

Document	BAR 8 Part M Continuing Airworthiness	
Version	02	



BRUNEI DEPARTMENT OF CIVIL AVIATION
MINISTRY OF TRANSPORT & INFOCOMMUNICATIONS
NEGARA BRUNEI DARUSSALAM
www.dca.gov.bn

BRUNEI AVIATION REQUIREMENTS

BAR 8 PART-M CONTINUING AIRWORTHINESS REQUIREMENTS

Version 02

Date: 30 July 2026

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Amendments

VERSION	DATE	REASON FOR CHANGE / REMARKS
01	01 February 2017	Initial Revision
02	30 July 2026	Version 02 replaces the utilisation of Annex 1 SEARIF Part M to Brunei DCA BAR 8 Part M – Continuing Airworthiness. This Part will become applicable from 01 August 2026 unless otherwise stated as per the date of applicability in the respective subpart. The highlights of the amendments are as follows: 1. Control of this document: a. Affected Point - DC.1.1.Introduction: to reflect the revision of the Brunei Civil Aviation primary legislation as per Aviation Safety Circular 01/2025 & 03/2025 as follows: i. Civil Aviation Order 2006, S 63/2006 has been amended by S 76/2016 and shall be cited as Civil Aviation Act; ii. Civil Aviation Regulations 2006, S 69/2006 has been amended by S 73/2014 shall be cited as Civil Aviation Regulations (CAP 290). b. Affected Point - DC.3.1.Applicability: Applicability statement amended to reflect the differences in BARs against the Amendment No. 108 & 110 to the ICAO Annex 8 - Remotely Piloted Aircraft Systems (RPAS) and differences against the adoption of the first edition of Annex 6, Part IV. Brunei does not adopt the standards on RPAS as there no requirement for operation of international navigation of RPAS in Brunei Darussalam. c. Affected Point – DC.4. Scope: i. 4.1: To reflect scope covering ICAO Annex 6 (with the exception of Part IV) ii. 4.2: Scope amended to reflect addition of new set of requirements (new part), BAR 8 Part-CAMO. 2. General: a. Affected Point - M.A.1 Definitions: Alignment of definitions to the ICAO Annex 6 and Annex 8 and EASA Part-M. b. Affected Point - M.A.5 Continuing Airworthiness Applicability: i. Applicability classification in point a) to reflect CAT operated aircraft, SPO operated aircraft and Complex motor-powered aircraft. ii. Additions of provisions b) & c) related to BAR 8 Part-21 and derogations provisions should an aircraft is issued with a Permit to Fly. 3. Section A – Technical Requirements:

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		a. Subpart B – Accountability: i. Affected Point – M.A.201 (d): to clarify responsible party in accordance to CAA. ii. Affected Point – M.A.201 (e): amended to include responsibility as CAT licensed air carrier. iii. New Point – M.A.201 (ea): new provision introduced for single air carrier business grouping to use same CAMO. iv. New Point – M.A.201 (eb): new provision for termination or revocation of AOC. v. Affected Point – M.A.201 (f): amended to reflect responsibility related to complex motor powered aircraft used for CAT/SPO non-licensed air carrier. vi. Affected Point – M.A.201 (g): amended to reflect responsibility related to complex motor powered aircraft used for other than in (e) & (f). vii. Affected Point – M.A.202 (a): amended to reflect all the required party to be reported to – SOR, SOO & (S)TCH and the relation to BAR 13. viii. New Point – M.A.202 (e): new provision to include obligations for a follow up report. b. Subpart C – Continuing Airworthiness: i. Affected Point – M.A.301: renumbering to align with EASA Part-M forming and inclusion of new provision d) & h). ii. Affected Point – M.A.302: 1. Point a) amended to reflect the ICAO Annex 6 standards on the the Human Factors principles consideration in AMP development. 2. Point d) 2) & d) 3) amended to reflect the ICAO Annex 6 standards on the content of the AMP. 3. Point e) amended to reflect the ICAO Annex 6 standards on the procedures for deviation in the AMP and to align with the relevant adoptions of EASA Part-M. iii. Affected Point – M.A.303: Amended to reflect the AD applicability in accordance with BAR 8 Part-21. iv. Affected Point – M.A.304: Amended to clarify the type of data that can be used for modification and repairs. v. Affected Point – M.A.305: Various points amended to align with EASA Part-M that is applicable to Brunei context. vi. Affected Point – M.A.306: Amended to combine point b) & c).
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		c. Subpart D – Maintenance Standards: i. Affected Point – M.A.401 (Various Points): Restructuring and renumbering of points and to reflect the requirements of BAR 8 Part-21. ii. Affected Point – M.A.402 (Various Points): Restructuring and renumbering of points to align with the relevant adoptions of EASA Part-M applicable to Brunei context. iii. New Point – M.A.402 (g) & (h): new provisions to reflect identical maintenance tasks and critical maintenance tasks performance. iv. Affected Point – M.A.403: Restructuring of point b). d. Subpart E – Components: i. Affected Point – M.A.501: Restructuring and renumbering of points to align with the relevant adoptions of EASA Part-M and to reflect the requirements of BAR 8 Part-21. Additional points to address the requirements for software parts/components and the reference to BAR AC-16 of the Volume II to the BAR 8 Part-26 on Suspected Unapproved Parts. ii. Affected Point – M.A.503: Removal of point b) which has been covered by M.A.305. iii. Affected Point – M.A.504: Renaming of title from 'Control of unserviceable components to 'Segregation of components'. Restructuring and renumbering of points a) & b) which focus on the classification and segregation of components. Other points have been reflected in M.A.305. e. Subpart F – Maintenance Organisations: This part is no longer applicable with the entry into force of this part. f. Subpart G – Continuing Airworthiness Management Organisation: This subpart will be replaced by 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 Subpart G of the Part-M (Annex 1), Version 01 which will no longer be applicable from 01 January 2027. g. Subpart H – Certificate of Release to Service – CRS: i. Affected Point – M.A.801: Minor renumbering/ restructuring with minimal content change. ii. New Point – M.A.801 (c): Derogation provisions for CRS at location without and no certifying staff available. h. Subpart I – Airworthiness Review:
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		i. Affected Point – M.A.901: Amended to reflect the requirements of Subpart H of BAR 8 Part-21. Restructuring and renumbering in accordance with the relevant adoptions of EASA Part-M to Brunei context limited to Airworthiness Review Recommendations. No Airworthiness Review Certificate framework adopted by the Brunei DCA. ii. New Point – M.A.901(b),(c)&(d): New provisions on the definition of controlled environment and the prerequisite of the issuance of airworthiness review recommendations. iii. New Point – M.A.901(k): New provisions to establish requirements to be met for a full documented airworthiness review. iv. New Point – M.A.901(l): New provisions to require support of staff qualified to BAR 1 Part-66 for aircraft physical survey. v. New Point – M.A.901(m): New provisions to list the required items to be check during aircraft physical survey by the ARP. vi. New Point – M.A.901(n): New provisions for the 90 days continuity or airworthiness review pattern. vii. New Point – M.A.901(o): New provision on the responsibility on the issuance of Form 15. viii. New Point – M.A.901(q): New provisions on the limit of subcontracted tasks. ix. New Point – M.A.901(r): New provision for the report of inconclusive airworthiness review. x. New Point – M.A.901(s): New provision to ensure findings closed prior to recommendation. xi. Affected Point – M.A.902 (b)&(c): Minor renumbering/ restructuring with minimal content change. xii. Affected Point – M.A.904 (a)1&(d): Amended to reflect BAR 8 Part-21 as the national regulations. xiii. New Point – M.A.904(b): New provision to document the recommendations following airworthiness review to Brunei DCA. xiv. New Point – M.A.905: New provisions for Airworthiness Review findings management. 4. Section B – Procedures for the Competent Authority: Newly added section for provisions applicable to the Brunei DCA that was missed out in Version 01. This part will become applicable by 01 August 2026. 5. Appendices to Part M:
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		a. Various update to align with relevant adoptions of EASA Part-M to Brunei context. b. Amended Appendix to update Appendix II (DCA Form 1), Appendix III (Form 15) and cross-referencing of Part-CAMO Appendix to the Appendix VI (DCA Form 14). c. The inclusion of statement from the AMC to Appendix VII into the Appendix VII. 6. Other amendments: a. Replacement from BAR 8 Part M Subpart G to Part-CAMO on various points. b. Replacement from Competent Authority to the Brunei DCA in accordance with M.A.1 Definitions on various points. c. Update in Ministry name and DCA website address. d. Minor typographical corrections and general formatting.
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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 requirements are hereby established for compliance by all persons concerned, the Director of Civil Aviation is empowered to adopt and amend Brunei Aviation Requirements. In accordance herewith, the following requirement is hereby established for compliance by all persons concerned. This requirement shall be known as BAR 8 Part-M Continuing Airworthiness Requirements and any reference to this title shall mean referring to the requirements to be met for civil aviation in Brunei Darussalam. These requirements constitute the specific operating regulations of Brunei Darussalam, promulgated in fulfilment of ICAO Critical Element 2 (CE-2).

DC.2 Authority for this Requirement

DC.2.1 This BAR 8 Part M Continuing Airworthiness Requirements is issued on the authority of the Director of Civil Aviation.

DC.3 Applicability

DC.3.1 This BAR 8 Part M Continuing Airworthiness 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 BAR 8 Part M Continuing Airworthiness contains the basic requirements to be met for civil aviation in Brunei Darussalam, 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 airworthiness related Requirements are separated into the following parts with cross-references between Parts where applicable:

BAR 8 Part 21 Certification of Aircraft Parts and Appliances

BAR 8 Part M Continuing Airworthiness

BAR 8 Part CAMO Continuing Airworthiness Management Organisation

BAR 8 Part 145 Maintenance Organisation Approvals

BAR 8 Part 26 General requirements for Airworthiness

DC.4.3 The forms used in this Part are for sample purposes only. The required forms can be obtained from the Brunei DCA

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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

M.A.1 Definition

- a) 'Aircraft' means any machine that can derive support in the atmosphere from the reactions of the air other than reaction of the air against the earth's surface;
- b) 'Competent Authority' means the Department of Civil Aviation of Brunei (Brunei DCA) which is a government department responsible for the civil aviation safety in Brunei Darussalam and oversees the civil aviation industry in Brunei Darussalam;
- c) 'certifying staff' means personnel responsible for the release of an aircraft or a component after maintenance;
- d) 'component' means any engine, propeller, part or appliance;
- e) 'continuing airworthiness' means all of the processes ensuring that, at any time in its operating life, the aircraft, engine, propeller or part complies with the airworthiness requirements in force and is in a condition for safe operation;
- f) 'EASA' means European Union Aviation Safety Agency which is an agency of the European Commission with the responsibility for civil aviation safety in the European Union;
- g) 'FAA' means Federal Aviation Administration which is the United States federal government agency responsible for the safety, regulation, and efficiency of civil aviation;
- h) 'JAA' means 'Joint Aviation Authorities';
- i) 'JAR' means 'Joint Aviation Requirements';
- j) 'commercial air transport (CAT) operation' means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration and certificated in accordance with BAR 6 Part-CAT;
- k) 'maintenance' means the performance of task on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or combination of the following activities: overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection;
- l) 'organisation' means a natural person, a legal person or part of a legal person. Such an organisation may be established at more than one location whether or not within the territory of the Brunei Darussalam;
- m) 'pre-flight inspection' means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight;
- n) 'principal place of business' means the head office or the registered office of the undertaking within which the principal financial functions and operational control of the activities referred to in this requirements are exercised;
- o) 'critical maintenance task' means a maintenance task that involves the assembly or any disturbance of a system or any part on an aircraft, engine or propeller that, if an error occurred during its performance, could directly endanger the flight safety;
- p) 'commercial specialised operations' means those operations subject to the requirements of BAR 6 Part-ORO, Subpart-SPO;

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- q) 'management systems harmonisation' means the coordinated process by which the management systems of two or more organisations interact and share information and methods to reach common or consistent safety and compliance monitoring objectives;
- r) 'complex motor-powered aircraft' means:
- i. an aeroplane:
 - with a maximum certificated take-off mass exceeding 5700 kg, or
 - certificated for a maximum passenger seating configuration of more than nineteen, or
 - certificated for operation with a minimum crew of at least two pilots, or
 - equipped with (a) turbojet engine(s) or more than one turboprop engine, or
 - ii. a helicopter certificated:
 - for a maximum take-off mass exceeding 3175 kg, or
 - for a maximum passenger seating configuration of more than nine, or
 - for operation with a minimum crew of at least two pilots, or
 - iii. a tilt rotor aircraft;
- s) 'airworthy' means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;
- t) 'engine' means a unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable);
- u) 'helicopter' means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;
- v) 'human factors principles' means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.
- w) 'state of design' means the state having jurisdiction over the organisation responsible for the type design;
- x) 'state of design of modification' means the state having jurisdiction over the individual or organisation responsible for the design of the modification or repair of an aircraft, engine or propeller;
- y) 'state of registry' means the state on whose register the aircraft is entered;
- z) 'type certificate' means document issued by an ICAO contracting state to define the design of an aircraft, engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that state;
- aa) 'aircraft maintenance programme' means an approved document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies;
- bb) 'aeroplane' means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;
- cc) 'modification' means a change to the type design of an aircraft, engine or propeller;

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dd) 'repair' means the restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements, after it has been damaged or subjected to wear.

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M.A.5 Continuing Airworthiness Applicability

- a) This part is applicable to owners and operators of Brunei registered aircraft, as described below:
 - i. Aircraft used for Commercial Air Transport as defined in BAR 8, Part M, Section A, Subpart A, M.A.1(j).
 - ii. Aircraft used for Commercial Specialised Operations as defined in BAR 8, Part M, Section A, Subpart A, M.A.1(p).
 - iii. Complex motor-powered aircraft as defined in BAR 8, Part M, Section A, Subpart A, M.A.1(r)
- b) The continuing airworthiness of the aircraft in points (a)(i) to (a)(iii) above and the components for installation thereon shall be ensured in accordance with the requirements of this Part and the applicable BAR 8 Part 21 requirements.
- c) By way of derogation from (a), the continuing airworthiness of aircraft for which a permit to fly has been issued, shall be ensured on the basis of the specific continuing airworthiness arrangements defined in the permit to fly issued in accordance with Subpart P of BAR 8 Part-21.

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Section A - Technical Requirements

SUBPART A – GENERAL

M.A.101 Scope

This Section establishes the measures to be taken to ensure that the airworthiness of aircraft is maintained, including its maintenance. It also specifies the conditions to be met by the persons or organisations involved in such activities.

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SUBPART B – ACCOUNTABILITY

M.A.201 Responsibilities

- a) The owner of the aircraft shall be responsible for the continuing airworthiness of aircraft and shall ensure that no flight takes place unless all of the following requirements are met:
 - 1) the aircraft is maintained in an airworthy condition;
 - 2) any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable;
 - 3) the airworthiness certificate is valid;
 - 4) the maintenance of the aircraft is performed in accordance with the approved maintenance programme specified in point M.A.302.
- b) When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if:
 - 1) the lessee is stipulated on the registration document; or
 - 2) detailed in the leasing contract.

When reference is made in this Part to the 'owner', the term owner covers the owner or the lessee, as applicable.
- c) Any person or organisation performing maintenance shall be responsible for the tasks performed.
- d) The pilot-in-command or, in the case of aircraft used by air carriers licensed in accordance with Section 24 of the Civil Aviation Act and certified as commercial air transport, the operator, shall be responsible for the satisfactory accomplishment of the pre-flight inspection. That inspection shall be carried out by the pilot or another qualified person and shall not need to be carried out by an approved maintenance organisation or by certifying staff.
- e) In the case of aircraft used by air carriers licensed in accordance with section 24 of the Civil Aviation Act and certified as commercial air transport, the operator shall be responsible for the continuing airworthiness of the aircraft it operates and shall:
 - 1) ensure that no flight takes place unless the conditions set out in point (a) are met;
 - 2) take the necessary steps to ensure its approval as a continuing airworthiness management organisation ('CAMO') pursuant to Part-CAMO, as part of air operator certificate for the aircraft it operates;

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- 3) take the necessary steps to ensure its approval in accordance with BAR 8 Part-145 or conclude a written contract in accordance with point CAMO.A.315(c) of Part- CAMO with an organisation which has been approved in accordance with BAR 8 Part-145 or acceptable equivalent by the Brunei DCA.
- ea) By derogation to point (e)(2), at least two operators forming part of a single air carrier business grouping may use the same CAMO to assume the responsibility for the continuing airworthiness management of all the aircraft they operate, provided that all of the following requirements are met:
- 1) the CAMO is approved in accordance with Part-CAMO for the aircraft to be managed;
 - 2) the CAMO forms part of the same air carrier business grouping as the operators concerned;
 - 3) a contract is established in accordance with Appendix I to this Part between the CAMO and the AOC holder not itself approved as a CAMO;
 - 4) the CAMO has its principal place of business in Brunei;
 - 5) the individual management systems of the organisations concluding a contract are harmonised with each other.
- eb) By derogation to point (e)(2), when the termination or revocation of an air operator certificate results in a situation where an air carrier licensed in accordance with section 24 of the Civil Aviation Act and forming part of an air carrier business grouping is no longer in compliance with point M.A.201(ea), that licensed air carrier shall define and implement an action plan to the satisfaction of the Brunei DCA to comply with point M.A.201(e)(2) as soon as practicable.
- f) For complex motor-powered aircraft used for commercial specialised operations, for CAT operations other than those performed by air carriers licensed in accordance with section 24 of the Civil Aviation Act, the operator shall ensure that:
- 1) no flight takes place unless the conditions set out in point (a) are met;
 - 2) the tasks associated with continuing airworthiness are performed by a CAMO approved in accordance with Part-CAMO; when the operator is not a CAMO approved in accordance with Part-CAMO, it shall conclude a written contract as regards the performance of those tasks in accordance with Appendix I to this Annex with an organisation approved in accordance with Part-CAMO;

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- 3) the CAMO referred to in point (2) is approved in accordance with BAR 8 Part-145 as an organisation to qualify for the issue of an approval for the maintenance of aircraft and of components for installation thereon, or that CAMO has concluded a written contract in accordance with point CAMO.A.315(c) of Part-CAMO with organisations approved in accordance with BAR 8 Part- 145 or acceptable equivalent by the Brunei DCA.
- g) For complex motor-powered aircraft not included in points (e) and (f) and for aircraft other than complex motor-powered aircraft used for commercial specialised operations or for CAT operations other than those performed by air carriers licensed in accordance section 24 of the Civil Aviation Act, the owner or the operator shall ensure that:
- 1) no flight takes place unless the conditions set out in point (a) are met;
 - 2) the tasks associated with continuing airworthiness are performed by a CAMO approved in accordance with Part-CAMO; when the owner is not a CAMO approved in accordance with Part-CAMO, it shall conclude a written contract as regards the performance of those tasks in accordance with Appendix I to this Part with an organisation approved in accordance with Part-CAMO;
 - 3) the CAMO referred to in point (2) is approved in accordance with BAR 8 Part-145 as an organisation to qualify for the issue of an approval for the maintenance of aircraft and of components for installation thereon, or that CAMO has concluded a written contract in accordance with point CAMO.A.315(c) of Part-CAMO with organisations approved in accordance with BAR 8 Part-145 or acceptable equivalent by the Brunei DCA.
- h) The owner/operator shall ensure that any person authorised by the Brunei DCA is granted access to any of its facilities, aircraft or documents related to its activities, including any subcontracted activities, to determine compliance with this Part.

M.A.202 Occurrence reporting

- a) Without prejudice to the reporting requirements set out in Part-145, Part-CAMO and notwithstanding the requirements of BAR 13, any person or organisation responsible in accordance with point M.A.201 shall report any identified condition of an aircraft or component which endangers flight safety to:
 - 1) the Brunei DCA as the State of registry of the aircraft, and, in the case of lease, when the State of Operator is different from the State of Registry, to the competent authority of the State of the operator;
 - 2) to the organisation responsible for the type design or supplemental type design.

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- b) The reports referred to in point (a) shall be made in a manner determined by the Brunei DCA referred to in point (a) and shall contain all pertinent information about the condition known to the person or organisation making the report.
- c) Where the maintenance or the airworthiness review of the aircraft is carried out on the basis of a written contract, the person or the organisation responsible for those activities shall also report any condition referred to in point (a) to the owner and the operator of the aircraft and, when different, to the CAMO concerned.
- d) The person or organisation shall submit the reports referred to in points (a) and (c) as soon as possible, but no later than 72 hours from the moment when the person or organisation identified the condition to which the report relates, unless exceptional circumstances prevent this.
- e) The person or organisation shall submit a follow-up report, providing details of actions which that person or organisation intends to take to prevent similar occurrences in the future, as soon as those actions have been identified. The follow-up report shall be submitted in a form and manner established by the Brunei DCA.

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SUBPART C – CONTINUING AIRWORTHINESS

M.A.301 Continuing airworthiness tasks

The aircraft continuing airworthiness and the serviceability of operational and emergency equipment shall be ensured by:

- a) the accomplishment of pre-flight inspections;
- b) the rectification of any defect and damage which affects or may affect airworthiness or safe operation in accordance with data specified in points M.A.304 and M.A.401, as applicable, while taking into account the minimum equipment list ('MEL') and configuration deviation list, when they exist;
- c) the accomplishment of all maintenance in accordance with the Approved Maintenance Programme referred to in point M.A.302;
- d) the release of all maintenance in accordance with Subpart H;
- e) for all complex motor-powered aircraft or aircraft used by air carriers licensed in accordance with section 24 of the Civil Aviation Act certified as commercial Air Transport, the analysis of the effectiveness of the approved AMP referred to in point M.A.302;
- f) the accomplishment of any applicable:
 - 1) airworthiness directive (AD);
 - 2) operational directive with a continuing airworthiness impact;
 - 3) continuing airworthiness requirement established by the Brunei DCA;
 - 4) measures required by the Brunei DCA in immediate reaction to a safety problem;
- g) the accomplishment of modifications and repairs in accordance with point M.A.304;
- h) delivering to the pilot-in-command, or to the operator in the case of air carriers licensed in accordance with section 24 of the Civil Aviation Act and certified as Commercial Air Transport, the mass and balance statement reflecting the current configuration of the aircraft;
- i) maintenance check flights, when necessary.

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M.A.302 Aircraft maintenance programme

- a) Maintenance of each aircraft shall be organised in accordance with an AMP and Human Factors principles shall be observed in the design and organisation of the AMP.
- b) The AMP and any subsequent amendments thereto shall be approved by the Brunei DCA.

For leased aircraft that is registered in another state where Brunei DCA is the State of Operator, the oversight function including the approval of the AMP shall be the responsible of the State of Registry unless an agreement is entered between Brunei DCA and the State of Registry on the delegations of the oversight functions of the AMP.

The approved AMP and the subsequent amendments thereto shall be made available to the organisations or persons requiring access to the AMP for the use and guidance of personnel in ensuring the aircraft's continuing airworthiness.

- c) When the continuing airworthiness of aircraft is managed by a CAMO, the AMP and its amendments may be approved through an indirect approval procedure.

In that case, the indirect approval procedure shall be established by the CAMO concerned as part of the continuing airworthiness management exposition ('CAME') referred to in point CAMO.A.300 of Part-CAMO and shall be approved by the Brunei DCA.

- d) The AMP shall demonstrate compliance with:
 - 1) the instructions issued by the Brunei DCA and if applicable, the instructions issued by the State of Design of the aircraft and State of Design of Modifications;
 - 2) the instructions for continuing airworthiness:
 - i. issued by the holders of the type certificate, restricted type certificate, supplemental type certificate, TSO authorisation, not limiting to the mandatory maintenance tasks to be accomplished at the required intervals and where identified, the certification maintenance requirements;
 - ii. issued following a design changes or repair approved in accordance with Subpart D and Subpart M of BAR 8 Part-21, respectively;
 - iii. relating to the continuing structural integrity programme, if applicable;
 - 3) the applicable provisions of Volume I of BAR 8 Part-26;

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- e) By derogation to point (d), the owner or the organisation managing the continuing airworthiness of the aircraft may deviate from the instruction referred to in point (d)(2) and propose escalated intervals in the AMP, based on data obtained from sufficient reviews carried out in accordance with point (h). Indirect approval is not permitted for the escalation of safety - related tasks. The owner or the organisation managing the continuing airworthiness of the aircraft may also propose additional instructions in the AMP.
- f) The AMP shall contain details of all maintenance to be carried out, including frequency and any specific tasks linked to the type and specificity of operations.
- g) For complex motor-powered aircraft, when the AMP is based on maintenance steering group logic or on condition monitoring, the AMP shall include a reliability programme.
- h) The AMP shall be subject to periodic reviews and be amended accordingly when necessary. Those reviews shall ensure that the AMP continues to be up to date and valid in light of the operating experience and instructions from the Brunei DCA, while taking into account new or modified maintenance instructions issued by the type-certificate and supplemental type-certificate holders, or issued in accordance with Part-21.

M.A.303 Airworthiness directives

Any applicable airworthiness directive must be carried out within the requirements of that airworthiness directive, unless otherwise specified by the Brunei DCA. The applicability of Airworthiness Directives shall be in accordance with point 21.5 (c) of BAR 8 Part-21.

M.A.304 Data for modifications and repairs

A person or organisation repairing an aircraft or a component, shall assess any damage. Modifications and repairs shall be carried out using, as appropriate, the following data:

- a) approved by the Brunei DCA;
- b) approved by the holders of the type certificate, restricted type certificate or supplemental type certificate;
- c) accepted by the Brunei DCA in accordance with Subpart D and Subpart M of BAR 8 Part-21;

M.A.305 Aircraft continuing airworthiness record system

- a) At the completion of any maintenance, aircraft certificate of release to service ('CRS') required by point M.A.801 or point 145.A.50, as applicable, shall be entered in the aircraft continuing airworthiness record system, as soon as practicable and no later than 30 days after the completion of any maintenance.

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- b) The aircraft continuing airworthiness record system shall contain the following:
1. the date of the entry, the total in-service life accumulated in the applicable parameter for aircraft, engine(s) and/or propeller(s);
 2. the aircraft continuing airworthiness records described in points (c) and (d) below together with the supporting detailed maintenance records described in point (e) below;
 3. if required by point M.A.306, the aircraft technical log.
- c) The aircraft continuing airworthiness records shall include the current mass and balance report and the current status of:
1. ADs and measures mandated by the Brunei DCA in immediate reaction to a safety problem;
 2. modifications and repairs;
 3. compliance with the AMP;
 4. deferred maintenance tasks and deferred defects rectification
- d) The aircraft continuing airworthiness records shall include the current status specific to components of:
1. life-limited parts, including the life accumulated by each affected part in relation to the applicable airworthiness limitation parameter; and
 2. time-controlled components, including the life accumulated by the affected components in the applicable parameter, since the last accomplishment of scheduled maintenance, as specified in the AMP.
- e) The owner or operator shall establish a system to keep the following documents and data in a form acceptable to the Brunei DCA and for the periods specified below:
- 1) aircraft technical log system: the technical log or other data equivalent in scope and detail, covering the 36 months period prior to the last entry,
 - 2) the CRS and detailed maintenance records:
 - i. demonstrating compliance with ADs and measures mandated by the Brunei DCA in immediate reaction to a safety problem applicable to the aircraft, engine(s), propeller(s) and components fitted thereto, as appropriate, until such time as the information contained therein is superseded by new information equivalent in scope and detail but covering a period not shorter than 36 months;

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- ii. demonstrating compliance with the applicable data in accordance with point M.A.304 for current modifications and repairs to the aircraft, engine(s), propeller(s) and any component subject to airworthiness limitations; and
 - iii. of all scheduled maintenance or other maintenance required for continuing airworthiness of aircraft, engine(s), propeller(s), as appropriate, until such time as the information contained therein is superseded by new information equivalent in scope and detail but covering a period not shorter than 36 months.
- 3) data specific to certain components:
 - i. an in-service history record for each life-limited part based on which the current status of compliance with airworthiness limitations is determined;
 - ii. the CRS and detailed maintenance records for the last accomplishment of any scheduled maintenance and any subsequent unscheduled maintenance of all life-limited parts and time-controlled components until the scheduled maintenance has been superseded by another scheduled maintenance of equivalent scope and detail but covering a period not shorter than 36 months;
- 4) Record-keeping periods when the aircraft is permanently withdrawn from service:
 - i. the data required by point (b)(1) of point M.A.305 in respect of aircraft, engine(s), and propeller(s) which shall be retained for at least 12 months;
 - ii. the last effective status and reports as identified under points (c) and (d) of point M.A.305 which shall be retained for at least 12 months; and
 - iii. the most recent CRS(s) and detailed maintenance records as identified under points (e)(2)(ii) and (e)(3)(i) of point M.A.305 which shall be retained for at least 12 months.
- f) The person or organisation responsible for the management of continuing airworthiness tasks pursuant to point M.A.201 shall comply with the requirements regarding the aircraft continuing airworthiness record system and present the records to the Brunei DCA upon request.
- g) All entries made in the aircraft continuing airworthiness record system shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.

M.A.306 Aircraft technical log system

- a) In addition to the requirements of point M.A.305, for CAT, commercial specialised operations and commercial ATO operations, the operator shall use a technical log system containing the following information for each aircraft:

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1. information about each flight, necessary to ensure continued flight safety, and;
 2. the current aircraft certificate of release to service, and;
 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the Brunei DCA may agree to the maintenance statement being kept elsewhere, and;
 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and;
 5. any necessary guidance instructions on maintenance support arrangements.
- b) The initial issue of aircraft technical log system shall be approved by the Brunei DCA specified in point CAMO.A.105 of Part-CAMO, as applicable. Any subsequent amendment to that system shall be managed in accordance with point CAMO.A.300(c).

M.A.307 Transfer of aircraft continuing airworthiness records

- a) When an aircraft is permanently transferred from one owner or operator to another, the transferring owner or operator shall ensure that the continuing airworthiness records referred to in point M.A.305 and, if applicable the technical log system referred to in point M.A.306, are also transferred.
- b) When the owner contracts the continuing airworthiness management tasks to a CAMO, the owner shall ensure that the continuing airworthiness records referred to in point M.A.305 are transferred to that contracted organisation.
- c) The time periods for the retention of records set out in point (e) of point M.A.305 shall continue to apply to the new owner, operator or CAMO.

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SUBPART D – MAINTENANCE STANDARDS

M.A.401 Maintenance data

- a) The person or organisation maintaining an aircraft shall have access to and use only applicable current maintenance data in the performance of maintenance including modifications and repairs.
- b) For the purposes of this Part, applicable maintenance data is any of the following:
 1. any applicable requirement, procedure, standard or information issued by the Brunei DCA or adopted by Brunei DCA;
 2. any applicable airworthiness directive;
 3. the applicable instructions for continuing airworthiness and other maintenance instructions, issued by the type-certificate holder, supplemental type-certificate holder or as acceptable in accordance with BAR 8 Part-21;
 4. for components approved for installation by the design approval holder or as acceptable in accordance with BAR 8 Part-21, the applicable maintenance instructions published by the component manufacturers and acceptable to the design approval holder;
 5. any applicable data issued in accordance with point 145.A.45(d).
- c) The person or organisation maintaining an aircraft shall ensure that all applicable maintenance data is current and readily available for use when required. The person or organisation shall establish a work card or worksheet system to be used and shall either transcribe accurately the maintenance data onto such work cards or worksheets or make precise reference to the particular maintenance task or tasks contained in such maintenance data.

M.A.402 Performance of maintenance

Notwithstanding the requirements of Part-145, maintenance performed by a maintenance organisation, any person or organisation performing maintenance shall:

- a) be qualified for the tasks performed, as required by this part;
- b) ensure that the area in which maintenance is carried out is well organised and clean in respect of dirt and contamination;
- c) use the methods, techniques, standards and instructions specified in the M.A.401 maintenance data;

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- d) use the tools, equipment and material specified in the M.A.401 maintenance data. If necessary, tools and equipment shall be controlled and calibrated to an officially recognised standard;
- e) ensure that maintenance is performed within any environmental limitations specified in the M.A.401 maintenance data;
- f) ensure that proper facilities are used in case of inclement weather or lengthy maintenance;
- g) ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised;
- h) ensure that an error capturing method is implemented after the performance of any critical maintenance task; and
- i) carry out a general verification after completion of maintenance to ensure the aircraft or component is clear of all tools, equipment and any extraneous parts or material, and that all access panels removed have been refitted.

M.A.403 Aircraft defects

- a) Any aircraft defect that hazards seriously the flight safety shall be rectified before further flight.
- b) Only the certifying staff referred to in Part-145, or the person authorised in accordance with point M.A.801(c) of this Part can decide, using maintenance data referred to in point M.A.401 of this Part, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when the MEL is used by the pilot or by the certifying staff.
- c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data or the MEL.
- d) Any defect not rectified before flight shall be recorded in the aircraft continuing airworthiness record system referred to in point M.A.305 or, if applicable in the aircraft technical log system referred to in point M.A.306.

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SUBPART E - COMPONENTS

M.A.501 Classification and installation

- a) All components shall be classified into the following categories:
- 1) Components which are in a satisfactory condition, released on an DCA Form 1 or equivalent that is acceptable by the Brunei DCA in accordance with Subpart K of BAR 8 Part-21 and marked in accordance with Subpart Q of BAR 8 Part-21, unless otherwise specified in this Part.
 - 2) Unserviceable components which shall be maintained in accordance with this Requirements.
 - 3) Components categorised as unsalvageable because they have reached their mandatory life limitation or contain a non-repairable defect.
 - 4) Standard parts used on an aircraft, engine, propeller or other aircraft component when specified in the maintenance data and accompanied by evidence of conformity traceable to the applicable standard.
 - 5) Material both raw and consumable used in the course of maintenance when the organisation is satisfied that the material meets the required specification and has appropriate traceability. All materials must be accompanied by documentation clearly relating to the particular material and containing a conformity to specification statement plus both the manufacturing and supplier source.
 - 6) Notwithstanding point a) 1) to a) 5), Software intended for installation on aircraft or component, including Field Loadable Software (FLS) and database files certified as part of the aircraft type design or changes to type design thereafter shall be classified and managed as an aircraft component.

Components, standard parts and material that are deemed to be suspected as unapproved parts shall be segregated and manage in accordance with BAR AC-16 of the Volume II to the BAR 8 Part 26.

- b) Components, standard parts and material shall only be installed on an aircraft or a component when they are in a satisfactory condition, belong to one of the categories listed in point (a) and the applicable maintenance data specifies the particular component, standard part or material.

M.A.502 Component maintenance

- a) The maintenance of components shall be performed by maintenance organisations appropriately approved in accordance with Part-145 or an acceptable equivalent.

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- b) By way of derogation from point (a), where a component is fitted to the aircraft, the maintenance of such a component may be performed by an aircraft maintenance organisation approved in accordance with Part-145 or by the certifying staff referred to in point (b)(1) of point M.A.801 of this Part. Such maintenance shall be performed in accordance with the aircraft maintenance data or in accordance with the component maintenance data if agreed by the Brunei DCA. Such aircraft maintenance organisation or the certifying staff may temporarily remove the component for maintenance where it becomes necessary to improve access to the component, except where additional maintenance is required due to the removal. Component maintenance performed in accordance with this point shall not be eligible for the issuance of an DCA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801 of this Part.
- c) By way of derogation from point (a), where a component is fitted to the engine or the auxiliary power unit (APU), the maintenance of such component may be performed by an organisation approved to carry out engine maintenance and APU maintenance in accordance with Part-145. Such maintenance shall be performed in accordance with the engine or the APU maintenance data or in accordance with the component maintenance data if agreed by the Brunei DCA. Such engine maintenance organisation may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal.
- d) *Reserved.*
- e) *Reserved.*

M.A.503 Life-limited parts and time-controlled components

- a) Installed life-limited parts and time-controlled components shall not exceed the approved limitation as specified in the AMP and ADs, except as provided for in point M.A.504(b).
- b) When the approved limitation expires, the component shall be removed from the aircraft for maintenance, or for disposal in the case of life-limited parts.

M.A.504 Segregation of components

- a) Unserviceable and unsalvageable components shall be segregated from serviceable components, standards parts and materials.
- b) Unsalvageable components shall not be permitted to re-enter the component supply system unless the mandatory life limitation has been extended or a repair solution has been approved in accordance with M.A.304 or Subpart M of BAR 8 Part-21.

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SUBPART F — MAINTENANCE ORGANISATION

This subpart is no longer applicable with entry into force of this Part-M.

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SUBPART G – CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION

This subpart will be replaced by 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 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

M.A.801 Aircraft certificate of release to service

- a) Except for aircraft released to service by a maintenance organisation approved in accordance with Part-145, the CRS shall be issued in accordance with this Subpart.
- b) No aircraft shall be released to service unless a CRS is issued when all maintenance tasks ordered have been properly carried out by:
 1. certifying staff qualified in accordance with the requirements laid down in BAR 1 Part-66, except for complex maintenance tasks listed in Appendix VII to this Part where the CRS is to be issued only by a Part-145;
 2. *Reserved.*
- c) By derogation from point (b), in case of unforeseen situations, when an aircraft is grounded at a location where no maintenance organisation approved in accordance with BAR 8 Part-145 and no independent certifying staff are available, the owner may authorise any person, with no less than 3 years of appropriate maintenance experience and holding either a valid ICAO Annex 1 compliant maintenance license for the aircraft type requiring certification or a certifying staff authorisation valid for the work requiring certification issued by an ICAO Annex 6 approved maintenance organisation to maintain the aircraft in accordance with the standards set out in Subpart D of this Part and release it to service. In that case, the owner shall:
 1. obtain and keep in the aircraft records specifying details of the maintenance carried out and of the qualifications of the person issuing the CRS;
 2. ensure that any such maintenance is later on verified and a new CRS is issued by an appropriately authorised person referred to in point (b) or an organisation approved in accordance with Part-145, at the earliest opportunity and in any case within 7 calendar days from the issuance of a CRS by the person authorised by the owner;
 3. notify the organisation responsible for the continuing airworthiness management of the aircraft, when contracted, or the Brunei DCA in the absence of such a contract, within 7 days from the issuance of such authorisation.
- d) In case of a release to service in accordance with point (b)(1), the certifying staff may be assisted in performing the maintenance tasks by one or more persons subject to his or her direct and continuous control.
- e) A CRS shall contain at least:
 1. basic details of the maintenance carried out;
 2. the date on which the maintenance was completed;
 3. the identity of the organisation or person issuing the CRS, including, alternatively:

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- i. the approval reference of the maintenance organisation and the certifying staff issuing the CRS;
 - ii. in the case referred to in point (b)(1), the identity and, where applicable, the licence number of the certifying staff issuing the CRS;
- 4. the limitations to airworthiness or operations, if any.
- f) By derogation from point (b) and notwithstanding point (g), when the required maintenance cannot be completed, a CRS may be issued with the approved aircraft limitations. In that case, the certificate shall indicate that the maintenance could not be completed, as well as indicate any applicable airworthiness or operations limitations, as part of the information required by point (e)(4).
- g) A CRS shall not be issued in the case of any known non-compliance which endangers flight safety.

M.A.802 Component certificate of release to service

- a) Except for components released to service by a maintenance organisation that is approved in accordance with Part-145, a CRS shall be issued at the completion of any maintenance work carried out on an aircraft component in accordance with point M.A.502.
- b) The authorised release certificate identified as DCA Form 1 constitutes the component CRS, except when such maintenance on aircraft components has been performed in accordance with point (b) of M.A.502 in which case the maintenance is subject to aircraft release procedures in accordance with point M.A.801.

M.A.803 Reserved

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SUBPART I – AIRWORTHINESS REVIEW

M.A.901 Aircraft airworthiness review

Notwithstanding to the requirements of Subpart H of BAR 8 Part-21, to renew the aircraft's Certificate of Airworthiness, an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out at least once annually.

- a) The airworthiness review recommendation is issued in accordance with Appendix III (Form 15) to this Part upon completion of a satisfactory airworthiness review. The airworthiness review recommendation shall be valid for 1 year;
- b) An aircraft in a controlled environment is an aircraft which, during the preceding 12 months:
 1. has had its airworthiness continuously managed by a unique CAMO;
 2. has been maintained by a maintenance organisation approved in accordance with Part-145.
- c) For all aircraft airworthiness review that are in a controlled environment, the organisation referred to in point (b)(1) managing the continuing airworthiness of the aircraft may in accordance with CAMO.A.125(e), as applicable, and subject to compliance with point (j), issue an airworthiness review recommendation in accordance with point M.A.901.
- d) The airworthiness review recommendation shall be issued by the Brunei DCA upon a satisfactory assessment based on an airworthiness review report (Form 53), sent together with the application for certificate of airworthiness from the owner or operator for all aircraft that complies with the following alternative conditions:
 1. they are not in a controlled environment;
 2. their continuing airworthiness is managed by an organisation that does not hold the privilege to carry out airworthiness reviews.

The recommendation referred to in the first subparagraph shall be based on an airworthiness review carried out in accordance with point M.A.901.
- e) *Reserved.*
- f) *Reserved.*
- g) Whenever circumstances reveal the existence of a potential risk to aviation safety, the Brunei DCA shall carry out the airworthiness review itself.
- h) *Reserved.*

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- i) Where the Brunei DCA carries out the airworthiness review itself in accordance with points (g) or (h) or after assessing the recommendation in accordance with point M.B.901, the owner or operator of the aircraft shall, where necessary for those purposes, provide the Brunei DCA with:
1. any documentation required by the Brunei DCA;
 2. suitable accommodation at the appropriate location for its personnel;
 3. the support of the certifying staff appropriately qualified in accordance with BAR 1 Part-66 or equivalent personnel requirements laid down in Part-145;
- j) An airworthiness review recommendation shall not be issued if there is evidence or indications that the aircraft is not airworthy and the Certificate of Airworthiness cannot be renewed.
- k) The airworthiness review of the aircraft shall include a full documented review of the aircraft records establishing that the following requirements have been met:
1. airframe, engine and propeller flying hours and associated flight cycles have been properly recorded;
 2. the flight manual is applicable to the aircraft configuration and reflects the latest revision status;
 3. all the maintenance due on the aircraft pursuant to the approved AMP has been carried out;
 4. all known defects have been corrected or, when applicable, carried forward in a controlled manner in accordance with M.A.403;
 5. all applicable ADs have been applied and properly registered;
 6. all modifications and repairs applied to the aircraft have been registered and are in compliance with point M.A.304;
 7. all life-limited parts and time-controlled components installed on the aircraft are properly identified, registered and have not exceeded their limitation;
 8. all maintenance has been carried out in accordance with this Part;
 9. the current mass and balance statement reflects the current configuration of the aircraft and is valid;

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10. the aircraft complies with the latest revision of its type design approved by the State of Design;
 11. if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of BAR 8 Part-21.
- l) The airworthiness review of the aircraft shall include a physical survey of the aircraft. For that survey, airworthiness review person not appropriately qualified in accordance with BAR 1 Part- 66 shall be assisted by such qualified staff.
 - m) Through the physical survey of the aircraft, the Airworthiness review person shall ensure that:
 1. all required markings and placards are properly installed;
 2. the aircraft complies with its approved flight manual;
 3. the aircraft configuration complies with the approved documentation;
 4. no evident defect can be found that has not been addressed in accordance with point M.A.403;
 5. no inconsistencies can be found between the aircraft and the documented review of records referred to in point (k).
 - n) By derogation from point (a),the airworthiness review may be anticipated by a maximum period of 90 days without loss of continuity of the airworthiness review pattern, so as to allow for the physical review to take place during a maintenance check.
 - o) The airworthiness review recommendation (Form 15) referred to in Appendix III to this Part can only be issued:
 1. by authorised Airworthiness review person in accordance with point CAMO.A.310 on behalf of the approved organisation;
 2. if the airworthiness review has been completely carried out.
- In case of absence of the airworthiness review privilege, the airworthiness review recommendation can be issued by the Brunei DCA Airworthiness Review Persons in accordance with M.B.902.
- p) *Reserved.*
 - q) Airworthiness review tasks shall not be subcontracted.

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- r) Should the outcome of the airworthiness review be inconclusive, the organisation having carried out the review shall inform the Brunei DCA as soon as possible and in any case within 72 hours from the moment the organisation identifies the reason for which the airworthiness review is inconclusive.
- s) The airworthiness review recommendation shall not be issued until all findings have been closed.

M.A.902 Validity of the Certificate of Airworthiness

- a) *Reserved*;
- b) An aircraft must not fly if the certificate of airworthiness is invalid or if:
 - 1. the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of this Part; or
 - 2. the aircraft does not remain in conformity with the type design accepted by the Brunei DCA; or
 - 3. the aircraft has been operated beyond the limitations of the approved flight manual or the airworthiness certificate, without appropriate action being taken; or
 - 4. the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness; or
 - 5. a modification or repair is not in compliance with point M.A.304.
- c) Upon surrender or revocation, the certificate of airworthiness shall be returned to the Brunei DCA

M.A.903 *Reserved*

M.A.904 Airworthiness review of imported aircraft

- a) When importing an aircraft from a foreign aircraft registry to the Brunei DCA civil aircraft registry, the applicant shall:

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1. apply to the Brunei DCA for the issuance of a new certificate of airworthiness in accordance with BAR 8 Part-21;
 2. additionally for aircraft other than new, have an airworthiness review carried out in accordance with point M.A.901;
 3. have all maintenance carried out to comply with the AMP approved in accordance with point M.A.302.
- b) When satisfied that the aircraft is in compliance with the relevant requirements, the organisation performing the airworthiness review, shall send a documented recommendation for the issue of a certificate of airworthiness to the Brunei DCA.
- c) The owner of the aircraft shall allow access to the aircraft for inspection by the Brunei DCA.
- d) The Brunei DCA shall issue a certificate of airworthiness when it is satisfied that the aircraft complies with the requirements of Subpart H of BAR 8 Part-21.
- e) *Reserved.*

M.A.905 Findings

- a) A level 1 finding is any finding of significant non-compliance with the requirements of this Part, which lowers the safety standard and seriously endangers flight safety.
- b) A level 2 finding is any finding of non-compliance with the requirements of this Part, which may lower the safety standard and may endanger the flight safety.
- c) After receipt of notification of findings according to point M.B.903, the person or organisation accountable referred to in point M.A.201 shall define a corrective action plan and demonstrate corrective action to the satisfaction of the Brunei DCA within a period agreed with this authority including appropriate corrective action to prevent reoccurrence of the finding and its root cause.

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SECTION B – PROCEDURE FOR COMPETENT AUTHORITIES

SUBPART A – GENERAL

M.B.101 Scope

This Section establishes the administrative requirements to be followed by the Brunei DCA in charge of the application and the enforcement of Section A of this Part.

M.B.102 Competent Authority

a) General

The Brunei DCA shall be the designated competent authority with allocated responsibilities for the issuance, continuation, change, suspension or revocation of certificates and for the oversight of continuing airworthiness. This Brunei DCA shall establish documented procedures and an organisational structure.

b) Resources

The number of staff shall be appropriate to carry out the requirements as detailed in this Section.

c) Qualification and training

All staff involved in activities dealt with in this Part shall be appropriately qualified and have appropriate knowledge, experience, initial training and continuation training to perform their allocated tasks.

d) Procedures

The Brunei DCA shall establish procedures detailing how compliance with this Part is accomplished.

The procedures shall be reviewed and amended to ensure continued compliance.

M.B.103 Findings and enforcement measure – persons

If, during oversight or by any other means, evidence is found by the Brunei DCA responsible for oversight in accordance with this Part that shows a non-compliance with the applicable requirements of this part or the Civil Aviation Regulations and its implementing Brunei Aviation Requirements, the Brunei DCA shall take any enforcement measures necessary to prevent the continuation of that non-compliance.

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M.B.104 Record-keeping

- a) The Brunei DCA shall establish a system of record-keeping that allows adequate traceability of the process to issue, continue, change, suspend or revoke each certificate.
- b) The records for the oversight of organisations approved in accordance with this Part shall include as a minimum:
 1. the application for an organisation approval;
 2. the organisation approval certificate including any changes;
 3. a copy of the audit programme listing the dates when audits are due and when audits were carried out;
 4. the Brunei DCA continued oversight records including all audit records;
 5. copies of all relevant correspondence;
 6. details of any exemption and enforcement actions;
 7. *reserved*;
 8. organisation exposition or manual and amendments;
 9. copy of any other document directly approved by the Brunei DCA.
- c) The retention period for the point (b) records shall be at least 5 years.
- d) The minimum records for the oversight of each aircraft shall include, at least, a copy of:
 1. the aircraft certificate of airworthiness;
 2. *reserved*;
 3. airworthiness review recommendations issued by CAMO;
 4. the reports from the airworthiness reviews carried out directly by the Brunei DCA;
 5. all relevant correspondence relating to the aircraft;
 6. the details of any exemption and enforcement action(s);

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7. any document approved by the Brunei DCA pursuant to this Part or BAR 6 Part-ARO.
- e) The records specified in point (d) shall be retained until 2 years after the aircraft has been permanently withdrawn from service.
- f) *Reserved.*

M.B.105 Reserved

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SUBPART B – ACCOUNTABILITY

M.B.201 Responsibilities

The Brunei DCA are responsible for conducting audits, inspections and investigations in order to verify that the requirements of this Part are complied with.

M.B.202 Occurrence reporting

The Brunei DCA are responsible to process the occurrences upon receipt in accordance with Appendix 1 of BAR 13 – Accident Prevention and Occurrence Reporting.

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SUBPART C – CONTINUING AIRWORTHINESS

M.B.301 Aircraft maintenance programme

- a) The Brunei DCA shall verify that the AMP is in compliance with point M.A.302.
- b) Unless stated otherwise in point (c) of point M.A.302, the AMP and its amendments shall be approved directly by the Brunei DCA. The Brunei DCA shall have access to all the data required by points (d), (e) and (f) of point M.A.302.
- c) In the case of indirect approval as provided for in point M.A.302(c), the Brunei DCA shall approve the AMP approval procedure of the CAMO through that organisation's exposition referred to in point point M.A.704 of this Part, or point CAMO.A.300 of , as applicable.

M.B.302 Exemptions

All exemptions granted in accordance with Regulation 90 of the Civil Aviation Regulations (CAP 290) shall be recorded and retained by the Brunei DCA.

M.B.303 Aircraft continuing airworthiness monitoring

- a) The Brunei DCA shall develop a survey programme on a risk-based approach to monitor the airworthiness status of the fleet of aircraft on its register.
- b) The survey programme shall include sample product surveys of aircraft and shall cover all aspects of airworthiness key risk elements.
- c) The product survey shall sample the airworthiness standards achieved, on the basis of the applicable requirements, and identify any findings.
- d) Any findings identified shall be categorised against the requirements of this Part and confirmed in writing to the person or organisation accountable according to M.A.201. The Brunei DCA shall have a process in place to analyse findings for their safety significance.
- e) The Brunei DCA shall record all findings and closure actions
- f) If during aircraft surveys evidence is found showing non-compliance with this Part or with any other Part, the finding shall be dealt with as prescribed by the relevant Part.
- g) *Reserved.*

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M.B.304 Revocation and suspension

The Brunei DCA shall:

- a) suspend the certificate of airworthiness on reasonable grounds in the case of potential safety threat, or;
- b) suspend or revoke the certificate of airworthiness pursuant to M.B.903(1)

M.B.305 Aircraft technical log system

- a) The Brunei DCA shall approve the initial aircraft technical log system required by point M.A.306.
- b) To enable the organisation to implement changes to the aircraft technical log system without prior Brunei DCA approval, the Brunei DCA shall approve the relevant procedure referred to in point CAMO.A.300(c) of Part-CAMO.

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SUBPART F – MAINTENANCE ORGANISATION

This subpart is no longer applicable with entry into force of this Part-M.

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SUBPART G – CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION

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

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SUBPART I – AIRWORTHINESS REVIEW

M.B.901 Assessment of recommendations

Upon receipt of an application and associated airworthiness review recommendation in accordance with point M.A.901:

1. Appropriately qualified personnel of the Brunei DCA shall verify that the compliance statement contained in the recommendation demonstrates that a complete airworthiness review in accordance with point M.A.901 has been carried out.
2. The Brunei DCA shall investigate and may request further information to support the assessment of the recommendation.

M.B.902 Airworthiness review by the Brunei DCA

- a) When the Brunei DCA carries out the airworthiness review and issues the certificate of airworthiness (Appendix III to BAR 8 Part-21), the Brunei DCA shall carry out an airworthiness review in accordance with point M.A.901.
- b) The Brunei DCA shall have appropriate Airworthiness review person to carry out the airworthiness reviews.
 1. For all aircraft used by air carriers licensed in accordance with section 24 of the Civil Aviation Act and certified as Air Operator Certificate, and for aircraft above 2 730 kg MTOM, such staff shall have:
 - a) acquired at least 5 years of experience in continuing airworthiness;
 - b) acquired an appropriate licence in compliance with BAR 1 Part-66, or a nationally recognised maintenance personnel qualification appropriate to the aircraft category, or an aeronautical degree or equivalent;
 - c) received formal aeronautical maintenance training;
 - d) held a position with appropriate responsibilities.

Notwithstanding points (a) to (d), the requirement laid down in point (b)(1)(a) of point M.B.902 may be replaced with an experience deemed to be a suitable equivalent as determined by the Director.

Notwithstanding points (a) to (d), the requirement laid down in point (b)(1)(b) of point M.B.902 may be replaced with 5 years of experience in continuing airworthiness additional to those already required by point (b)(1)(a) of point M.B.902.

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2. For aircraft other than point (b)(1), such staff shall have:

- a. at least 3 years of experience in continuing airworthiness;
- b. acquired an appropriate licence in compliance with BAR 1 Part-66, or a nationally recognised maintenance personnel qualification appropriate to the aircraft category, or an aeronautical degree or equivalent;
- c. received appropriate aeronautical maintenance training;
- d. held a position with appropriate responsibilities.

Notwithstanding points (a) to (d), the requirement laid down in point (b)(2)(a) of point M.B.902 may be replaced with an experience deemed to be a suitable equivalent as determined by the Director.

Notwithstanding points (a) to (d), the requirement laid down in point (b)(2)(b) of point M.B.902 may be replaced by 4 years of experience in continuing airworthiness additional to those already required by point (b)(2)(a) of point M.B.902.

- c) The Brunei DCA shall maintain a record of all Airworthiness review person, which shall include details of any appropriate qualification held together with a summary of relevant continuing airworthiness management experience and training.
- d) The Brunei DCA shall have access to the applicable data as specified in points M.A.305, M.A.306 and M.A.401 in the performance of the airworthiness review.
- e) The staff that carries out the airworthiness review shall issue an Form 15 after satisfactory completion of the airworthiness review.

M.B.903 Findings

If during aircraft surveys or by other means evidence is found showing non-compliance to a Part-M requirement, the Brunei DCA shall take the following actions:

1. for level 1 findings, the Brunei DCA shall require appropriate corrective action to be taken before further flight and immediate action shall be taken by the Brunei DCA to revoke or suspend the airworthiness review certificate.
2. for level 2 findings, the corrective action required by the Brunei DCA shall be appropriate to the nature of the finding.

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APPENDICES TO PART-M

Appendix I – Continuing airworthiness management contract

1. When an owner or operator contracts in accordance with point M.A.201, a CAMO to carry out continuing airworthiness management tasks, upon request by the Brunei DCA, a copy of the contract signed by both parties shall be sent by the owner or operator to the Brunei DCA.
2. The contract shall be developed taking into account the requirements of this Part and shall define the obligations of the signatories in relation to the continuing airworthiness of the aircraft.
3. It shall contain as a minimum the following information:
 - the duration (may be limited or unlimited);
 - aircraft registration, type and serial number;
 - aircraft owner's or registered lessee's name or company details including the address,
 - details of the contracted CAMO, including the address, and
 - the type of operation.
4. It shall state the following:

'The owner or operator entrusts the CAMO with the management of the continuing airworthiness of the aircraft, including but not limited to the development of an AMP that shall be approved by the Brunei DCA and the organisation of the maintenance of the aircraft according to said AMP.

According to the present contract, both signatories undertake to follow the respective obligations of this contract.

The owner or operator declares to the best of their knowledge that all the information given to the CAMO concerning the continuing airworthiness of the aircraft is and will continue to be accurate, and that the aircraft will not be repaired or modified without prior agreement of the CAMO.

In case of any non-conformity with this contract, by either of the signatories, the CAMO and the owner or operator shall assess if it impacts the continuation of the contract and shall inform the Brunei DCA. The assessment carried out by the organisations shall consider the safety significance of the non-conformity and if it is of repetitive nature. If

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either of the signatories concludes after this assessment that they cannot fulfil their responsibilities due to their own limitations or due to the failures of the signatory, the contract shall be cancelled and the Brunei DCA shall be informed immediately. In such a case, the owner or operator will retain full responsibility for every task linked to the continuing airworthiness of the aircraft, and the owner or operator will inform the Brunei DCA within two (2) weeks about such non-conformity with the contract.

5. When an owner or operator contracts a CAMO in accordance with point M.A.201, the contract shall specify the obligations of each party as follows:

5.1. Obligations of the CAMO:

1. have the aircraft type included in its terms of approval;
2. respect the conditions listed below with regard to maintaining the continuing airworthiness of the aircraft:
 - a) develop an AMP for the aircraft, including any reliability programme developed, if applicable;
 - b) *reserved*;
 - c) organise the approval of the AMP;
 - d) once it has been approved, provide the owner or operator with copy of the AMP;
 - e) establish and order the necessary maintenance to ensure an appropriate bridging with the former aircraft maintenance programme;
 - f) organise for all maintenance to be carried out by an approved maintenance organisation;
 - g) organise for all applicable ADs to be applied;
 - h) organise for all defects discovered during scheduled maintenance, airworthiness reviews or reported by the owner to be rectified by an approved maintenance organisation;
 - i) coordinate the accomplishment of scheduled maintenance, including inspection of components, replacement of life-limited parts and the accomplishment of any applicable AD, and ensure compliance with operational requirements having a continuing airworthiness impact, continuing airworthiness requirements established by the holders of type certificate, supplementary type certificate or relevant authority (state of design/ state of design of modification) and measures required by the Brunei DCA in immediate reaction to a safety problem;
 - j) inform the owner or operator each time the aircraft is to be brought to an approved maintenance organisation;
 - k) manage and archive the aircraft continuing airworthiness records;
 - l) coordinate with the operator or owner on any request to the relevant Brunei DCA for any deviation from the aircraft maintenance programme;
 - m) support the operator with regards the aircraft continuing airworthiness when they conduct maintenance check flights.

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3. organise the approval of any modification to the aircraft in accordance with Subpart D of BAR 8 Part-21 before it is embodied.
 4. organise the approval of any repair to the aircraft in accordance with Subpart M of BAR 8 Part-21 before it is carried out.
 5. inform the Brunei DCA whenever the aircraft is not presented to the approved maintenance organisation by the owner as requested by the approved organisation;
 6. inform the Brunei DCA whenever the present contract is not respected;
 7. ensure that the airworthiness review of the aircraft is carried out when necessary, and ensure that the airworthiness review recommendation is sent to the Brunei DCA;
 8. send within 10 days a copy of any airworthiness review report issued to the Brunei DCA;
 9. carry out all occurrence reporting mandated by applicable regulations;
 10. inform the Brunei DCA when the contract is denounced by either party.
- 5.2. Obligations of the owner or operator:
1. have a general understanding of the approved AMP;
 2. have a general understanding of this Part;
 3. present the aircraft to the approved maintenance organisation agreed with the CAMO at the due time designated at the CAMO's request;
 4. not modify the aircraft without first consulting the CAMO;
 5. inform the CAMO of all maintenance exceptionally carried out without the knowledge and control of the CAMO;
 6. report all defects found during operations to the CAMO through the logbook;
 7. inform the Brunei DCA whenever the present contract is denounced by either party;
 8. inform the CAMO and Brunei DCA whenever the aircraft is sold;
 9. carry out all occurrence reporting mandated by applicable regulations;
 10. inform on a regular basis the CAMO about the aircraft flying hours and any other utilisation data, as agreed with the CAMO;
 11. *reserved*;

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12. *reserved*;
 13. ensure compliance with the approved maintenance programme and coordinate with the CAMO on any request to the Brunei DCA for any one-time extension to a maintenance programme interval;
 14. inform the CAMO of any non-compliance with operational requirements that may affect the continuing airworthiness of the aircraft;
 15. inform the CAMO of any operational requirement (e.g. specific approvals or instruments, device and equipment) necessary to be fulfilled in order to maintain the aircraft in the required configuration.
6. When an owner or operator contracts a CAMO in accordance with point M.A.201, the obligations of each party in respect of mandatory and voluntary occurrence reporting in accordance with the Regulation 83 of Civil Aviation Regulations (CAP 290) and the implementing Brunei Aviation Requirements, BAR 13 – Accident Prevention & Occurrence Reporting, shall be clearly specified.
7. Additional requirements in the case of applying point M.A.201(ea)

In addition to the above-listed requirements and obligations in points 5.1 and 5.2, when a contract between the CAMO and the operator is concluded in accordance with point M.A.201(ea), the continuing airworthiness management contract shall also comply with the requirements of points 7.1 to 7.3.

Before the contract is signed, the operator shall assess the CAMO to ensure that the CAMO has the capability and capacity to comply with the contract.

7.1 Eligibility

The continuing airworthiness contract in accordance with M.A.201(ea) shall only be concluded if the air carrier concerned is licensed in accordance section 24 of the Civil Aviation Act and is certified as Air Operator Certificate and the CAMO forms part of the same air carrier business grouping. The continuing airworthiness management contract shall contain a clear description of how the conditions described in M.A.201(ea) are met. It shall in particular describe how the individual management systems of the organisations are harmonised between each other.

7.2 Additional obligations of the CAMO:

1. become knowledgeable about the operator's procedure related to the monitoring of the contract;
2. obtain the agreement from the operator before subcontracting continuing airworthiness tasks;

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3. inform immediately the Brunei DCA whenever the aircraft is not presented to the approved maintenance organisation by the operator as requested by the CAMO, when the present contract is not respected or when the contract is denounced by either party;
4. provide training for the operator's staff to ensure that they have an understanding of the CAMO's:
 - a) policies and procedures, responsibilities, obligations, duties and areas of interface;
 - b) lines of communication (for example aircraft records, exchange of accurate airworthiness information in a timely manner including outside of normal working hours);
 - c) procedures pertaining specifically to the CAMO such as customised software utilisation, reliability monitoring, use of the aircraft technical log system, and interoperability provisions.

7.3 Additional obligations of the operator:

1. develop interface procedures with the CAMO to address the issue of airworthiness review report and recommendation and the renewal of the aircraft's certificate of airworthiness by the Brunei DCA;
2. in case of unexpected maintenance needs in locations where no maintenance organisation approved in accordance with Part-145 is contracted, inform immediately the CAMO;
3. inform immediately the Brunei DCA whenever the contract is denounced by either party;
4. provide training for the CAMO staff in order to ensure that they have an understanding of the operator's:
 - a) policies and procedures, responsibilities, obligations, duties and areas of interface;
 - b) lines of communication;
 - c) procedures pertaining specifically to the operator such as operational procedures, customised software utilisation, use of the aircraft technical log system, and interoperability provisions.

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Appendix II – Authorised Release Certificate – DCA Form 1

These instructions relate only to the use of the DCA Form 1 for maintenance purposes.

1. PURPOSE AND USE

- 1.1. The primary purpose of the Certificate is to declare the airworthiness of maintenance work undertaken on products, parts and appliances(hereafter referred to as 'item(s)').
- 1.2. Correlation must be established between the Certificate and the item(s). The originator must retain a Certificate in a form that allows verification of the original data.
- 1.3. The Certificate may be acceptable to other airworthiness authorities that has established a bilateral agreements and/or deemed acceptable by the policy of the other airworthiness authority. The 'approved design data' mentioned in this Certificate then means approved by the airworthiness authority of the importing country.
- 1.4. The Certificate is not a delivery or shipping note.
- 1.5. Aircraft are not to be released using the Certificate.
- 1.6. The Certificate does not constitute approval to install the item on a particular aircraft, engine, or propeller but helps the end user determine its airworthiness approval status.
- 1.7. A mixture of production released and maintenance released items is not permitted on the same Certificate.

2. GENERAL FORMAT

- 2.1. The Certificate must comply with the format attached including block numbers and the location of each block. The size of each block may however be varied to suit the individual application, but not to the extent that would make the Certificate unrecognisable.
- 2.2. The Certificate must be in 'landscape' format but the overall size may be significantly increased or decreased so long as the Certificate remains recognisable and legible. If in doubt consult the Brunei DCA.
- 2.3. The User/Installer responsibility statement can be placed on either side of the form.
- 2.4. All printing must be clear and legible to permit easy reading.
- 2.5. The Certificate may either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible and in accordance with the defined format.
- 2.6. The Certificate should be in English.
- 2.7. The details to be entered on the Certificate may be either machine/computer printed or hand-written using block letters and must permit easy reading.
- 2.8. Limit the use of abbreviations to a minimum, to aid clarity.

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- 2.9. The space remaining on the reverse side of the Certificate may be used by the originator for any additional information but must not include any certification statement. Any use of the reverse side of the Certificate must be referenced in the appropriate block on the front side of the Certificate.

3. COPIES

- 3.1. There is no restriction in the number of copies of the Certificate sent to the customer or retained by the originator.

4. ERROR(S) ON A CERTIFICATE

- 4.1. If an end-user finds an error(s) on a Certificate, he must identify it/them in writing to the originator. The originator may issue a new Certificate only if the error(s) can be verified and corrected.
- 4.2. The new Certificate must have a new tracking number, signature and date.
- 4.3. The request for a new Certificate may be honoured without re-verification of the item(s) condition. The new Certificate is not a statement of current condition and should refer to the previous Certificate in block 12 by the following statement; 'This Certificate corrects the error(s) in block(s) [enter block(s) corrected] of the Certificate [enter original tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service'. Both Certificates should be retained according to the retention period associated with the first.

5. COMPLETION OF THE CERTIFICATE BY THE ORIGINATOR

Block 1 Approving Competent Authority/Country - Brunei DCA

State the name and country as Brunei DCA under whose jurisdiction this Certificate is issued.

Block 2 DCA Form 1 header

'AUTHORISED RELEASE CERTIFICATE

BRUNEI DCA FORM 1'

Block 3 Form Tracking Number

Enter the unique number established by the numbering system/procedure of the organisation identified in block 4; this may include alpha/numeric characters.

Block 4 Organisation Name and Address

Enter the full name and address of the approved organisation (refer to DCA Form 3) releasing the work covered by this Certificate. Logos, etc., are permitted if the logo can be contained within the block.

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Block 5 Work Order/Contract/Invoice

To facilitate customer traceability of the item(s), enter the work order number, contract number, invoice number, or similar reference number.

Block 6 Item

Enter line item numbers when there is more than one line item. This block permits easy cross-referencing to the Remarks block 12.

Block 7 Description

Enter the name or description of the item. Preference should be given to the term used in the instructions for continued airworthiness or maintenance data (e.g. Illustrated Parts Catalogue, Aircraft Maintenance Manual, Service Bulletin, Component Maintenance Manual).

Block 8 Part Number

Enter the part number as it appears on the item or tag/package. In case of an engine or propeller the type designation may be used.

Block 9 Quantity

State the quantity of items.

Block 10 Serial Number

If the item is required by regulations to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation may also be entered. If there is no serial number identified on the item, enter 'N/A'.

Block 11 Status/Work

The following describes the permissible entries for block 11. Enter only one of these terms — where more than one may be applicable, use the one that most accurately describes the majority of the work performed and/or the status of the article.

i)	Overhauled	Means a process that ensures the item is in complete conformity with all the applicable service tolerances specified in the type certificate holder's, or equipment manufacturer's instructions for continued airworthiness, or in the data which is approved or accepted by the Authority. The item will be at least disassembled, cleaned, inspected, repaired as necessary, reassembled and tested in accordance with the above specified data.
ii)	Repaired	Rectification of defect(s) using an applicable standard (1).
iii)	Inspected/ Tested	Examination, measurement, etc. in accordance with an applicable standard (1) (e.g. visual inspection, functional testing, bench testing etc.).
iv)	Modified	Alteration of an item to conform to an applicable standard (1).
(1) Applicable standard means a manufacturing/design/maintenance/quality standard, method, technique or practice approved by or acceptable to the Brunei DCA. The applicable standard shall be described in block 12.		

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Block 12 Remarks

Describe the work identified in Block 11, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness of item(s) in relation to the work being certified. If necessary, a separate sheet may be used and referenced from the main DCA Form 1. Each statement must clearly identify which item(s) in Block 6 it relates to.

Examples of information to be entered in block 12 are:

- (i) Maintenance data used, including the revision status and reference.
- (ii) Compliance with airworthiness directives or service bulletins.
- (iii) Repairs carried out.
- (iv) Modifications carried out.
- (v) Replacement parts installed.
- (vi) Life limited parts status.
- (vii) Deviations from the customer work order.
- (viii) Release statements to satisfy a foreign Civil Aviation Authority maintenance requirement.
- (ix) Information needed to support shipment with shortages or re-assembly after delivery.
- (x) *Reserved.*

If printing the data from an electronic DCA Form 1, any appropriate data not fit for other blocks should be entered in this block.

Block 13a-13e

General Requirements for blocks 13a-13e: Not used for maintenance release. Shade, darken, or otherwise mark to preclude inadvertent or unauthorised use.

Block 14a

Mark the appropriate box(es) indicating which regulations apply to the completed work. If the box "other regulations specified in block 12" is marked, then the regulations of the other airworthiness authority(ies) must be identified in block 12. At least one box must be marked, or both boxes may be marked, as appropriate.

For all maintenance carried out by maintenance organisations approved in accordance with Section A of BAR 8 Part 145, the certification statement "unless otherwise specified in this block" is intended to address the following cases:

- a) where maintenance could not be completed;
- b) where maintenance deviated from the standard required by BAR 8 Part-145;

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- c) where maintenance was carried out in accordance with a requirement other than that specified in BAR 8 Part-145; in this case, block 12 shall specify the particular national regulation acceptable by the Brunei DCA.

Block 14b Authorised Signature

This space shall be completed with the signature of the authorised person. Only persons specifically authorised under the rules and policies of the Brunei DCA are permitted to sign this block. To aid recognition, a unique number identifying the authorised person may be added.

Block 14c Certificate/Approval Number

Enter the Certificate/Approval number/reference. This number or reference is issued by the Brunei DCA.

Block 14d Name

Enter the name of the person signing block 14b in a legible form.

Block 14e Date

Enter the date on which block 14b is signed, the date must be in the format dd = 2 digit day, mmm = first 3 letters of the month, yyyy = 4 digit year.

User/Installer Responsibilities

Place the following statement on the Certificate to notify end users that they are not relieved of their responsibilities concerning installation and use of any item accompanied by the form:

'THIS CERTIFICATE DOES NOT AUTOMATICALLY CONSTITUTE AUTHORITY TO INSTALL.

WHERE THE USER/INSTALLER PERFORMS WORK IN ACCORDANCE WITH REGULATIONS OF AN AIRWORTHINESS AUTHORITY DIFFERENT THAN THE BRUNEI DCA SPECIFIED IN BLOCK 1, IT IS ESSENTIAL THAT THE USER/INSTALLER ENSURES THAT HIS/HER AIRWORTHINESS AUTHORITY ACCEPTS ITEMS FROM THE BRUNEI DCA SPECIFIED IN BLOCK 1.

STATEMENTS IN BLOCKS 13A AND 14A DO NOT CONSTITUTE INSTALLATION CERTIFICATION. IN ALL CASES AIRCRAFT MAINTENANCE RECORDS MUST CONTAIN AN INSTALLATION CERTIFICATION ISSUED IN ACCORDANCE WITH THE NATIONAL REGULATIONS BY THE USER/INSTALLER BEFORE THE AIRCRAFT MAY BE FLOWN.

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Brunei Department of Civil Aviation
Regulatory Division
Airworthiness Section



Department of Civil Aviation
Ministry of Transport and Infocommunications
Brunei International Airport
Bandar Seri Begawan
BB2513 Brunei Darussalam
Email: airworth.regulatory@dca.gov.bn
Website: www.dca.gov.bn

1. BRUNEI DEPARTMENT OF CIVIL AVIATION NEGARA BRUNEI DARUSSALAM		2. AUTHORISED RELEASE CERTIFICATE BRUNEI DCA FORM 1			3. Form Tracking Number
4. Organisation Name and Address:					5. Work Order/Contract/Invoice
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	11. Status/Work
12. Remarks					
13a. Certifies that the items identified above were manufactured in conformity to: ☐ approved design data and are in a condition for safe operation ☐ non-approved design data specified in block 12			14a. ☐ Part-145.A.50 Release to Service ☐ Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.		
13b. Authorised Signature		13c. Approval/ Authorisation Number		14b. Authorised Signature	
				14c. Certificate/Approval Ref. No.	
13d. Name		13e. Date (dd mmm yyyy)		14d. Name	
				14e. Date (dd/mm/yyyy)	
USER/INSTALLER RESPONSIBILITIES 1. This certificate does not automatically constitute authority to install the item(s). 2. Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the Brunei DCA as specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the Brunei DCA specified in block 1. 3. Statements 13a and 14a do not constitute installation certification. In all cases the aircraft maintenance record must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					

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Appendix III – Airworthiness Review Recommendation – Form 15

Brunei Department of Civil Aviation
Regulatory Division
Airworthiness Section



Department of Civil Aviation
Ministry of Transport and Infocommunications
Brunei International Airport
Bandar Seri Begawan
BB2513 Brunei Darussalam
Email: airworth.regulatory@dca.gov.bn
Website: www.dca.gov.bn

BRUNEI DEPARTMENT OF CIVIL AVIATION AIRWORTHINESS REVIEW RECOMMENDATION

ARR reference:

Pursuant to the Civil Aviation Regulations (CAP 290) and BAR 8 Part-M, the [BRUNEI DCA hereby certifies that the following aircraft: / following organisation, approved in accordance with Section A of BAR 8 Part-CAMO]*,

[NAME OF ORGANISATION APPROVED AND ADDRESS] **

[APPROVAL REFERENCE] **

[Hereby certifies that it has performed an airworthiness review in accordance with point M.A.901 of BAR 8 Part-M on the following aircraft:]**

Aircraft manufacturer:.....

Manufacturer's designation:.....

Aircraft registration:.....

Aircraft serial number:.....

and this aircraft is considered airworthy at the time of the review.

Date of issue: Date of expiry:

Airframe Flight Hours (FH) & Flight Cycle (FC) at date of issue.....

Signed: Authorisation No:

(*) Delete whichever applicable whether Airworthiness Review Recommendation is directly issued by Brunei DCA or by CAMO

(**) Delete if airworthiness review recommendation is carried out by a CAMO Airworthiness Review Person

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Appendix IV – *Reserved*

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Appendix V – *Reserved*

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Appendix VI – Continuing airworthiness management organisation certification referred to in Part-M Subpart G – DCA Form 14

This subpart will be replaced by Appendix I to Part-CAMO which will become applicable from 01 August 2026.

During this period of transition, references are to be made to the Appendix VI to 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 VII – Complex Maintenance Tasks

The following constitutes the complex maintenance tasks referred to in point M.A.801(b):

1. The modification, repair or replacement by riveting, bonding, laminating, or welding of any of the following airframe parts:
 - a) a box beam;
 - b) a wing stringer or chord member;
 - c) a spar;
 - d) a spar flange;
 - e) a member of a truss-type beam;
 - f) the web of a beam;
 - g) a keel or chine member of a flying boat hull or a float;
 - h) a corrugated sheet compression member in a wing or tail surface;
 - i) a wing main rib;
 - j) a wing or tail surface brace strut;
 - k) an engine mount;
 - l) a fuselage longeron or frame;
 - m) a member of a side truss, horizontal truss or bulkhead;
 - n) a seat support brace or bracket;
 - o) a seat rail replacement;
 - p) a landing gear strut or brace strut;
 - q) an axle;
 - r) a wheel; and
 - s) a ski or ski pedestal, excluding the replacement of a low-friction coating.

2. The modification or repair of any of the following parts:
 - a) aircraft skin, or the skin of an aircraft float, if the work requires the use of a support, jig or fixture;
 - b) aircraft skin that is subject to pressurization loads, if the damage to the skin measures more than 15 cm (6 inches) in any direction;
 - c) a load-bearing part of a control system, including a control column, pedal, shaft, quadrant, bell crank, torque tube, control horn and forged or cast bracket, but excluding
 - i. the swaging of a repair splice or cable fitting, and
 - ii. the replacement of a push-pull tube end fitting that is attached by riveting; and
 - d) any other structure, not listed in (1), that a manufacturer has identified as primary structure in its maintenance manual, structural repair manual or instructions for continuing airworthiness.

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3. The performance of the following maintenance on a piston engine:
 - a) dismantling and subsequent reassembling of a piston engine other than
 - (i) to obtain access to the piston/cylinder assemblies; or
 - (ii) to remove the rear accessory cover to inspect and/or replace oil pump assemblies, where such work does not involve the removal and re-fitment of internal gears;
 - b) dismantling and subsequent reassembling of reduction gears;
 - c) welding and brazing of joints, other than minor weld repairs to exhaust units carried out by a suitably approved or authorised welder but excluding component replacement;
 - d) the disturbing of individual parts of units which are supplied as bench tested units, except for the replacement or adjustment of items normally replaceable or adjustable in service.

4. The balancing of a propeller, except:
 - a) for the certification of static balancing where required by the maintenance manual;
 - b) dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data;

5. Any additional task that requires:
 - a) specialized tooling, equipment or facilities; or
 - b) significant coordination procedures because of the extensive duration of the tasks and the involvement of several persons.

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