minor amendments, manuscript corrections.

3.3 ***Amendment service to the AIP (AIP AMDT)***

Amendments to the AIP together with checklist are made by means of replacement sheet. One type of AIP AMDT is produced and identified by a cover sheet. Incorporate permanent changes into the AIP on the indicated publication date.

A brief description of the subject affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is a noted or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

3.4 ***Supplement to the AIP (AIP SUP)***

Temporary changes of long duration (3 months or longer) and information of short duration which contains extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP SUP. Operationally significant changes to the AIP are published accordance with the AIRAC system and its established effective dates, and are identified clearly by the acronym AIRAC.

Each AIP Supplement is allocated a serial number which is consecutive and based on the calendar year.

An AIP SUP is kept as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP SUP will normally be given in the AIP SUP itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the AIP SUP.

The checklist of current AIP SUP is published in the monthly plain-language NOTAM List.

3.5 ***Aeronautical Information Circulars (AIC)***

Aeronautical Information Circulars contain information of general technical interest and information relating to administrative matters, which is inappropriate to AIP or NOTAM, and are published in English only. A checklist will be issued at least once a year.

*3.*6 ***Notam Service***

NOTAMS are used mainly for the notification of temporary information of timely significance, unforeseen changes in unserviceabilities etc., or any other emergency; they are distributed by the International NOTAM Office in three series as follows: -

- Series A NOTAM - for NOFs other than those adjacent NOFs.
- Series B NOTAM - for adjacent NOFs.

Each NOTAM is assigned a serial number preceded by an appropriate letter indicating the series and followed by the year of issuance. The serial numbers start with NR0001 at 0000 UTC on 1 January every year. A checklist of NOTAM currently in force is issued every month over the AFTN and in addition, a printed plain language summary NOTAM in force is sent by airmail to those who had originally received the NOTAM over the AFTN and subscribers to the AIP as well as others on request.

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICES

1.1 The Department of Civil Aviation of Brunei Darussalam provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Services produces the charts, which are part of the AIP. Charts, suitable for pre-flight planning and briefing, selected from those listed in the ICAO Aeronautical Chart Catalogue (Doc 7101), are available for reference at aerodrome AIS unit. The charts are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts. Differences to these provisions are detailed in subsection GEN 1.7.

2. MAINTENANCE OF CHARTS

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by AIP Amendments. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.

2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3. PURCHASE ARRANGEMENTS

3.1 The charts may be obtained from the:

Aeronautical Information Service
Department of Civil Aviation
Ministry of Transport and Infocommunications
Brunei International Airport, BB2513
Brunei Darussalam.

Tel : 673-2-331730 and 673-2-330142 Ext 1809
Telefax : 673-2-331730
E-mail : ais.brunei@dca.gov.bn

3.2 The Department of Civil Aviation, the Aeronautical Information Service have copies of the ICAO Aeronautical Chart Catalogue (Doc 7101) where all aeronautical charts or chart series produced by this and other countries are listed, and known to be generally available to civil aviation.

4. AERONAUTICAL CHARTS SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced:

a) En-route Charts - ICAO
b) Instrument Approach Chart - ICAO
c) Aerodrome Obstacle Chart - ICAO Type A and Type B
d) Aerodrome Chart – ICAO
e) Aircraft Parking and Docking Chart – ICAO

4.2 In addition, selected commercially and military produces charts (limited coverage) are also available to assist in route selection and flight planning. The charts available are as follows:

a) Jeppesen En-route Charts (Lambert Conformal Projection -South Pacific Area)

b) British Airways AERAD En-route charts (Lambert Conformal Projection) – Asia and Australia

c) USA Department of Defense En-route Charts- (Lambert Conformal projection) - Pacific, Australia and Antarctica.

4.3 **General description of each series:**

a) ***En-route Chart - ICAO***

This chart covers of ATS routes within Kota Kinabalu FIR and adjacent FIRs.

b) ***Instrument Approach and Landing Charts - ICAO***

The charts for Brunei Darussalam conform to specifications of Annex 4. The approach and landing charts are printed separately. A separate chart is available for each procedure established for the aerodrome.

c) ***Aerodrome Obstacle Charts - ICAO***

Aerodrome Obstacle Charts are produced as type A and B.

d) ***Aerodrome chart -ICAO***

This chart provides flight crews with information that will facilitate the ground movement of aircraft to and from the runway and apron, and portray the major flight operation facilities at the aerodrome.

e) ***Aircraft Parking/Docking Chart -ICAO***

This chart provides flight crews with detailed information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft.

PART 2. EN-ROUTE (ENR)

ENR 0

ENR 0.1 PREFACE -Not applicable

ENR 0.2 RECORD OF AIP AMENDMENTS -Not applicable

ENR 0.3 RECORD OF AIP SUPPLEMENTS - Not applicable

ENR 0.4 CHECKLIST OF AIP PAGES - Not applicable

ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP - Not applicable

ENR 0.6 TABLE OF CONTENTS TO PART 2

Route Designator Significant Points Coordinates	Track (MAG) Dist (NM)	Upper Limit Lower Limit MNM FLT ALT Airspace Classification	Lateral Limits (NM)	Cruising Levels Odd	Cruising Levels Even	Remarks Controlling Units
1	2	3	4	5		6
L649 (RNP10)						
△ DAKIX (FIR BDRY) 070854N 1145054E						Available only for flights departing from Brunei (WBSB). Labuan (WBKL) and Miri (WBGR) to Hong Kong (VHHH) only. **No PDC FL300 and FL380 applicable.** **Controlling Authority:** Within Brunei TMA Brunei Radar Freq 127.1 MHz Brunei TMA to DAKIX: Kota Kinabalu ACC Freq 126.1 MHz
△ PARLU 061912N 1145136E	49.5	FL460 FL135				
△ DOTOX 055618N 1145200E	22.8	Class A				
▲ ISKUD 053636N 1145218E	19.6					
△ AROBO 052000N 1145230E	16.5					
▲ BRUNEI DVOR/DME (BRU) 045229N 1145308E	27.4	FL460 6 500 FT AMSL Class A				
M522						
▲ MAMOK 040506N 1154712E	49.0 NM	FL 460 FL 135 Class A MNM FL 140				No Pre Departure Coordination (No PDC) arrangement: Flights departing from aerodromes within Kota Kinabalu FIR via RNAV route M754 will be cleared to FL270. Succeeding aircraft may be cleared to same level provided 10 MIN longitudinal separation using MNT exist with no closing speed. **Controlling Authority:** Kota Kinabalu ACC Freq 126.1 MHz
△ ELPOX (FIR BDRY) 045316N 1155346E	61.0 NM	FL 460 6 500 FT MSL Class A MNM 7000FT				
▲ KOTA KINABALU DVOR/DME (VJN) 055357N 1160202E	50.0 NM					
△ ENBAX (FIR BDRY) 064403N 1160532E	87.0 NM					
▲ NODIN (FIR BDRY) 081100N 1161142E						

Route Designator Significant Points Coordinates	Track (MAG) Dist (NM)	Upper Limit Lower Limit MNM FLT ALT Airspace Classification	Lateral Limits (NM)	Cruising Levels Odd	Cruising Levels Even	Remarks Controlling Units
1	2	3	4	5		6
M646 (RNP 10)						
▲ OSANU (FIR BDRY) 074124N 1171736E	215° 035°	FL460 FL135		↓		**Controlling Authority:** 1. OSANU to BRU DVOR/DME Kota Kinabalu ACC – 126.1 MHz 2. BRU DVOR/DME to DARMU Kota Kinabalu ACC – 128.3 MHz 3. DARMU to KAMIN Kuching Radar (H24) Freq: (PRI) 134.5 MHz (SRY) 125.35 MHz Except that part of AWY within Brunei TMA Brunei Radar Freq: 127.1 MHz.
	130.1NM	Class A				
▲ KOTA KINABALU DVOR/DME (VJN) 055357N 1160202E	228° 048°	FL460 6500FT AMSL Class A				
	92.0 NM	MNM 7000FT				
▲ BRUNEI DVOR/DME (BRU) 045229N 1145308E	249° 069°	FL460 7500FT AMSL				
△ 50 DME BRU 043437N 1140607E	50.0 NM					
	249° 069°	MNM 8000FT ALT				
	28.0 NM	Class A				
△ SAKMA 042428N 1133955E	249° 069°	FL460 FL135				
▲ DARMU 040139N 1124036E	63.5 NM					
	249° 069°	MNM FL140				
▲ KAMIN (FIR BDRY) 023442N 1085536E	241.0 NM	Class A		↑		
M754						
▲ SUMLA (FIR BDRY) 080242N 1160054E	200° 020°	FL 460 FL 135		↓		No Pre Departure Coordination (No PDC) arrangement: Flights departing from aerodromes within Kota Kinabalu FIR via RNAV route M754 will be cleared to FL270. Succeeding aircraft may be cleared to same level provided 10 minutes longitudinal separation using MNT exists with no closing speed. **Controlling Authority:** Kota Kinabalu ACC Freq: 126.1 MHz
▲ VIDIP 054106N 1151003E	150.0 NM					
	200° 020°	Class A	20			
▲ UKIBA 051849N 1150209E	24.0 NM					
	200° 020°	MNM FL 140		↑		
▲ BRUNEI DVOR/DME (BRU) 045229N 1145308E	28.0 NM					
M759						
▲ OLKIT (FIR BDRY) 045012N 1115118E	089° 269°	FL 460 6 500FT AMSL	20	↓		No Pre Departure Coordination (No PDC) arrangement: Flights departing from aerodromes within Kota Kinabalu FIR via RNAV route M759/M758 will be cleared to FL310. Succeeding aircraft may be cleared to same level provided 10 minutes longitudinal separation using MNT exists with no closing speed. **Controlling Authority**: Kota Kinabalu ACC Freq: 126.1 MHz
	181.0 NM	Class A MNM 7 000FT		↑		
▲ BRUNEI DVOR/DME (BRU) 045229N 1145308E						

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification and Names Lateral Limits	Upper Limit Lower Limit	Types of Restriction/Hazard	Remarks
1	2	3	4
PROHIBITED AREAS			
WBP503 A racetrack pattern areas of 926M radius centers on 045241N 1145513E and 045218N 1145513E joined by straight lines.	3000FT ALT GND	HM Sultan's Palace	Permanent Controlling Authority:- HM Sultan's Flight
WBP504 Circle of 915M (3000FT) radius centred on 045316N 1145008E	500FT ALT GND	Jerudong Prison	Permanent.
WBP506 Circle of half NM (926M) radius centred on 045553N 1144926E	3000FT ALT GND	HM Sultan's Palace	Permanent Controlling Authority:- HM. Sultan's Flight.
RESTRICTED AREAS			
WBR560 / 520-LUMUT Gas Plant Area bounded by lines joining successively the following points: 043950N 1142743E 044009N 1142820E 044309N 1142648E 044250N 1142620E	1500FT ALT MSL	Gas Plant Jetty, Loading Cane and Tanker	H24 Controlling Authority : Brunei Shell Petroleum Co. Sdn. Bhd. The highest obstacle within this areas are: I) The land flare structure 396FT AMSL ii) The loading Crane adjustable to a maximum height of 204FT AMSL.

Identification and Names Lateral Limits	Upper Limit Lower Limit	Types of Restriction/Hazard	Remarks
1	2	3	4
WBR 517 Area bounded by line joining successively the following points: 054259N 1125949E 063259N 1140449E 061259N 1141949E 055259N 1140149E 054259N 1125949E	FL 400 5000ft ALT	Military Flying	Controlling Authority:- Kota Kinabalu Area Control Centre (ACC). Activity will be notified by the issuance of **NOTAM**.
AIR CORRIDOR ASSOCIATED WITH WBR 517 Area bounded by line joining successively the following points: 051159N 1143607E 050559N 1140249E 054259N 1125949E 055259N 1140149E 051159N 1143607E	12,500ft SL	For acft transiting fm Labuan and Brunei to WBR 517 and vice versa.	Controlling Authority:- Kota Kinabalu Area Control Centre (ACC) Activity will be notified by the issuance of **NOTAM**
WBR519 BERAKAS Circle 3000M radius centred on 050036N 1145721E	10,000FT ALT SFC	Parachute Jumping Exercise	Activation will be given by **NOTAM** *** Jump subject to ATC Clearance**
DANGER AREAS			
WBD507 - POLICE TRAINING CENTRE Circle of 440M radius centred on 045643N 1145815E	1000ft ALT SFC	Pistol and Small Arms Firing	Activation btn 0001-0900 UTC. Controlling Authority:- DCA-Brunei
WBD508 Circle of 440M radius centred on 045647N 1145804E	500ft ALT GND	Small Arms Firing	Permanent.

PART 3 - AERODROMES (AD)

AD 0

AD 0.1 PREFACE - Not applicable
AD 0.2 RECORD OF AIP AMENDMENTS - Not applicable
AD 0.3 RECORD OF AIP SUPPLEMENTS - Not applicable
AD 0.4 CHECKLIST OF AIP PAGES - Not applicable
AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP - Not applicable
AD 0.6 TABLE OF CONTENTS TO PART 3

WBSB AD 2.7 SEASONAL AVAILABILITY CLEARING

NOT APPLICABLE

WBSB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	*Apron surface and strength*	Concrete and PCN 70
2	*Taxiway width, surface and strength*	Northern Parallel Taxiway (NPT) & Southern Parallel Taxiway (SPT) Width - 23M Surface - Concrete Strength - PCN 70
3	*Altimeter check location and elevation*	Main Apron 12.2M (40ft)
4	*VOR/INS checkpoints*	See AD Chart
5	*Remarks*	Nil

WBSB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands*	Taxiing guidance signs at TWY and RWY and at RWY holding positions. Yellow taxiing guide lines at apron and Lead-in line at apron and stand designation marking – yellow Visual docking and guidance system (VDGS) for stand 1,2,3,4,5,6,7 and 8. All parking stand marshaller assisted. Nose wheel guidance line for all parking bays.
2	*RWY and TWY markings and LGT*	**RWY Marking**: Runway designation, threshold, transverse stripe, touchdown zone, aiming point, side stripe and wing bar lights **RWY LGT**: Edge, threshold, end and wing bar lights **TWY Marking**: Centre line, taxi side stripe, runway-holding position. **TWY LGT**: Centre line (on curve and exit taxiway) and edge lights Runway guard lights on all RWY/TWY intersections
3	*Stop bars*	Stop bars on all RWY/TWY intersections.
4	*Remarks*	Twys and Exits; Twy edge and centerline lights are available. Aircraft Stands Stand 1 - 045639.94N 1145556.04E Stand 1A - 045639.70N 1145556.43E Stand 2 - 045642.84N 1145556.79E Stand 3 - 045644.60N 1145556.30E Stand 4 - 045645.94N 1145557.29E Stand 5A - 045646.20N 1145558.45E Stand 5B - 045646.51N 1145558.42E Stand 6 - 045647.40N 1145600.56E Stand 7 - 045648.70N 1145601.17E Stand 8 - 045649.96N 1145602.08E Stand F1 - 045637.56N 1145555.35E Stand F2 - 045635.85N 1145554.31E Stand F3 - 045634.13N 1145553.27E Stand F4 - 045632.22N 1145552.12E Stand F5 - 045630.30N 1145550.97E Stand F6 - 045628.57N 1145549.94E Stand F7 - 045626.66N 1145548.79E

WBSB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

AIRCRAFT PARKING RESTRICTIONS

ACFT TYPE	PARKING STANDS												
	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7
B787	✈	✈	✈							✈			✈
B777		✈			✈					✈			✈
B767		✈	✈	✈	✈		✈	✈	✈		✈	✈	
B757	✈	✈	✈	✈	✈	✈							
B747		✈			✈					✈			✈
B737-400			✈										
B737	✈	✈	✈	✈	✈	✈							
B727	✈	✈	✈	✈	✈	✈							
B707			✈	✈	✈								
A340		✈	✈	✈									
A320	✈	✈	✈	✈	✈	✈							
A319		✈	✈	✈									
A310		✈	✈	✈	✈								
A300		✈	✈	✈	✈								
DC 10-10		✈	✈		✈								
DC 10-36		✈											
DC 9	✈		✈	✈	✈	✈							
DC 8-80				✈									
DC8-63		✈	✈	✈	✈								
DC8-50		✈	✈		✈								
MD11		✈	✈	✈									
L1011		✈		✈	✈								
BAE146		✈	✈	✈									
IL76			✈	✈									
F100			✈	✈									

WBSB AD 2.10 AERODROME OBSTACLES

In approach/take off areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
A	*B*	*C*	*A*	*B*	
See Aerodrome Obstruction Chart - ICAO Type A					

WBSB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	WBSB / Brunei intl.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Meteorological Forecast Office H30
4	Type of landing forecast interval of issuance	TAF 0006: 0612: 1218 and 1824: Takeoff Forecast available for schedule flights and Unscheduled flights (on requested only.)
5	Briefing/Consultation provided	Forecast, Briefing and Routed Area forecast
6	Flight documentation Language (s) used	English
7	Charts and other information available for briefing or consultation	Surface Chart: SIG Wx Chart: Upper wind Chart, Satellite weather pictures. NWP Chart
8	Supplementary equipment available for providing information	Key Board Display System/ AWOS. Low Level Wind Shear Alert System (LLWAS)
9	ATS units provided with information	DATIS
10	Additional information (limitation of services, etc.)	Forecaster available as from 2130UTC to 1600UTC

WBSB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
Rwy 03	031°M	3658 x 45	PCN70/F/C/W/T Flexible/Rigid	04°55'48.29N 114°55'11.53E	THR - 6M
Rwy 21	211°M	3658 x 45		04°57'29.94N 114°56'12.62E	THR - 22M
Slope off RWY - SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
Rwy 03 Rwy 21	N/A	335 304	3778 x 300	Nil	Nil

WBSB AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*
RWY 03	*3658*	*3993*	*3658*	*3658*	*Nil*
RWY 21	*3658*	*3962*	*3658*	*3658*	*Nil*

WBSB AD 2.14 APPROACH AND RUNWAY LIGHTING

Rwy Designator	APCH LGT Type LEN INST	THR LGT Colour of W-Bar	VASIS (MEHT) PAPI	TDZ LGT LEN
1	2	3	4	5
03	Distance Coded Variable High and Low Intensity Lights	16 Bi-directional inset type lights, green lights and red lights 5 Uni-directional Elevated Wing bars, green each sides of runway.	PAPI – Lowest Approach (Two Whites, Two reds) Mean Eye Height above THR – 59ft PAPI – Lowest Approach (Two Whites, Two Reds) Mean Eye Height above THR – 61ft	NIL NIL
21	Calvert Variable High and Low Intensity Lights	16 Bi-directional inset lights green lights and red lights. 5 Unidirectional Elevated Wing bars, green lights on both sides of runway.	The designations of PAPI units should read starting from extreme left to right as follows: Left A, B, C, D and Right E, F, G, H for both Runways	
Rwy Centre-line Lgt Length, spacing colour INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour INTST W/BAR	SWY LGT LEN(M) colour	Remarks
6	7	8	9	10
	Inset Omni- directional vrb intst lights Y filter on last 610m (2000ft) either end	Two (2) Elevated guard lights, Unidirectional with flashing amber lights (twin head) each side of stop way.	N/A	Nil

WBSB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, Characteristics and hours of operation	ABN is located at position 045655N 1145557E (Eastern side of aerodrome) ABN Occur White & Green every 3 seconds on eastern side of aerodrome HN
2	LDI location and LGT Anemometer location and LGT	Nil
3	TWY edge and centre line lighting	Edge: Inset Blue Lights Centre line: Embedded Green Lights
4	Secondary power supply/switch-over time	Automatic standby diesel generators for all airfield lights, TWR equipment, Communication, Radar, Navaids & Terminal
5	Remarks	Nil