

AD 2 AERODROMES

WBSB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBSB – BRUNEI/International

WBSB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	045639N 1145542E Rwy Centreline 1829M (6000ft) from THR21
2	Direction and distance from (city)	345°T 5KM from Bandar Seri Begawan
3	Elevation/Reference temperature	73ft (22M) / 32.4°C
4	MAG VAR/Annual change	0.39°E (1987) / NA
5	AD administration, address, telephone, telefax, AFS	Department of Civil Aviation, Ministry of Transport and Infocommunications, Brunei International Airport, BB2513 Negara Brunei Darussalam. Tel Nr : 673-2-330142/3 Fax Nr: 673-2-331706 AFS : WBSBYAYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

WBSB AD 2.3 OPERATIONAL HOURS

1	AD administration	Daily H24. Notified Hours: 2300-1600UTC daily. Outside these hours PPR DCA Brunei Darussalam
2	Customs and immigration	As AD
3	Health and Sanitation	As AD
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	By Prior arrangement
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

WBSB AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo-handling facilities</i>	Through agents by arrangement
2	<i>Fuel / Oil types</i>	Jet A1 ASO – W120, W100, ASTO- 390, 750 Met mix – 45/55/0
3	<i>Fuelling facilities / Capacity</i>	Bowser refuelling 2330-1430UTC daily
4	<i>De-icing facilities</i>	Nil
5	<i>Hanger space for visiting aircraft</i>	Nil
6	<i>Repair facilities for visiting aircraft</i>	Nil
7	<i>Remarks</i>	Nil

WBSB AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	In the city.
2	<i>Restaurants</i>	Restaurant at airport and in the city.
3	<i>Transportation</i>	Bus, Taxis, Car-hire Services.
4	<i>Medical facilities</i>	First Aid are available operating 24 hours (fully equipped hospital 5KM away)
5	<i>Bank and Post Office</i>	Bank (In side arrival hall) Nil but 3 ATM are available for 24 hours Post Office Nil
6	<i>Tourist Office</i>	In the terminal building at the arrival hall
7	<i>Remarks</i>	Seal & Go service is available daily from 0630 to 2300 hours

WBSB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	Category 9 (H24)
2	<i>Rescue equipment</i>	Adequately provided as recommended by ICAO
3	<i>Capacity for removal of disable aircraft</i>	1) Arrangement with the respective airline and ground handler. Aircraft lifting equipment a) Largest Aircraft – B747-800
4	<i>Remarks</i>	All Airport Fire Services (AFS) personnel are trained in rescue and fire-fighting.

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	<u>RWY Marking</u>: Runway designation, threshold, transverse stripe, touchdown zone, aiming point, side stripe and wing bar lights <u>RWY LGT</u>: Edge, threshold, end and wing bar lights <u>TWY Marking</u>: Centre line, taxi side stripe, runway-holding position. <u>TWY LGT</u>: 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	<u>Twys and Exits</u>; Twy edge and centerline lights are available. <u>Aircraft Stands</u> 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	Obstacle type	Elevation	
	Markings/LGT	Coordinates	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

<i>RWY Designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
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	PAPI – Lowest Approach (Two Whites, Two reds) Mean Eye Height above THR – 59ft	NIL
21	Calvert Variable High and Low Intensity Lights	5 Uni-directional Elevated Wing bars, green each sides of runway. 16 Bi-directional inset lights green lights and red lights. 5 Unidirectional Elevated Wing bars, green lights on both sides of runway.	PAPI – Lowest Approach (Two Whites, Two Reds) Mean Eye Height above THR – 61ft 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	NIL
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 instst 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, Nav aids & Terminal
5	Remarks	Nil

WBSB AD 2.16 HELICOPTER LANDING AREA

Normally helicopter is cleared on the runway and taxi to apron. Local based helicopters may be cleared to land directly on the grass-strip of the airfield.

WBSB AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	BRUNEI CTR – An Area contained within arc of a circle 17NM radius centred on Brunei ARP (045639N 1145542E) from 051441.6565N 1145544.7637E clockwise to 050741.17208N 1150841.6410E thence a straight line to 043756.8886N 1144941.8019E thence arc of a circle 20NM from Brunei ARP (045639N 1145542E) to 044621.8458N 1143901.8992E thence straight line to 051441.6868N 1145511.7637E
2	<i>Vertical limits</i>	ASL – AGL TO 3500FT
3	<i>Airspace classification</i>	C
4	<i>ATS unit call sign Language(s)</i>	Brunei Approach / Brunei Radar & Tower ENGLISH
5	<i>Transition altitude</i>	11000FT
6	<i>Remarks</i>	Nil
1	<i>Designation and lateral limits</i>	BRUNEI TMA - An area contained within an arc of a circle 50NM radius on 'BRU' DVOR/DME (045229N 1145308E) clockwise from 041656.9929N 1152911.4439E to 050556.7505N 1140332.2203E thence a straight line to 051256.6976N 1145051.8017E thence a minor arc of a circle radius 17NM centred on BRUNEI ARP (045639N 1145542E) clockwise to 045216.8040N 1151211.6052E thence a straight line to 042156.9640N 1153511.3915E thence a straight line to 041656.9929N 1152911.4439E.
2	<i>Vertical limits</i>	<u>FL145</u> 3000ft
3	<i>Airspace classification</i>	B and C
4	<i>ATS unit call sign Language (s)</i>	Brunei Radar ENGLISH
5	<i>Transition altitude</i>	11000FT
6	<i>Remarks</i>	Nil

WBSB AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service Designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operations</i>	<i>Remarks</i>
1	2	3	4	5
APP	BRUNEI RADAR	121.3 MHz 121.5 MHz 123.1 MHz 125.2 MHz 127.10 MHz 128.0 MHz 130.5 MHz	H24	Procedural App Radar Emergency Search and Rescue Traffic Director App Radar Utility Area ACC
TWR	BRUNEI TWR	118.7 MHz 121.9 MHz	H24	Aerodrome Controller GMC
DATIS	-	126.8 MHZ	H24	Range 100Nm Power 50 watts

WBSB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, CAT OF ILS/MLS (For VR/ILS/MLS, give VAR)</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of Transmitting Antenna Coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Maintenance Period</i>
1	2	3	4	5	6	7
DVOR/DME	BRU	112.0Mhz CH57X	H24	045229N 1145308E	-	Wednesday 0000-0830UTC
ILS/LLZ RWY21	BI	109.7Mhz	H24	045539N 1145504E	-	Tuesday 0000-0830UTC
ILS/DME RWY21	BI	CH34X	H24	045723N 1145603E	-	Tuesday 0000-0830UTC Co-located with ILS/GP RWY 21
ILS/GP RWY21		333.2Mhz	H24	045723N 1145602E	-	Tuesday 0000-0830UTC
ILS/LLZ RWY03	BE	108.9Mhz	H24	045737N 1145617E	-	Tuesday 0000-0830UTC
ILS/DME RWY03	BE	CH26X	H24	045558N 1145513E	-	Tuesday 0000-0830UTC Co-located with ILS/GP RWY03
ILS/GP RWY03	-	329.3Mhz	H24	045559N 1145513E	-	Tuesday 0000-0830UTC
NDB	BR	318Khz	H24	045357N 1145405E	-	Thursday 0000-0830UTC

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

Brunei International Airport has acquired Resqtec Aircraft Recovery Equipment with an established Aircraft Recovery Equipment (ARE) Team.

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

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 closed 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

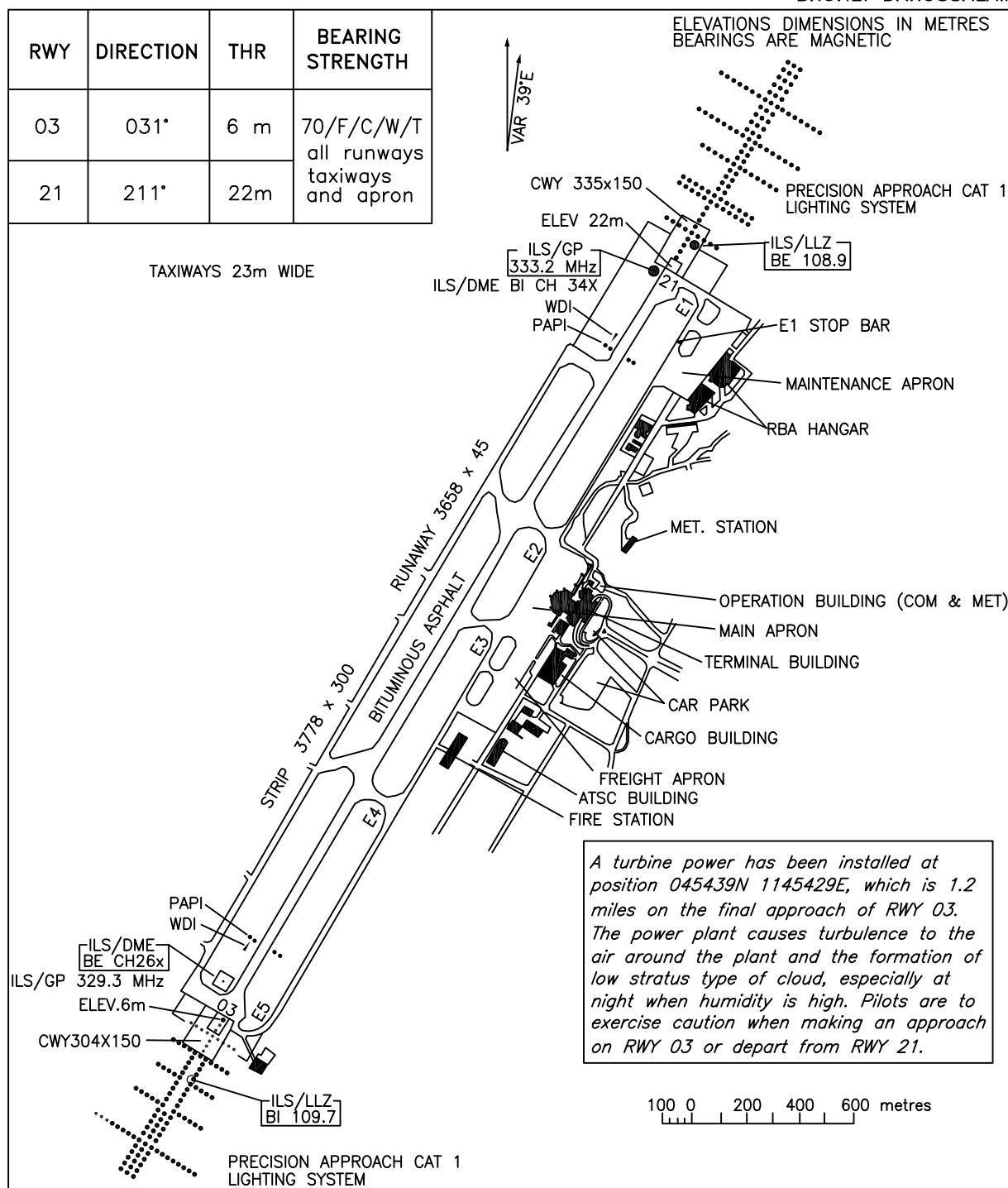
AERODROME CHART-ICAO

045639N
1145542E

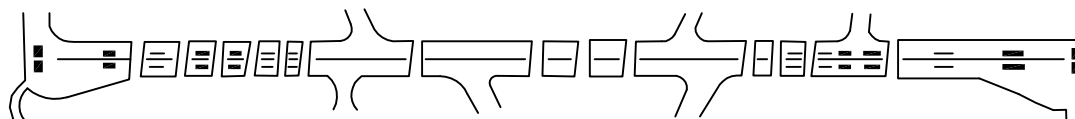
ELEV 22m

TWR 118.7

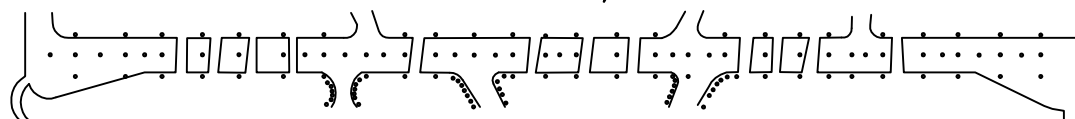
B.S.Begawan/
BRUNEI DARUSSALAM



MARKING AIDS RWY 03/21 AND EXIT TWY



LIGHTING AIDS RWY 03/21 AND EXIT TWY

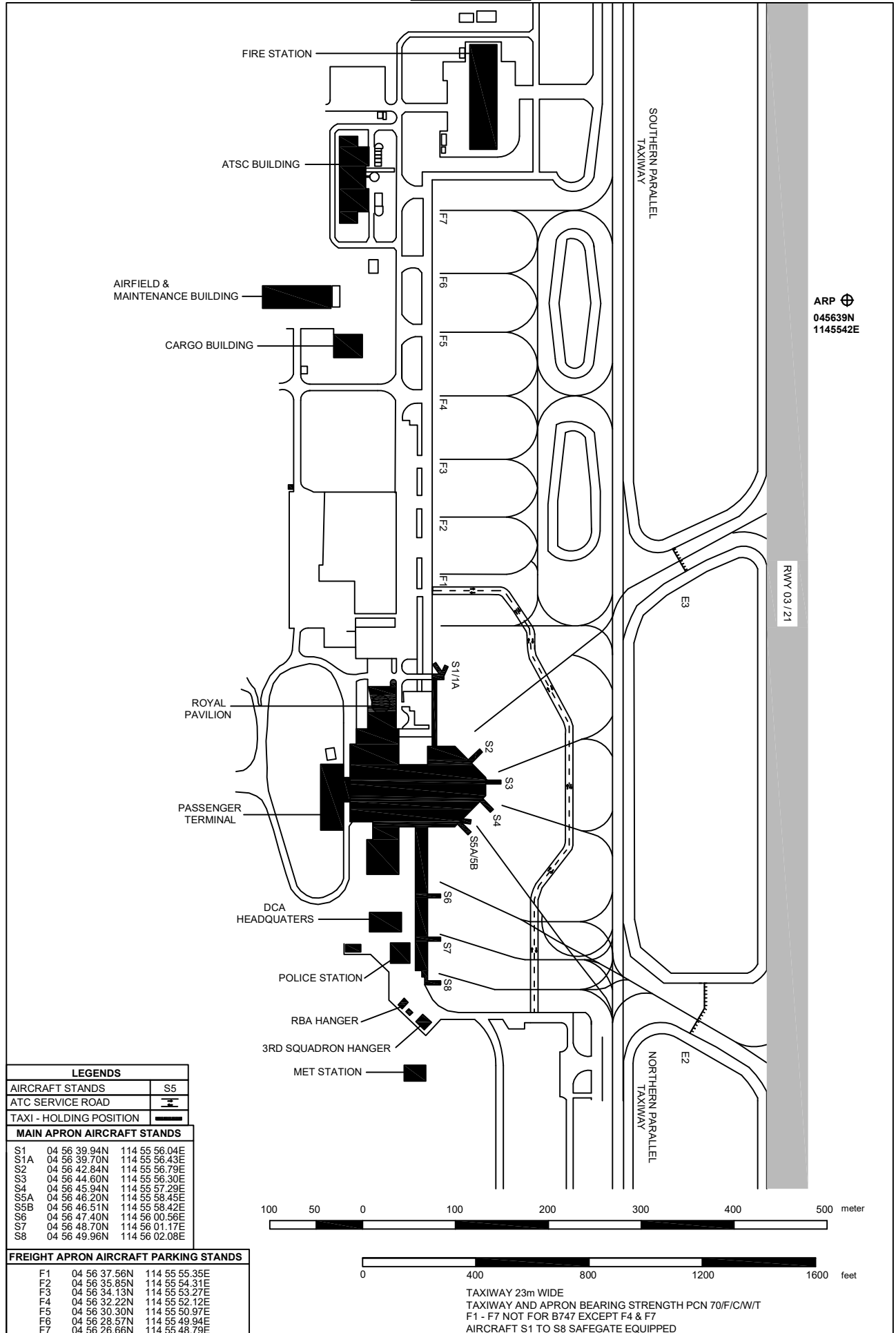


AIRCRAFT PARKING /
DOCKING CHART

APRON ELEV
12.2m

TWR	118.7
APRON	121.9

BRUNEI INTERNATIONAL
AIRPORT



AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

BRUNEI INTERNATIONAL AIRPORT

DIMENSIONS AND ELEVATIONS IN
METRES

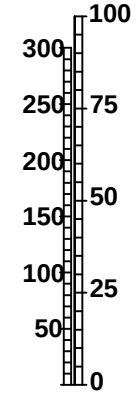
MAGNETIC VARIATION 39°

RWY 03 / 21

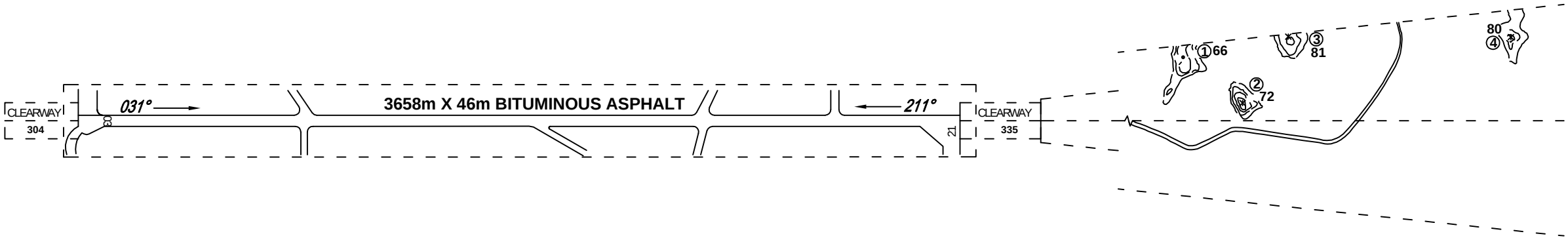
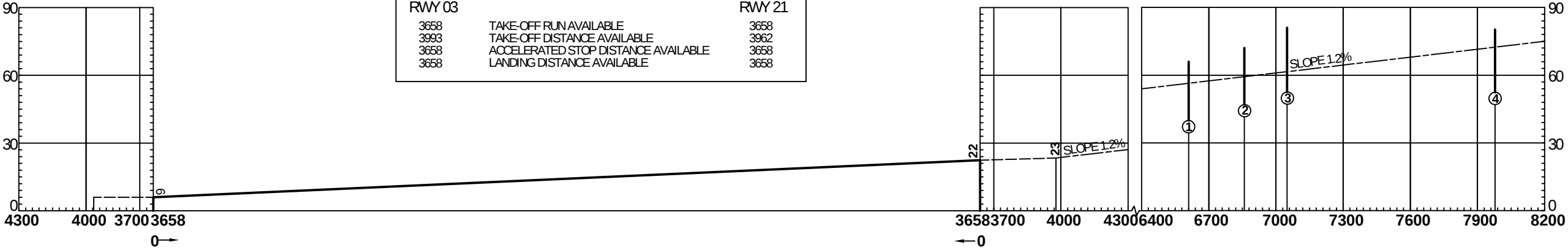
DECLARED DISTANCES

RWY 03		RWY 21
3658	TAKE-OFF RUN AVAILABLE	3658
3993	TAKE-OFF DISTANCE AVAILABLE	3962
3658	ACCELERATED STOP DISTANCE AVAILABLE	3658
3658	LANDING DISTANCE AVAILABLE	3658

FEET METRES



VERTICAL
SCALE
1 : 1 500



HORIZONTAL SCALE 1 : 15 000



LEGEND	
IDENTIFICATION NUMBER	①
ROAD	==
TREE OR SHRUB	x
SPOT HEIGHT IN METRES	•
TERRAIN PENETRATING OBSTRUCTION PLANE	⬄

AMENDMENT RECORD		
No.	DATE	ENTERED BY

Aerodrome Obstruction Chart – ICAO Type A (Runway 03)

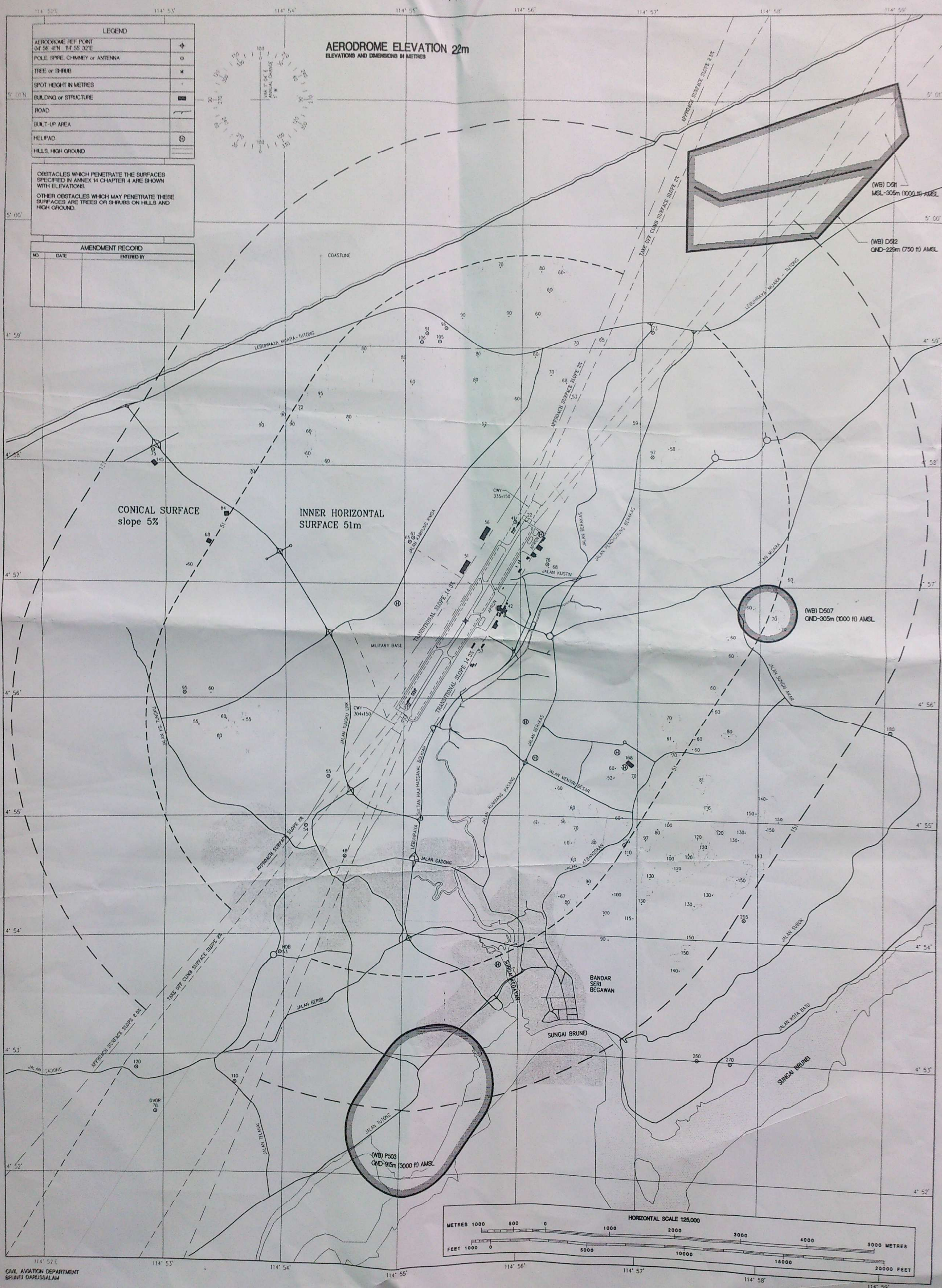
TO BE DEVELOPED

INTENTIONALLY

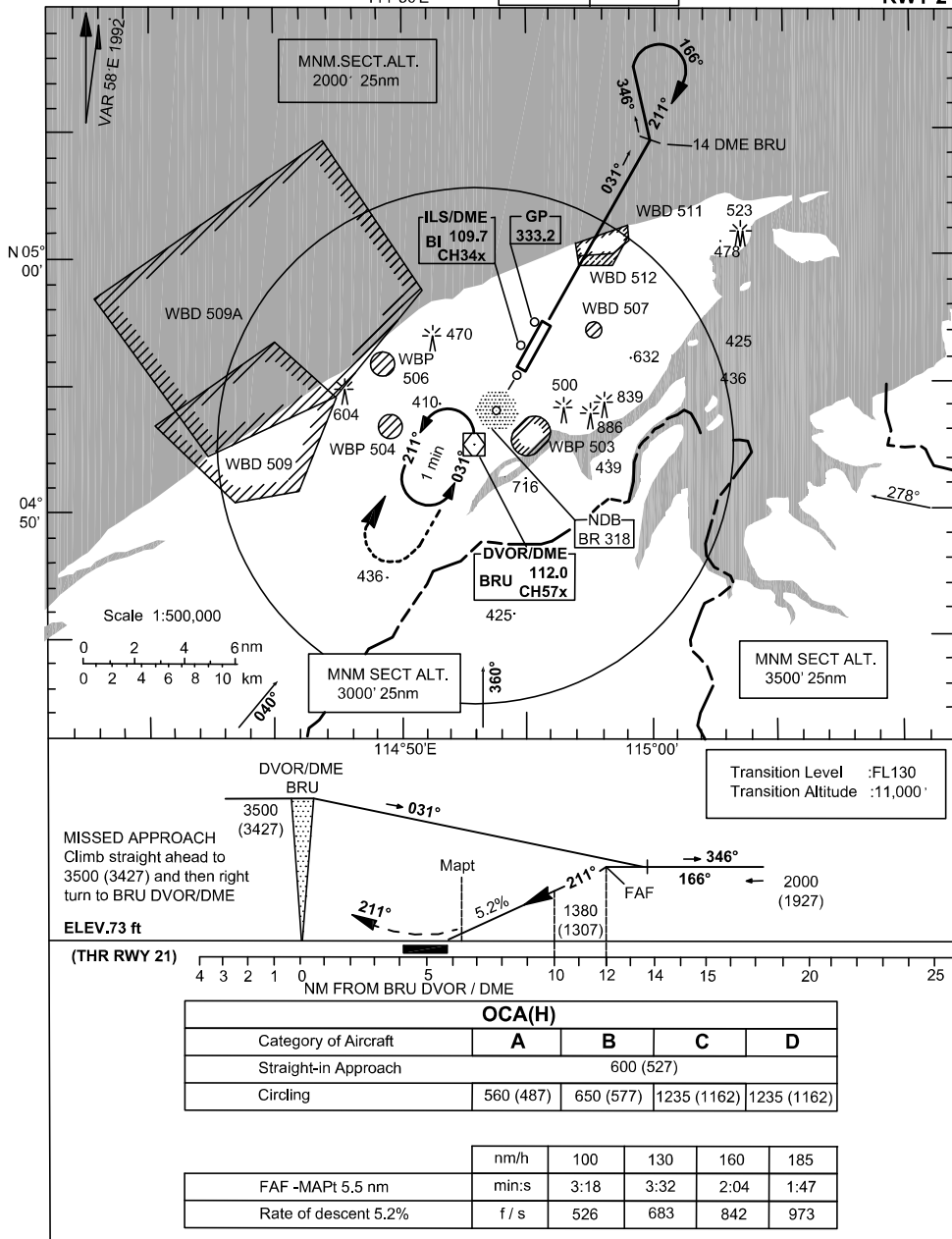
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BANDAR SERI BEGAWAN/BRUNEI
BRUNEI DARUSSALAM



3.7	SMC 121.9	DVOR/DME
1.3	ATIS 126.8	RWY 21



**INSTRUMENT
APPROACH
CHART-ICAO**

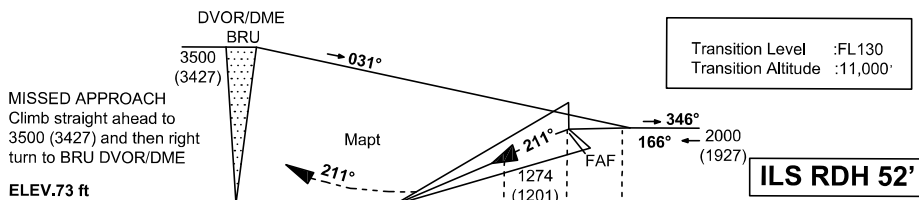
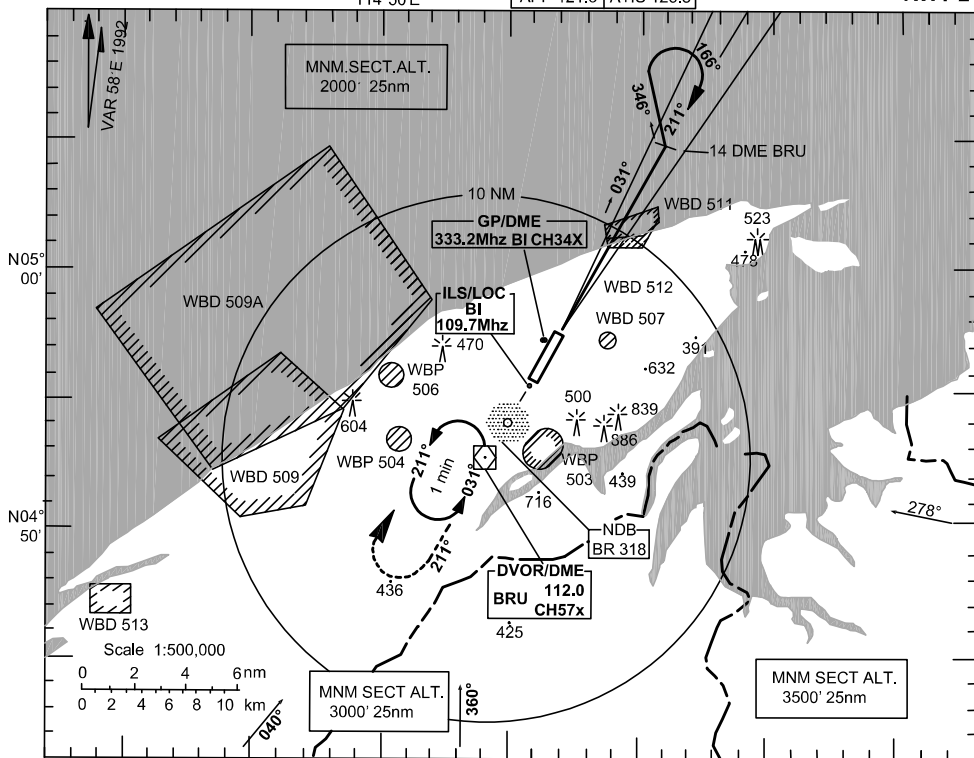
AERODROME ELEV 73ft

HEIGHTS RELATED TO
THR RWY 21-ELEV 73ft
114°50'E

B.S.BEGAWAN/BRUNEI DARUSSALAM

**ILS/DME
RWY 21**

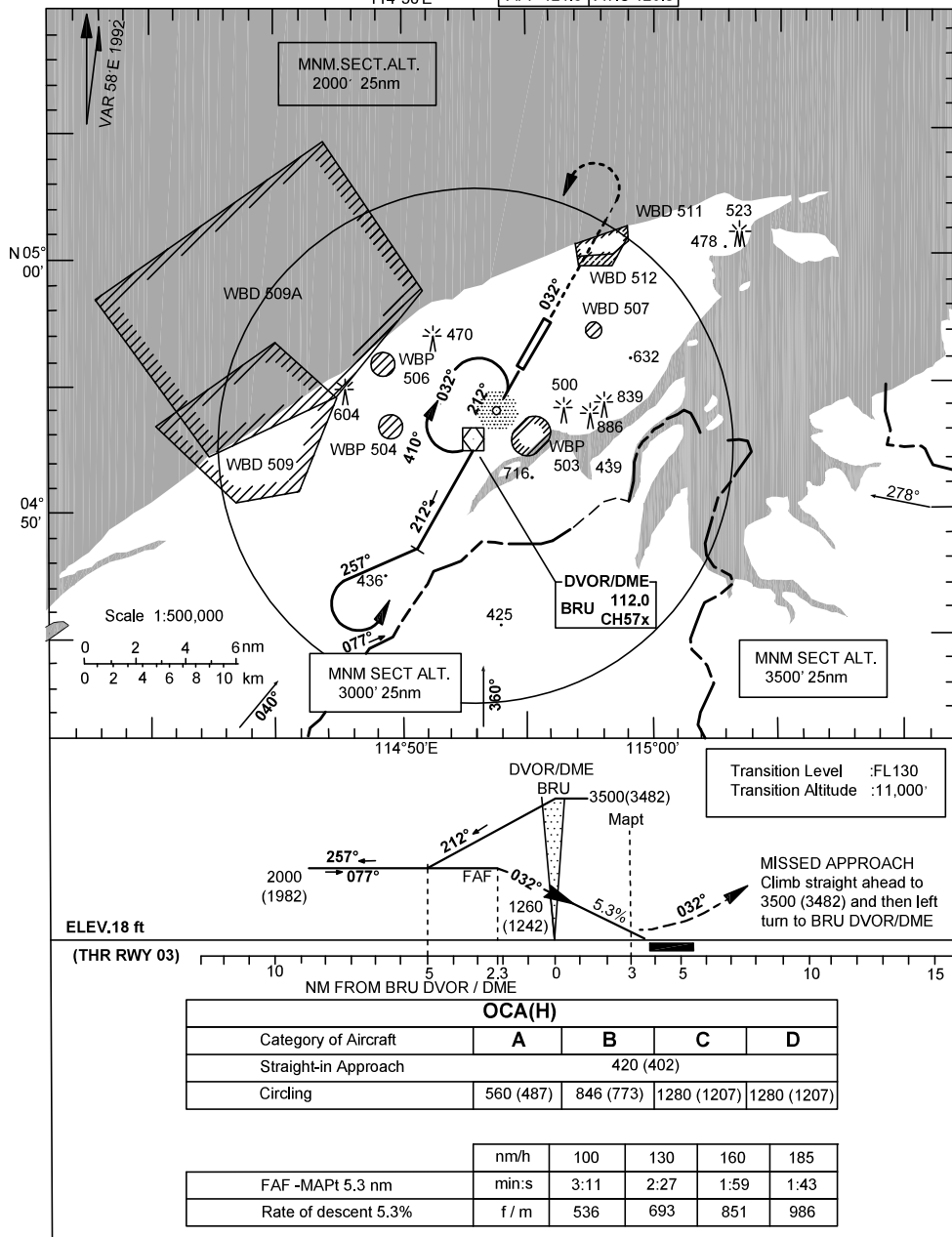
TWR 118.7	GMC 121.9
APP 121.3	ATIS 126.8



(THR RWY 21) 5 0.6 4 5 6.1 8.1 10 15
NM FROM THR RWY 21

OCA(H)						
Category of Aircraft		A	B	C	D	
Straight-in Approach	Cat 1	269 (196)	281 (208)	289 (216)	300 (227)	
	GP INOP	385 (312)				
Circling		560 (487)	846 (773)	1280 (1207)	1280 (1207)	
		nm/h	100	130	160	185
FAF -MAPt 5.5 nm		min:s	3:18	3:32	2:04	1:47
Rate of descent 5.2%		f / s	526	683	842	973

B.S.BEGAWAN/BRUNEI DARUSSALAM
DVOR/DME
RWY 03



**INSTRUMENT
APPROACH
CHART-ICAO**

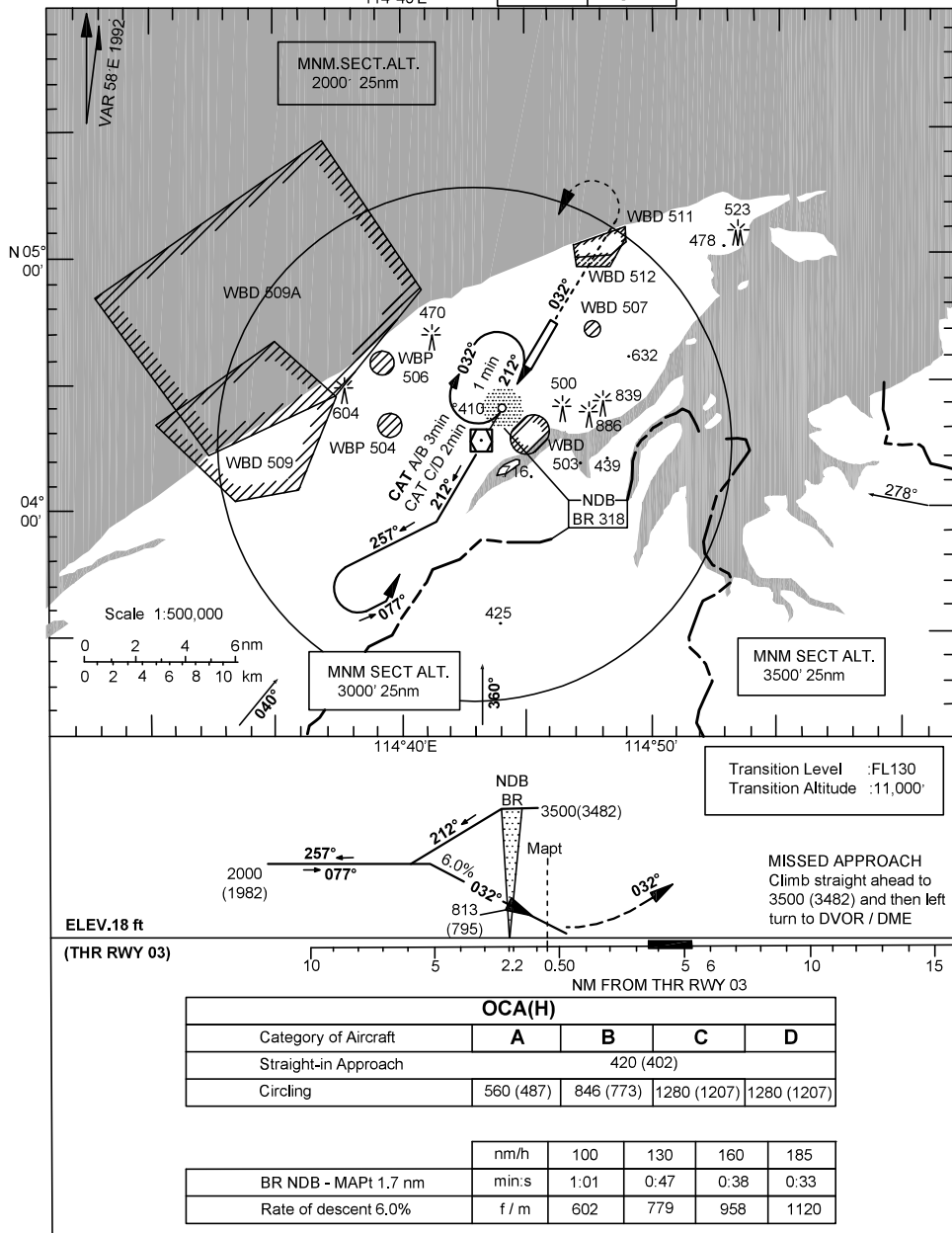
AERODROME ELEV 73ft

HEIGHTS RELATED TO
THR RWY 03-ELEV 18ft
114°40'E

B.S.BEGAWAN/BRUNEI DARUSSALAM

TWR 118.7	SMC 121.9
APP 121.3	ATIS 126.8

**NDB
RWY 03**



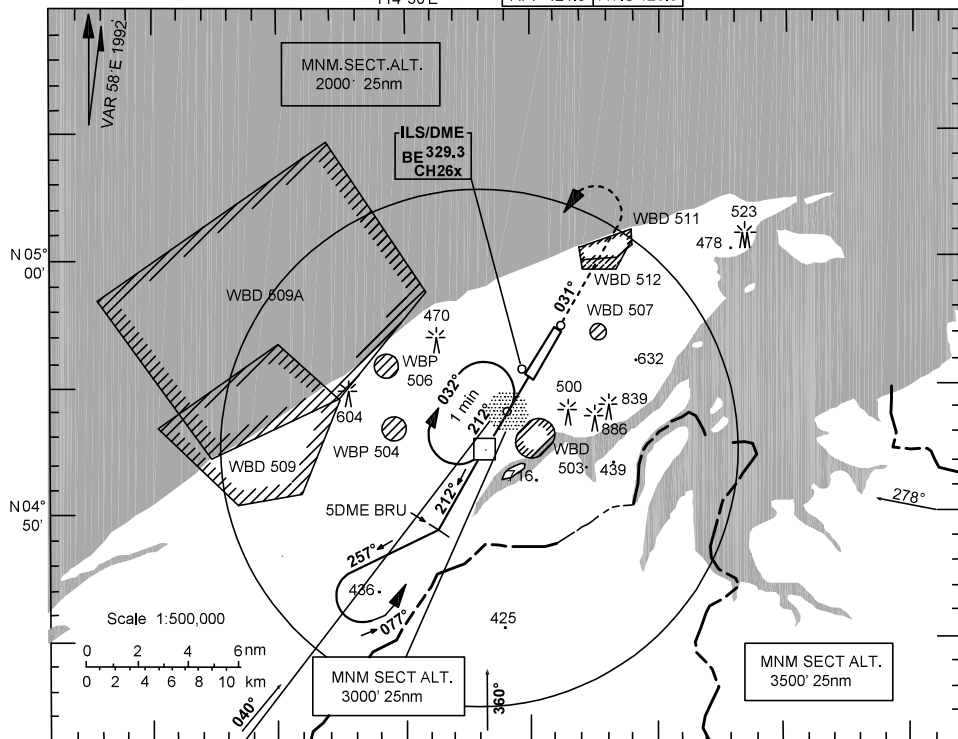
**INSTRUMENT
APPROACH
CHART-ICAO**

AERODROME ELEV 73ft
HEIGHTS RELATED TO
THR RWY 03-ELEV 18ft
114°50'E

B.S.BEGAWAN/BRUNEI DARUSSALAM

TWR 118.7 SMC 121.9
APP 121.3 ATIS 126.8

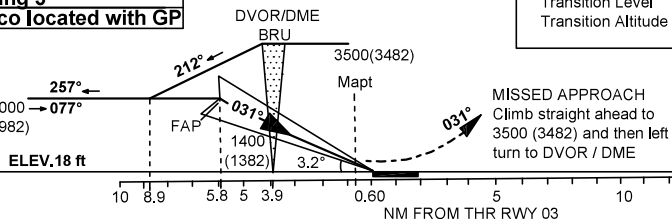
**ILS/DME
RWY 03**



PAPI setting 3°
ILS/DME co located with GP

Transition Level :FL130
Transition Altitude :11,000'

ILS RDH 56'
(THR RWY 03)



OCA(H)					
Category of Aircraft		A	B	C	D
Straight-in Approach	Cat 1	288 (270)	300 (282)	308 (290)	319 (301)
	G.P INCP	404 (386)			
Circling		560 (487)	650 (577)	1280 (1207)	1280 (1207)

	nm/h	100	130	160	185
FAP - MAPt 5 nm	min:s	3:07	2:24	1:57	1:41
Rate of descent 5.6%	f / m	567	737	907	1049