BRUNEI DEPARTMENT OF CIVIL AVIATION

MINISTRY OF TRANSPORT & INFOCOMMUNICATIONS

NEGARA BRUNEI DARUSSALAM

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BRUNEI AVIATION REQUIREMENTS

BAR 8 PART M CONTINUING AIRWORTHINESS ACCEPTABLE MEANS OF COMPLIANCE (AMC) & GUIDANCE MATERIALS (GM)

Version 01

Date: 30 July 2026

BRUNEI DCA

Amendments

VERSION	DATE	REASON FOR CHANGE / REMARKS
01	30 July 2026	Initial Revision The AMC to the Annex 1 SEARIF Part M to Brunei DCA BAR 8 Part M – Continuing Airworthiness was previously incorporated in the same document as the BAR 8 Part M requirements. The AMC has now been seperated from the BAR 8 Part-M requirements as a standalone document. This AMC & GM will become applicable from 01 August 2026 unless otherwise stated as per the date of applicability in the respective subpart.

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Control of this Document

DC.1 Introduction

DC.1.1 Pursuant to Civil Aviation Act and the Civil Aviation Regulations (CAP 290) and their subsequent amendments, the following Acceptable Means of Compliance (AMC) and Guidance Material (GM) is hereby established for use by all persons concerned.

This AMC and GM is published in support of BAR 8, Part-M and constitute the technical guidance material promulgated under ICAO Critical Element 5 (CE-5), serving to facilitate industry implementation of and compliance with the specific operating regulations prescribed in the Brunei Aviation Requirements.

DC.2 Authority for this Requirement

DC.2.1 This document which provides AMC and GM to BAR 8, Part-M is issued on the authority of the Director of Civil Aviation.

DC.3 Applicability

DC.3.1 This AMC and GM to BAR 8, Part-M is applicable to the Brunei DCA and the aviation industry of Brunei Darussalam to all aircraft registered under Brunei Civil Aircraft Registry ("V8-") excepting meteorological pilot balloons used exclusively for meteorological purposes, unmanned free balloons without a payload and a Remotely Piloted Aircraft Systems (RPAS).

DC.4 Scope

DC.4.1 This AMC & GM contains material in support of the Part-M relating to the continuing airworthiness requirements for aircraft owners and operators, and shows compliance with the following ICAO Annexes (as applicable):

Annex 6 – Operation of Aircraft (All Parts with the exception of Part IV)

Annex 8 – Airworthiness of Aircraft

DC.4.2 The forms used in this Part are for sample purposes only. The required forms can be obtained from the Brunei DCA

DC.5 Definitions

DC.5.1 Terms not defined within this document shall have the meaning given to them in the relevant legal instruments or international legal instruments in which they appear, especially as they appear in the Convention and its Annexes.

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GENERAL

AMC M.1 (b)

A competent authority may be a ministry, a national aviation authority or any aviation body designated by an ICAO Member State and located within that Member State. A Member State may designate more than one competent authority to cover different areas of responsibility, as long as the designation decision contains a list of the competencies of each authority and there is only one competent authority responsible for each given area of responsibility.

The competent authority for Brunei is the Department of Civil Aviation, also known as the Brunei DCA.

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SECTION A — TECHNICAL REQUIREMENTS

SUBPART B – ACCOUNTABILITY

GM.M.A.201 Responsibilities

QUICK SUMMARY TABLE

Select your type of operation and your category of aircraft		Complex motor-powered aircraft		Other-than-complex motor-powered aircraft	
		Is a CAMO required for the management of continuing airworthiness?	**Is maintenance by a maintenance organisation required?**	**Is a CAMO required for the management of continuing airworthiness?**	**Is maintenance by a maintenance organisation required?**
Commercial Operations	Air carriers licensed in accordance with section 24 of the Civil Aviation Act	Yes, a CAMO is required. Itshall be part of the AOC (M.A.201(e)) unless point M.A.201(ea) applies.	Yes, maintenance by a Part-145 organisation is required (M.A.201(e))	Yes, a CAMO is required. It shall be part of the AOC (M.A.201(e)) unless point M.A.201(ea) applies.	Yes, maintenance by a Part-145 organisation is required (M.A.201(e))
	CAT other than air carriers licensed in section 24 of the Civil Aviation Act	Yes, a CAMO is required (M.A.201(f))	Yes, maintenance by a Part-145 organisation is required (M.A.201(f))	Yes, a CAMO is required (M.A.201(g))	Yes, maintenance by a Part-145 organisation is required (M.A.201(g))
	Commercial specialised operations	Yes, a CAMO is required (M.A.201(f))	Yes, maintenance by a Part-145 organisation is required (M.A.201(f)	Yes, a CAMO is required (M.A.201(g))	Yes, maintenance by a Part-145 organisation is required (M.A.201(g))
Other than commercial Operations		Yes, a CAMO is required (M.A.201(g))	Yes, maintenance by a Part-145 organisation is required (M.A.201(g))	No current framework for Brunei	No current framework for Brunei

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GM M.A.201(e) Responsibilities

The performance of ground de-icing and anti-icing activities does not require a Part-145 maintenance organisation approval. Nevertheless, inspections required to detect and, when necessary, remove deicing and/or anti-icing fluid residues are considered maintenance. Such inspections may only be carried out by suitably authorised personnel.

AMC M.A.201(e)(2) Responsibilities

1. An air carrier licensed in accordance with section 24 of the Civil Aviation Act only needs to hold a CAMO approval as part of its air operator certificate (AOC) for the management of the continuing airworthiness of the aircraft listed on its AOC. The approval to carry out airworthiness reviews is optional.

2. Part-M does not provide for CAMOs to be independently approved to perform continuing airworthiness management tasks on behalf of air carriers licensed in accordance with section 24 of the Civil Aviation Act. The approval of such activity is vested in the (AOC).

3. The operator is ultimately responsible and, therefore, accountable for the airworthiness of its aircraft.

AMC1 M.A.201(ea) Responsibilities

HARMONISATION OF THE MANAGEMENT SYSTEMS

a) The harmonised management systems of the organisations that conclude a contract should encompass safety by including the following elements:

   1) A forum to share the results and conclusions of the safety review boards (SRBs) of each organisation, which should be attended by the accountable managers, safety managers, and any other relevant nominated person(s). That forum may for example take the form of regular joint meetings of the organisations' SRBs.

   2) Regular exchange between the organisations of the results and conclusions of the compliance monitoring function as well as of the results of the oversight of each organisation by the Brunei DCA. The exchange of information on compliance monitoring and oversight provides for awareness, analysis, and hazard identification.

   3) A common or consistent safety policy and its related safety objectives.
   Note: establishing common or consistent safety objectives does not prevent the organisation(s) from defining additional and/or specific safety objectives to adapt to the local environment/specificities/operations and/or to the organisation safety performance, as applicable.

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4) Common or consistent safety management key processes (see AMC1 CAMO.A.200(a)(3) 'Management system') that are established by the CAMO and its contracting operators unless those processes relate to activities or procedures that are specific to one of those organisations (e.g. fatigue risk management system (FRMS)).

5) A cooperation mechanism to ensure prompt reaction when one of the organisations shares some serious concerns with another organisation.

6) A cooperation mechanism to ensure proper actions are coordinated at group level if there are findings at one organisation, which affect the harmonisation of the management systems.

7) A cooperation mechanism with the operator(s) to manage the changes in the harmonised elements of the management systems in such a way that those changes produce their effect at the same time.

b) The CAMO/operator(s)' procedures should describe how the interface and harmonisation between the management systems are achieved, and specify the records to be retained in respect of the harmonisation of the management systems.

AMC2 M.A.201(ea) Responsibilities

Reserved

GM1 M.A.201(ea) Responsibilities

HARMONISATION OF THE MANAGEMENT SYSTEMS — GROUP STANDARDS AND CHANGES THERETO

a) Depending on the size of the single air carrier business grouping and on the nature and complexity of its activities, an efficient way of harmonising the management systems of the organisations is by collectively developing group standards that are endorsed by a group management board or similar group governance body. Such group standards may include provisions for the monitoring of the obligations of the parties that have signed the contract established in accordance with Appendix I to Part-M.

b) The group management board or similar group governance body is composed of the accountable managers of the organisations and a coordinating member. The names of the board members are included directly, or by reference to a common document, in the contract, and are updated in the respective document in case of change in personnel.

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c) The coordinating member may be one of the accountable managers or another person. As a consequence of applying point M.A.201(ea) is that several operators will use the same CAMO, the group management board may consider having as coordinating member one employee of that CAMO. The role of the coordinating member includes, but is not limited to the following:

- ensuring that all perspectives are considered;
- defining the by-laws of the board and ensuring they are complied with;
- coordinating decision-making;
- ensuring that the documentation is updated;
- ensuring the review of the group standards;
- ensuring the regular exchange of communication and that meetings take place; and
- coordinating the integration of an organisation into, or, if applicable, its departure from, the business grouping.

d) The group standards can be documented either:

- in a common document that is cross-referenced in the continuing airworthiness management contract that is required by point M.A.201(ea); or
- in the exposition/manual of each organisation, in which case the continuing airworthiness management contract that is required by point M.A.201(ea) should cross-reference the relevant part of the organisations' expositions/manuals; or
- in the continuing airworthiness management contract that is required by point M.A.201(ea).

e) In particular, the group standards include:

- methods and procedures to address the safety management key processes;
- identification of the different operators and the CAMO;
- identification and contact details of the members of the group management board or of the similar group governance body; and

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- management of the changes that affect the group standards, e.g. consultation process.

GM2 M.A.201(ea) Responsibilities

AIR CARRIER BUSINESS GROUPING

a) 'a single air carrier business grouping' means a controlling undertaking and its controlled undertakings. All those undertakings are located in the territory to which the Treaties apply.

The controlling undertaking exercises directly or indirectly a dominant influence over the controlled undertaking by virtue of ownership, financial participation, right to appoint management or a supervisory body, the rules that govern it, or other.

The controlled and controlling undertakings include air carriers licensed in accordance with section 24 of the Civil Aviation Act as well as one or more organisations that are approved in accordance with Part-CAMO.

b) Each approved organisation is responsible for its management system, even if they follow common group standards, policies, or procedures. The accountability of each approved organisation, is not affected by being part of a single air carrier business grouping. The air carrier remains ultimately responsible for the continuing airworthiness of the aircraft it operates even if the operator decides to contract the continuing airworthiness management to a CAMO. In that case, the operator is no longer responsible for performing the continuing airworthiness tasks, as that responsibility is transferred to the contracted CAMO. The operator keeps the responsibility to fulfil the requirements of the Brunei DCA, e.g. to assess the CAMO to ensure that ithas the capability and capacity to comply with the contract (see Part-M, Appendix I, point 7).

GM3 M.A.201(ea) Responsibilities

CONFIGURATIONS

a) Each AOC holder of a single air carrier business grouping may choose either to remain an approved CAMO itself (in accordance with point M.A.201(e)(2)) or to contract a CAMO (in accordance with point M.A.201(ea)).

b) The following schemes illustrate possible examples of configurations of air carrier business grouping and CAMO combination:

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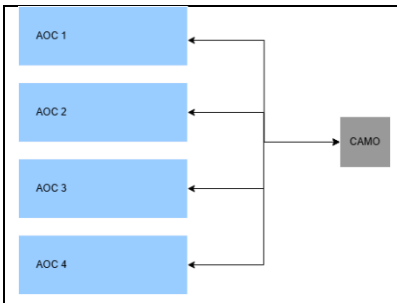
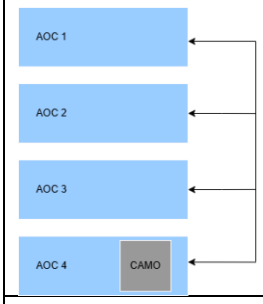
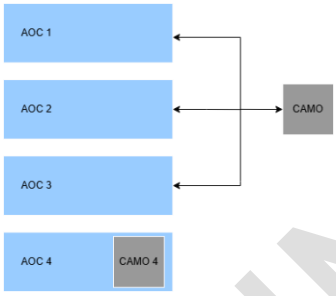
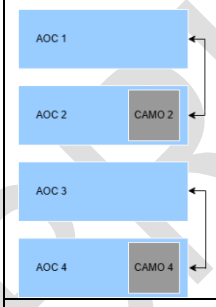
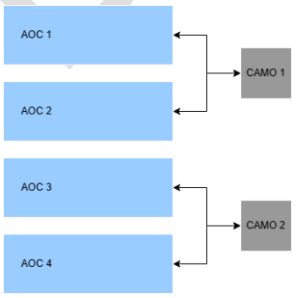
	Each AOC holder has a contract with the CAMO in accordance with point M.A.201(ea).
	AOC 1, AOC 2, and AOC 3 holders have a contract with CAMO 4 each (in accordance with point M.A.201(ea)); CAMO 4 is integrated into AOC 4 (in accordance with point M.A.201(e)(2)).
	AOC 1, AOC 2, and AOC 3 have a contract with a CAMO each (in accordance with point M.A.201(ea)); CAMO 4 is integrated into AOC 4 (in accordance with point M.A.201(e)(2)).
	AOC 1 has a contract with CAMO 2 (in accordance with point M.A.201(ea)), AOC 3 has a contract with CAMO 4 (in accordance with point M.A.201(ea)), while CAMO 2 and CAMO 4 remain respectively integrated into AOC 2 and AOC 4 (in accordance with point M.A.201(e)(2)).
	AOC 1 and AOC 2 have a contract with CAMO 1 each (in accordance with point M.A.201(ea)); AOC3 and AOC4 have a contract with CAMO 2 each (in accordance with point M.A.201(ea)).

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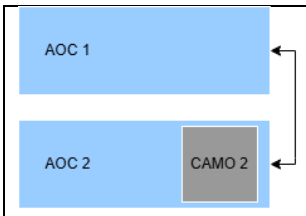
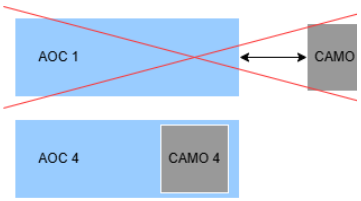
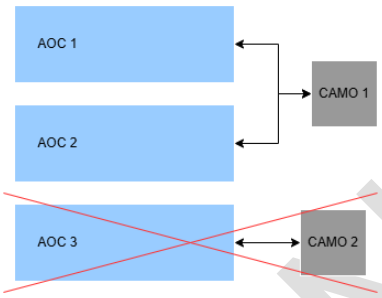
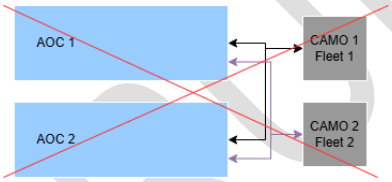
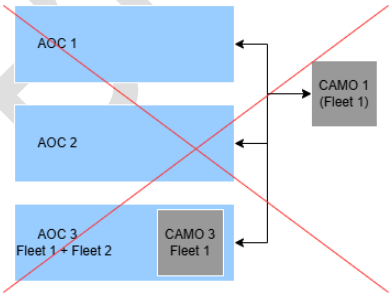
	AOC 1 has a contract with CAMO 2 (in accordance with point M.A.201(ea)); CAMO 2 remains integrated into AOC 2 (in accordance with point M.A.201(e)(2)).

c) The following schemes illustrate examples of configurations that are not compliant with point M.A.201(ea) (non exhaustive list):

	This configuration is not compliant with point M.A.201(ea) because only one AOC (i.e. AOC 1) uses the contracted CAMO.
	This configuration is not compliant with point M.A.201(ea) because only one AOC (i.e. AOC 3) uses the contracted CAMO (i.e. CAMO 2).
	This configuration is not compliant with point M.A.201(ea) because CAMO 1 is not contracted by the AOC holders (i.e. AOC 1 and AOC 2) for all the aircraft they operate.
	This configuration is not compliant with point M.A.201(ea) because CAMO 1 is not contracted by AOC 3 for all the aircraft it operates.

PRINTED DOA

GM M.A.201(i) ***Reserved***

AMC M.A.201(i)(3) ***Reserved***

GM1 M.A.201(k) ***Reserved***

AMC M.A.202(a) Occurrence reporting

Accountable persons or organisations should ensure that the type certificate (TC) holder or supplemental type design holder receives adequate reports of occurrences for that aircraft type, to enable it to issue appropriate service instructions and recommendations to all owners or operators.

Liaison with the TC holder or STC holder is recommended to establish whether published or proposed service information will resolve a problem or to obtain a solution to a particular problem.

An approved continuing airworthiness management or maintenance organisation should assign responsibility for co-ordinating action on airworthiness occurrences and for initiating any necessary further investigation and follow-up activity to a suitably qualified person with clearly defined authority and status.

Unless otherwise stated in BAR 13, in respect of maintenance, reporting a condition which endangers flight safety is normally limited to:

- serious cracks, permanent deformation, burning or serious corrosion of structure found during scheduled maintenance of the aircraft or component.
- failure of any emergency system during scheduled testing.

AMC M.A.202(b) Occurrence reporting

The reports may be transmitted by any method, i.e. electronically, by post or by facsimile.

Unless otherwise states in BAR 13, each report should contain at least the following information:

- reporter or organisation’s name and approval reference if applicable,
- information necessary to identify the subject aircraft and/or component,
- date and time relative to any life or overhaul limitation in terms of flying hours/cycles/landings etc., as appropriate,
- details of the occurrence.

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SUBPART C – CONTINUING AIRWORTHINESS

AMC M.A.301(a) Continuing airworthiness tasks

PRE-FLIGHT INSPECTIONS

1. With regard to the pre-flight inspection, it is intended to mean all of the actions necessary to ensure that the aircraft is fit to make the intended flight. These should typically include but are not necessarily limited to:

   a) a walk-around type inspection of the aircraft and its emergency equipment for condition including, in particular, any obvious signs of wear, damage or leakage. In addition, the presence of all required equipment including emergency equipment should be established.

   b) an inspection of the aircraft continuing airworthiness record system or the aircraft technical log system, as applicable, to ensure that the intended flight is not adversely affected by any outstanding deferred defects and that no required maintenance action shown in the maintenance statement is overdue or will become due during the flight.

   c) a control that consumable fluids, gases etc. uplifted prior to flight are of the correct specification, free from contamination, and correctly recorded.

   d) a control that all doors are securely fastened.

   e) a control that controlsurface and landing gear locks, pitot/static covers, restraint devices and engine/aperture blanks have been removed.

   f) a control that all the aircraft's external surfaces and engines are free from ice, snow, sand, dust etc. and an assessment to confirm that, as the result of meteorological conditions and de-icing/anti-icing fluids having been previously applied on it, there are no fluid residues that could endanger flight safety. Alternatively to this pre-flight assessment, when the type of aircraft and nature of operations allow for it, the build-up of residues may be controlled through scheduled maintenance inspections/cleanings identified in the approved maintenance programme.

2. Tasks such as oil and hydraulic fluid uplift and tyre inflation may be considered as part of the pre-flight inspection. The related pre-flight inspection instructions should address the procedures to determine where the necessary uplift or inflation results from an abnormal consumption and possibly requires additional maintenance action by the approved maintenance organisation or certifying staff as appropriate.

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3. In the case of air carriers licensed in accordance with section 24 of the Civil Aviation Act, the CAMO should publish guidance to maintenance and flight personnel and any other personnel performing pre-flight inspection tasks, as appropriate, defining responsibilities for these actions and, where tasks are contracted to other organisations, how their accomplishment is subject to the management system required by CAMO.A.200. It should be demonstrated to the Brunei DCA that pre-flight inspection personnel have received appropriate training for the relevant pre-flight inspection tasks. The training standard for personnel performing the pre-flight inspection should be described in the continuing airworthiness management exposition.

AMC M.A.301(b) Continuing airworthiness tasks

1. The operator should have a system to ensure that all defects affecting the safe operation of the aircraft are rectified within the limits prescribed by the approved minimum equipment list (MEL), configuration deviation list (CDL) or maintenance data, as appropriate. Also that such defect rectification cannot be postponed unless agreed by the operator and in accordance with a procedure approved by the Brunei DCA.

2. When deferring or carrying forward a defect rectification, the cumulative effect of a number of deferred or carried forward defects on a given aircraft and any restrictions contained in the MEL should be considered. Whenever possible, deferred defect rectification should be made known to the pilot/flight crew prior to their arrival at the aircraft.

3. In the case of aircraft used by air carriers licensed in accordance with section 24 of the Civil Aviation Act and of complex motor-powered aircraft, a system of assessment should be in operation to support the continuing airworthiness of an aircraft and to provide a continuous analysis of the effectiveness of the CAMO defect control system in use.

   The system should provide for:

   a) significant incidents and defects: monitor incidents and defects that have occurred in flight and defects found during maintenance and overhaul, highlighting any that appear significant in their own right.

   b) repetitive incidents and defects: monitor on a continuous basis defects occurring in flight and defectsfound during maintenance and overhaul, highlighting any that are repetitive.

   c) deferred and carried forward defects: Monitor on a continuous basis deferred and carried forward defects. Deferred defects are defined as those defects reported in operational service which are deferred for later rectification. Carried forward defects are defined as those defects arising during maintenance which are carried forward for rectification at a later maintenance input.

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d) unscheduled removals and system performance: analyse unscheduled component removals and the performance of aircraft systems for use as part of the maintenance programme efficiency.

AMC M.A.301(c) Continuing airworthiness tasks

MAINTENANCE IN ACCORDANCE WITH THE AMP

The owner or CAMO, as applicable, should have a system to ensure that all aircraft maintenance checks are performed within the limits prescribed by the approved aircraft maintenance programme and that, whenever a maintenance check cannot be performed within the required time limit, its postponement is allowed in accordance with a procedure agreed by the Brunei DCA.

AMC M.A.301(e) Continuing airworthiness tasks

The CAMO managing the continuing airworthiness of the aircraft should have a system to analyse the effectiveness of the maintenance programme, with regard to spares, established defects, malfunctions and damage, and to amend the maintenance programme accordingly.

AMC M.A.301(f) Continuing airworthiness tasks

OPERATIONAL DIRECTIVES

Operational directives with a continuing airworthiness impact include operating rules such as extended twin-engine operations (ETOPS) / long range operations (LROPS), reduced vertical separation minima (RVSM), MNPS, all-weather operations (AWOPS), RNAV, etc.

Any other continuing airworthiness requirement established by the Brunei DCA and the State of Design includes TC-related requirements such as: certification maintenance requirements(CMR), life-limited parts, airworthiness limitations, fuel tank system airworthiness limitations including Critical Design Configuration Control Limitations (CDCCL), etc.

The operator is responsible for the incorporation of operational directives (ODs) and in cases where there is an impact on the continuing airworthiness, the CAMO has to assess this and take appropriate actions to ensure the continuing airworthiness. The process to incorporate the ODs should be detailed in an arrangement or common procedure.

GM M.A.301(i) Continuing airworthiness tasks

MAINTENANCE CHECK FLIGHTS (MCFs)

a) The MCFs are carried out under the control and responsibility of the aircraft operator. During the flight preparation, the flight and the post-flight activities as well as for the aircraft handover, the processes requiring the involvement of the maintenance organisations or

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their personnel should be agreed in advance with the operator. The operator should consult as necessary with the CAMO in charge of the airworthiness of the aircraft.

b) Depending on the aircraft defect and the status of the maintenance activity performed before the flight, different scenarios are possible and are described below:

1) The aircraft maintenance manual (AMM), or any other maintenance data issued by the design approval holder, requires that an MCF be performed before completion of the maintenance ordered. In this scenario, a certificate after incomplete maintenance, when in compliance with M.A.801(f) or 145.A.50(e), should be issued by the maintenance organisation and the aircraft can be flown for this purpose under its airworthiness certificate. Due to incomplete maintenance, for aircraft used in commercial air transport, it is advisable to open a new entry on the aircraft technical log system to identify the need for an MCF. This new entry should contain or refer to, as necessary, data relevant to perform the MCF, such as aircraft limitations and any potential effect on operational and emergency equipment due to incomplete maintenance, maintenance data reference and maintenance actions to be performed after the flight. After a successful MCF, the maintenance records should be completed, the remaining maintenance actions finalised and the aircraft released to service in accordance with the maintenance organisation’s approved procedures.

2) Based on its own experience and for reliability considerations and/or quality assurance, an operator or CAMO may wish to perform an MCF after the aircraft has undergone certain maintenance while maintenance data does not call for such a flight. Therefore, after the maintenance has been properly carried out, a certificate of release to service is issued and the aircraft airworthiness certificate remains valid for this flight.

3) After trouble shooting of a system on the ground, an MCF is proposed by the maintenance organisation as confirmation that the solution applied has restored the normal system operation. During the maintenance performed, the maintenance instructions are followed for the complete restoration of the system and therefore a certificate of release to service is issued before the flight. The airworthiness certificate is valid for the flight. An open entry requesting this flight may be recorded in the aircraft technical log.

4) An aircraft system has been found to fail, the dispatch of the aircraft is not possible in accordance with the maintenance data, and the satisfactory diagnosis of the cause of the fault can only be made in flight. The process for this troubleshooting is not described in the maintenance data and therefore scenario (1) does not apply. Since the aircraft cannot fly under its airworthiness certificate because it has not been released to service after maintenance, a permit to fly issued in accordance with Subpart P of BAR 8 Part-21 is required. After the flight and the corresponding

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maintenance work, the aircraft can be released to service and continue to operate under its original certificate of airworthiness.

c) For certain MCFs the data obtained or verified in flight will be necessary for assessment or consideration after the flight by the maintenance organisation prior to issuing the maintenance release. For this purpose, when the personnel of the maintenance organisation cannot perform these functions in flight, the maintenance organisation may rely on the crew performing the flight to complete this data or to make statements about in-flight verifications. In this case, the maintenance organisation should appoint the crew personnel to play such a role on their behalf and, before the flight, brief appointed crew personnel on the scope, functions and the detailed process to be followed, including required reporting information after the flight and reporting means, in support of the final release to service to be issued by the certifying staff.

AMC M.A.302 Aircraft maintenance programme

BASIC PRINCIPLES

1. The term ‘maintenance programme’ is intended to include scheduled maintenance tasks the associated procedures and standard maintenance practises. The term ‘maintenance schedule’ is intended to embrace the scheduled maintenance tasks alone.

2. The aircraft should only be maintained to one approved maintenance programme at a given point in time. Where an owner or operator wishes to change from one approved programme to other, a transfer check or inspection may need to be performed in order to implement the change.

3. The details of the maintenance programme should be reviewed at least annually. As a minimum, revisions of documents affecting the programme basis need to be considered by the owner or operator for inclusion in the maintenance programme during the annual review. Applicable mandatory requirements for compliance with Part-21 should be incorporated into the aircraft maintenance programme as soon as possible.

4. The aircraft maintenance programme should contain a preface which will define the maintenance programme contents, the inspection standards to be applied, permitted variations to task frequencies and, where applicable, any procedure to manage the evolution of established check or inspection intervals. The preface should contain the information as required by BAR AC-01 Maintenance Programme Guidance of the Volume II of BAR 8 Part-26.

5. Repetitive maintenance tasks derived from modifications and repairs should be incorporated into the approved maintenance programme.

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6. Appendix I to AMC M.A.302 and AMC M.B.301(b) provide detailed information on the contents of an approved aircraft maintenance programme. BAR AC-01 Maintenance Programme Guidance of the Volume II of BAR 8 Part-26 serves as the guidance to operator to apply for the maintenance programme.

GM M.A.302(a) Aircraft Maintenance Programme

A maintenance programme may indicate that it applies to several aircraft registrations as long as the maintenance programme clearly identifies the effectivity of the tasks and procedures that are not applicable to all of the listed registrations.

AMC M.A.302(d) Aircraft maintenance programme

AMP BASIS AND ASSOCIATED PROGRAMMES

1. An aircraft maintenance programme should normally be based upon the maintenance review board (MRB) report where applicable, the maintenance planning document (MPD), the relevant chapters of the maintenance manual or any other maintenance data containing information on scheduling. Furthermore, an aircraft maintenance programme should also take into account any maintenance data containing information on scheduling for components.

2. Instructions issued by the Brunei DCA and the State of Design of the aircraft and of Modifications, can encompass all types of instructions from a specific task for a particular aircraft to complete recommended maintenance schedules for certain aircraft types that can be used by the owner/operator directly. These instructions may be issued in the following cases:

    - in the absence of specific recommendations of the Type Certificate Holder.

    - to provide alternate instructions to those described in the subparagraph 1 above, with the objective of providing flexibility to the operator.

3. Where an aircraft type has been subjected to the MRB report process, an operator should normally develop the initial aircraft maintenance programme based upon the MRB report.

4. Where an aircraft is maintained in accordance with an aircraft maintenance programme based upon the MRB report process, any associated programme for the continuous surveillance of the reliability, or health monitoring of the aircraft should be considered as part of the aircraft maintenance programme.

5. Aircraft maintenance programmes for aircraft types subjected to the MRB report process should contain identification cross reference to the MRB report tasks such that it is always possible to relate such tasks to the current approved aircraft maintenance programme. This does not prevent the approved aircraft maintenance programme from being

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developed in the light of service experience to beyond the MRB report recommendations but will show the relationship to such recommendations.

6. Some approved aircraft maintenance programmes, not developed from the MRB process, utilise reliability programmes. Such reliability programmes should be considered as a part of the approved maintenance programme.

7. Alternate and/or additional instructions to those defined in points M.A.302(d)(1) and (2), proposed by the owner or the operator, may include but are not limited to the following:

    - Escalation of the interval for certain tasks based on reliability data or other supporting information. Appendix I to AMC M.A.302 and AMC M.B.301(b) recommends that the maintenance programme contains the corresponding escalation procedures. The escalation of these tasks is directly approved by the Brunei DCA, except in the case of ALIs (Airworthiness Limitations), which are approved by the State of Design.

    - More restrictive intervals than those proposed by the TC holder as a result of the reliability data or because of a more stringent operational environment.

    - Additional tasks at the discretion of the operator

AMC M.A.302(g) Aircraft maintenance programme

RELIABILITY PROGRAMMES

1. Reliability programmes should be developed for aircraft maintenance programmes based upon maintenance steering group (MSG) logic orthose that include condition monitored components or that do not contain overhaul time periods for all significant system components.

2. Reliability programmes need not be developed for aircraft not considered complex motor-powered aircraft or that contain overhaul time periods for all significant aircraft system components.

3. The purpose of a reliability programme is to ensure that the aircraft maintenance programme tasks are effective and their periodicity is adequate.

4. The reliability programme may result in the escalation or deletion of a maintenance task, as well as the de-escalation or addition of a maintenance task

5. A reliability programme provides an appropriate means of monitoring the effectiveness of the maintenance programme.

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6. Appendix I to AMC M.A.302 gives further guidance.

AMC M.A.304 Data for modifications and repairs

A person or organisation repairing an aircraft or component should assess the damage against published approved or declared repair data and the action to be taken if the damage is beyond the limits or outside the scope of such data. This could involve any one or more of the following options: repair by replacement of damaged parts, requesting technical support from the type certificate holder or supplemental type certificate holder or any other approved data acceptable in accordance with Subpart M of BAR 8 Part-21 of the particular repair data.

GM M.A.305 Aircraft continuing airworthiness record system

a) The aircraft continuing airworthiness records are the means to assess the airworthiness status of a product and its components. An aircraft continuing airworthiness record system includes the processes to keep and manage those records and should be proportionate to the subject aircraft. Aircraft continuing airworthiness records should provide the owner/CAMO of an aircraft with the information needed:

    1) to demonstrate that the aircraft is in compliance with the applicable airworthiness requirements; and

    2) to schedule all future maintenance as required by the aircraft maintenance programme based, if any, on the last accomplishment of the specific maintenance as recorded in the aircraft continuing airworthiness records.

b) ‘Applicable airworthiness limitation parameter’ and ‘applicable parameter’ refer to ‘flight hours’ and/or ‘flight cycles’ and/or ‘landings’ and/or ‘calendar time’, and/or any other applicable utilisation measurement unit, as appropriate.

c) A ‘life-limited part’ is a part for which the maintenance schedule of the aircraft maintenance programme requires the permanent removal from service when, or before, the specified mandatory life limitation in accordance with the State of Design requirements if any of the applicable parameters is reached.

d) The ‘current status’ when referring to components of life-limited partsshould indicate, for each affected part, the life limitation, the total life accumulated in any applicable parameter (as appropriate) and the remaining life in any applicable parameter before the life limitation is reached.

e) The term ‘time-controlled components’ embraces any component for which the maintenance schedule of the aircraft maintenance programme requires periodically the removal for maintenance to be performed in an appropriate approved organisation for

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maintenance in components (workshop) to return the component to a specified standard, the replacement of sub-components of the assembly by new ones, or the inspection or test of component's performance, after a service period controlled at component level in accordance with the specified airworthiness limitation defined in accordance with the state of design requirements, in any of the applicable parameters.

f) The 'current status' when referring to time controlled components refers to the current status of compliance with the required periodic maintenance task(s) from the maintenance schedule of the aircraft maintenance programme specific to the time-controlled components. It should include the life accumulated by the affected components in the applicable parameter, as appropriate, since the last accomplishment of scheduled maintenance specified in the maintenance schedule of the aircraft maintenance programme. Any action that alters the periodicity of the maintenance task(s) or changes the parameter of this periodicity should be recorded.

g) Detailed maintenance records' in this part refers to those records required to be kept by the person or organisation responsible for the aircraft continuing airworthiness in accordance with M.A.201 in order that they may be able to fulfil their obligations under Part-M.

These are only a part of the detailed maintenance records required to be kept by a maintenance organisation under point 145.A.55(a). Maintenance organisations are required to retain all detailed records to demonstrate that they worked in compliance with their respective requirements and quality procedures.

Not all records need to be transferred from the maintenance organisation to the person or organisation responsible for the aircraft continuing airworthiness in accordance with M.A.201 unless they specifically contain information relevant to aircraft configuration and future maintenance. Thus, incoming certificates of conformity, batch number references and individual task card sign-offs verified by and/or generated by the maintenance organisation are not required to be retained by the person or organisation responsible in accordance with M.A.201. However, dimensional information contained in the task card sign-off or work pack may be requested by the owner/CAMO in order to verify and demonstrate the effectiveness of the aircraft maintenance programme.

Information relevant to future maintenance may be contained in specific documents related to:

- modifications;
- airworthiness directives;
- repaired and non-repaired damage;
- components referred in M.A.305(d); and
- measurements relating to defects.

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h) An airworthiness limitation is a boundary beyond which an aircraft or a component there of must not be operated, unless the instruction(s) associated with this airworthiness limitation is (are) complied with.

i) 'Other maintenance required for continuing airworthiness' refers to unscheduled or out-of-phase maintenance due to abnormal or particular conditions or events with an impact on the continuing airworthiness of the aircraft at the time of its return to service. It is not intended to request every single condition described in the maintenance data, e.g. Aircraft Maintenance Manual Chapter 5, but just those that cannot be captured by other means; for example, when they are not included in the records for repairs. Some abnormal or particular conditions or events that could be kept under this requirement could be lightning strikes, hard landings, long- term storage, propeller or rotor over-speed, over-torque, impact on a main rotor blade, etc.

j) The term 'in-service history record' embraces records from which the current status of life-limited parts can be determined. The 'in-service history record' template could be adjusted to the relevant characteristics of the life-limited part, e.g. an engine disk being different from a fire extinguisher squib or landing gear sliding tube.

Such records document each time a life-limited part is placed in service or removed from service. They should clearly:

1) identify the part by its part number and serial number,

2) show the date of installation and removal (i.e. date on/date off),

3) show the details of the installation and removal (i.e. type, serial number, weight variant, thrust rating, as appropriate, of the aircraft, engine, engine module, or propeller) at installation and removal of the part when this is necessary to appropriately control the life limitation.

4) Show the total in-service life accumulated in any applicable parameter, as appropriate, corresponding to the dates of installation and removal of the part.

Any other events that would affect the life limitation, such as an embodied modification (in accordance with airworthiness directives, service bulletins or any product improvements) that affects the life limitation or changes the limitation parameter, should also be included in the in-service history record. Not all modifications would necessarily be pertinent to the life limitation of the component. Additionally, if a parameter is not relevant to the life of the part, then that parameter does not need to be recorded.

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k) The term ‘permanently with drawn from service’ refers to moving the aircraft or component to a location that is not used for storage and/or future return to service.

l) The term ‘current status’ refers to the data which accurately establishesthe level of compliance of an aircraft, engine, propeller or component thereof, with a requirement. Each status should:

1) identify the aircraft, the engine, the propeller or the component it applies to;

2) be dated; and

3) include the relevant total in-service life accumulated in the applicable parameter on the date of the status.

AMC M.A.305(a) Aircraft continuing airworthiness record system

CERTIFICATE OF RELEASE TO SERVICE

a) The inclusion of the certificate of release to service in the aircraft continuing airworthiness record system means that the date and/or any applicable parameter at which the maintenance was performed, including a unique reference to the certificate of release to service, should be processed in the record system.

b) For components with airworthiness limitations, this information should be found on the authorised release certificate (Form 1 or equivalent). For life-limited parts, some relevant information required by M.A.305 may need to be introduced in the in-service history records.

AMC M.A.305(b)1 Aircraft continuing airworthiness record system

IN-SERVICE LIFE FOR ENGINES, PROPELLERS AND APU’S

a) Some gas turbine engines and propellers are assembled from modules and the total life accumulated in service for the complete engine or propeller may not be kept. When owners and operators wish to take advantage of the modular design, then the total life accumulated in service for each module, as well as in-service history if applicable, and detailed maintenance records for each module, should be maintained. The continuing airworthiness records as specified should be kept with the module and should show compliance with any mandatory requirements pertaining to that module.

b) The recording of in-service life accumulation may be necessary also in other measurement units to ensure the continuing airworthiness of the aircraft. For example, a mandatory life

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limitation measured in cycles of auxiliary power unit (APU) usage may apply to some rotating parts. In such a case, APU cycles need to be recorded.

AMC M.A.305(c)1 Aircraft continuing airworthiness record system

AIRWORTHINESS DIRECTIVES

a) The current status of ADs, and measures mandated by the Brunei DCA in immediate reaction to a safety problem, should identify the product/component, the applicable ADs including revision or amendment numbers and the date on which the status was updated. For the purpose of assessing the AD status, there is no need to list those ADs which are superseded or cancelled.

b) If the AD is generally applicable to the aircraft or component type but is not applicable to the particular aircraft, engine, propeller or component, then this should be identified with the reason why it is not applicable.

c) The current status of ADs should include the release to service date on which the AD or measure was accomplished (the date the certificate of release to service was issued), and where the AD or measure is controlled by flight hours and/or flight cycles and/or landings and/or any other applicable parameter, as appropriate, it should include the corresponding total life on that parameter accumulated in service on the date when the AD or measure was accomplished and/or the due limit in the appropriate parameter. For repetitive ADs or measures, only the last and next applications with the reference to the applicable parameter should be recorded in the current status.

d) The status should also specify the method of compliance and which part of a multi-part AD or measure has been accomplished, where a choice is available in the AD or measure.

e) The current status of AD should be sufficiently detailed to identify any loadable software aircraft part which is used for operating or controlling the aircraft.

f) When the AD is multi-part or requests assessments of certain inspections, this information should be shown as well.

AMC M.A.305(c)2 Aircraft continuing airworthiness record system

MODIFICATIONS AND REPAIRS

a) Status of current modifications and repairs means a list compiled at aircraft level of modifications and repairs currently embodied. It should include the identification of the aircraft, engine(s) or propeller(s), as appropriate, and the date of the certificate of release to service when the modification or repair was accomplished. Where a modification or repair creates the need for the accomplishment of scheduled maintenance tasks, the reference to the applicable tasks should be added to the aircraft maintenance programme.

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The status should include the reference to the data in accordance with M.A.304 that provides the accomplishment procedure for the modification or repair. It should also specify which part of a multi-part modification or repair has been accomplished and the method of compliance, where a choice is available in the data.

b) In addition to the previous applicable information, in respect to structure, the status of the current repairs should contain the description of the repair (e.g. doubler, blend, crack, dent, etc.), its location (e.g. reference to stringers, frames, etc.) and the dimensions. In the case of blend-out repairs, the remaining material should be recorded too.

c) The status of modifications should be sufficiently detailed to identify any installed loadable software aircraft part used for operating or controlling the aircraft, the part number of which evolves independently of its associated aircraft hardware component, as identified in the maintenance data of the relevant design approval holder.

Other loadable software parts, such as navigational data bases or entertainment systems, are not considered under this recording requirement.

d) For the purpose of this point, a component replaced by a fully interchangeable alternate component is not considered a modification if this condition is published by the design approval holder.

e) The status of modifications and repairs should include engine(s), propeller(s) and components subject to mandatory instructions and associated airworthiness limitations, and it is not intended that it should be retained for other components.

GM M.A.305(c)(2) Aircraft continuing airworthiness record system

IMPACT OF MODIFICATIONS AND REPAIRS

a) The status of modifications and repairs may include the impact of a specific modification or repair in:

1) embodiment instructions;

2) mass and balance change data;

3) maintenance and repair manual supplements;

4) maintenance programme changes and instructions for continuing airworthiness; and/or

5) aircraft flight manual supplements.

b) When aircraft require a specific loadable software aircraft part configuration in order to operate correctly, a specific listing with this information may be necessary too.

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AMC M.A.305(c)3 Aircraft continuing airworthiness record system

AIRCRAFT MAINTENANCE PROGRAMME

a) The current status of compliance with the aircraft maintenance programme means the last and next accomplishment data (referring to the applicable parameter) for the tasks specified in the maintenance schedule of the aircraft maintenance programme. It should include:

1) an identifier specific enough to allow an easy and accurate identification of the task to be carried out, such as a task reference combined with a task title or short description of the work to be performed;

2) the engine, propeller or component identification when the task is controlled at engine, propeller, or component level; and

3) the date when the task was accomplished (i.e. the date the certificate of release to service was issued) and for repetitive tasks when it is next due time, as well as when the terminating action is performed.

b) Where the task is controlled by flight hours and/or flight cycles and/or landings and/or calendar time and/or any other applicable parameter, the total in-service life accumulated by the aircraft, engine, propeller or component (as appropriate) in the suitable parameter(s) should also be included.

GM M.A.305(d) Aircraft continuing airworthiness record system

LIFE-LIMITED PARTS AND TIME-CONTROLLED COMPONENTS

a) A part is to be considered a life-limited part and a time-controlled component when it complies with both definitions given in paragraphs (c) and (e) of GM M.A.305. For example, the maintenance schedule of the aircraft maintenance programme may include both a mandatory permanent removal for a landing gear sliding tube and a periodic removal for overhaul of the landing gear (including the sliding tube).

b) The following table provides a summary of the records' requirements related to life-limited parts and time-controlled components:

Maintenance task from the maintenance schedule of the AMP	Type of component	Continuing airworthiness records

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Mandatory instructions (and associated airworthiness limitations) in accordance with the Type Certificate Holder's approved data	Permanent removal (replacement)	Life-limited part e.g.: engine HPT disc, landing gearsliding tube	– Current status (M.A.305(d)(1)) ; – In-service history record (M.A.305(e)(3)(i)); – Form 1 and detailed maintenance records for last scheduled maintenance and subsequent unscheduled maintenance (M.A.305(e)(3)(ii)); – Form 1 and detailed maintenance records for modifications and repairs (M.A.305(e)(2)(ii))
	Periodic removal for maintenance in an appropriate approved workshop, e.g.: – Overhaul of Horizontal stabiliser actuator or of a landing gear – Replacement of a U-joint (of a gearbox)	Time-controlled component e.g.: horizontal stabiliser actuator, landing gear gearbox	– Current status (M.A.305(d)(2)); – Form 1 and detailed maintenance records for last scheduled maintenance and subsequent unscheduled maintenance (M.A.305(e)(3)(ii)); and – Form 1 and detailed maintenance records for modifications and repairs (M.A.305(e)(2)(ii)).

GM M.A.305(d)(2) Aircraft continuing airworthiness record system

TASKS CONTROLLED AT COMPONENT LEVEL

a) The maintenance schedule of the aircraft maintenance programme may include tasks controlled at component level coming from a mandatory requirement in accordance with type certificate holders or OEM and to be performed in a workshop, such as:

1) the removal of a component for periodic restoration to return the component to a specified standard (e.g. removal of the landing gear for overhaul);

2) the periodic removal of a component for replacement of a sub-component by a new one when it is not possible to restore the item to a specific standard of failure resistance (e.g. discarding of universal joints of a gearbox, batteries of the escape slide/raft, discharge cartridges of fire extinguishers, etc.); and

3) a periodic inspection or test to confirm that a component meets specified performance standards (e.g. functional check of the portable emergency locator transmitter, etc.). The component is left in service (no further maintenance action

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taken) on the condition that it continues to fulfil its intended purpose within specified performance limits until the next scheduled inspection.

The above tasks apply to 'time-controlled components' as defined in paragraph (e) of GM M.A.305. If a component affected by a task in accordance with (2) and (3) above is controlled at aircraft level by the aircraft maintenance programme and it has not been removed since the task was last accomplished, then its status of compliance with M.A.305(d)2 is already demonstrated by the aircraft records.

Note: The maintenance in accordance:

- with (1) and (2) above assumes a predictable deterioration of the component: the overall reliability invariably decreases with age; and
- with (3) assumes a gradual deterioration of the component: failure resistance can reduce and drop below a defined level.

b) When a component is affected by a maintenance task contained in the aircraft maintenance programme (AMP) that is recommended by the design approval holder (DAH) and controlled at component level, although such component does not qualify as a time-controlled component, the status of the component may be needed to show that all the maintenance due on the aircraft according to the aircraft maintenance programme has been carried out. There is no specific requirement to keep the Form 1 or equivalent or any other detailed maintenance records.

c) For aircraft maintenance programmes developed under a primary maintenance process-oriented methodology (e.g. Maintenance Steering Group), the term 'time-controlled component' pertains to 'Hard Time' and 'On-Condition'. The primary maintenance processes are:

1. Hard Time

   This is a preventive process in which known deterioration of a component islimited to an acceptable level by the maintenance actions which are carried out at periods related to time in service (e.g. calendar time, number of cycles, number of landings). The prescribed actions restore the component utility margin to the applicable time limitation.

2. On-Condition

   It is a preventive process in which the component is inspected or tested, at specified periods, to an appropriate standard in order to determine whether it can continue in service. The purpose is to remove the component before its failure in service.

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3. Condition Monitoring

This is a process in which a parameter of a condition in a component (vibration, temperature, oil consumption, etc.) is monitored to identify the development of a fault. The purpose is to remove the component before its failure in service (e.g. due to related repair costs), but they are permitted to remain in service without preventive maintenance until a functional failure occurs.

Note: For components that are not subject to any of these primary maintenance processes, corrective maintenance is carried out after failure detection and is aimed at restoring components to a condition in which they can perform their intended function ('fly-to failure').

d) The following table provides a summary of the records' requirements related to components subjected to primary maintenance process, including components without an Form 1:

	Primary maintenance process	Continuing airworthiness records
Life-limited part		– Current status (M.A.305(d)(1)); – In-service history record (M.A.305(e)(3)(i)); – Form 1 and detailed maintenance records for last scheduled maintenance and subsequent unscheduled maintenance (M.A.305(e)(3)(ii)), including modifications and repairs (M.A.305(e)(2)(ii)).
Time-controlled component	**Hard time**	– Current status (M.A.305(d)(2)); – Form 1 and detailed maintenance records for last scheduled maintenance and subsequent unscheduled maintenance (M.A.305(e)(3)(ii)), including modifications and repairs (M.A.305(e)(2)(ii)).
	On condition	– Current status (M.A.305(d)(2)); and – Form 1 and detailed maintenance records for last scheduled maintenance and subsequent unscheduled maintenance (M.A.305(e)(3)(ii)) If the task is controlled at aircraft level, the above information could be already contained in the records related to the aircraft maintenance programme (M.A.305(c)(3) and M.A.305(e)(2)(iii)). If the maintenance was performed off wing, the Form 1 needs to be kept.
Condition monitoring		The Form 1 does not need to be kept unless this is the means to fulfil another requirement; for example, an AD compliance.

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AMC M.A.305(e) Aircraft continuing airworthiness record system

INFORMATION TECHNOLOGY (IT) SYSTEMS AND FORM OF RECORDS

a) The information that constitutes the aircraft continuing airworthiness records may be entered in an information technology (IT) system and/or documents equivalent in scope and detail.

IT systems acceptable for supporting the aircraft continuing airworthiness records should:

1) include functions so that search of data and production of status is possible;

2) allow a transfer of the aircraft continuing airworthiness records data from one system to another using an industry-wide/worldwide data format or allow printing information;

3) contain safeguards which prevent unauthorised personnel from altering data; and

4) ensure the integrity of the data, including traceability of amendments.

b) 'Data equivalent in scope and detail' are included in the airworthiness record system and could be an aircraft logbook, engine logbook(s) or engine module log cards, propeller logbook(s) and log cards for life-limited parts.

Any logbook/log card should contain:

1) identification of the product or component it refers to;

2) type, part number, serial number and registration, as appropriate, of the aircraft, engine, propeller, engine module, or component to which the component has been fitted in, along with the reference to the installation and removal;

3) the date and the corresponding total in-service life accumulated in any applicable parameter unit, as appropriate; and

4) any AD, modification, repair, maintenance or deferred maintenance tasks applicable.

When fulfilling the applicable requirements, a logbook/log card as described above could be a means to comply with the current status and the in-service history record for each life-limited part.

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c) Form of records

Producing and/or keeping continuing airworthiness records in a form acceptable to the normally means in either material/physical or electronic state, or a combination of both.

Retention of records should be done in one of the following formats:

1) original paper document or electronic data (via an approved electronically signed form)

2) a paper reproduction of a paper document (original or copy); or

3) an electronic reproduction of electronic data (original or copy); or

4) a printed reproduction of electronic data (original or copy); or

5) an electronically digitised reproduction of a paper document (original or copy); or

6) a microfilm or scanned reproduction copy of a paper document (original or copy)

Where IT systems are used to retain documents and data, it should be possible to print a paper version of the documents and data kept.

d) Physical (non-digitised) records

All physical records should remain legible throughout the required retention period. Physical records on either paper or microfilm systems should use robust material, which can withstand normal handling, filing and ageing. They should be stored in a safe way with regard to damage, alteration and theft.

e) Digitised records

Digitised records may be created from a paper document (original or copy) or from electronic data.

When created from a paper document:

1) the creation date of the digitised record should be stored with the digitised record;

2) it is advisable to create an individual digitised record for each document;

3) if an organisation creates a large number of digitised records, the use of database technology should ease the future retrieval of the record; and

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4) digitised records should be legible, including details such as, but not limited to, the date of signature, names, stamps, notes, or drawings.

f) Digitised record retention

Digitised records when created from an original paper record, or as a digital electronic original, should be stored on a system which is secured and kept in an environment protected from damage (e.g. fire, flooding, excessive temperature or accidental erasing). IT systems should have at least one backup system, which should be updated at least within 24 hours of any entry in the primary system. Access to both primary and backup systems is required to be protected against the ability of unauthorised personnel to alter the database and they should preferably be located remotely from the main system.

The system used for retention of digitised records should:

1) ensure the integrity, accuracy and completeness of the record;

2) ensure that access to the digitised record has safeguards against alteration of the data;

3) ensure the authenticity of the record including assurance that the date has not been modified after creation;

4) be capable of retrieving individual records within a reasonable time period; and

5) be maintained against technological obsolescence which would prevent printing, displaying or retrieval of the digitised records.

Computer backup discs, tapes etc. should be stored in a different location from that containing the current working discs, tapes, etc. and in a safe environment.

Where the Brunei DCA has accepted a system for digitised record-keeping satisfying the above, the paper document may be permanently disposed of.

g) Lost or destroyed records

Reconstruction of lost or destroyed records can be done by reference to other records which reflect the time in service, research of records maintained by maintenance organisations and reference to records maintained by individual mechanics, etc. When reconstruction has been done and the record is still incomplete, the owner/operator may make a statement in the new record describing the loss and establishing the time in service based on the research and the best estimate of time in service. The reconstructed records should be submitted to the for acceptance. The may require the performance of additional maintenance if not satisfied with the reconstructed records.

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AMC M.A.305(e)(1) Aircraft continuing airworthiness record system

This retention period of 36 months could be extended in the case of an entry in the technical log system requiring an additional period of retention as defined in Part-M.

AMC M.A.305(e)(2) Aircraft continuing airworthiness record system

a) Form 1 and the Certificate of Conformity of the components used to perform a modification/repair are not part of the substantiation data for a modification/repair. These certificates are retained by the maintenance organisation.

b) In the case of an AD with several steps or with intermediate assessments during its application, these intermediate steps should be part of the detailed maintenance records.

GM M.A.305(e)(2) Aircraft continuing airworthiness record system

'Until such time as the information contained therein is superseded by new information equivalent in scope and detail but not shorter than 36 months' means that during a maximum of 36 months the information and the one superseding it will be kept but, after these 36 months, only the new information must be kept.

For example, for a maintenance task with an interval shorter than 36 months, more than one set of information equivalent in scope and detail should be retained. If the maintenance task interval is longer than 36 months, the last set of information equivalent in scope and detail is retained.

AMC M.A.305(e)(3) Aircraft continuing airworthiness record system

a) A Form 1 and detailed maintenance records are not required to be kept to support every installation/removal shown in the in-service history records.

b) Conservative methods to manage missing historical periods are acceptable to establish the current status of the life-limited part. In the case of use of a conservative method, the supporting documentsshould be endorsed. Recommendationsfrom the design approval holder on the procedures to record or reconstruct the in-service history should be considered.

GM M.A.305(e)(3) Aircraft continuing airworthiness record system

a) Form 1 or equivalent is not required to be kept for the 'condition monitoring' process of components unless this is the means to fulfil another requirement quoted in M.A.305 (e.g. demonstration of AD compliance).

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b) For components that are not subject to any of the primary maintenance processes described in the GM M.A.305(d)(2) (i.e. Hard Time, On-Condition, Condition Monitoring), the Form 1 or equivalent is not required to be kept.

AMC M.A.305(f) Aircraft continuing airworthiness record system

When the owner or organisation responsible for the aircraft continuing airworthiness arranges for the relevant maintenance organisation to retain copies of the continuing airworthiness records on their behalf, the owner or organisation responsible for the aircraft continuing airworthiness will continue to be responsible for the retention of records. If they cease to be the owner or organisation responsible for the aircraft continuing airworthiness of the aircraft, they also remain responsible for transferring the records to the new owner or organisation.

AMC M.A.306(a) Aircraft technical log system

CONTENT OF INFORMATION ON THE ATL SYSTEM

For CAT operations and commercial specialised operations, the aircraft technical log is a system for recording defects and malfunctions during the aircraft operation and for recording details of all maintenance carried out on an aircraft between scheduled base maintenance visits. In addition, it is used for recording flight safety and maintenance information the operating crew need to know.

Cabin or galley defects and malfunctions that affect the safe operation of the aircraft or the safety of its occupants are regarded as forming part of the aircraft log book where recorded by another means.

The aircraft technical log system may range from a simple single section document to a complex system containing many sections but in all cases it should include the information specified for the example used here which happens to use a 5 section document / computer system:

Section 1 should contain details of the registered name and address of the operator the aircraft type and the complete international registration marks of the aircraft.

Section 2 should contain details of when the next scheduled maintenance is due, including, if relevant any out of phase component changes due before the next maintenance check. In addition this section should contain the current certificate of release to service (CRS), for the complete aircraft, issued normally at the end of the last maintenance check.

NOTE: The flight crew do not need to receive such details if the next scheduled maintenance is controlled by other means acceptable to the Brunei DCA

Section 3 should contain details of all information considered necessary to ensure continued flight safety. Such information includes:

i. the aircraft type and registration mark

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ii. the date and place of take-off and landing,

iii. the times at which the aircraft took off and landed

iv. the running total of flying hours, such that the hours to the next schedule maintenance can be determined. The flight crew does not need to receive such details if the next scheduled maintenance is controlled by other means acceptable to the Brunei DCA.

v. details of any failure, defect or malfunction to the aircraft affecting airworthiness or safe operation of the aircraft including emergency systems, and any failure, defect or malfunctions in the cabin or galleys that affect the safe operation of the aircraft or the safety of its occupants that are known to the commander. Provision should be made for the commander to date and sign such entries including, where appropriate, the nil defect state for continuity of the record. Provision should be made for a CRS following rectification of a defect or any deferred defect or maintenance check carried out. Such a certificate appearing on each page of this section should readily identify the defect(s) to which it relates or the particular maintenance check as appropriate.

In the case of maintenance performed by a Part-145 maintenance organisation, it is acceptable to use an alternate abbreviated certificate of release to service consisting of the statement 'Part-145 release to service' instead of the full certification statement specified in AMC 145.A.50(b) paragraph 1. When the alternate abbreviated certificate of release to service is used, the introductory section of the technical log should include an example of the full certification statement from AMC 145.A.50(b) paragraph 1.

vi. the quantity of fuel and oil uplifted and the quantity of fuel available in each tank, or combination of tanks, at the beginning and end of each flight; provision to show, in the same units of quantity, both the amount of fuel planned to be uplifted and the amount of fuel actually uplifted; provision for the time when ground de-icing and/or anti-icing was started and the type of fluid applied, including mixture ratio fluid/water and any other information required by the operator's procedures in order to allow the assessment on whether inspections for and/or elimination of de-icing/anti-icing fluid residues that could endanger flight safety are required.

vii. the pre-flight inspection signature.
In addition to the above, it may be necessary to record the following supplementary information:

- the time spent in particular engine power ranges where use of such engine power affects the life of the engine or engine module;

- the number of landings where landings affect the life of an aircraft or aircraft component;

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- flight cycles or flight pressure cycles where such cycles affect the life of an aircraft or aircraft component.

NOTE 1: Where Section 3 is of the multi-sector 'part removable' type, then such 'part removable' sections should contain all of the foregoing information where appropriate.

NOTE 2: Section 3 should be designed so that one copy of each page may remain on the aircraft and one copy may be retained on the ground until completion of the flight to which it relates.

NOTE 3: Section 3 layout should be divided to show clearly what is required to be completed after flight and what is required to be completed in preparation for the next flight.

Section 4 should contain details of all deferred defects that affect or may affect the safe operation of the aircraft and should therefore be known to the aircraft commander. Each page of this section should be pre-printed with the operator's name and page serial number and make provision for recording the following:

i. a cross reference for each deferred defect such that the original defect can be identified in the particular section 3 sector record page.

ii. the original date of occurrence of the defect deferred.

iii. brief details of the defect.

iv. details of the eventual rectification carried out and its CRS or a clear cross-reference back to the document that contains details of the eventual rectification.

Section 5 should contain any necessary maintenance support information that the aircraft commander needs to know. Such information would include data on how to contact maintenance if problems arise whilst operating the routes etc.

AMC M.A.306(b) Aircraft technical log system

The aircraft technical log system can be either a paper or computer system- or any combination of both methods acceptable to the Brunei DCA.

In case of a computer system, it should contain programme safeguards against the ability of unauthorised personnel to alter the database.

GM1 M.A.306(b) Aircraft technical log system

INTEROPERABLE AIRCRAFT TECHNICAL LOG SYSTEM

If a CAMO is contracted (in accordance with point M.A.201(ea)) by operators that form part of a single air carrier business grouping and intend to regularly transfer aircraft from one AOC holder to another within the group, the CAMO is expected to ensure that:

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- there is an interoperable aircraft technical log system for all associated operators; and

- common data formats and data exchange are defined.

AMC M.A.307(a) Transfer of aircraft continuing airworthiness records

Where an owner/operator terminates his operation, all retained continuing airworthiness records should be passed on to the new owner/operator or stored.

A 'permanent transfer' does not generally include the dry lease-out of an aircraft when the duration of the lease agreement is less than 6 months. However the should be satisfied that all continuing airworthiness records necessary for the duration of the lease agreement are transferred to the lessee or made accessible to them.

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SUBPART D – MAINTENANCE STANDARDS

GM1 M.A.401(b)(3) and (b)(4) Maintenance data

a) The maintenance data referred to in M.A.401(b)(3) and (4) may have been prepared by various organisations, but in any case it needs to be issued by, referenced by, or acceptable to the organisation responsible for the design in accordance with Part 21 (e.g. type certificate holder (TCH),supplemental type certificate holder (STCH), ETSO holder, repair design approval holder or declarant of a declaration of design compliance).

b) Depending on the product or component subject to maintenance and depending on how this maintenance is released, different maintenance data may be needed during the performance of maintenance.

c) With respect to aircraft maintenance, applicable maintenance data issued by the aircraft TCH or the design approval holder (DAH) typically includes the following documents: manufacturer recommended maintenance programme (e.g. MPD, MRBR), aircraft maintenance manual including the airworthiness limitations section, repair manual, supplemental structural inspection document, corrosion prevention and/or control document, service bulletins, wiring diagram manuals, troubleshooting manual, service letter/instructions, illustrated parts catalogue, and any other specific maintenance instruction issued by the aircraft TCH or by the DAH.

d) With respect to engine maintenance, applicable maintenance data typically includes the engine maintenance and/or overhaul manual including the airworthiness limitations section, wiring diagrams, parts catalogue, troubleshooting manual issued by the engine TCH (or aircraft TCH if the engine is certified as part of the aircraft), the DAH.

With respect to APU maintenance, applicable maintenance data typically includes APU maintenance and/or overhaul manual, wiring diagrams, parts catalogue, troubleshooting manual issued by the aircraft TCH, or issued by the APU manufacturer and acceptable to the TCH of the aircraft on which it is installed or to the DAH. When in compliance with M.A.502(b), it is possible to conduct maintenance on the engine or APU while installed on the aircraft or temporarily removed to gain access. In such case, the applicable maintenance data may also include aircraft maintenance data.

e) With respect to maintenance of components other than engine/APU, applicable maintenance data typically includes the component maintenance (and/or repair) manual, troubleshooting manual and other maintenance instructions produced by the component manufacturer, when they are acceptable to the TCH of the product in which the component is to be installed, to the DAH, or when they form part of (or are referenced together with) the product's ICA. In the case of propellers, maintenance data includes its ICA.

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When in compliance with M.A.502(b) or M.A.502(c), it is possible to conduct maintenance on the component while installed on the aircraft or engine or APU, or temporarily removed to gain access. In such case, the applicable maintenance data may also include, as applicable, aircraft maintenance data or engine/APU maintenance data.

f) With respect to maintenance considered to be specialised services (such as non-destructive testing (NDT)), applicable maintenance data typically includes non-destructive testing or inspection manual, and all applicable specialised service(s) process instructions issued or specified by the DAH or the declarant of a declaration of design compliance.

GM1 M.A.401(b)(4) Maintenance data

COMPONENT MANUFACTURER MAINTENANCE INSTRUCTIONS

The maintenance instructions published by the component manufacturers may be considered acceptable to the DAH – and hence may be used as maintenance data for maintenance on components approved for installation by the DAH – when they are referenced as additional or optional maintenance information together with the ICA.

AMC M.A.401(c) Maintenance data

1. Data being made available to personnel maintaining aircraft means that the data should be available in close proximity to the aircraft or component being maintained, for mechanics and certifying staff to perform maintenance.

2. Where computer systems are used, the number of computer terminals should be sufficient in relation to the size of the work programme to enable easy access, unless the computer system can produce paper copies. Where microfilm or microfiche readers/printers are used, a similar requirement is applicable.

3. Maintenance tasks should be transcribed onto the work cards or worksheets and subdivided into clear stages to ensure a record of the accomplishment of the maintenance task. Of particular importance is the need to differentiate and specify, when relevant, disassembly, accomplishment of task, reassembly and testing. In the case of a lengthy maintenance task involving a succession of personnel to complete such task, it may be necessary to use supplementary work cards or worksheets to indicate what was actually accomplished by each individual person. A worksheet or work card system should refer to particular maintenance tasks.

4. The workcard/worksheet system may take the form of, but is not limited to, the following:

    - a format where the mechanic writes the defect and the maintenance action taken together with information of the maintenance data used, including its revision status,

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- an aircraft log book that contains the reports of defects and the actions taken by authorised personnel together with information of the maintenance data used, including its revision status,

- for maintenance checks, the checklist issued by the manufacturer (i.e., 100H checklist, Revision 5, Items 1 through 95)

5. Maintenance data should be kept up to date by:

   - subscribing to the applicable amendment scheme

   - checking that all amendments are being received,

   - monitoring the amendment status of all data.

AMC M.A.402(a) Performance of maintenance

1. Maintenance should be performed by persons authorised to issue a certificate of release to service or underthe supervision of persons authorised to issue a certificate of release to service. Supervision should be to the extent necessary to ensure that the work is performed properly and the supervisor should be readily available for consultation.

2. The person authorised to issue a certificate of release to service should ensure that:

   a) each person working under his/her supervision has received appropriate training or has relevant previous experience and is capable of performing the required task; and

   b) each person who performs specialised tasks, such as welding, is qualified in accordance to an officially recognised standard.

GM M.A.402(a) *Reserved*

AMC M.A.402(c) Performance of maintenance

The general maintenance and inspection standards applied to individual maintenance tasks should meet the recommended standards and practices of the organisation responsible for the type design, which are normally published in maintenance manuals. In the absence of maintenance and inspection standards published by the organisation responsible for the type design, maintenance personnel should refer to the relevant aircraft airworthiness standards and procedures published or used as guidance by the Brunei DCA or acceptable equivalent. The maintenance standards used should contain methods, techniques and practices acceptable to the Brunei DCA for the maintenance of aircraft and its components.

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AMC M.A.402(d) Performance of maintenance

When performing maintenance, personnel are required to use the tools, equipment and test apparatuses necessary to ensure completion of work in accordance with accepted maintenance and inspection standards. Inspection, service or calibration that is performed on a regular basis should be performed in accordance with the equipment manufacturers' instructions. All tools requiring calibration should be traceable to an acceptable standard.

In this context, 'officially recognised standards' means those standards established or published by an official body, being either a natural or legal person, and which are widely recognised by the air transport sector as constituting good practice. These are typically an officially accredited body which are signatories to the International Laboratory and Accreditation Cooperation (ILAC) Mutual Recognition Agreement (MRA) that carries out accreditation of conformity assessment to callibration laboratories in accordance with ISO/IEC 17025:2017, or as amended. In the absence of accredited laboratories to the offiicially recognised standards, Brunei DCA and the Brunei Darussalam National Standards and Accreditation Centre should be consulted for acceptance.

If the organisation responsible for the type design involved recommends special equipment or test apparatuses, personnel should use the recommended equipment or apparatuses or equivalent equipment accepted by the.

All work should be performed using materials of such quality and in such a manner that the condition of the aircraft or its components after maintenance is at least equal to its or their original or modified condition (with regard to aerodynamic function, structural strength, resistance to vibration, deterioration and any other qualities affecting airworthiness).

AMC M.A.402(e) Performance of maintenance

The working environment should be appropriate for the maintenance task being performed such that the effectiveness of personnel is not impaired.

a) Temperature should be maintained such that personnel can perform the required tasks without undue discomfort.

b) Airborne contamination (e.g. dust, precipitation, paint particles, filings) should be kept to a minimum to ensure aircraft/components surfaces are not contaminated, if this is not possible all susceptible systems should be sealed until acceptable conditions are re-established.

c) Lighting should be adequate to ensure each inspection and maintenance task can be performed effectively.

d) Noise levels should not be allowed to rise to the level of distraction for inspection staff or if this is not possible inspection staff should be provided with personnel equipment to reduce excessive noise.

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AMC M.A.402(f) Performance of maintenance

Facilities should be provided appropriate for all planned maintenance. This may require aircraft hangars that are both available and large enough for the planned maintenance.

Aircraft component workshops should be large enough to accommodate the components that are planned to be maintained.

Protection from inclement weather means the hangar or component workshop structures should be to a standard that prevents the ingress of rain, hail, ice, snow, wind and dust etc.

AMC M.A.402(g) Performance of maintenance

a) To minimise the risk of multiple errors and to prevent omissions, the person or organisation performing maintenance should ensure that:

    1) every maintenance task issigned off only after completion;

    2) the grouping of tasks for the purpose of sign-off allows critical steps to be clearly identified; and

    3) any work performed by personnel under supervision (i.e. temporary staff, trainees) is checked and signed off by an authorised person.

b) To minimise the possibility of an error being repeated in identical tasks that involve removal/installation or assembly/disassembly of several components of the same type fitted to more than one system, whose failure could have an impact on safety,the person or organisation performing maintenance should plan different persons to perform identical tasks in different systems. However, when only one person is available, then this person should perform reinspection of the tasks as described in AMC2 M.A.402(h).

AMC1 M.A.402(h) Performance of maintenance

CRITICAL MAINTENANCE TASKS

The following maintenance tasks should primarily be reviewed to assess their impact on safety:

a) tasks that may affect the control of the aircraft, flight path and attitude, such as installation, rigging and adjustments of flight controls;

b) aircraft stability control systems (autopilot, fuel transfer);

c) tasks that may affect the propulsive force of the aircraft, including installation of aircraft engines, propellers and rotors; and

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d) overhaul, calibration or rigging of engines, propellers, transmissions and gearboxes.

AMC2 M.A.402(h) Performance of maintenance

INDEPENDENT INSPECTION

a) What is an independent inspection

Independent inspection is one possible error-capturing method. It consists of an inspection performed by an 'independent qualified person' of a task carried out by an 'authorised person', taking into account that:

1) the 'authorised person' is the person who performs the task or supervises the task and assumes the full responsibility for the completion of the task in accordance with the applicable maintenance data;

2) the 'independent qualified person' is the person who performs the independent inspection and attests the satisfactory completion of the task and that no deficiencies have been found. The 'independent qualified person' does not issue a certificate of release to service, therefore he/she is not required to hold certification privileges;

3) the certificate of release to service is issued by the 'authorised person' after the independent inspection has been carried out satisfactorily;

4) the work card system should record the identification of each person, the date and the details of the independent inspection, as necessary, before the certificate of release to service is issued.

b) Notwithstanding to the points 145.A.30 and 145.A.35 of BAR 8 Part 145, personnel performing independent inspections should be suitably qualified and trained.

c) How should independent inspection be performed:

Independent inspection should ensure for example correct assembly, locking and sense of operation. When inspecting control systems that have undergone maintenance, the 'independent qualified person' should consider the following points independently:

1) all those parts ofthe system that have actually been disconnected or disturbed should be inspected for correct assembly and locking;

2) the system as a whole should be inspected for full and free movement over the complete range;

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3) cables should be tensioned correctly with adequate clearance at secondary stops;

4) the operation of the control system as a whole should be observed to ensure that the controls are operating in the correct sense;

5) if different control systems are interconnected so that they affect each other, all the interactions should be checked through the full range of the applicable controls; and

6) software that is part of the critical maintenance task should be checked, for example version and compatibility with the aircraft configuration.

d) What to do in unforeseen cases when only one person is available

REINSPECTION:

1) Reinspection is subject to the same conditions as the independent inspection is, except that the 'authorised person' performing the maintenance task is also acting as 'independent qualified person' and performs the inspection.

2) For critical maintenance tasks, reinspection should only be used in unforeseen circumstances when only one person is available to carry out the task and perform the independent inspection. The circumstances cannot be considered unforeseen if the person or organisation has not assigned a suitable 'independent qualified person' to that particular task.

3) The certificate of release to service is issued by the 'authorised person' after the reinspection has been performed satisfactorily

4) The work card system should record the identification of the 'authorised person' and the date and the details of the reinspection, as necessary, before the certificate of release to service is issued.

GM M.A.402(h) Performance of maintenance

Several data sources may be used for the identification of critical maintenance tasks, such as:

- information from the design approval holder;
- accident reports;
- investigation and follow-up of incidents;
- occurrence reporting;
- flight data analysis;

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- results of audits;
- normal operations monitoring schemes;
- feedback from training; and
- information exchange systems.

AMC M.A.403(b) Aircraft defects

An assessment of both the cause and any potentially hazardous effect of any defect or combination of defects that could affect flight safety should be made in order to initiate any necessary further investigation and analysis necessary to identify the root cause of the defect.

AMC M.A.403(d) Aircraft defects

All deferred defects should be made known to the pilot/ flight crew, whenever possible, prior to their arrival at the aircraft.

Deferred defects should be transferred on to worksheets at the next appropriate maintenance check, and any deferred defect which is not rectified during the maintenance check, should be re-entered on to a new deferred defect record sheet. The original date of the defect should be retained.

The necessary components or parts needed for the rectification of defects should be made available or ordered on a priority basis, and fitted at the earliest opportunity.

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SUBPART E – COMPONENTS

AMC1 M.A.501(a)(1) Classification and installation

DCA FORM 1 OR EQUIVALENT

a) Notwithstanding to Subpart K of BAR 8 Part-21, a document equivalent to a DCA Form 1 maybe as follows:

1) for installation of new parts and appliances:

a. be supported by an internationally-accepted authorised release certificate issued by an organisation approved by an NAA listed in point 21.25(a)(1); of BAR 8 Part-21

b. be supported by a release certificate from an NAA not identified in paragraph 21.25 (a)(1) when subject to the requirements of an active bilateral agreement covering such matters with an NAA of Type Certification listed in point 21.25(a)(1);

2) for installation of used parts and appliances:

a. be supported by a national authorised release certificate issued by an organisation with principle place of business outside of Brunei that is approrpriately approved in accordance with BAR 8 Part-145;

b. be supported by an EASA Form 1 issued by an organisation approved to EASA Part-145;

c. FAA Form 8130-3 (dual FAA/EASA release for Commercial Air Transport). Single FAA release may be accepted for Non Commercial air transport aircraft;

d. an Authorised release certificate by an NAA acceptable to the Brunei DCA in accordance with a specific agreement between Brunei DCA and that state.

3) If the component was overhauled/ modified/ repaired before 29 November 2004, a JAA Form 1, issued by a JAR 145 approved maintenance organisation, is also acceptable

b) Any item in storage without a DCA Form 1 or equivalent cannot be installed on a Brunei Registered Aircraft unless an DCA Form 1 is issued for such item by an appropriately approved maintenance organisation in accordance with AMC2 145.A.50(d).

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GM1 M.A.501(a)(1) *Reserved*

GM1 M.A.501(a)(2) Classification and installation

UNSERVICEABLE COMPONENTS

a) The person or organisation that performs maintenance should ensure the proper identification of any unserviceable components. The unserviceable status of the component should be clearly declared on a tag together with the component identification data and any information that is useful to define actions that are necessary to be taken. Such information should state, as applicable, in-service times, maintenance status, preservation status, failures, defects or malfunctions reported or detected, exposure to adverse environmental conditions, and whether the component is installed on an aircraft that was involved in an accident or incident. Means should be provided to prevent unintentional separation of this tag from the component.

b) Unserviceable components should typically undergo maintenance due to:

1) expiry of the service life limit as defined in the aircraft maintenance programme;

2) non-compliance with the applicable airworthiness directives and other continuing airworthiness requirements mandated by the Brunei DCA or by the State of Design;

3) absence of the necessary information to determine the airworthiness status or eligibility for installation;

4) evidence of defects or malfunctions;

5) being installed on an aircraft that was involved in an incident or accident likely to affect the component's serviceability.

AMC1 M.A.501(a)(3) Classification and installation

UNSALVAGEABLE COMPONENTS

The following types of components should typically be classified as unsalvageable:

a) components with non-repairable defects, whether visible or not to the naked eye;

b) components that do not meet design specifications, and cannot be brought into conformity with such specifications;

c) components subjected to unacceptable modification or rework that is irreversible;

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d) life-limited parts that have reached or exceeded their mandatory life limitation, or have missing or incomplete records;

e) components whose airworthy condition cannot be restored due to exposure to extreme forces, heat or adverse environmental conditions;

f) components for which conformity with an applicable airworthiness directive cannot be accomplished;

g) components for which maintenance records and/or traceability to the manufacturer cannot be retrieved.

AMC1 M.A.501(a)(4) Classification and installation

STANDARD PARTS

a) Standard parts are parts that are manufactured in complete compliance with an established industry, Agency, competent authority or other government specification which include design, manufacturing, test and acceptance criteria, and uniform identification requirements. The specification should include all the information that is necessary to produce and verify conformity of the part. It should be published so that any party may manufacture the part. Examples of such specifications are National Aerospace Standards (NAS), Army-Navy Aeronautical Standard (AN), Society of Automotive Engineers(SAE), SAE Sematec, Joint Electron Device Engineering Council, Joint Electron Tube Engineering Council, and American National Standards Institute (ANSI), EN Specifications, etc.

b) To designate a part as a standard part, the TC holder may issue a standard parts manual accepted by the state of design of the original TC holder or may make reference in the parts catalogue to the specification to be met by the standard part. Documentation that accompanies standard parts should clearly relate to the particular parts and contain a conformity statement plus both the manufacturing and supplier source. Some materials are subject to special conditions, such as storage conditions or life limitation, etc., and this should be included in the documentation and/or the material's packaging.

c) A DCA Form 1 or equivalent is not normally issued and, therefore, none should be expected.

AMC2 M.A.501(a)(4) ***Reserved***

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AMC M.A.501(a)(5) Classification and installation

MATERIAL

a) Consumable material is any material which is only used once, such as lubricants, cements, compounds, paints, chemical dyes and sealants, etc.

b) Raw material is any material that requires further work to make it into a component part of the aircraft, such as metals, plastics, wood, fabric, etc.

c) Material both raw and consumable should only be accepted when satisfied that it is to the required specification. To be satisfied, the material and/or its packaging should be marked with the applicable specification and, where appropriate, the batch number.

d) Documentation that accompanies all materials should clearly relate to the particular material and contain a conformity statement plus both the manufacturing and supplier source. Some materials are subject to special conditions,such as storage conditions or life limitation, etc., and this should be included in the documentation and/or the material's packaging.

e) A DCA Form 1 or equivalent should not be issued for such materials and, therefore, none should be expected. The material specification is normally identified in the data issued by the (S)TC holder's except in the case where the Brunei DCA has agreed otherwise.

AMC M.A.501(a)(6) Classification and installation

SOFTWARE COMPONENTS/PARTS

Software components/ parts should be managed in accordance with BAR AC-10 of Volume II to the BAR 8 Part 26 whereby the following should be ensured:

a) DCA Form 1 or equivalent CRS in accordance with Point AMC 1 M.A.501(a)(1) should be issued for serviceable software components/ parts prior to installation to aircraft/LRUs. An electronic format or digital DCA Form 1 or equivalent maybe accepted and the form 1 should detail the specific part numbers (p/n) and software version number.

b) The person or organisation are responsible to ensure the software configuration tracking includes verification of software part number and the details of the software specification and hardware compatibility are checked.

GM1 M.A.501(b) Classification and installation

a) To ensure that components, standard parts and materials are in satisfactory condition, the persons referred to under M.A.801(b)(1) or M.A.801(c) or the approved maintenance organisation should perform an incoming physical inspection.

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b) The incoming physical inspection should be performed before the component is installed on the aircraft.

c) The following list, although not exhaustive, contains typical checks to be performed:

1) verify the general condition of the components and their packaging in relation to damages that could affect their integrity;

2) verify that the shelf life of the component has not expired;

3) verify that items are received in the appropriate package in respect of the type of the component: e.g. correct ATA 300 or electrostatic sensitive devices packaging, when necessary;

4) verify that the component has all plugs and caps appropriately installed to prevent damage or internal contamination. Care should be taken when tape is used to cover electrical connections or fluid fittings/openings because adhesive residues can insulate electrical connections and contaminate hydraulic or fuel units.

5) *reserved*.

d) Items (e.g. fasteners) purchased in batches should be supplied in a package. The packaging should state the applicable specification/standard, P/N, batch number, and the quantity of the items. The documentation that accompanies the material should contain the applicable specification/standard, P/N, batch number, supplied quantity, and the manufacturing sources. If the material is acquired from different batches, acceptance documentation for each batch should be provided.

GM2 M.A.501(b) Classification and installation

INSTALLATION OF COMPONENTS

Components, standard parts and materials should only be installed when they are specified in the applicable maintenance data as specified in M.A.401(b). So, a component, standard part and material can only be installed after having checked the applicable maintenance data.

This check should ensure that the part number, modification status, limitations, etc. of the component, standard part or material are the ones specified in the applicable maintenance data of the particular aircraft or component where the component, standard part or material is going to be installed. When the installation is performed outside a maintenance organisation, that is by the persons referred to in M.A.801(b)(1) or M.A.801(c), then these persons are responsible to perform this check before installation.

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AMC M.A.502 Component maintenance

Component removal from and installation on an aircraft is considered to be aircraft maintenance and not component maintenance. As a consequence, M.A.502 requirements do not apply to this case.

AMC M.A.502(b) and (c) Component maintenance

M.A.502(b) and (c) allow the performance of certain component maintenance, in accordance with component maintenance data, to maintenance organisations not holding the corresponding engine 'B'/ component 'C' rating and to independent certifying staff, subject to the agreement of the Brunei DCA.

This should only be permitted by the Brunei DCA in the case of simple component maintenance, where the Brunei DCA is satisfied that the certifying staff are appropriately qualified and the proper tooling and facilities are available. It is important to note that for more complex component maintenance, special qualifications may be required and it is not enough with holding a BAR 1 Part-66 aircraft maintenance licence.

GM1 M.A.502(e) Reserved

AMC1 M.A.504 Segregation of components

a) Unserviceable components should be identified and stored in a separate secure location that is managed by the maintenance organisation until a decision is made on the future status of such components. Certifying staff outside maintenance organisations (M.A.801(b)(1), or M.A.801(c)) that release aircraft maintenance should send, with the agreement of the aircraft owner/lessee, any unserviceable component to a maintenance organisation for controlled storage. Nevertheless, the person or organisation that declared the component unserviceable may transfer its custody, after identifying it as unserviceable, to the aircraft owner/lessee provided that such transferisreflected in the aircraft logbook, or engine logbook, or component logbook.

b) 'Secure location under the control of an approved maintenance organisation' refers to a location that is managed by the approved maintenance organisation that prevents the component from being reused or tampered with. This may include facilities that are established by the organisation at locations different from the main maintenance facilities. These locations should be identified in the relevant procedures of the organisation.

c) In the case of unsalvageable components, the person or organisation should:

    1) retain such components in the secure location referred to in paragraph (b);

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2) arrange for the component to be mutilated in a manner that ensures that it is cannot be restored for use, before disposing it; or

3) mark the component indicating that it is unsalvageable, when, in agreement with the component owner, the component is disposed of for legitimate non-flight uses (such as training and education aids, research and development), or for non-aviation applications, mutilation is often not appropriate. Alternatively to marking, the original part number or data plate information can be removed, or a record kept of the disposal of the component for legitimate non-flight uses.

d) Software components such as field loadable software must be stored in secure, access-controlled digital repositories or a physical media storage that has a dedicated server or password protected USB.

e) It is the responsibility of the person and organisation to ensure obsolete software versions are digitally “quarantine” or archived to prevent accidental loading into aircraft’s Line Replaceable Units (LRUs).

GM1 M.A.504 Segregation of components

MUTILATION OF COMPONENTS

a) Mutilation should be accomplished in such a manner that the components become permanently unusable for their originally intended use. Mutilated components should not be able to be reworked or camouflaged to provide the appearance of being serviceable, such as by replating, shortening and rethreading long bolts, welding, straightening, machining, cleaning, polishing, or repainting.

b) Mutilation may be accomplished by one or a combination of the following procedures:

1) grinding;

2) burning

3) removal of a major lug or other integral feature;

4) permanent distortion of parts;

5) cutting a hole with cutting torch or saw;

6) melting;

7) sawing into many small pieces; and

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8) any other method accepted by the .

c) The following procedures are examples of mutilation that are often lesssuccessful because they may not be consistently effective:

1) stamping or vibro-etching;

2) spraying with paint;

3) small distortions, incisions, or hammer marks;

4) identification by tags or markings;

5) drilling small holes; and

6) sawing in two pieces only

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SUBPART F — MAINTENANCE ORGANISATION

This subpart is no longer applicable with entry into force of this AMC & GM to the Part-M

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SUBPART G - CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION

This subpart will be replaced by AMC & GM to the Section A of Part-CAMO which will become applicable from 01 August 2026.

During this period of transition, references are to be made to the AMC & GM to the Subpart G of the Part-M (Annex 1), Version 01 which will no longer be applicable from 01 January 2027.

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SUBPART H — CERTIFICATE OF RELEASE TO SERVICE — CRS

AMC M.A.801 Reserved

AMC M.A.801(b) Aircraft certificate of release to service

A certificate of release to service is necessary before flight, at the completion of any defect rectification, whilst the aircraft operates a flight between scheduled maintenance checks.

AMC M.A.801(c) Aircraft certificate of release to service

AIRCRAFT GROUNDED AT OTHER LOCATIONS

1. '3 years of appropriate maintenance experience' means 3 years working in an aircraft maintenance environment on at least some of the aircraft type systems corresponding to the aircraft endorsed on the aircraft maintenance license or on the certifying staff authorisation that the person holds.

2. 'Holding the proper qualifications' means holding either:

    a) a valid ICAO Annex 1 compliant maintenance license for the aircraft type requiring certification, or;

    b) a certifying staff authorisation valid for the work requiring certification, issued by an ICAO Annex 6 approved maintenance organisation.

3. A release in accordance with this paragraph does not affect the controlled environment, in accordance with point (b) of M.A.901, of the aircraft as long as the M.A.801(c)2 recheck and release has been carried out by an approved maintenance organisation.

AMC M.A.801(e) *Reserved*

AMC M.A.801(f) Aircraft certificate of release to service

INCOMPLETE MAINTENANCE

1. Being unable to establish full compliance with sub-paragraph M.A.801(b) means that the maintenance required by the aircraft owner or CAMO could not be completed due either to running out of available aircraft maintenance downtime or because the maintenance data requires a flight to be performed as part of the maintenance, as described in paragraph 4.

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2. The aircraft owner or CAMO is responsible for ensuring that all required maintenance has been carried out before flight. Therefore, an aircraft owner or CAMO should be informed and agree to the deferment of full compliance with M.A.801(b). The certificate of release to service may then be issued subject to details of the deferment, including the aircraft owner or CAMO authorisation, being endorsed on the certificate.

3. If a CRS is issued with incomplete maintenance a record should be kept stating what action the mechanic, supervisor and certifying staff should take to bring the matter to the attention of the relevant aircraft owner or CAMO so that the issue may be discussed and resolved with the aircraft owner or CAMO.

4. Certain maintenance data issued by the design approval holder (e.g. aircraft maintenance manual (AMM)) requires that a maintenance task be performed in flight as a necessary condition to complete the maintenance ordered. Within the aircraft limitations, the person authorised to certify the maintenance per M.A.801 should release the incomplete maintenance before this flight. GM M.A.301(i) describes the relations with the aircraft operator, which retains the responsibility for the MCF. After performing the flight and any additional maintenance necessary to complete the maintenance ordered, a certificate of release to service should be issued in accordance with M.A.801.

AMC M.A.801(g) Aircraft certificate of release to service

'Endangers flight safety' means any instance where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning, electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system or total system failure. An AD overdue for compliance is also considered a hazard to flight safety.

AMC M.A.802 Component certificate of release to service

The purpose of the DCA Form 1 (see also Appendix II to Part-M) is to release components after manufacture and to release maintenance work carried out on such components under the approval of the Brunei DCA, and to allow components that are removed from one aircraft/component to be fitted to another aircraft/component.

When an approved organisation maintains an aircraft component for use by the organisation, a DCA Form 1 may not be necessary depending upon the organisation's internal release procedures; however all the information normally required for the DCA Form 1 should be adequately detailed in the certificate of release to service.

AMC M.A.803 *Reserved*

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SUBPART I — AIRWORTHINESS REVIEW

AMC M.A.901 Aircraft airworthiness review

In order to ensure the validity of the aircraft airworthiness certificate, M.A.901 requires performing periodically an airworthiness review of the aircraft and its continuing airworthiness records. This documented airworthiness review should be substantiated with an airworthiness review report (Form 53) which results in the issuance of an airworthiness review recommendation (Form 15) that is valid for one year and are to be submitted to the Brunei DCA for the purpose of Certificate of Airworthiness renewal in acordance with Subpart H of BAR 8 Part 21 and to the satisfaction of Brunei DCA.

GM M.A.901 Airworthiness review

Responsibilities of airworthiness review person:

The following is a summary of the requirements contained in M.A.901 as well as the associated AMC and Appendices, in relation to the responsibilities of the airworthiness review person:

- Airworthiness review person are responsible for performing both the documental and the physical survey.

- Procedures must be established by the CAMO in order to perform the airworthiness review, including the depth of samplings.

- Procedures must make very clear that the final word about the depth of the inspections (both documental and physical) belongs to the airworthiness review person, who can go beyond the depth established in the CAME if they find it necessary. At the end, it is the responsibility of the airworthiness review person to be satisfied that the aircraft complies with Part-M and is airworthy, and the organisation must ensure that no pressure or restrictions are imposed on the airworthiness review person when performing their duty.

- A compliance report must be produced by the airworthiness review person, detailing all items checked and the outcome of the review.

- Airworthiness review person are responsible for the items checked during the airworthiness review. However, they do not take over the responsibilities of the CAMO, maintenance organisation or any other organisations, not being responsible for problems not detected during the airworthiness review or for the possibility that the approved or declared maintenance programme may not include certain recommendations from the design approval holder. Obviously, if the airworthiness review person are not independent of the airworthiness management process and were nominated on the basis of the option of having overall authority on such a process, they will be responsible for the full continuing airworthiness of such aircraft. Nevertheless, this responsibility will be a consequence of their position in the organisation and not of their function as airworthiness review person.

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- The issuance of the airworthiness review recommendation by the airworthiness review person only certifies that the aircraft is considered airworthy in relation to the scope of the airworthiness review performed and the fact that the airworthiness review person are not aware of instances of non-compliance which endanger flight safety. Furthermore, it only certifies that the aircraft is considered airworthy at the time of the review.

It is the responsibility of the owner or contracted CAMO to ensure that the aircraft is fully airworthy at any time. It is also the responsibility of the owner or contracted CAMO to ensure that all findings have been undertaken in accordance with M.A.905.

GM M.A.901(a) Aircraft airworthiness review

Form 15 may be issued by either the Brunei DCA or by a CAMO. All the inapplicable statement in the Form 15 should be removed accordingly before issuance.

AMC M.A.901(b) Aircraft airworthiness review

1. If the continuing airworthiness of the aircraft is not managed according to an Appendix I Continuing airworthiness contract, the aircraft should be considered to be outside a controlled environment. Nevertheless, such contract is not necessary when the operator and the CAMO are the same organisation.

2. *Reserved.*

AMC M.A.901(d) Aircraft airworthiness review

The recommendation sent by a CAMO should be in English.

The recommendation sent to the should contain at least the items described below:

a) General information

- CAMO information
- owner/lessee information
- date and place where the document review and the aircraft survey were carried out
- period and place the aircraft can be seen if required by the Brunei DCA

b) Aircraft information

- registration

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- type
- manufacturer
- serial number
- flight manual reference
- weight and centre of gravity data
- maintenance programme reference

c) Documents accompanying the recommendation

- copy of registration papers
- copy of the application for the issue of Certificate of Airworthiness

d) Aircraft status

- aircraft total time and cycles
- list of persons or organisations having carried out continuing airworthiness activities including maintenance tasks on the aircraft and its components since the last airworthiness review recommendation

e) Aircraft survey

- a precise list of the areas of the aircraft that were surveyed and their status

f) Findings

- a list of all the findings made during the airworthiness review with the corrective action carried out and undertaken in accordance with M.A.905

g) Statement

A statement signed by the airworthiness review person recommending the issue of an airworthiness review recommendation.

The statement should confirm that the aircraft in its current configuration complies with the following:

- airworthiness directives up to the latest published issue, and;
- type certificate datasheet;
- maintenance programme;

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- limitation for life-limited parts and time-controlled components;
- the valid weight and centre of gravity schedule reflecting the current configuration of the aircraft;
- BAR 8 Part-21, as applicable, for all modifications and repairs;
- the current flight manual including supplements, and;
- operational requirements.

The above items should clearly state the exact reference of the data used in establishing compliance; for instance, the number and issue of the type certificate data sheet used should be stated.

The statement should also confirm that all the above is properly entered in the aircraft continuing airworthiness record system and/or in the operator's technical log.

AMC M.A.901(i) Aircraft airworthiness review

Suitable accommodation should include:

a) an office with normal office equipment such as desks, telephones, photocopying machines etc. whereby the continuing airworthiness records can be reviewed.

b) a hangar when needed for the physical survey.

The support of personnel appropriately qualified in accordance with BAR 1 Part-66 is necessary when the Brunei DCA's airworthiness review persons is not appropriately qualified.

AMC M.A.901(k) Aircraft airworthiness review

FULL DOCUMENTED REVIEW

1. A full documented review is a check of at least the following categories of documents:

- registration papers;
- M.A.305 aircraft continuing airworthiness record system;
- M.A.306 aircraft technical log system
- list of deferred defects, minimum equipment list and configuration deviation, list if applicable;
- aircraft flight manual including aircraft configuration;
- aircraft maintenance programme;
- maintenance data;
- relevant work packages;

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- AD status;
- modification and SB status;
- modification and repair approval sheets;
- status of life-limited parts and time-controlled components;
- relevant DCA Form 1 or equivalent;
- mass and balance report and equipment list;
- aircraft, engine and propeller TC data sheets.

As a minimum, sample checks within each document category should be carried out

2. The CAMO should develop procedures for the airworthiness review person to produce a compliance report that confirms the above have been reviewed and found in compliance with Part-M.

AMC M.A.901(l) and (m) Aircraft airworthiness review

PHYSICAL SURVEY

1. The physical survey could require actions categorised as maintenance (e.g. operational tests, tests of emergency equipment, visual inspections requiring panel opening, etc.). In this case, after the airworthiness review, a release to service should be issued.

2. When the airworthiness review person are not appropriately qualified as per BAR 1 Part-66 in order to release such maintenance, M.A.901(l) requires them to be assisted by such qualified personnel. However, the function of such BAR 1 Part-66 personnel is limited to performing and releasing the maintenance actions requested by the airworthiness review person, it not being their function to perform the physical survey of the aircraft.

3. This means that the airworthiness review person who is going to sign the airworthiness review recommendation should be the one performing both the documented review and the physical survey of the aircraft. It is not the intent of the rule to delegate the survey to BAR 1 Part-66 personnel who are not airworthiness review person. Furthermore, the provision of M.A.901(n) that allows a 90-day anticipation for the physical survey provides enough flexibility to ensure that the airworthiness review person (ARP) are present.

4. The physical survey may include verifications to be carried out during flight.

5. The CAMO should develop procedures for the ARP to produce a compliance report that confirms that the physical survey has been carried out and found satisfactory.

6. To ensure compliance, the physical survey may include relevant sample checks of items.

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AMC M.A.901(n) Aircraft airworthiness review

'Without loss of continuity of the airworthiness review pattern' means that the new expiration date is set up 1 year after the previous expiration date. As a consequence, when the airworthiness review is anticipated, the validity or the airworthiness review recommendation is longer than 1 year (up to 90 days longer).

This anticipation of up to 90 days also applies to the 12-month requirements shown in M.A.901(b), which means that the aircraft is still considered as being in a controlled environment if it has been continuously managed by a single organisation and maintained by appropriately approved organisations, as stated in M.A.901(b), from the date when the last airworthiness review recommendation was issued until the date when the new airworthiness review is performed (this can be up to 90 days less than 12 months).

AMC M.A.901(o) Airworthiness review

A copy of both the physical survey and document review compliance reports stated above should be sent to the together with any recommendation issued.

AMC M.A.903(a)1 *Reserved*

AMC M.A.903(b) *Reserved*

AMC M.A.904(a)1 Airworthiness reviews of imported aircraft

In order to allow for possible participation of authority personnel, the applicant should apply to the Brunei DCA for the issuance of a certificate of airworthiness and inform the Brunei DCA at the earliest opportunity no later than 30 working days in advance of the time and location of the airworthiness review.

AMC M.A.904(a)2 Airworthiness reviews of imported aircraft

WORK TO BE UNDERTAKEN TO ESTABLISH AIRWORTHINESS

1. When performing an airworthiness review of aircraft imported into Brunei registry, the aircraft and the relevant records should be reviewed to determine the work to be undertaken to establish the airworthiness of the aircraft.

2. In determining the work to be undertaken during the airworthiness review on the aircraft, the following should be taken into consideration:

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a) the information from authorities of the foreign aircraft registry such as export certificates, primary authority information;

b) the information on aircraft maintenance history such as continuing airworthiness records, aircraft, engine, propeller, rotor and life limited part log books or cards as appropriate, tech log/flight log/cabin log, list of deferred defects, total flight times and cycles, times and cycles since last maintenance, accident history, former maintenance schedule, former AD compliance status;

c) the information on aircraft such as aircraft, engine and propeller type certificate datasheets, noise and emission certificate data sheets, flight manual and supplements;

d) the aircraft continuing airworthiness status such as the aircraft and component AD status, the SB status, the maintenance status, the status of life-limited parts and time-controlled components, weight and centre of gravity schedule including equipment list;

e) the modification and repair status of the aircraft detailing elements such as owner/operator designed modifications and repairs, STCs, and parts TSOs;

f) the aircraft cabin configuration such as emergency equipment fitted, cockpit configuration, placards, instrument limitations, cabin layout;

g) the maintenance needed for import, such as embodiment of modifications needed to comply with the Brunei DCA type certificate acceptance requirements, bridging check to comply with the new maintenance programme;

h) the avionics such as, but not limited to, radio and navigation equipment, instrument flight rules (IFR) equipment, digital flight data recorder (DFDR)/ cockpit voice recorder (CVR) test, emergency locator transmitter (ELT) 406 MHz code and identification;

i) the compass compensation;

j) special operating rules such as extended twin-engine operations (ETOPS)/ long range operations (LROPS), reduced vertical separation minima (RVSM), minimum navigation performance specifications (MNPS), all weather operations (AWOPS), area navigation (RNAV);

k) the aircraft survey including verification of conformity with the flight manual and the datasheet, presence of fire proof identification plates, conformity of markings including registration, presence and serviceability of emergency equipment, internal and external lighting systems, and

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l) maintenance check flight including check of control system/cockpit ground check/engine run up.

3. If there is no CAMO approved for the airworthiness review of the specific aircraft type available, the Brunei DCA may carry out the airworthiness review in accordance with this paragraph and the provisions M.A.901(g) and M.B.902. In this case, the airworthiness review should be requested to the Brunei DCA with a 30 working-day notice.

AMC M.A.904(b) Airworthiness review of imported aircraft

CONTENT OF RECOMMENDATION

The recommendation sent to the Brunei DCA should contain at least the items described below

a) All the information set forth by AMC M.A 901(d)

b) Aircraft information

- aircraft assigned registration;
- state of design;
- state of manufacturer;
- previous registration;
- export certificate number;
- TC and TC data sheet numbers;
- noise and emissions TC and TC data sheet numbers;
- comparison of prior maintenance programme with the proposed new maintenance programme.

c) Documents accompanying the recommendation

- copy of the application;
- original export certificate;
- copy of the approvals of the flight manual and its supplements;

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- list of ADs incorporated up to the latest published issue;

- proposed new maintenance programme;

- status of all life-limited parts and time-controlled components;

- the valid weight and centre of gravity schedule reflecting the current configuration of the aircraft, and;

- Reference to the Part 21 approval/declaration for all modifications and repairs.

d) Maintenance

- a copy of the work packages requested by the CAMO including details of any bridging check to ensure all the necessary maintenance has been carried out.

e) Aircraft maintenance check flight

- a copy of the maintenance check flight report.

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SECTION B — PROCEDURE FOR COMPETENT AUTHORITIES

SUBPART A — GENERAL

AMC M.B.102(a) — General

1. In deciding upon the required airworthiness organisational structure, the Brunei DCA should review the number of certificates to be issued, the number and size of potential operators, the number of approved maintenance organisations and CAMOs within Brunei, as well as the level of civil aviation activity, number and complexity of aircraft and the size of the aviation industry.

2. The Brunei DCA should retain effective control of important inspection functions and not delegate them in such a way that aircraft owners, operators, approved maintenance organisations and CAMOs, in effect, regulate themselves in airworthiness matters.

3. The set-up of the organisational structure should ensure that the various tasks and obligations of the Brunei DCA are not relying on individuals. That means that a continuing and undisturbed fulfilment of these tasks and obligations of the Brunei DCA should also be guaranteed in case of illness, accident or leave of individual employees.

AMC1 M.B.102(c) Competent authority — Qualification and training

1. The Brunei DCA inspectors should have:

   1.1 practical experience and expertise in the application of aviation safety standards and safe operating practices;

   1.2 comprehensive knowledge of:

   a) relevant parts of BARs, certification specifications applicable to Brunei DCA and guidance material;
   b) the Brunei DCA's procedures;
   c) the rights and obligations of an inspector;
   d) quality systems;
   e) continuing airworthiness management;
   f) operational procedures when affecting the continuing airworthiness management of the aircraft or the maintenance.

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1.3 training on auditing techniques.

1.4 five years relevant work experience to be allowed to work as an inspector independently. This may include experience gained during training to obtain the subparagraph 1.5 qualification.

1.5. a relevant engineering degree or an aircraft maintenance technician qualification with additional education. 'Relevant engineering degree' means an engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components.

1.6. knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course including Fuel Tank Safety (FTS) training as described in Appendix XII to AMC1 M.B.102(c). These courses should be at least at a level equivalent to BAR 1 Part-66 Appendix III Level 1 General Familiarisation.

'Relevant sample' means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.

1.7. knowledge of maintenance standards.

2. In addition to technical competency, inspectors should have a high degree of integrity, be impartial in carrying out their tasks, be tactful, and have a good understanding of human nature.

3. A programme for continuation training should be developed which provides for the inspectors, at regular intervals, to visit appropriate manufacturers and attend technical symposia as well as training or refresher courses to gain first-hand knowledge of new developments. As a general policy, it is not desirable for the inspectors to obtain technical qualifications from those entities under their direct regulatory jurisdiction.

AMC2 M.B.102(c) Competent authority — Qualification and training

AIRCRAFT CONTINUING AIRWORTHINESS MONITORING (ACAM) INSPECTORS

1. ACAM in-depth surveys should be performed by the Brunei DCA inspectors qualified in accordance with M.B.102(c).

2. ACAM ramp surveys may be performed by inspectors qualified for the technical tasks of ramp inspections in accordance with other Parts, or by inspectors qualified in accordance with M.B.102(c).

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AMC M.B.102(d) Competent authority organisation — Procedures

The documented procedures should contain the following information:

a) The designation of the Brunei DCA as the competent authority.

b) The title(s) and name(s) of the personnel of the Brunei DCA and their duties and responsibilities.

c) Organisation chart(s) showing associated chains of responsibility.

d) A procedure defining the qualifications for staff together with a list of staff authorised to sign certificates.

e) A general description of the facilities.

f) Procedures specifying how the Brunei DCA ensure(s) compliance with Part M.

AMC M.B.104(a) Record-keeping

1. The record-keeping system should ensure that all records are accessible whenever needed within a reasonable time. These records should be organised in a consistent way throughout the organisation – the Brunei DCA (chronological, alphabetical order, etc.).

2. All records containing sensitive data regarding applicants or organisations should be stored in a secure manner with controlled access to ensure confidentiality of this kind of data.

3. All computer hardware used to ensure data backup should be stored in a different location from that containing the working data in an environment that ensures they remain in good condition. When hardware- or software-changes take place special care should be taken that all necessary data continues to be accessible at least through the full period specified in M.B.104(c) and/or (e).

AMC M.B.104(f) *Reserved*

AMC M.B.105(a) *Reserved*

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SUBPART C — CONTINUING AIRWORTHINESS

AMC M.B.301(a) Maintenance programme

For the Brunei DCA to verify compliance with M.A.302, the auditing surveyor/inspector should have received training on maintenance programme development and control.

AMC M.B.301(b) Maintenance programme

1. When assessing aircraft maintenance programmes for approval, the Brunei DCA should verify that the maintenance programme is acceptable for the continuing airworthiness of the specific aircraft listed and it is appropriate for the proposed operating environment and scheduled utilisation.

2. The Brunei DCA should assess the contents taking into account the origins of the document, i.e. the manufacturer'srecommended maintenance programme, an MRB report,the CAMO or operator's own experience or another approved programme.

3. *Reserved*.

4. A copy of the approved programme should be retained by the Brunei DCA, unless the programme is approved by a CAMO.

5. The documentation issued by the Brunei DCA to approve the aicraft maintenance programme may include details of who may issue certificates of release to service in a particular situation and may define which tasks are considered as complex maintenance tasks according to Appendix VII to Part-M

6. In the case of aircraft used by air carriers licensed in accordance with section 24 of the Civil Aviation Act or complex motor-powered aircraft, the development of the aircraft maintenance programme is dependent upon sufficient satisfactory in-service experience which has been properly processed. In general, the task being considered for escalation beyond the MRB limits should have been satisfactorily repeated at the existing frequency several times before being proposed for escalation. Appendix I to AMC M.A.302 and M.B.301(b) gives further information.

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7. The Brunei DCA may approve an incomplete maintenance programme at the start of operation of an aircraft or an operator, subject to limiting the approval of the maintenance programme to a period that does not exceed any required maintenance not yet approved.

8. If the Brunei DCA is no longer satisfied that a safe operation can be maintained, the approval of a maintenance programme or part of it may be suspended or revoked. Events giving rise to such action include:

   8.1. An operator changing the utilisation of an aircraft;

   8.2. The owner or CAMO has failed to ensure that the programme reflects the maintenance needs of the aircraft such that safe operation can be assured.

AMC M.B.301(c) Maintenance Programme

1. Approval of an aircraft maintenance programme through a procedure established by a CAMO should require the organisation to demonstrate to the Brunei DCA that it has competence, procedures and record-keeping provisions, which will enable the organisation to analyse aircraft reliability, the instructions issued by the TC holder, and other related operating and maintenance criteria.

2. According to the complexity of the aircraft and the nature of the operation, the maintenance programme procedures should contain reliability centred maintenance and condition monitored maintenance programme procedures and have procedures relating to the programme control which contain the following provisions:

   a) task escalation or adjustment,

   b) maintenance programme review,

   c) SB or Service Information assessment,

   d) component and structuresin service performance review,

   e) maintenance programme revision

   f) maintenance procedure effectiveness review and amendment,

   g) maintenance review board report (MRBR) or manufacturer maintenance planning document (MPD) review and assessment, as appropriate

   h) AD review and assessment,

   i) owner/maintenance or CAMO liaison,

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j) training.

3. When the Brunei DCA requests it, the organisation should make provision for the attendance of a representative of the Brunei DCA at meetings held to consider maintenance implications arising from reviews of the above provisions.

AMC1 M.B.303(a) Aircraft continuing airworthiness monitoring (ACAM)

ACAM SURVEY PROGRAMME — SCOPE

1. The Brunei DCA should establish a programme covering in-depth surveys and ramp surveys.

2. The Brunei DCA surveillance programme should select aircraft and/or operators depending on the number and complexity of aircraft on the Brunei Civil Aircraft Register, the diversity of aircraft types, local knowledge of the maintenance environment and operating conditions, airworthiness standards and past surveillance experience.

3. The programme should prioritise the operator/fleet/aircraft/key risk elements which are causing the greatest concern.

4. The programme should also include a certain percentage of unannounced ramp surveys.

5. The programme and changes thereto should be documented.

AMC2 M.B.303(a) Aircraft continuing airworthiness monitoring (ACAM)

ACAM SURVEY PROGRAMME — CREDITING

1. Where the ACAM survey can be linked to the oversight of an approved organisation, then credit can be granted in the monitoring process of that approved organisation.

2. The Brunei DCA may take credit of aircraft airworthiness inspections qualifying for the ACAM programme when these inspections are performed in accordance with the Civil Aviation Regulations (CAP 290) and its implementing Brunei Aviation Requirements.

GM M.B.303(a) Aircraft continuing airworthiness monitoring (ACAM)

COMBINED SURVEYS

In the interest of efficient use of Brunei DCA resources, aircraft inspection procedures may be established covering the combined scope of various aircraft survey tasks performed by Brunei DCA, such as but not limited to:

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- ACAM in-depth survey;
- airworthiness review;
- permit to fly physical inspection;
- Export Airworthiness certification inspection;
- product audit in accordance with CAMO.B.305;
- product audit in accordance with Part-145;
- review under supervision for airworthiness review person authorisation, provided it covers the full scope of the physical survey; and
- ramp inspections performed in accordance with BAR 6 Part ARO.OPS or BAR 6 Part ARO.RAMP.

Depending on which type of survey is required, any actual survey performed may cover a subset of the combined scope.

AMC1 M.B.303(b) Aircraft continuing airworthiness monitoring

SCOPE OF SURVEYS

1. The Brunei DCA should undertake sample product surveys of aircraft on its register to verify that:

   a) the condition of an aircraft as sampled is to a standard acceptable for the Certificate of Airworthiness to remain in force,
   b) the operator/owner's management of the airworthiness of the aircraft is effective,
   c) the approvals and licenses granted to organisations and persons continue to be applied in a consistent manner to achieve the required standards.

   A physical inspection of the aircraft is necessary during each ACAM survey (ramp or in-depth).

2. Sample product surveys of aircraft include:

   a) in-depth surveys carried out during extensive maintenance that fully encompass selected aspects of an aircraft's airworthiness,
   b) ramp surveys carried out during aircraft operations to monitor the apparent condition of an aircraft's airworthiness.

3. When performing a ramp survey, the inspector(s) should make all possible efforts to avoid an unreasonable delay of the aircraft inspected.

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4. The further information on 'KEY RISK ELEMENTS' can be found in Appendix III to GM1 M.B.303(b).

AMC2 M.B.303(b) Aircraft continuing airworthiness monitoring

IN-DEPTH SURVEY

1. An ACAM in-depth survey is a sample inspection of the key risk elements (KREs) and should be performed during scheduled/extensive maintenance. Appendix III to GM1 M.B.303(b) provides guidance on KREs that can be used for planning and/or analysis of the inspections.

2. The survey should be a 'deep cut' through the elements or systems selected.

3. The record of an ACAM inspection should identify which KREs were inspected

AMC3 M.B.303(b) Aircraft continuing airworthiness monitoring

KEY RISK ELEMENTS

1. The following KREs should be used for aircraft continuing airworthiness monitoring:

    a) Type design and changes to type design
    b) Airworthiness limitations
    c) Airworthiness Directives
    d) Aircraft documents
    e) Flight Manual
    f) Mass & Balance
    g) Markings & placards
    h) Operational requirements
    i) Defect management
    j) Aircraft Maintenance Programme
    k) Component control
    l) Repairs
    m) Records

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2. These KREs and their detailed components should be adapted to the complexity of the aircraft type being surveyed by retaining only those items that are applicable and relevant for the particular aircraft type.

3. The further information regarding 'KEY RISK ELEMENTS' can be found in Appendix III to GM1 M.B.303(b).

GM1 M.B.303(b) Aircraft continuing airworthiness monitoring (ACAM)

KEY RISK ELEMENTS

The KREs define the scope of continuing airworthiness. The list of KREs is intended to provide the basis for planning and control of the ACAM survey programme. It will ensure that the programme covers all aspects of continuing airworthiness. While it is not required to cover all KREs during a given inspection, the ACAM survey programme needs to ensure that there is no omission, i.e. certain KRE are never inspected.

The further information on 'KEY RISK ELEMENTS' can be found in Appendix III to GM1 M.B.303(b).

AMC M.B.303(d) Aircraft continuing airworthiness monitoring (ACAM)

FINDINGS ANALYSIS

1. The process should analyse the findings, or combination thereof, in order to identify:

   a) the root causes and their recurrence;
   b) the potential impact on flight safety of the individual aircraft or aircraft fleet on the Brunei Civil Aircraft Register, including hazard identification and risk mitigation; and
   c) further necessary actions at the level of the organisation(s) or individual(s) interacting with the continuing airworthiness of the aircraft or aircraft fleet.

2. The outcome of the analysis should be used forthe further adjustment of the ACAM programme as well as for the purpose of M.B.303(e), (f) and (g).

3. The purpose of this process is not to analyse individual findings, but to address systemic issues or issues that become apparent at individual, corporate or aggregate level.

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SUBPART F — MAINTENANCE ORGANISATION

This subpart is no longer applicable with entry into force of this AMC & GM to the Part-M

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SUBPART G — CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION

This subpart will be replaced by AMC & GM to the Section B of Part-CAMO which will become applicable from 01 August 2026.

During this period of transition, references are to be made to the AMC & GM to the Subpart G of the Part-M (Annex 1), Version 01 which will no longer be applicable from 01 January 2027.

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SUBPART I — AIRWORTHINESS REVIEW

AMC M.B.901 Assessment of recommendations

1. The result of the verification and the investigation of a recommendation should be sent to the applicant within 30 days. If corrective action has been requested before the issuance of an airworthiness review recommendation, the Brunei DCA may decide a further period for the assessment of the requested corrective action.

2. The verification of the compliance statement required by M.B.901 does not mean repeating the airworthiness review itself. However, the Brunei DCA should verify that the CAMO has carried out a complete and accurate assessment of the airworthiness of the aircraft.

3. Depending on the content of the recommendation, the history of the particular aircraft, and the knowledge of the CAMO making the recommendation in terms of experience, number and correction of findings and previous recommendations the extent of the investigation will vary. Therefore, whenever possible the person carrying out the investigation should be involved in the oversight of the CAMO making the recommendation.

4. In some cases, the inspector may decide that it is necessary to organise:
   - a physical survey of the aircraft, or
   - a full or partial airworthiness review

   In this case, the inspector should inform the CAMO making the recommendation with sufficient notice so that it may organise itself according to M.A.901.

   Furthermore, this part of the investigation should be carried out by appropriate airworthiness review person in accordance with M.B.902(b).

5. Only when satisfied that the aircraft is airworthy, should the inspector issue an airworthiness review recommendation.

AMC M.B.902(b) Airworthiness review by the Brunei DCA

1. A person qualified in accordance with AMC1 M.B.102(c) subparagraph 1.5 should be considered as holding the equivalent to an aeronautical degree.

2. ‘experience in continuing airworthiness’ means any appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management (engineering) and/or surveillance of such tasks. Experience in the Brunei DCA maybe evaluated and deemed to be acceptable equivalent subject to Brunei DCA authorisation processs.

3. An appropriate licence in compliance with BAR 1 Part-66 is a category B or C licence in the subcategory of the aircraft reviewed. It is not necessary to satisfy the recent experience

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requirements of BAR 1 Part-66 at the time of the review or to hold the type rating on the particular aircraft.

4. To hold a position with appropriate responsibilities means the airworthiness review person should have a position within the Brunei DCA that authorises that person to sign on behalf that Brunei DCA.

5. A person in the Brunei DCA carrying out airworthiness reviews or certificate of airworthiness renewal inspections, prior to the date of entry into force of this Part- M should be considered as complying with M.B.902(b).

AMC M.B.902(b)(1) Airworthiness review by the Brunei DCA

For all aircraft used by air carriers licensed in accordance with section 24 of the Civil Aviation Act and for any other aircraft, above 2 730 kg MTOM, formal aeronautical maintenance training means training (internal or external) supported by evidence on the following subjects:

- Relevant parts of continuing airworthiness regulations.
- Relevant parts of operational requirements and procedures, if applicable
- Knowledge of the internal procedures for continuing airworthiness.
- Knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course. These courses should be at least at a level equivalent to BAR 1 Part-66 Appendix III Level 1 General Familiarisation.

  'Relevant sample' means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.

AMC M.B.902(b)(2) Airworthiness review by the Brunei DCA

For aircraft other than in AMC M.B.902(b)(1), appropriate aeronautical maintenance training means demonstrated knowledge of the following subjects:

- Relevant parts of continuing airworthiness regulations.
- Relevant parts of operational requirements and procedures, if applicable
- Knowledge of the internal proceduresfor continuing airworthiness.
- Knowledge of a relevant sample of the type(s) of aircraft gained through training and/or work experience. Such knowledge should be at least at a level equivalent to BAR 1 Part-66 Appendix III Level 1 General Familiarisation.

'Relevant sample' means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.

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This knowledge may be demonstrated by documented evidence or by an assessment performed by the Brunei DCA. This assessment should be recorded.

AMC M.B.902(c) Airworthiness review by the Brunei DCA

The minimum content of the airworthiness review person record should be:

- Name,
- Date of Birth,
- Basic Education,
- Experience,
- Aeronautical Degree and/or Part-66-qualification,
- Initial Training received,
- Type Training received,
- Continuation Training received,
- Experience in continuing airworthiness and within the organisation
- Responsibilities of current job.

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AMC AND GM TO APPENDICES PART-M

GM to Appendix I to Part-M — Continuing airworthiness management contract

An operator should establish adequate coordination between flight operations and the CAMO to ensure that both will receive all the necessary information on the condition of the aircraft to enable them perform their tasks.

AMC to Appendix II to Part-M — Use of the DCA Form 1 for maintenance

1. The following formats of an issued DCA Form 1 or equivalent certificate are acceptable:

   - A paper certificate bearing a signature (both originals and copies are accepted);
   - A paper certificate generated from an electronic system (printed from electronically stored data) when complying with the following subparagraph 2;
   - An electronic DCA Form 1 or equivalent when complying with the following subparagraph 2.

2. Electronic signature and electronic exchange of the DCA Form 1

   a) Submission to the Brunei DCA

   Any organisation intending to implement an electronic signature procedure to issue DCA Form 1 and/or to exchange electronically such data contained on the DCA Form 1, should document it and submit it to the Brunei DCA as part of the documents attached to its exposition.

   b) Characteristics of the electronic system generating the DCA Form 1

   The electronic system should:

   - guarantee secure access for each certifying staff
   - ensure integrity and accuracy of the data certified by the signature on the form and be able to show evidence of the authenticity of the DCA Form 1 (recording and record keeping) with suitable security, safeguards and backups;
   - be active only at the location where the part is being released with an DCA Form 1;
   - not permit to sign a blank form;
   - provide a high degree of assurance that the data has not been modified after signature (if modification is necessary after issuance, i.e., re-certification of a

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part, a new form with a new number and reference to the initial issuance should be made)

- provide for a 'personal' electronic signature, identifying the signatory. The signature should be generated only in presence of the signatory.

An electronic signature means data in electronic form which is attached to or logically associated with other electronic data and which serves as a method of authentication and should meet the following criteria:

- it is uniquely linked to the signatory;
- it is capable of identifying the signatory;
- it is created using means that the signatory can maintain under his sole control

This electronic signature should be an electronically generated value based on a cryptographic algorithm and appended to data in a way to enable the verification of the data's source and integrity

Organisation(s) are reminded that additional requirements may need to be satisfied when operating electronic systems and to approve the framework for electronic signatures. The electronic system should be based on a policy and management structure (confidentiality, integrity and availability), such as:

- Administrators, signatories;
- Scope of authorisation, rights;
- Password and secure access, authentication, protections, confidentiality;
- Track changes;
- Minimum blocksto be completed, completeness of information;
- Archives;
- etc.

The electronic system generating the DCA Form 1 may contain additional data such as;

- Manufacturer code;
- Customer identification code;
- Workshop report;
- Inspection results;
- etc.

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c) Characteristics of the DCA Form 1 generated from the electronic system.

To facilitate understanding and acceptance of the DCA Form 1 released with an electronic signature, the following statement should be in Block 14b: 'Electronic Signature on File'.

In addition to this statement, it is accepted to print or display a signature in any form, such as a representation of the hand-written signature of the person signing (i.e.scanned signature) or a representation of their name.

When printing the electronic form, the DCA Form 1 should meet the general format as specified in Appendix II to Part-M. A watermark-type 'PRINTED FROM ELECTRONIC FILE' should be printed on the document.

When the electronic file contains a hyperlink to data required to determine the airworthiness of the item(s), the data associated to the hyperlink, when printed, should be in a legible format and be identified as a reference from the DCA Form1.

Additional information not required by the DCA Form 1 completion instructions may be added to the printed copies of DCA Form 1, as long as the additional data do not prevent a person from filling out, issuing, printing, or reading any portion of the DCA Form 1. This additional data should be provided only in block 12 unless it is necessary to include it in another block to clarify the content of that block.

d) Electronic exchange of the electronic DCA Form 1

The electronic exchange of the electronic DCA Form 1 should be accomplished on a voluntary basis. Both parties (issuer and receiver) should agree on electronic transfer of the DCA Form 1.

For that purpose, the exchange needs to include:

- all data of the DCA Form 1, including referenced data required by the DCA Form 1 completion instructions;

- all data required for authentication of the DCA Form 1.
  - In addition, the exchange may include:
  - data necessary for the electronic format;
  - additional data not required by the DCA Form 1 completion instructions, such as manufacturer code, customer identification code.

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- The system used for the exchange of the electronic DCA Form 1 should provide:
  - A high level of digital security; the data should be protected, not altered or not corrupted;
  - Traceability of data back to its source.

Trading partners wishing to exchange DCA Form 1 electronically should do so in accordance with the means of compliance stated in this document. It is recommended that they use an established, common, industry method such as Air Transport Association (ATA) Spec 2000 Chapter 16.

The organisation(s) are reminded that additional requirements may need to be satisfied when operating electronic systems and to approve the framework for electronic signatures may need to be satisfied when operating the electronic exchange of the electronic DCA Form 1.

The receiver should be capable of regenerating the DCA Form 1 from the received data without alteration; if not, the system should revert back to the paper system.

When the receiver needs to print the electronic form, refer to subparagraph c) here above.

GM to Appendix II to Part-M — Use of the DCA Form 1 for maintenance

DCA FORM 1 BLOCK 12 'REMARKS'

The DCA Form 1 identifies the airworthiness status of an aircraft component in relation to the work being certified. Block 12 'Remarks' of the DCA Form 1 in some cases contains vital airworthiness-related information (see also Appendix II to Part-M) which may need appropriate and necessary actions.

Examples of data to be entered in this block as appropriate:

- Maintenance documentation used, including the revision status, for all work performed and not limited to the entry made in block 11. A statement such as 'in accordance with the CMM' is not acceptable.
- NDT methods with appropriate documentation used when relevant.
- Compliance with airworthiness directives or service bulletins.
- Repairs carried out.
- Modifications carried out.
- Replacement parts installed
- Life-limited parts status.

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- Shelf life limitations.
- Deviations from the customer work order.
- Release statements to satisfy a foreign civil aviation authority maintenance requirement.
- Information needed to support shipment with shortages or re-assembly after delivery.
- References to aid traceability, such as batch numbers.

AMC to Appendix V to Part-M — Maintenance Organisation Approval referred to in Annex I (Part-M) Subpart F

This AMC is no longer applicable with entry into force of this AMC & GM to the Part-M.

AMC to Appendix VI to Part-M — Continuing Airworthiness Management Organisation Approval referred to in Annex I (Part-M) Subpart G

This AMC is covered in Appendix I to AMC1 CAMO.A.115 to the Section A of Part-CAMO which will become applicable from 01 August 2026.

AMC to Appendix VII — Complex Maintenance Tasks

The sentence ‘suitably approved or authorised welder’ contained in Appendix VII, paragraph 3(c), means that the qualification should meet an officially recognised standard or, otherwise, should be accepted by the Brunei DCA.

AMC to Appendix VIII — *Reserved*

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APPENDICES TO AMC AND GM TO PART-M

Appendix I to AMC M.A.302 and AMC M.B.301(b) — Content of the maintenance programme

Note: For the purpose of this Appendix, references to CAMO should be understood as references to CAMO.

1. General requirements

1.1 The maintenance programme should contain the following basic information.

1.1.1. The type/model and registration number of the aircraft, engines and, where applicable, auxiliary power units and propellers.

1.1.2. The name and address of the owner, operator or CAMO managing the aircraft airworthiness.

1.1.3. The reference, the date of issue and issue number of the approved maintenance programme.

1.1.4. A statement signed by the owner, operator or CAMO managing the aircraft airworthiness to the effect that the specified aircraft will be maintained to the programme and that the programme will be reviewed and updated as required.

1.1.5. Contents/list of effective pages and their revision status of the document.

1.1.6. Check periods, which reflect the anticipated utilisation of the aircraft. Such utilisation should be stated and include a tolerance of not more than 25%. Where utilisation cannot be anticipated, calendar time limits should also be included.

1.1.7. Procedures for the escalation of established check periods, where applicable and acceptable to the Brunei DCA.

1.1.8. Provision to record the date and reference of approved amendments incorporated in the maintenance programme.

1.1.9. Details of pre-flight maintenance tasks that are accomplished by maintenance staff.

1.1.10. The tasks and the periods (intervals/frequencies) at which each part of the aircraft, engines, APU's, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, together with the associated systems and installations should be inspected. This should include the type and degree of inspection required.

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1.1.11. The periods at which components should be checked, cleaned, lubricated, replenished, adjusted and tested.

1.1.12. If applicable details of ageing aircraft system requirements together with any specified sampling programmes.

1.1.13. If applicable, details of specific structural maintenance programmes including, but not limited to:

a) (Supplemental) structural inspection programmes ((S)SIPs or (supplemental) structural inspection documents (S)SIDs) issued by the design approval holder.

b) Corrosion prevention and control programmes (CPCPs) taking into account the baseline CPCP issued by the design approval.

c) For large aeroplanes, maintenance data arising from compliance with the ageing structure requirements of BAR AC-01 to the Volume II of BAR 8 Part-26.

1.1.14. If applicable, details of Critical Design Configuration Control Limitations together with appropriate procedures.

1.1.15. If applicable a statement of the limit of validity in terms of total flight cycles/calendar date/flight hours for the structural programme in 1.1.13.

1.1.16. The periods at which overhauls and/or replacements by new or overhauled components should be made.

1.1.17. A cross-reference to other documents approved by the State of Design which contain the details of maintenance tasks related to mandatory life and inspection limitations, Certification Maintenance Requirements (CMRs) and ADs.

Note: To prevent inadvertent variations to such tasks or intervals these items should not be included in the main portion of the maintenance programme document, or any planning control system, without specific identification of their mandatory status.

1.1.18. Details of, or cross-reference to, any required reliability programme or statistical methods of continuous Surveillance.

1.1.19. A statement that practices and procedures to satisfy the programme should be to the standards specified in the maintenance instructions issued by the TC holder. In the case of approved practices and procedures that differ, the statement should refer to them.

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1.1.20. Each maintenance task quoted should be defined in a definition section of the programme.

2. Programme basis

2.1. An owner or a CAMO aircraft maintenance programme should normally be based upon the MRB report, where applicable, and the maintenance planning document or Chapter 5 of the maintenance manual from the TC holder (i.e. the manufacturer's recommended maintenance programme). The structure and format of these maintenance recommendations may be re-written by the owner or the CAMO to better suit the operation and control of the particular maintenance programme.

2.2. For a new aircraft where no previously approved maintenance programme exists, it will be necessary for the owner or the CAMO to comprehensively appraise the manufacturer's recommendations (and the MRB report where applicable), together with other airworthiness information, in order to produce a realistic programme for approval.

2.3. For existing aircraft types it is permissible for the owner or CAMO to make comparisons with maintenance programmes previously approved. It should not be assumed that a programme approved for one owner or the CAMO would automatically be approved for another.

Evaluation should be made of the aircraft/fleet utilisation, landing rate, equipment fit and, in particular, the experience of the owner or the CAMO when assessing an existing programme. Where the Brunei DCA is not satisfied that the proposed maintenance programme can be used as is, the Brunei DCA should request appropriate changes such as additional maintenance tasks or de-escalation of check frequencies as necessary.

2.4. Critical Design Configuration Control Limitations (CDCCL)

If CDCCL have been identified for the aircraft type by the TC/STC holder, maintenance instructions should be developed. CDCCL's are characterised by features in an aircraft installation or component that should be retained during modification, change, repair, or scheduled maintenance for the operational life of the aircraft or applicable component or part.

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3. Amendments

Amendments (revisions) to the approved maintenance programme should be made by the service experience of the TC holder or the declarant of a declaration of design compliance, or as required by the Brunei DCA. Owner or the CAMO, to reflect changes in the recommendations, modifications,

4. Permitted variations to maintenance periods

The owner or the CAMO may only vary the periods prescribed by the programme with the approval of the Brunei DCA or through a procedure developed in the maintenance programme and approved by the Brunei DCA.

5. Periodic review of maintenance programme contents

5.1. The owner- or the CAMO-approved maintenance programmes should be subject to periodic review to ensure that they reflect current recommendations issued by the TC holder, revisions to the MRB report if applicable, mandatory requirements and the maintenance needs of the aircraft.

5.2. The owner or the CAMO should review the detailed requirements at least annually for continued validity in the light of operating experience.

6. Reliability Programmes

6.1. Applicability

6.1.1. A reliability programme should be developed in the following cases:

a) the aircraft maintenance programme is based upon MSG-3 logic
b) the aircraft maintenance programme includes condition monitored components;
c) the aircraft maintenance programme does not contain overhaul time periods for all significant system components;
d) when specified by the Manufacturer’s maintenance planning document or MRB.

6.1.2. A reliability Programme need not be developed in the following cases:

a) the maintenance programme is based upon the MSG-1 or 2 logic but only contains hard time or on condition items;
b) the aircraft is not a complex motor-powered aircraft according to Part-M;
c) the aircraft maintenance programme provides overhaul time periods for all significant system components;

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d) Note: for the purpose of this paragraph, a significant system is a system the failure of which could hazard the aircraft safety.

6.1.3. Notwithstanding paragraphs 6.1.1 and 6.1.2 above, a CAMO may however, develop its own reliability monitoring programme when it may be deemed beneficial from amaintenance planning point of view.

6.2. Applicability for CAMO/operator of small fleets of aircraft.

6.2.1. For the purpose of this paragraph, a small fleet of aircraft is a fleet of less than 6 aircraft of the same type.

6.2.2. The requirement for a reliability programme is irrespective of the CAMO fleet size.

6.2.3. Complex reliability programmes could be inappropriate for a small fleet. It is recommended that such CAMOs tailor their reliability programmes to suit the size and complexity of operation.

6.2.4. One difficulty with a small fleet of aircraft consists in the amount of available data which can be processed: when this amount is too low, the calculation of alert level is very coarse. Therefore 'alert levels' should be used carefully.

6.2.5. A CAMO of a small fleet of aircraft, when establishing a reliability programme, should consider the following:

a) The programme should focus on areas where a sufficient amount of data is likely to be processed.

b) When the amount of available data is very limited, the CAMO engineering judgement is then a vital element. In the following examples, careful engineering analysis should be exercised before taking decisions:

- A '0' rate in the statistical calculation may possibly simply reveal that enough statistical data is missing, rather that there is no potential problem.
- When alert levels are used, a single event may have the figures reach the alert level. Engineering judgement is necessary so as to discriminate an artefact from an actual need for a corrective action

In making his engineering judgement, a CAMO is encouraged to establish contact and make comparisons with other CAMOs of the same aircraft, where possible and relevant. Making comparison with data provided by the manufacturer may also be possible.

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6.2.6. In order to obtain accurate reliability data, it should be recommended to pool data and analysis with one or more other CAMO(s). Paragraph 6.6 of this paragraph specifies under which conditions it is acceptable that CAMOs share reliability data.

6.2.7. Notwithstanding the above there are cases where the CAMO will be unable to pool data with other CAMO, e.g. at the introduction to service of a new type. In that case the Brunei DCA should impose additional restrictions on the MRB/MPD tasks intervals (e.g. no variations or only minor evolution are possible, and with the Brunei DCA approval).

6.3. Engineering judgement

6.3.1. Engineering judgement is itself inherent to reliability programmes as no interpretation of data is possible without judgement. In approving the CAMO maintenance and reliability programmes, the Brunei DCA is expected to ensure that the organisation which runs the programme (it may be CAMO, or an Part-145 organisation under contract) hires sufficiently qualified personnel with appropriate engineering experience and understanding of reliability concept (see AMC4 CAMO.A.305(g)).

6.3.2. It follows that failure to provide appropriately qualified personnel for the reliability programme may lead the Brunei DCA to reject the approval of the reliability programme and therefore the aircraft maintenance programme

6.4. Contracted maintenance

6.4.1. Whereas M.A.302 specifies that, the aircraft maintenance programme -which includes the associated reliability programme-, should be managed and presented by the CAMO to the Brunei DCA, the CAMO may subcontract certain functions to the maintenance organisation under contract, provided this organisation proves to have the appropriate expertise.

6.4.2. These functions are:

(a) Developing the aircraft maintenance and reliability programmes,

(b) Performing the collection and analysis of the reliability data,

(c) Providing reliability reports, and

(d) Proposing corrective actions to the CAMO.

6.4.3. Notwithstanding the above decision to implement a corrective action (or the decision to request from the Brunei DCA the approval to implement a corrective action) remains the CAMO prerogative and responsibility. In relation to

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paragraph 6.4.2(d) above, a decision not to implement a corrective action should be justified and documented.

6.4.4. The arrangement between the CAMO and the maintenance organisation should be specified in the maintenance contract (see Appendix IV to AMC1 CAMO.A.315(c)) and the relevant CAME, and maintenance organisation procedures.

6.5. Reliability programme

In preparing the programme details, account should be taken of this paragraph. All associated procedures should be clearly defined.

6.5.1. Objectives

6.5.1.1. A statement should be included summarising as precisely as possible the prime objectives of the programme. To the minimum it should include the following:

a) to recognise the need for corrective action,

b) to establish what corrective action is needed and,

c) to determine the effectiveness of that action.

6.5.1.2. The extent of the objectives should be directly related to the scope of the programme. Its scope could vary from a component defect monitoring system for a small CAMO, to an integrated maintenance management programme for a big CAMO. The manufacturer's maintenance planning documents may give guidance on the objectives and should be consulted in every case.

6.5.1.3. In case of a MSG-3 based maintenance programme, the reliability programme should provide a monitor that all MSG-3 related tasks from the maintenance programme are effective and their periodicity is adequate.

6.5.2. Identification of items.

The items controlled by the programme should be stated, e.g. by ATA Chapters. Where some items (e.g. aircraft structure, engines, APU) are controlled by separate programmes, the associated procedures (e.g. individual sampling or life development programmes, constructor's structure sampling programmes) should be cross referenced in the programme.

6.5.3. Terms and definitions.

The significant terms and definitions applicable to the Programme should be clearly identified. Terms are already defined in MSG-3, Part-145 and Part-M.

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6.5.4. Information sources and collection.

6.5.4.1. Sources of information should be listed and procedures for the transmission of information from the sources, together with the procedure for collecting and receiving it, should be set out in detail in the CAME or MOE as appropriate.

6.5.4.2. The type of information to be collected should be related to the objectives of the Programme and should be such that it enables both an overall broad based assessment of the information to be made and also allow for assessments to be made as to whether any reaction, both to trends and to individual events, is necessary. The following are examples of the normal prime sources:

a) Pilots Reports.
b) Technical Logs.
c) Aircraft Maintenance Access Terminal / On-board Maintenance System readouts.
d) Maintenance Worksheets.
e) Workshop Reports.
f) Reports on Functional Checks.
g) Reports on Special Inspections
h) Stores Issues/Reports.
i) Air Safety Reports
j) Reports on Technical Delays and Incidents.
k) Other sources: ETOPS, RVSM, CAT II/III.

6.5.4.3. In addition to the normal primary sources of information, due account should be taken of continuing airworthiness and safety information promulgated under Part 21 and appropriately approved in accordance with BAR 8 Part-21.

6.5.5. Display of information.

Collected information may be displayed graphically or in a tabular format or a combination of both. The rules governing any separation or discarding of information prior to incorporation into these formats should be stated. The format should be such that the identification of trends, specific highlights and related events would be readily apparent.

6.5.5.1. The above display of information should include provisionsfor ‘nil returns’ to aid the examination of the total information.

6.5.5.2. Where ‘standards’ or ‘alert levels’ are included in the programme, the display of information should be oriented accordingly.

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6.5.6. Examination, analysis and interpretation of the information.

The method employed for examining, analysing and interpreting the programme information should be explained.

6.5.6.1. Examination.

Methods of examination of information may be varied according to the content and quantity of information of individual programmes. These can range from examination of the initial indication of performance variations to formalised detailed procedures at specific periods, and the methods should be fully described in the programme documentation.

6.5.6.2. Analysis and Interpretation.

The procedures for analysis and interpretation of information should be such as to enable the performance of the items controlled by the programme to be measured; they should also facilitate recognition, diagnosis and recording of significant problems. The whole process should be such as to enable a critical assessment to be made of the effectiveness of the programme as a total activity. Such a process may involve:

a) Comparisons of operational reliability with established or allocated standards (in the initial period these could be obtained from in-service experience of similar equipment of aircraft types).
b) Analysis and interpretation of trends.
c) The evaluation of repetitive defects.
d) Confidence testing of expected and achieved results.
e) Studies of life-bands and survival characteristics.
f) Reliability predictions.
g) Other methods of assessment.

6.5.6.3. The range and depth of engineering analysis and interpretation should be related to the particular programme and to the facilities available. The following, at least, should be taken into account:

a) Flight defects and reductions in operational reliability
b) Defects occurring on-line and at main base.
c) Deterioration observed during routine maintenance.
d) Workshop and overhaul facility findings.
e) Modification evaluations.
f) Sampling programmes.
g) The adequacy of maintenance equipment and publications.

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h) The effectiveness of maintenance procedures.

i) Staff training.

j) Service bulletins, technical instructions, etc.

6.5.6.4. Where the CAMO relies upon contracted maintenance and/or overhaul facilities as an information input to the programme, the arrangements for availability and continuity of such information should be established and details should be included.

6.5.7. Corrective Actions.

6.5.7.1. The procedures and time scales both for implementing corrective actions and for monitoring the effects of corrective actions should be fully described. Corrective actions shall correct any reduction in reliability revealed by the programme and could take the form of:

a) Changes to maintenance, operational procedures or techniques

b) Maintenance changes involving inspection frequency and content, function checks, overhaul requirements and time limits, which will require amendment of the scheduled maintenance periods or tasks in the approved maintenance programme. This may include escalation or de-escalation of tasks, addition, modification or deletion of tasks.

c) Amendments to approved manuals (e.g. maintenance manual, crew manual).

d) Initiation of modifications.

e) Special inspections of fleet campaigns.

f) Spares provisioning.

g) Staff training

h) Manpower and equipment planning.

Note: Some of the above corrective actions may need the Brunei DCA's approval before implementation.

6.5.7.2. The procedures for effecting changes to the maintenance programme should be described, and the associated documentation should include a planned completion date for each corrective action, where applicable.

6.5.8 Organisational Responsibilities.

The organisational structure and the department responsible for the administration ofthe programme should be stated. The chains of responsibility for individuals anddepartments (Engineering, Production, Quality, Operations etc.) in respect of the

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programme, together with the information and functions of any programme control committees (reliability group), should be defined. Participation of the Brunei DCA should be stated. This information should be contained in the CAME as appropriate.

6.5.9 Presentation of information to the Brunei DCA.

The following information should be submitted to the Brunei DCA for approval as part of the reliability programme:

a) The format and content of routine reports.

b) The time scales for the production of reports together with their distribution.

c) The format and content of reports supporting request for increases in periods between maintenance (escalation) and for amendments to the approved maintenance programme. These reports should contain sufficient detailed information to enable the Brunei DCA to make its own evaluation where necessary.

6.5.10. Evaluation and review.

Each programme should describe the procedures and individual responsibilities in respect of continuous monitoring of the effectiveness of the programme as a whole. The time periods and the procedures for both routine and non-routine reviews of maintenance control should be detailed (progressive, monthly, quarterly, or annual reviews, procedures following reliability ‘standards’ or ‘alert levels’ being exceeded, etc.).

6.5.10.1. Each Programme should contain procedures for monitoring and, as necessary, revising the reliability ‘standards’ or ‘alert levels’. The organisational responsibilities for monitoring and revising the ‘standards’ should be specified together with associated time scales.

6.5.10.2. Although not exclusive, the following list gives guidance on the criteria to be taken into account during the review.

a) Utilisation (high/low/seasonal).

b) Fleet commonality.

c) Alert Level adjustment criteria.

d) Adequacy of data.

e) Reliability procedure audit.

f) Staff training.

g) Operational and maintenance procedures

6.5.11. Approval of maintenance programme amendment

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The Brunei DCA may authorise the CAMO to implement in the maintenance programme changes arising from the reliability programme results prior to their formal approval by the authority when satisfied that;

a) the Reliability Programme monitors the content of the Maintenance Programme in a comprehensive manner, and
b) the procedures associated with the functioning of the 'Reliability Group' provide the assurance that appropriate control is exercised by the CAMO over the internal validation of such changes.

6.6. Pooling Arrangements.

6.6.1. In some cases, in order that sufficient data may be analysed it may be desirable to 'pool' data: i.e. collate data from a number of CAMOs of the same type of aircraft. For the analysis to be valid, the aircraft concerned, mode of operation, and maintenance procedures applied should be substantially the same: variations in utilisation between two CAMOs may, more than anything, fundamentally corrupt the analysis. Although not exhaustive, the following list gives guidance on the primary factors which need to be taken into account.

a) Certification factors, such as: aircraft TCDS compliance (variant)/ modification status, including SB compliance.
b) Operational Factors, such as: operational environment/ utilisation, e.g. low/high/seasonal, etc./respective fleet size operating rules applicable (e.g.ETOPS/RVSM/All Weather etc.)/ operating procedures/ MEL and MEL utilisation.
c) Maintenance factors, such as: aircraft age maintenance procedures; maintenance standards applicable; lubrication procedures and programme; MPD revision or escalation applied or maintenance programme applicable

6.6.2. Although it may not be necessary for all of the foregoing to be completely common, it is necessary for a substantial amount of commonality to prevail. Decision should be taken by the Brunei DCA on a case by case basis.

6.6.3. In case of a short term lease agreement (less than 6 month) more flexibility against the para 6.6.1 criteria may be granted by the Brunei DCA, so as to allow the owner/CAMO to operate the aircraft under the same programme during the lease agreement effectivity.

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6.6.4. Changes by any one of the CAMO to the above, requires assessment in order that the pooling benefits can be maintained. Where a CAMO wishes to pool data in this way, the approval of the Brunei DCA should be sought prior to any formal agreement being signed between CAMOs.

6.6.5. Whereas this paragraph 6.6 is intended to address the pooling of data directly between CAMOs, it is acceptable that the CAMO participates in a reliability programme managed by the aircraft manufacturer, when the Brunei DCA is satisfied that the manufacturer manages a reliability programme which complies with the intent of this paragraph.

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Appendix II to AMC M.A.711(a)(3) — Subcontracting of continuing airworthiness management tasks

This Appendix to AMC is covered in Appendix II to AMC1 CAMO.A.125(d)(3) of Part-CAMO which will become applicable from 01 August 2026.

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Appendix III to GM1 M.B.303(b) — KEY RISK ELEMENTS

	Title	Description
A. AIRCRAFT CONFIGURATION		
A.1	**Type design and changes to type design**	The type design is the part of the approved configuration of a product, as laid down in the TCDS, or the declared configuration of a product, as laid down in the airworthiness data sheet (for aircraft subject to a declaration of design compliance), common to all products of that type. Any changes to type design shall be approved accordingly for installation in accordance with BAR 8 Part-21 and shall be appropriatlely control and recorded.
A.2	**Airworthiness limitations**	An airworthiness limitation is a boundary beyond which an aircraft or a component thereof must not be operated, unless the instruction(s) associated to this airworthiness limitation is (are) complied with.
A.3	**Airworthiness Directives**	An Airworthiness Directive means a document issued or adopted by the Brunei DCA in accordance with BAR 8 Part-21, which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised.
B. AIRCRAFT OPERATION		
B.1	**Aircraft documents**	Aircraft certificates and documents necessary for operations.
B.2	**Flight Manual**	A manual, associated with the certificate of airworthiness, containing limitations within which operation of the aircraft is to be considered airworthy and, instructions and information necessary to the flight crew members for the safe operation of the aircraft.
B.3	**Mass & balance**	Mass and balance data is required to make sure that the aircraft is capable of operating within the approved envelope.
B.4	**Markings & placards**	Markings and placards are defined in the individual aircraft type design. Some information may also be found in the Type Certificate Data Sheet, the Supplemental Type Certificates, the Flight Manual, the Aircraft Maintenance Manual, the Illustrated Parts Catalogue, airworthiness data sheet (for aircraft subject to a declaration of design compliance), etc.
B.5	**Operational requirements**	Items required to be installed to perform a specific type of operation. Reference are to be made to BAR 6 Part CAT and Part SPA.
B.6	**Defect management**	Defect management requires a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is captured. This system should be properly documented. It may include, amongst others, the Minimum Equipment List system, the Configuration Deviation List system and deferred defects management.
C. AIRCRAFT MAINTENANCE		
C.1	**Aircraft Maintenance Programme**	A document which describes or incorporates by reference the specific scheduled maintenance tasks and their frequency of completion, the associated maintenance procedures and related standard maintenance practices necessary for the safe operation of those aircraft to which it applies.

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C.2	**Component control**	The component control should consider a twofold objective for component maintenance: — maintenance for which compliance is mandatory; — maintenance for which compliance is recommended.
C.3	**Repairs**	All repairs and unrepaired damage/degradations need to comply with the instructions of the appropriate maintenance manual (e.g. the SRM, the AMM, the CMM). All repairs not defined in the appropriate maintenance manual need to be appropriately approved and recorded with the reference to the approval in accordance with BAR 8 Part-21. This includes any damage or repairs to the aircraft/ engine(s)/ propeller(s), and their components.
C.4	**Records**	Continuing Airworthiness records are defined in M.A.305 and M.A.306 and related AMC.

Guidance on supporting documents and inspection items for each of the KREs are listed below, but not limited to the following:

A.1	**Type design and changes to type design**	The type design is the part of the approved configuration of a product, as laid down in the TCDS, or the declared configuration of a product, as laid down in the airworthiness data sheet (for aircraft subject to a declaration of design compliance), common to all products of that type. Any changes to type design shall be approved accordingly for installation in accordance with BAR 8 Part-21 and shall be appropriately control and recorded.

Supporting information	**Typical inspection items**
The type design consists of: 1. the drawings and specifications, and a listing of those drawings and specifications, necessary to define the configuration and the design features of the product (i.e. the aircraft, its components, etc.) shown to comply with the applicable type-certification basis and environmental protection requirements; 2. information on materials and processes and on methods of manufacture and assembly of the product necessary to ensure the conformity of the product; 3. an approved Airworthiness Limitation Section (ALS) of the Instructions for Continued Airworthiness (ICA); and 4. any other data necessary to allow by comparison the determination of the	1. Use the current type certificate data sheets or airworthiness data sheet (airframe, engine, propeller as applicable) and check that the aircraft conforms to its type design (correct engine installed, seat configuration, etc.). 2. Check that changes have been properly approved (approved data is used and approved Brunei DCA for installation to Aircraft). 3. Check for unintentional deviations from the approved type design or from the design subject to a declaration of design compliance, sometimes referred to as concessions, divergences, or non-conformances, Technical Adaptations, Technical Variations, etc. 4. Check cabin configuration (LOPA). 5. Check for embodiment of STC's, and, if any Airworthiness Limitations Section (ALS)/

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airworthiness, the characteristics of noise, fuel venting, and exhaust emissions (where applicable) of later products of the same type. The individual aircraft design is made of the type design supplemented with changes to the type design (e.g. modifications) embodied on the considered aircraft.	FM/MEL/WBM and revisions are needed, they have been approved and complied with. a. Aircraft S/N applicable b. Applicable engines c. Applicable APU d. Max. certified or declared weights e. Seating configuration f. Exits 6. Check that the individual aircraft design/configuration is properly established and used as a reference.
Reference documents: BARs, State of Design and Design Holders Documents	- Subpart B of BAR 8 Part-21 - Subpart D of BAR 8 Part-21 - Subpart M of BAR 8 Part-21 - M.A.304 - M.A.305 - M.A.401

A.2	**Airworthiness Limitations**	An airworthiness limitation is a boundary beyond which an aircraft or a component thereof must not be operated, unless the instruction(s) associated with this airworthiness limitation is complied with.

Supporting information	**Typical inspection items**
Airworthiness limitations are exclusively associated with instructions whose compliance is mandatory as part of the type design. They apply to some scheduled or unscheduled instructions that have been developed to prevent and/or to detect the most severe failure. They mainly apply to maintenance (mandatory modification, replacement, inspections, checks, etc., but can also apply to instructions to control critical design configurations (for example Critical Design Configuration Control Limitations (CDCCL) for the fuel tank safety).	1. Check that the Aircraft Maintenance Programme (AMP) reflects airworthiness limitations and associated instructions (standard or alternative) issued by the relevant design approval holders and is approved by the Brunei DCA, if applicable. 2. Check that the aircraft and the components thereof comply with the approved AMP. 3. Check the current status of life-limited parts. The current status of life-limited parts is to be maintained throughout the operating life of the part. Typical Airworthiness Limitation items: - Safe Life ALI (SL ALI)/Life-limited parts, - Damage Tolerant ALI (DT ALI)/Structure, including ageing aircraft structure, - Certification Maintenance Requirements (CMR), Ageing Systems Maintenance (ASM), including Airworthiness Limitations for Electrical Wiring - Interconnection System (EWIS), - Fuel Tank Ignition Prevention (FTIP)/Flammability Reduction Means(FRM),

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	- CDCCL, check wiring if any maintenance carried out in same area - wiring separation, - Ageing fleet inspections mandated through ALS or AD are included in the AMP.
Reference documents: BARs, State of Design and Design Holders Documents	- Subpart B of BAR 8 Part-21 - Subpart D of BAR 8 Part-21 - Subpart M of BAR 8 Part-21 - M.A.302 - M.A.305 - CAMO.A.320 - M.A.901

A.3	**Airworthiness Directives**	An Airworthiness Directive means a document issued or adopted by the Brunei DCA in accordance with point M.A.303, which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised.

Supporting information	**Typical inspection items**
Any Airworthiness Directive issued by a State of Design for an aircraft imported from NAA identified in Subpart B of BAR 8 Part-21, or for an engine, propeller, part or appliance imported from another State of Design and installed on an aircraft registered in Brunei.	1. Check if all ADs applicable to the airframe, engine(s), propeller(s) and equipment have been incorporated in the AD-status, including their revisions. 2. Check records for correct AD applicability (including ADs incorrectly listed as non-applicable). 3. Check by sampling in the current AD status that applicable ADs have been or are planned to be (as appropriate) carried out within the requirements of these Airworthiness Directives, unless otherwise specified by the State of Design that an AMOC may be applied for. 4. Check that applicable ADs related to maintenance are included into the Aircraft Maintenance Programme. 5. Check that task-cards correctly reflect AD requirements or refer to procedures and standard practises referenced in ADs. 6. Sample during a physical survey some ADs for which compliance can be physically checked.
Reference documents: BARs & State of Design	- M.A.303 - M.A.305(d) - M.A.401(a) & (b) - M.A.501(b) - M.A.503(a)

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	- M.A.504(a) - M.A.504 - CAMO.A.315 - M.A.901 - CAMO.A.320 - M.A.801

B.1	**Aircraft documents**	Aircraft certificates and documents necessary for operations.

Supporting information	**Typical inspection items**
The aircraft certificates and documents necessary for operations may include, but are not necessarily limited to: - Certificate of Registration; - Certificate of Airworthiness; - Noise certificate; - Aircraft certificate of release to service; - Technical log book, if required; - Permit to Fly & Flight Release Certificate, if required; - Etc.	1. Check that all certificates and documents pertinent to the aircraft and necessary for operations (or copies, as appropriate) are on board. 2. Check C of A modification/Aircraft identification. 3. Check that noise certificate corresponds to aircraft configuration. 4. Check Permit to fly and Flight Condition when necessary. 5. Check that there is an appropriate aircraft certificate of release to service.
Reference documents: BARs	- Subpart H of BAR 8 Part-21 - Subpart P of BAR 8 Part-21 - M.A.201(a)(3) - M.A.801

B.2	**Flight Manual**	A manual, associated with the certificate of airworthiness, containing operational limitations, instructions and information necessary for the flight crew members for the safe operation of the aircraft.

Supporting information	**Typical inspection items**
The Flight Manual needs to reflect the current status/configuration of the aircraft. When it does not, it may provide flight crew members with wrong information. This may lead to errors and/or to override limitations that could contribute to severe failure.	1. Check the conformity of the Flight Manual (FM), latest issue, with aircraft configuration, including modification status, (AD, SB, STC etc.). 2. Check: - the FM approval, revision control, Supplement to FM; - the impact of modification status on noise and weight & balance; - additional required manuals (QRH/FCOM/OM-B etc.); - FM limitations.
Reference documents: BARs	- M.A.305, AMC M.A.305(d) - CAMO.A.320 - M.A.901, AMC M.A.901(d)

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	- M.A.902(b)3 - AMC M.A.904(a)(2) - AMC M.A.904(b) point (c)

B.3	**Mass & balance**	Mass and balance data is required to make sure that the aircraft is capable of operating within the approved envelope.

Supporting information	**Typical inspection items**
The mass and balance report needs to reflect the actual configuration of the aircraft. When it does not, the aircraft might be operated outside the certified or declared operating envelope.	1. Check that mass and balance report is valid, considering current configuration. 2. Make sure that modifications and repairs are taken into account in the report. 3. Check that equipment status is recorded on the mass and balance report. 4. Compare current mass and balance report with previous report for consistency.
Reference documents: BARs	- M.A.305(c) - M.A.901 - CAMO.A.320 - BAR 6 Part-CAT: CAT.POL.MAB.100 and related AMCs/GM - BAR 6 Part-NCC: NCC.POL.105 and related AMC/GM - BAR 6 Part-NCO: NCO.POL.105 and related AMC/GM - BAR 6 Part-SPO: SPO.POL.105 and related AMC/GM

B.4	**Markings & placards**	Markings and placards are defined in the individual aircraft type design. Some information may also be found in the TCDS, the Supplemental Type Certificates (STCs), the FM, the AMM, the IPC, etc.

Supporting information	**Typical inspection items**
Markings and placards on instruments, equipment, controls, etc. shall include such limitations or information as necessary for the direct attention of the crew during flight. Markings and placards or instructions shall be provided to give any information that is essential to the ground handling in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardise the	1. Check that the required markings and placards are installed on the aircraft, especially the emergency exit markings instructions and passenger information signs and placards. 2. Check that all installed placards are readable. 3.Check the Flight Manual versus the instruments. (General Aviation usually). 4. Check registration markings, including State of Registry fireproof nameplate. 5. Check product data plates.

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safety of the aircraft in subsequent flights. Markings and placards or instructions shall be provided to give any information essential in the prevention of passenger injuries. Brunei registration markings must be installed i.a.w BAR 7. They include registration, possible flag, fireproof registration plate. Product data plates must be installed. When markings and placards are missing, or unreadable, or not properly installed, mistakes or aircraft damages may occur and could subsequently contribute to a severe failure.	Examples of markings & placards: - door means of opening, - each compartment's weight/load limitation/placards stating limitation on - contents, - passenger information signs, including no smoking signs, - emergency exit marking, - pressurised cabin warning, - calibration placards, - cockpit placards and instrument markings, - O^2 system information data, - accesses to the fuel tanks with flammability reduction means (CDCCL), - fuelling markings (fuel vent, fuel dip stick markings), - EWIS identification, - towing limit markings, - break-in markings, - inflate tyres with nitrogen, - RVSM + static markings.
Reference documents: BARs	- relevant CS for the aircraft type being inspected - M.A.501 - CAMO.A.320 - AMC M.A.904(a)(2) - BAR 7

B.5	**Operational requirements**	Requirements for the type of operation are complied with (e.g. equipment, documents, approvals).

Supporting information	**Typical inspection items**
This includes all equipment required by the applicable operational code including national requirements. In case of malfunction, it can create a hazardous situation. Especially emergency equipment needs attention during this inspection.	1. Check permits & approvals required for type of operation. 2. Check for the presence and serviceability of equipment required by operational approvals. 3.Check safety equipment, check that emergency equipment is readily accessible.
Reference documents: BARs	- M.A.201(a)(2) - BAR 6 Part-CAT, Part-NCC, Part-NCO, Part-SPO Subpart D 'Instruments, Data and Equipment'. - BAR 6 Part-SPA.

B.6	**Defect management**	Defect management requires a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is captured. This system should be properly documented.

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		It includes, amongst others, the MEL system, the CDL system and deferred defects management.

Supporting information	**Typical inspection items**
This KRE addresses the effectiveness of defect management, itshould also consider defects found during the physical inspection.	1. Check that the deferred defects have been identified, recorded, and rectified/deferred in accordance with approved procedures and within approved time limits. 2.Check that operations outside published approved data have only been performed under a Permit to Fly. Sample on: a. TLB and hold item list, b. maintenance task cards, c. engine shop report, d. (major) component shop report, e. maintenance/repair/modification working party files after embodiment of modifications or repairs, f. occurrence reporting data, g. communications between the user of maintenance data and the maintenance data author in case of inaccurate, incomplete, ambiguous procedures and practices. 3. Check that the consequences of the deferral have been managed with Operation/Crew. 4. Check that defects are being deferred in accordance with approved data (current revision of the MEL, CDL, aircraft maintenance programme). 5. Compare physical location of parts/serial numbers with recorded locations to identify undocumented parts swaps for troubleshooting.
Reference documents: BARs	- M.A.301(b) - AMC M.A.301(b) - M.A.403 - CAMO.A.320 - CAMO.A.160 - 145.A.60 - BAR 13

C.1	**Aircraft Maintenance Programme**	A document which describes the specific scheduled maintenance tasks and their frequency of completion, related standard maintenance practices and the associated procedures necessary for the safe operation of those aircraft to which it applies.

Supporting information	**Typical inspection items**
The Aircraft Maintenance Programme (AMP) is intended to include scheduled maintenance tasks, the associated	Review of AMP contents: 1. Check that the AMP properly reflects mandatory continuing airworthiness instructions (ALIs, CMRs

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procedures and standard maintenance practices. It also includes the reliability programme, when required. Tasks included in the maintenance programme can originate from: - tasks for which compliance is mandatory: instructions specified in repetitive Airworthiness Directives (AD), or in the Airworthiness Limitations Section (ALS), which may include Certification Maintenance Requirements (CMRs). The ALS is included in the Instructions for Continuing Airworthiness (ICA) of a design approval holder; - tasks for which compliance is recommended: additional instructions specified in the Maintenance Review Board Report (MRBR), the Maintenance Planning Document (MPD), Service Bulletins (SB), or any other non-mandatory continuing airworthiness information issued by the design approval holder; - additional or alternative instructions proposed by the owner or the continuing airworthiness management organisation once approved in accordance with point M.A.302(e). The AMP shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to the type and the specificity of operations.	(the latest source documents' revision. Sample check that tasks are implemented within approved compliance times and that no tasks have been omitted. 2. Check how recommended scheduled maintenance tasks (such as TBO intervals, recommended through Service Bulletins, Service Letters, etc., the latest source documents' revision) are considered when updating the AMP. 3. Check that the AMP properly reflects the maintenance tasks specified in repetitive ADs. 4. Check that the AMP properly reflects additional instructions for continuing airworthiness resulting from specific installed equipment or modifications embodied. 5. Check that the AMP properly reflects additional instructions for continuing airworthiness resulting from repairs embodied. 6. If applicable, check that the AMP properly reflects additional maintenance tasks required by specific approvals (e.g. RVSM, ETOPS, MNPS, B-RNAV). 7. Check for any additional scheduled maintenance measures required due to the use of the aircraft and the operational environment. 8. reserved. 9. Check approval status of additional or alternative instructions (M.A.302(e)). 10. Check if a reliability programme is present and active when required. 11. Check if the AMP is approved by the Brunei DCA directly, or by the CAMO via indirect approval procedure. 12. Check if the AMP used is valid for the aircraft, and is reviewed annually. 13. Check if tasks are performed within the value(s) quoted in AMP and the source documents

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	14. Sample check that no task has been omitted without justifications accepted by the Brunei DCA (at the time of decision). 15. Check the reporting of performed scheduled maintenance into the records system. 16. Analyse the effectiveness of the AMP and reliability by reviewing the unscheduled tasks.
Reference documents: BARs	- M.A.302 and its AMC - CAMO.A.315 (b)(1) and (b)(2)

C.2	**Component control**	The component controlshould consider a twofold objective for component maintenance: - maintenance for which compliance is mandatory; - maintenance for which compliance is recommended

Supporting information	**Typical inspection items**
Depending on each maintenance task, accomplishment is scheduled or unscheduled. Refer to KRE C.1 'Aircraft Maintenance Programme'. Components with a mandatory life limitation must be permanently removed from service when, or before, their operating limitation is exceeded. The life limitation is controlled at the component level (in opposition to aircraft level). Components which are 'time-controlled components' include the following: - components for which removal and restoration are scheduled, regardless of their level of failure resistance. Reference is made to hard time components: They are subject to periodic maintenance dealing with a deterioration that is assumed to be predictable (the overall reliability invariably decreases with age): Failure is less likely to occur before restoration is necessary; - components for which failure resistance can reduce and drop below a defined level: Inspections are scheduled to detect potential failures. Reference is made to 'On-condition' components: They are called such because components, which are inspected, are left in	1. Check that the mandatory maintenance tasks are identified as such and managed separately from recommendations. 2. Sample check installed components (PN and SN) against aircraft records: a. Correct Part Number and Serial Number installed. b. Correct authorised release document available. 3. Check the current status of time-controlled components, with due consideration to deferred items. They must identify: a. The affected components (Part Number and Serial Number). b. For components subject to a repetitive task: the task description and reference, the applicable threshold/interval, the last accomplishment data (date, the component's total accumulated life in Hours, Cycles, Landings, Calendar time, as necessary) and the next planned accomplishment data. c. For components subject to an unscheduled task: the task description and reference, the accomplishment data (date, the component's total accumulated life in Hours, Cycles, Landings, Calendar time, as necessary). Pay attention to ETOPS and CDCCL components.

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service (no further maintenance action taken) on the condition that they continue to meet specified performance standards. Notes: 1. Restoration tasks for hard time components are not the same as 'On-condition' tasks, since they do not monitor gradual deterioration, but are primarily done to ensure the item may continue to remain in service until the next planned restoration. 2. Components subject to 'condition-monitoring' are permitted to remain in service without preventive maintenance until functional failure occurs. Reference is made to 'fly-to-failure'. Such components are subject to unscheduled tasks.	4. Check current status of life-limited parts. This status can be requested upon each transfer throughout the operating life of the part: a. The life limitation, the component's total accumulated life, and the life remaining before the component's life limitation is reached (indicating Hours, Cycles, Landings, Calendar time, as necessary). b. If relevant for the determination of the remaining life, a full installation history indicating the number of hours, cycles or calendar time relevant to each installation on these different types of aircraft/engine. 5. Check if the aircraft maintenance programme and reliability programme results impact the component control. 6. Check that life-limited and time controlled components are correctly marked during a physical survey.
Reference documents: BARs	- M.A.302 - M.A.305 - M.A.501 - M.A.503 - CAMO.A.320

C.3	**Repairs**	All repairs and unrepaired damage/degradations need to comply with the instructions of the appropriate maintenance manual (e.g. the SRM, the AMM, the CMM). All repairs not defined in the appropriate maintenance manual need to be appropriately approved and recorded with the reference to the approval. This includes any damage or repairs to the aircraft/ engine(s)/ propeller(s), and their components.

Supporting information	**Typical inspection items**
The data substantiating repairs should include but not be limited to the damage assessment, the rationale for the classification of the repair, the evidence that the repair has been designed in accordance with approved data, i.e. by reference to the appropriate manual, procedure or to a Part 21 repair design approval and appropriately approved by the Brunei DCA for installation on Brunei registered aircraft in accordance with Subpart M of BAR 8 Part-21 including all the drawings/material and accomplishment instructions, as well as the maintenance and operational instructions.	1. Sample the repair status to confirm it appropriately traces repairs and un-repaired damage/deteriorations. 2. Sample repair files (at least one file for each type of repaired items) to check that repaired and unrepaired damage/ deterioration have been assessed against the latest published approved repair data. 3. Check that repair instructions detailed in the repair file comply with published approved repair data.

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'Repair status' means a list of: - the repairs embodied since the original delivery of (and still existent upon) the aircraft/engine/propeller/component; and - the un-repaired damage/degradations. It also includes, either directly or by reference to supporting documentation (i.e. repair files), the substantiating data supporting compliance with the applicable airworthiness requirements. The repair status should identify the repair file reference, the repair classification, the repaired item (i.e. aircraft/engine/propeller/component, and a precise location if necessary), and the date and total life in FH/FC accumulated by the item at the time of repair or finding of the un-repaired damage/degradations. Cross-reference to the aircraft maintenance programme should also be included, as necessary.	4. Check that major repairs resulting in new or amended airworthiness limitations and associated mandatory instructions (including ageing aircraft programme) have been included in the aircraft maintenance programme. 5. Check that new or amended maintenance instructions resulting from repairs have been considered for inclusion in the aircraft maintenance programme. 6. Compare the repair status and the physical status of the repaired aircraft/ engine(s)/propeller(s), and their repaired components (physical survey) in order to confirm the accuracy of the repair status. Sample embodied repairs to check their conformity against the repair files (physical survey).
Reference documents: BARs	- M.A.304 - AMC M.A.304 - M.A.305 - AMC M.A.305 - M.A.401 - AMC M.A.401 - Subpart M of BAR 8 Part-21

C.4	**Records**	Continuing Airworthiness records are defined in M.A.305 and M.A.306 and related AMC.

Supporting information	**Typical inspection items**
Retention/Transfer of the records is required so that the status of the aircraft and its components can be readily established at any time. Task accomplishment is scheduled (one time or periodically), or unscheduled (e.g. following an event). Aircraft continuing airworthiness records (refer to logbooks, technical logbooks, component log cards or task cards) shall provide the status with regard to: - scheduled tasks:	1. Check the aircraft continuing airworthiness record system: M.A.305 and M.A.306, as applicable, require that certain records are kept for defined periods. Pay attention to the continuity, integrity and traceability of records: a. integrity: Check that the data recorded is legible, b. continuity: Check that records are available for the applicable retention period, c. traceability: Check the link between operator/CAMO and maintenance documentation, traceability to approved data, traceability to appropriate release documents, etc.

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- one-time: life-limited parts status, modification status, repair status. - repetitive: maintenance programme status. - unscheduled tasks.	2. If applicable, make sure that the tech log system is used correctly, including: a. current aircraft release to service (including the maintenance statement) issued and b. pre-flight inspections signed-off by authorised persons; 3. Check that any maintenance required following abnormal operation/event (such as overspeed, overweight operation, hard landing, excessive turbulence, and operation outside of Flight Manual limitations) has been performed, as applicable.
Reference documents: BARs	- M.A.305 - M.A.306 - M.A.307 - M.A.801 - AMC M.A.305 - AMC M.A.306 - AMC M.A.307

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Appendix IV to AMC M.A.604 — Maintenance organisation manual

This Appendix to AMC is no longer applicable with entry into force of this AMC & GM to the Part-M

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Appendix V to AMC1 M.A.704 — Continuing airworthiness management exposition

This Appendix to AMC will be replaced by Appendix VII to AMC1 CAMO.A.300 to the Section A of Part-CAMO which will become applicable from 01 August 2026.

During this period of transition, references are to be made to the Appendix V to AMC to M.A.704 to the Subpart G of the Part-M (Annex 1), Version 01 which will no longer be applicable from 01 January 2027

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Appendix VI to AMC M.B.602(f) *DCA Form 6F*

This Appendix to AMC is no longer applicable with entry into force of this AMC & GM to the Part-M

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Appendix VII to AMC M.B.702(f) — DCA Form 13

This Appendix to AMC will be replaced by Appendix V to AMC2 CAMO.B.310(c) to the Section B of Part-CAMO which will become applicable from 01 August 2026.

During this period of transition, references are to be made to the Appendix VII to AMC M.B.702(f) to the Subpart G of the Part-M (Annex 1), Version 01 which will no longer be applicable from 01 January 2027.

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Appendix VIII to AMC M.A.616 — Organisational Review

This Appendix to AMC is no longer applicable with entry into force of this AMC & GM to the Part-M

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Appendix IX to AMC M.A.602 and AMC M.A.702 — DCA Form 2

The Appendix IX to AMC M.A.602 is no longer applicable with entry into force of this AMC & GM to the Part-M.

The Appendix IX to AMC M.A.702 will be replaced by Appendix I to AMC1 CAMO.A.115 to the Section A of Part-CAMO which will become applicable from 01 August 2026.

During this period of transition, references are to be made to the Appendix IX to AMC M.B.602 and AMC M.A.702 to the Subpart G of the Part-M (Annex 1), Version 01 which will no longer be applicable from 01 January 2027.

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Appendix X to AMC M.B.602(a) and AMC M.B.702(a) — DCA Form 4

The Appendix X to AMC M.A.602(a) is no longer applicable with entry into force of this AMC & GM to the Part-M.

The Appendix X to the AMC M.B.702(a) is covered in Appendix VI to AMC1 CAMO.B.310(e)(2)(d) to the Section B of Part-CAMO which will become applicable from 01 August 2026.

During this period of transition, references are to be made to the Appendix X to AMC M.B.702(a) to the Subpart G of the Part-M (Annex 1), Version 01 which will no longer be applicable from 01 January 2027.

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Appendix XI to AMC M.A.708(c) — Contracted maintenance

This Appendix to the AMC is covered in Appendix IV to AMC1 CAMO.A.315(c) to the Section A of Part-CAMO which will become applicable from 01 August 2026.

During this period of transition, references are to be made to the Appendix XI to AMC M.A.708(c) to the Subpart G of the Part-M (Annex 1), Version 01 which will no longer be applicable from 01 January 2027.

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Appendix XII to AMC1 M.B.102(c) — Fuel tank safety training

This appendix includes general instructions for providing training on Fuel Tank Safety issues.

A. Effectivity:

- Large aeroplanes having type certification after 1 January 1958 with a maximum type certified passenger capacity of 30 or more or a maximum certified payload capacity of 7500 lbs (3402 kg) cargo or more, and
- Large aeroplanes which contains EASA CS-25 (or equivalent) at amendment 1 or later in their certification basis.

B. Affected organisations:

- CAMOs involved in the continuing airworthiness management of aeroplanes specified in paragraph A.
- The Brunei DCA as the responsible competent authority for the oversight as per M.B.704 of aeroplanes specified in paragraph A and for the oversight of the CAMOs specified in this paragraph B.

C. Persons from affected organisations who should receive training:

Phase 1 only:

- The quality manager and quality personnel.
- Personnel of the competent authorities responsible for the oversight as per M.B.704 of aeroplanes specified in paragraph A and in the oversight of CAMOs specified in paragraph B.

Phase 1 + Phase 2 + Continuation training:

- Personnel of the CAMO involved in the management and review of the continuing airworthiness of aircraft specified in paragraph A;

D. General requirements of the training courses

Phase 1 – Awareness

The training should be carried out before the person starts to work without supervision but not later than 6 months after joining the organisation. The persons who have already attended the Level 1 Familiarisation course prior to EASA which are in compliance with European union ED Decision 2007/001/R Appendix XII are already in compliance with Phase 1 and is acceptable to Brunei DCA.

Type: Should be an awareness course with the principal elements of the subject. It may take the form of a training bulletin, or other self-study or informative session. Signature of the reader is required to ensure that the person has passed the training.

Level: It should be a course at the level of familiarisation with the principal elements of the subject.

Objectives:

The trainee should, after the completion of the training:

1. Be familiar with the basic elements of the fuel tank safety issues.

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2. Be able to give a simple description of the historical background and the elements requiring a safety consideration, using common words and showing examples of non-conformities.
3. Be able to use typical terms.

Content: The course should include:

- a short background showing examples of FTS accidents or incidents,
- the description of concept of fuel tank safety and CDCCL,
- some examples of manufacturers documents showing CDCCL items,
- typical examples of FTS defects,
- some examples of TC holders repair data
- some examples of maintenance instructions for inspection.

Phase 2 - Detailed training

A flexible period may be allowed by the Brunei DCA to allow organisations to set the necessary courses and impart the training to the personnel, taking into account the organisation's training schemes/means/practices.

Type: Should be a more in-depth internal or external course. It should not take the form of a training bulletin or otherself-study. An examination should be required at the end, which should be in the form of a multi choice question, and the pass mark of the examination should be 75%.

Level: It should be a detailed course on the theoretical and practical elements of the subject.

The training may be made either:

- in appropriate facilities containing examples of components, systems and parts affected by Fuel Tank Safety (FTS) issues. The use of films, pictures and practical examples on FTS is recommended; or
- by attending a distance course (e-learning or computer based training) including a film when such film meets the intent of the objectives and content here below. An e-learning or computer based training should meet the following criteria:
  - A continuous evaluation process should ensure the effectiveness of the training and its relevance;
  - Some questions at intermediate steps of the training should be proposed to ensure that the trainee is authorized to move to the next step;

A duration of 8 hours for phase 2 is an acceptable compliance.

When the course is provided in a classroom, the instructor should be very familiar with the data in Objectives and Guidelines. To be familiar, an instructor should have attended himself a similar course in a classroom and made additionally some lecture of related subjects.

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Objectives:

The attendant should, after the completion of the training:

- have knowledge of the history of events related to fuel tank safety issues and the theoretical and practical elements of the subject, have an overview of the FAA regulations known as SFAR (Special FAR) 88 of the FAA and of JAA Temporary Guidance Leaflet TGL 47, be able to give a detailed description of the concept of fuel tank system ALI (including Critical Design Configuration Control Limitations CDCCL, and using theoretical fundamentals and specific examples;
- have the capacity to combine and apply the separate elements of knowledge in a logical and comprehensive manner;
- have knowledge on how the above items affect the aircraft;
- be able to identify the components or parts or the aircraft subject to FTS from the manufacturer's documentation,
- be able to plan the action or apply a Service Bulletin and an Airworthiness Directive

Content: Following the guidelines described in paragraph E.

Continuation training:

The organisation should ensure that the continuation training is performed in each two years period. The syllabus of the training programme referred to in the Training policy of the Continuing Airworthiness Management Exposition (CAME) should contain the additional syllabus for this continuation training.

The continuation training may be combined with the phase 2 training in a classroom or at distance.

The continuing training should be updated when new instructions are issued which are related to the material, tools, documentation and manufacturer's or Brunei DCA's directives.

E. Guidelines for preparing the content of Phase 2 courses.

The following guidelines should be taken into consideration when the phase 2 training programme are being established:

a) understanding of the background and the concept of fuel tank safety,
b) how the mechanics can recognise, interpret and handle the improvements in the instructions for continuing airworthiness that have been made or are being made regarding fuel tank systems,
c) awareness of any hazards especially when working on the fuel system, and when the Flammability Reduction System using nitrogen is installed.

Paragraphs a), b) and c) above should be introduced in the training programme addressing the following issues:

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i. The theoretical background behind the risk of fuel tank safety: the explosions of mixtures of fuel and air, the behaviour of those mixtures in an aviation environment, the effects of temperature and pressure, energy needed for ignition, etc., the 'fire triangle', - Explain 2 concepts to prevent explosions:
   1) ignition source prevention and
   2) flammability reduction,
ii. The major accidents related to fuel tank systems, the accident investigations and their conclusions,
iii. SFAR 88 of the FAA and JAA Interim Policy INT POL 25/12: ignition prevention program initiatives and goals, to identify unsafe conditions and to correct them, to systematically improve fuel tank maintenance),
iv. Explain briefly the concepts that are being used: the results of SFAR 88 of the FAA and JAA INT/POL 25/12: modifications,airworthiness limitations items and CDCCL,
v. Where relevant information can be found and how to use and interpret this information in the applicable maintenance data as defined in M.A.401(b),
vi. Fuel Tank Safety during maintenance: fuel tank entry and exit procedures, clean working environment, what is meant by configuration control, wire separation, bonding of components etc.,
vii. Flammability reduction systems when installed: reason for their presence, their effects, the hazards of a Flammability Reduction System (FRS) using nitrogen for maintenance, safety precautions in maintenance/working with an FRS,
viii. Recording maintenance actions, recording measures and results of inspections

The training should include a representative number of examples of defects and the associated repairs as required by the TC/STC holders maintenance data.

F. Approval of training

For CAMOs the approval of the initial and continuation training programme and the content of the examination can be achieved by the change of the CAME exposition. The modification of the CAME should be approved as required by M.A.704(b). The necessary changes to the CAME to meet the content of this decision should be made and implemented at the time requested by the Brunei DCA.

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Appendix XIII to AMC M.A.712(f) — Organisational review

During this period of transition, references are to be made to the Appendix XII to AMC M.A.712(f) to the Subpart G of the Part-M (Annex 1), Version 01 which will no longer be applicable from 01 January 2027.

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