



Brunei Department of Civil Aviation

Brunei Darussalam

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Brunei Aviation Requirements

GM to Part Air Operations Cover Requirement

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Control of this Document

DC.1 Introduction

DC.1.1 Pursuant to Civil Aviation Order 2006 and the Civil Aviation Regulations 2006 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 GM to Part Air Operations Cover Requirement and any reference to this title shall mean referring to the requirements to be met for civil aviation in Brunei Darussalam.

DC.2 Authority for this Requirements

DC.2.1 This GM to Part Air Operations Cover Requirement is issued on the authority of the Director of Civil Aviation.

DC.3 Applicability

DC.3.1 This GM to Part Air Operations Cover Requirement is applicable to the aviation industry of Brunei Darussalam.

DC.4 Scope

DC.4.1 BAR 6 Air Operations contains the personnel licensing requirements of Brunei Darussalam, and shows compliance with ICAO Annex 6. The requirements in BAR 6 are separated into the following parts with cross references between parts where applicable.

- **GM to Part Air Operations Cover Requirement**
- Part ARO Authority Requirements for Air Operations
- Part ORO Organisational Requirements for Air Operations
- Part DEF Definitions
- Part CAT Commercial Air Transport
- Part SPA Specific Approvals
- Part SPO Special Operations
- Part NCC Non Commercial with Complex Motor-Powered Aircraft

DC.5 Definitions

DC.5.1 Terms not defined 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.

Amendment

Amendment Number	Date of Issue	Remarks
V01	1 st February 2017	Initial Issue
V05	1 st December 2019	First Amendment. Version renumbered to version 05 to make consistent with the whole of BAR 6

GM to Part Air Operations Cover Requirement

GM1 Article 2(1)(d) Definitions NON-COMMERCIAL OPERATIONS — EXAMPLES

The following examples of operations are not covered by the definition of commercial operations or by that of specialised operations. They are identified as non-commercial operations. Some of these flights are listed by an AOC holder in its operations manual Part-A, ch. 8.7 as non-commercial operations (as specified in AMC3 ORO.MLR.100) and covered by the provisions of ORO.AOC.125.

Some of these operations are performed on an irregular basis. The operator and its crew members may consider them as non-routine operations, situated outside their operational routine. This constitutes a risk that the operator should include in its risk assessment process.

The operations listed below are performed with aircraft having a certificate of airworthiness or a permit to fly and being already listed on an AOC or on a declaration. They are grouped by the purpose of the flight.

Demonstration flights

(a) A flight performed with the purpose of demonstrating:

- (1) an aircraft's handling, performance and functionalities to buyers or lessees;
- (2) an aircraft's flying characteristics or the operational procedures to the competent authority, for verification of compliance with the operational requirements, as per ARO.GEN.310 (a).

Other terms used: (route) proving flight; operational evaluation flight.

(b) Flight at the end of lease or upon transfer of ownership: a flight performed at the request of the operator to verify compliance of the aircraft with the contractual specifications of the lessee/lessor or buyer.

Other term used: acceptance flight.

(c) 'Public relations (PR) flight': a flight carrying official or media representatives as non-paying passengers. Sometimes personnel of the operator are included. The PR flight is performed in the interest of the operator's own business.

Testing the results of maintenance work is outside the scope of demonstration flights. Such flights are not expected to execute flight manoeuvres where the aircraft might react with an unexpected behaviour. This is covered by a maintenance check flight (listed below).

Maintenance check flights

(d) Maintenance check flight (MCF)

The definition of an MCF is provided in Annex I to Regulation (EU) No 965/2012. The provisions on MCF are developed in Annex VII (Part-NCO), Subpart E Section 6 and Annex VIII (Part-SPO), Subpart E Section 5.

Ferry flights – flights changing the location of the aircraft

A ferry flight could be performed for the following purposes:

(e) The aircraft is moved to and from a maintenance base. The aircraft may be operated under the permit-to-fly conditions.

Examples:

- (1) unpressurised flight,
- (2) gear-down flight,
- (3) flight with one engine inoperative.

(f) The aircraft is moved from one location to another, e.g. from the manufacturer, refurbishment location, previous owner, lessor/lessee, long-term storage to the operator's base.

Other term used: delivery flight.

(g) The aircraft and its aircrew are positioned to an aerodrome from which a further commercial air transport (CAT) operation will be performed.

Other term used: positioning flight.

(h) The aircraft is moved from its current location to a secure location for various reasons (e.g. to remove it from a hazardous area).

Other term used: recovery flight.

Training flights

(i) A flight for instructional purposes for the operator's own flight crew.

Operator training and checking flight: a flight performed by the operator with the purpose of training, checking and/or familiarising a flight crew member with the operator's procedures linked to the aircraft being operated. A training flight is conducted using the procedures detailed in the operator's documentation.

Line flying under supervision (LIFUS), line checks and similar flights are not included in this category, as they are usually performed during commercial operations (CAT flights).

Other non-commercial flights

(j) 'Corporate flight': a flight conducted for business purposes: the operator may carry its own personnel and/or property in the interest of business.

Other terms used: business flight, private flight.

(k) 'Leisure flight': a flight operated by an operator for personal or recreational purposes, not associated with a business or a profession.

Other term used: private flight.

(l) Managed flight: a flight operated by an operator for the business purposes of the aircraft owner, with no remuneration or other valuable consideration involved.

Charity flights, humanitarian flights

(m) 'Charity flight': a flight performed for the benefit of a registered charity organisation, carrying persons and/or goods. For such a flight, the proceeds of the raffled flight go to the charity. Any additional proceeds are limited to the recovery of direct costs of the flight.

(n) 'Humanitarian flight': a flight with the purpose of carrying relief personnel and/or life-saving supplies (basic necessities) during or after an emergency or a natural disaster, or to evacuate persons from an endangered area.

GM1 Article 3(5)(e) Oversight capabilities INSPECTIONS BY PERSONNEL AUTHORISED BY THE COMPETENT AUTHORITY

Inspections performed by personnel authorised by the competent authority to perform oversight or certification tasks means announced or unannounced inspections, including in-flight inspections, to oversee any operations in accordance with this Regulation.

GM1 Article 4(3) Ramp inspections

GENERAL — ALCOHOL TESTING

If alcohol testing of flight crew and cabin crew is carried out by other authorised officials, e.g. by the police, and outside the framework of the ramp inspection programme of Subpart RAMP, those other authorised officials do not need to comply with the requirements for qualification of inspectors of Subpart RAMP. The Brunei DCA should ensure that these officials are qualified for carrying out alcohol tests.

GM1 Article 6.4a Derogations

OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT

The term 'other-than-complex motor-powered aircraft' is used synonymously with the terms 'other-than complex motor-powered aircraft' and 'other than complex motor-powered aircraft'. Whenever one of these terms is used, it includes also non-motor-powered aircraft such as sailplanes.

GM2 Article 6.4a(a);(b) Derogations

DIRECT COST

'Direct cost' means the cost directly incurred in relation to a flight, e.g. fuel, airfield charges, rental fee for an aircraft. There is no element of profit.

GM3 Article 6.4a(a);(b) Derogations

ANNUAL COST

'Annual cost' means the cost of keeping, maintaining and operating the aircraft over a period of one calendar year. There is no element of profit

GM1 Article 6.4a(c) Derogations

ORGANISATION CREATED WITH THE AIM OF PROMOTING AERIAL SPORT OR LEISURE AVIATION

An 'organisation created with the aim of promoting aerial sport or leisure aviation' means a non-profit organisation, established under applicable national law for the sole purpose of gathering persons sharing the same interest in general aviation to fly for pleasure or to conduct parachute jumping. The organisation should have aircraft available

GM2 Article 6.4a(c) Derogations

MARGINAL ACTIVITY

The term 'marginal activity' should be understood as representing a very minor part of the overall activity of an organisation, mainly for the purpose of promoting itself or attracting new students or members. An organisation intending to offer such flights as regular business activity is not considered to meet the condition of marginal activity. Also, flights organised with the sole intent to generate income for the organisation, are not considered to be a marginal activity.