4. TYPES OF SERVICES

4.1 The Class I Meteorological Office operates throughout the 24 hours and provides the following services for Civil Aviation: -

4.2 Full meteorological documentation and briefing between 2130 and 1600 hours UTC for current operational planning for all flights operating out of Brunei International Airport. Nevertheless, when the operator sends unqualified personnel, to collect meteorological documentation from the Meteorological Office, briefing is not given. Should briefing and/or additional information is required later, this will be provided to qualified flight operations personnel in person at the location of the Meteorological Office.

- Area Meteorological forecast 100km radius of Brunei International Airport and Anduki
- Take-off, route and landing forecasts.
- Warning of hazardous weather for local area.

4.3. The meteorological documentation comprising of forecast en-route conditions (Significant Weather Chart), wind and temperature conditions for climb, descent and for standard levels appropriate to the cruising level. Appropriate aerodrome forecasts in the TAF code form are also included. Routine aerodrome forecasts in TAF code form received from other Meteorological Offices are normally included in the meteorological documentation. The latest routine satellite picture if available is also included in the meteorological documentation.

5. NOTIFICATION REQUIRED FROM OPERATORS

5.1 It is the responsibility of the aircraft operatorôs local representative or pilot-in-command to notify Meteorological Office of any flight for which meteorological documentation is required during the operational hours of the aerodrome. As much prior notice as possible should be given and such notification should be received at least 1 hour 30 minutes prior to the aircraft's estimated time of departure.

6. AIRCRAFT REPORTS (AIREP)

6.1 Routine aircraft meteorological observations shall be made and the reports transmitted at ATS/MET reporting points. They should also be recorded in Section 1 and 3 of the AIREP form (ICAO model AR) and handed in to the Meteorological Office post flight.

6.2 Special aircraft observations and aircraft observations during climb-out and approach shall be made and the reports transmitted as necessary.

6.3 All routine and special aircraft observations shall be recorded in Section 1 and 3 of the AIREP Form (ICAO Model AR), and on arrival at Brunei International Airport, handed in to the Meteorological Officer.

6.4 Reporting of Low Level Wind Shear

6.5 Pilot encountering wind shear shall report to ATC as soon as possible.

6.6 When reporting wind shear on radio-telephony the information should be transmitted in the following order: -

a) Aircraft call sign;

b) WIND SHEAR report;

c) Time of wind shear occurrence;

d) Position of wind shear

e) Intensity (moderate, strong or severe); and

f) Average height of wind shear layer.

6.7 On receipt of a wind shear report from pilot, ATC will pass it to the meteorological office and other aircrafts in the vicinity. The following phraseology will be used: -

- " WIND SHEAR WARNING
- ARRIVING (or DEPARTING) (type of aircraft)
- REPORTED (MODERATE, STRONG, SEVERE)
- WIND SHEAR IN APPROACH (or DEPARTURE)
- RUNWAY..(R21 or R03) ATé .. (time)
- HEIGHT OF WIND SHEAR LAYER .... (feet)"

6.8 The presence of wind shear as reported by a pilot will also be broadcast in the ATIS for the next one (1) hour unless subsequent report indicates that wind shear no longer exists.

7. VOLMET SERVICE

Not available

8. SIGMET SERVICE

(Issued by Kinabalu within the Kota Kinabalu FIR)

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

Not available