

Document	Acceptable Means of Compliance to BAR 8, Part 21 Certification of Aircraft, Parts and Appliances	
Version	01	



Brunei Department of Civil Aviation
Negara Brunei Darussalam
www.mtic.gov.bn/dca

Brunei Aviation Requirements

Acceptable Means of Compliance to BAR 8, Part 21 Certification of Aircraft, Parts and Appliances

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Appendix VIII: Flight Release Certificate (AIR Form 31)



FLIGHT RELEASE CERTIFICATE

Aircraft Type:

Registration:

Serial No.:

It is hereby certified that the aircraft defined herein has been inspected and is considered fit for flight provided it is properly loaded in accordance with the weight and balance schedule.

This Certificate is associated with Brunei DCA Permit to Fly No: and is valid from.....until.....or until the airworthiness condition of the aircraft is altered, whichever is earlier.

Licence/Authorisation No:

Date:

Signed:

Name (Print):

Organisation:

Organisation Approval
Number (if applicable):

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Control of this Document

DC.1 Introduction

DC.1.1 Pursuant to Civil Aviation Order 2006 and Part 3 of the Civil Aviation Regulations 2006 and their subsequent amendments, the following Acceptable Means of Compliance (AMC) is hereby established for use by all persons concerned.

This AMC material is published in support of BAR 8, Part 21 and any reference to this title shall mean referring to these regulations governing the requirements to be met for the certification of aircraft, parts and appliances.

DC.2 Authority for this Regulation

DC.2.1 This document which provides Acceptable Means of Compliance to BAR 8, Part 21 Certification of Aircraft, Parts and Appliances is issued on the authority of the Director of Civil Aviation.

DC.3 Applicability

DC.3.1 This Acceptable Means of Compliance is applicable to the Brunei DCA and the aviation industry of Brunei Darussalam.

DC.4 Scope

DC.4.1 BAR 8 Part 21 Certification of Parts and Appliances contains the basic requirements to be met for civil aviation in Brunei Darussalam, and shows compliance with ICAO Annexes. The requirements are separated into the following civil aviation safety requirements with cross references where applicable.

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Section A – Acceptable Means of Compliance

Subpart A- Mandatory Continued Airworthiness Requirements

AMC 1 to 21.5 State of Registry Responsibilities

Reporting to Brunei DCA

- (a) The owner, or where it is leased, the lessee of an aircraft registered in Brunei Darussalam shall notify any known unsafe condition within 72 hours to the Brunei DCA using the Brunei DCA's occurrence reporting scheme.
- (b) The Brunei DCA shall assess the occurrence and if it is believed it is a design/manufacturing related matter should notify the authority of type certification/manufacture (eg EASA) of the aircraft, engine, propeller, part/appliance, or STC.

Design/manufacturing related problems may include but are not limited to:

- Dual system failures
 - Handling problems
 - Flight control problems
 - EFIS Display blanking
 - Engine control problems
- (c) The Brunei DCA upon receipt of any modification or Mandatory Directive or Continued Airworthiness Instruction for the product, part or appliance shall amend the type acceptance certificate accordingly.
 - (d) The modification, may be a physical change, or a limitation in the AFM.
A directive may result in modification and/or inspection.
 - (e) The Brunei DCA will disseminate the information to all affected operators in Brunei Darussalam and organisations

AMC 2 to 21.5

Mandatory Directives and Continued Airworthiness Instructions

- (a) Scope

This section provides Acceptable Means of Compliance on the requirements for the acceptance, issue and applicability of the following Mandatory Directives:

- (1) Airworthiness Directives
- (2) State of Type Design Directives
- (3) State of Manufacture Directives
- (4) Security Directives

Also included is material on Alternative Methods of Compliance to existing Airworthiness Directives.

- (b) Type Certification Basis

- (1) In accordance with BAR 8, Part 21 Subpart B the investigation and acceptance of an aircraft Type Certification will be documented by a Type Acceptance Certificate (TAC) or Restricted Type Acceptance Certificate issued by the

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Brunei DCA. The issue of the TAC will be based on the Type Certification typically granted by one of the following National Authorities:

- (i) Federal Aviation Administration (FAA);
- (ii) Transport Canada; or
- (iii) European Aviation Safety Agency (EASA).
- (iv) ANAC (Brazil) or
- (v) Another NAA acceptable to Brunei DCA

- (2) The acceptance of the aircraft by the Brunei DCA can therefore be based on either the State of Type Design Certification or the State of Type Certification that has validated the State of Type Design Certification (eg EASA for an FAA Certified aircraft).

(c) Airworthiness Directives

(1) General

It is policy that the embodiment of Airworthiness Directives (ADs) shall be consistent within the Brunei DCA.

(2) State of Type Design ADs

The issue of an Airworthiness Directive (AD) by the State of Design listed on the Type Acceptance Certificate or Restricted Type Acceptance Certificate will be automatically adopted by the Brunei DCA without any further investigation. Operators and owners of aircraft shall therefore comply directly with the requirements of the AD.

(3) State of Manufacture ADs

The issue of an Airworthiness Directive (AD) by the State of Manufacture (If different from the state of Design) listed on the Type Acceptance Certificate or Restricted Type Acceptance Certificate will be automatically adopted by the Brunei DCA without any further investigation. Operators and owners of aircraft shall therefore comply directly with the requirements of the AD.

(4) Mandatory Airworthiness Action in absence of a published AD:

- (i) If the Brunei DCA concludes that mandatory airworthiness action is necessary to address the findings of an investigation into an occurrence, incident or accident it will encourage the State of Type Design and/or the State of Type Certification to work with the Type Certificate Holder and introduce the required AD. Assuming the satisfactory issue of an AD no further Brunei DCA action would be necessary. The AD would be adopted within Brunei Darussalam as per paragraphs (c).(2) and (c).(3) above.
- (ii) If mandatory AD action is considered necessary by the Brunei DCA and the State of Design and/or State of Manufacture does not agree, the Brunei DCA will raise the matter internally for further review and action.

Brunei DCA will review the details of the investigation and if agreed will petition the State of Design/Manufacture NAA again for a satisfactory resolution or, if unsuccessful, will initiate mandatory AD action for compliance by all applicable operators; therefore the Brunei DCA Airworthiness Directive will be promulgated to all applicable Operators and aircraft owners.

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(d) Security Directives

- (1) Airworthiness Directives are widely published on NAA websites and other propriety information systems. Operators and aircraft owners therefore have ready access to the necessary mandatory safety data for continued airworthiness purposes.

In addition there are Directives that address deficiencies in aircraft security measures that are not widely published, for example flight deck door modifications.

- (2) These security ADs are circulated to Airworthiness Authorities as the need arises. Brunei DCA will therefore advise operators and owners directly of the existence of these security AD's and the need for compliance, as appropriate.

(e) Alternative Methods of Compliance to an Airworthiness Directive

- (1) An Alternative Method of Compliance (AMOC) is a different approach or technique not specified in an AD that can assure a level of safety equivalent to that offered by direct compliance with the subject AD.

- (2) AMOC's may be issued in respect of, but not necessarily limited to alternative:

- (i) Design changes (modifications);
- (ii) Inspection procedures and/or maintenance intervals;
- (iii) Changes to specified operating procedures or limitations.

- (3) A request for a timescale change (i.e. extension) to an AD is not a candidate for an AMOC. A timescale change, if agreed, should be approved by the issue of an exemption to the Brunei Darussalam Air Legislation for the non-compliance with the AD. When approved, an AMOC should not have a specified period of validity since it has been accepted as an equivalent safety case to an existing AD. AMOCs are not considered a routine approach to compliance with mandatory airworthiness requirements. Compliance with the AD is often the simplest and most direct method of addressing the airworthiness concern.

- (4) The preferred acceptance of an AMOC, by the Brunei DCA, is to utilise an already existing AMOC approved by the State of Design or State of Design/Manufacture that issued the original AD. Applicants will be requested to comply with this existing AMOC.

The suitability of any existing AMOC may require assessment using engineering assistance and/or TC/STC support. An example of a possible alternative AMOC would be one where the aircraft serial number applicability on the AD is different from that of the subject aircraft which would require further investigation as to its suitability.

- (5) If a suitable AMOC does not already exist, the application, to the Brunei DCA, for an AMOC should be from the TC/STC Holder or have the support of the TC/STC Holder.
- (6) The Brunei DCA should review the content of any proposed AMOC application and determine whether an equivalent level of safety to the original AD has been demonstrated. The Brunei DCA should advise the applicant in writing if the AMOC is acceptable on aircraft registered in Brunei Darussalam.

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Subpart B —Type Acceptance Certificate Reports and Restricted Type Acceptance Certificate Reports

AMC1 to 21.11 Purpose

- (a) This Acceptable Means of Compliance provides background information with regard to an application for an aircraft Type Acceptance Certificate (TAC) Report or a Restricted Type Acceptance Certificate Report. The Type Acceptance Certificate Report is a document required under BAR 8, Part 21 Subpart B and describes the certification basis of a product acceptable to the Brunei DCA. The TAC is a prerequisite for the issue of a Certificate of Airworthiness or Restricted Certificate of Airworthiness.
- (b) The TAC serves three main purposes:
 - (1) To establish essential links between the Brunei DCA and the Original Type Certificate holder for the product, ensuring that mandatory continued airworthiness data is secured by the Brunei DCA; and
 - (2) To ensure that the Brunei DCA has knowledge of the product including that of any special certification requirements; and
 - (3) To establish the arrangements between the Brunei DCA and the applicable NAAs for mandatory and continued airworthiness data.
- (c) Currently a TAC will be granted only for a complete aircraft.

AMC1 to 21.13 Applicability

- (a) Only aircraft that have been Type Certificated by a National Aviation Authority identified in BAR 8, Part 21.25 are acceptable for the issue of a TAC or restricted TAC.
- (b) The certification standards quoted at original Type Certification and any generated by subsequent Type Certification by an NAA referenced above are the certification standards that must be complied with.
- (c) The Type Design must be in compliance with ICAO Annex 16 Environmental Standards for noise.
- (d) The investigation for the grant of a TAC or restricted TAC will normally be associated with the process of aircraft registration. If it is determined that the application for a TAC cannot to be accepted any associated aircraft registration process will also be suspended.
- (e) The Brunei DCA will review the application and associated documentation to ensure that the required information from the Type Certificate holder has been made available.

AMC 1 to 21.15 Application for a Certificate

- (a) The application for a Type Acceptance Certificate Report or Restricted Type Acceptance Certificate Report for an aeronautical product should be made on an AIR Form 5 (See Appendix II). The application should provide sufficient information for the Brunei DCA to gain knowledge of the product to enable its effective regulatory oversight of the aircraft type. The application form given in Appendix II sets out the information required.
- (b) It is the responsibility of the aircraft Type Certificate holder to make the application for a TAC or restricted TAC. It should be noted that the Type Certificate Holder may not be the original aircraft manufacturer.
- (c) An owner or operator who wishes to register an aircraft in Brunei Darussalam and gain a Certificate of Airworthiness for an aircraft for which a TAC or restricted TAC has not yet

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been granted is responsible for contacting the Type Certificate holder to request that an application for a TAC or restricted TAC is made by the Type Certificate Holder to the Brunei DCA.

- (d) The Brunei DCA may establish a formal contact with the aircraft Type Certificate holder and the appropriate NAA. The owner/operator should provide the necessary contact details to the Brunei DCA.
- (e) An applicant for a Type Acceptance Certificate Report should apply between 3 and 6 months from the time when the Type Acceptance Certificate Report is required.

AMC 1 to 21.23 Type Acceptance Airworthiness Requirements

- (a) Arrangements with the Type Certificate holder and the applicable NAA(s) for receipt by the Brunei DCA of continued airworthiness data for the aircraft type must be established before a TAC or restricted TAC can be issued. The continued airworthiness data would typically include the following, although the list is a guide only:
 - (1) A full listing of all the documents, which should be current and to the latest revision status.
 - (2) The Maintenance Programme/Schedule, including structural inspections.
 - (3) Instructions for continued airworthiness to include any design changes.
 - (4) A current list of Service Bulletins and Service Letters with ready access to the original documents.
 - (5) The Approved Flight Manual to include relevant supplements.
 - (6) The maintenance and inspection standards.
 - (7) Corrosion control standards and philosophy.
 - (8) Access to Airworthiness Directives and associated Bi-weekly listings.
 - (9) Master Minimum Equipment List (MMEL).
 - (10) Copy of the Type Certificate (or restricted Type Certificate) and Type Certificate Data sheet (TCDS).

AMC 2 to 21.23 Issue of a Type Acceptance Certificate

- (a) At the satisfactory conclusion of the investigation by the Brunei DCA and the recognition that acceptable arrangements are in place with the applicable NAA and the Type Certificate holder, the Brunei DCA may signify the acceptance of the Type Certificate or Restricted Type Certificate approval by the issue of the associated Type Acceptance Certificate or restricted Type Acceptance Certificate.
- (b) The Brunei DCA may also issue a corresponding Type Acceptance Data Sheet which forms part of the TAC or restricted TAC and records the basis of the certification acceptance.

AMC 3 to 21.23 Type Certificate holder's responsibilities

- (a) The Type Certificate holder is responsible for advising the Brunei DCA of any intention to relinquish the Type Certificate or restricted Type Certificate and thus its continued airworthiness responsibilities under the requirements of ICAO. In the event the Type Certificate holder relinquishes such responsibilities the TAC will be revoked.

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- (b) Where there are changes to the holder of the Type Certificate or restricted Type Certificate, an application shall be made for the reissue of the TAC and a new investigation at an appropriate level would be required.
- (c) Where a known unsafe condition exists which the Type Certificate holder has not addressed, the Brunei DCA may give consideration to suspending the TAC.

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Subpart D – Design Changes

AMC 1 to 21.72 Application

- (a) The application for the approval of a major or minor design change shall be made on an AIR Form 10 (See Appendix III), and should be accompanied by the appropriate supporting information.
- (b) The information shall include (as applicable) ;
 - (1) Evidence of approval from the state of design
 - (2) Drawings and Installation Instructions
 - (3) Instructions for Continued Airworthiness
 - (4) Test reports
 - (5) AFM/RFM supplements
- (c) When satisfied the Brunei DCA will indicate approval of the design change by signing the AIR Form 10

AMC 1 to 21.73 and 21.75 Major and Minor Changes

- (a) Purpose of Classification
 - (1) Modifications or repairs that are classified as Major are required to be approved by Brunei DCA in accordance with BAR 8, Part 21, Subpart D, 21.73(b) following approval by the authority of the state of design when accompanied by a completed AIR Form 10
 - (2) Modifications or repairs classified as minor may also be approved in accordance with BAR 8, Part 21, 21.75 by the Brunei DCA provided they are accompanied by an appropriately completed AIR Form 10.

(b) Introduction

This AMC is intended to provide guidance on the term ‘appreciable effect’ affecting the airworthiness of the product from BAR 8, Part 21, Subpart D, 21.73, where ‘airworthiness’ is interpreted in the context of a product in conformity with type design and in condition for safe operation. It provides complementary guidelines to assess a design change in order to fulfil the requirements of 21.73 where classification is the first step of a procedure.

Repairs in accordance with BAR 8, Part 21, Subpart M are also classified in accordance with this AMC.

(c) Assessment of a Design Change for Classification

(1) Changes to the type design

BAR 8, Part 21, Subpart B defines what constitutes the type acceptance certificate and type design. Alteration to any of the data included within the scope of BAR 8, Part 21, Subpart B is considered a change to the accepted type design.

(2) Classification Process

21.73 states that changes are classified as either major or minor, this classification is normally undertaken by the authority of the state design (eg EASA) then subsequently accepted by Brunei DCA as part of the approval process in accordance with BAR 8, Part 21, Subpart D for Changes or Subpart M for repairs .

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When the Brunei DCA has questions about a change or repair they shall notify the authority for the state of design accordingly and seek clarification.

(3) Complementary guidance for classification of changes.

A change to the type design is judged to have an 'appreciable effect on other characteristics affecting the airworthiness of the product' and therefore should be classified Major, in particular but not only, when one or more of the following conditions are met:

- (i) Where the change requires an adjustment of the type-certification basis (such as special condition, equivalent safety finding, elect to comply, earlier certification specification (reversion), later certification specification).
- (ii) The change alters the Airworthiness Limitations (eg ALIs in MPD) or the Operating Limitations.
- (iii) The change is made mandatory by an airworthiness directive or the change is the terminating action of an airworthiness directive
- (iv) Where the change introduces or affects functions where the failure effect is classified catastrophic or hazardous.
- (v) The noise certificate is affected.
- (vi) Mass and or balance are appreciably affected.
- (vii) There is an appreciable effect on structural strength
- (viii) There is an appreciable effect on reliability
- (ix) There is an appreciable effect on operational characteristics

Appendix I to this AMC provides examples of typical system changes that would be classified as Major by the authority of the State of Design.

AMC 2 to 21.73 Environmental Considerations for Modifications and repairs.

When assessing modifications and repair applications for authorisation in accordance with BAR 8, Part 21, Subparts D and M the Brunei DCA shall consider the effect the modification or repair has on environmental aspects. For major changes and STCs the Brunei DCA will normally review Brunei DCA and authorise these when they are approved by the Authority of the State of Design. They shall also review and confirm that the environmental aspects have been considered and addressed in the modification or STC data package. They may also need to discuss compliance with the Authority of the State of Design to confirm they have been addressed.

Examples of changes that may affect noise and emissions are given in Appendix I, para (h).

AMC 3 to 21.73 Supplemental Type Certificates

- (a) A Supplemental Type Certificate (STC) is a certificate issued when an applicant has received EASA or FAA approval to modify an aircraft from its original design. The applicant is not usually the type certificate holder for the aircraft. The STC, which incorporates by reference the related Type Certificate, approves not only the modification but also how that modification affects the original design.

The Brunei DCA will approve an STC when application is made on an AIR Form 10 and the applicant has the relevant engineering data (inc Master drawing lists, drawings, and testing) and ICA accompanying the STC.

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- (b) The Brunei DCA will only review and approve STCs for aircraft for which it has issued a Type Acceptance Certificate or Restricted Type Acceptance Certificate.
- (c) Submission of the STC certificate only is not acceptable to the Brunei DCA as there is no evidence that the applicant has the engineering data in order to conform the installation to the intended design.
- (d) FAA One-Only STC's

On occasion the FAA may issue a "One-only" STC for a particular aircraft, identified by make, model, and serial number. A "One-only STC" cannot be amended and the holder is not eligible for production approval. An application to the FAA for a multiple STC is required for subsequent approvals of the modification.
- (e) (e) An FAA Non-Interference STC

A non-interference, or no-hazard, STC addresses a convenience function modification that is not required by the applicable airworthiness standards (eg IFE). The STC Limitations and Conditions section specifies the extent, or limitation, of the modification approved by the FAA.

AMC 1 to 21.81 Service Bulletins

- (a) Equivalent documents to Service Bulletins may be other information transmitted from the OEM such as Service letters, Letters to operators, or Information Notices. Clarification should be sought from Brunei DCA on the acceptability of this other information on a case by case basis. The user should ensure it has evidence of being approved data such as issued under an EASA DOA approval number (eg EASA.21J.XYZ).
- (b) The acceptance of No Technical Objection (NTO) Statements is generally not permitted as these do not tend to originate from within the OEM's design organisation and hence the statement carries no evidence of formal approved data. Further discussions are therefore required with the OEM/TC Holder to obtain approved data.

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Subpart H - Certificate of Airworthiness and Restricted Certificate of Airworthiness

AMC 1 to 21.171 Purpose

This Subpart provides Acceptable Means of Compliance on the completion of the Certificate of Airworthiness or Restricted Certificate of Airworthiness application and renewal form, and associated C of A Renewal Report form. The Certificate of Airworthiness application form (AIR Form CA3) is given Appendix IV.

Applicants should contact the Brunei DCA for copies of the forms or obtain them from the Brunei DCA Website www.mincom.gov.bn/dca.

AMC 1 to 21.175 Application for a Certificate of Airworthiness or Restricted Certificate of Airworthiness

- (a) The application and presentation for a CofA or restricted CofA shall be from an organisation approved in accordance with BAR 8, Part M, Subpart G, or a Licensed Engineer.
- (b) Prior to the issue of a CofA or Restricted CofA it is necessary for the aircraft to first be on the register of Brunei Darussalam. Therefore for aircraft not already on the register, reference should be made to BAR 7 'Aircraft Registration and Marking'.
- (c) The application form (AIR Form CA3) contained in this document is designed to assist the applicant in gathering the relevant information, aircraft documentation, airworthiness status reports and presenting the aircraft for investigation by the Brunei DCA.
- (d) An applicant may wish to present the aircraft for CofA at a location outside Brunei Darussalam.

This approach will require additional coordination and management between the applicant and Airworthiness Inspector and will likely increase the time and possibly cost required for the investigation, particularly where extended travel is required. A suitable date for the Brunei DCA investigation should be agreed between the applicant and the Airworthiness inspector at the start of the process.

- (e) BAR 8, Part 21 Subpart H specifies the requirements associated with the application, issue, reissue and the requirements associated with a CofA or Restricted CofA remaining in force. These requirements should be referred to in association with this AMC.
- (f) BAR 8, Part 21.175(b) contains requirements for an additional level of investigation into the aircraft modification and repair standard which will be determined as necessary by the Brunei DCA at the outset of a particular application. It should be noted that even if such an investigation was not made a condition of the application, there may still be a need for such an investigation if the Brunei DCA determines that a deeper review is required on the modification and design standard.
- (g) Appendix IV to this AMC provides the Certificate of Airworthiness issue and renewal application Form. (AIR Form CA3). This form must be completed for all applications for the grant or renewal of a Certificate of Airworthiness.

AMC 2 to 21.175 Investigation

- (a) The CofA renewal process is structured to facilitate the completion of a Brunei DCA CofA Renewal report by the Brunei DCA, or by an appropriately approved BAR 8, Part M

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Subpart G organisation. All applications for initial and re-issue of a CofA require the completion of a CofA Renewal report.

- (b) At the point of application, the Brunei DCA will determine, and notify the applicant, whether the application will be treated as an issue or reissue of a CofA. The process of investigation will follow that for CofA issue if:
- (1) The aircraft has not previously been granted a CofA or restricted CofA by the Brunei DCA; or
 - (2) The aircraft has not held a valid CofA or Restricted CofA for a period of six months; or
 - (3) The Brunei DCA is aware that the continued airworthiness has not been undertaken to an acceptable standard.
- (c) The applicant for the CofA shall collate all required reference material prior to the Brunei DCA investigation including as a minimum:
- (1) The applicable type acceptance certificate or Restricted Type Acceptance Certificate; and
 - (2) The applicable type certificate data sheet; and
 - (3) The list of applicable mandatory requirements; and
 - (4) A copy of the Export CofA (issue only); and
 - (5) When specified, the applicable CofA Renewal report; and
 - (6) The Brunei DCA approved maintenance programme; and
 - (7) Aircraft, Engine & Propeller log books; and
 - (8) The aircraft flight manual; and
 - (9) All of the supporting material required by the application, the CofA Renewal report form and the Brunei DCA Survey.
- (d) The aircraft and its records should be made available at an approved maintenance facility at a suitable location agreed with the Brunei DCA.
- (e) All documentation supplied should be originals or acceptable certified true copies. In the case of maintenance and continued airworthiness records, these should be authorised by a person in a verifiable position of authority, such as an organisation's quality department.

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Subpart I - Noise Certificates

AMC 1 to 200 Purpose

- (a) The objective of this document is to provide AMC in the application for the issue or amendment of a Noise Certificate.
- (b) It is the responsibility of the Brunei DCA to ensure that Noise Certificates are issued in compliance with the requirements of ICAO Annex 16 Volume 1 and the Brunei Darussalam Civil Aviation Regulations 2006.
- (c) It is the responsibility of an operator of an aircraft registered in Brunei Darussalam to ensure that aircraft are and continue to remain fully compliant with the requirements of ICAO Annex 16 Volume 1 and the Brunei Darussalam Civil Aviation Regulations 2006.

AMC 1 to 21.212 Application and Grant of a Noise Certificate

- (a) Appendix V to this document provides a copy of the application form (AIR Form 8) which must be completed and submitted in order to issue or amend a Noise Certificate.
- (b) The application will normally be made in conjunction with an application for the issue of a Certificate of Airworthiness (CofA).
- (c) Where an aircraft is a first of Type in Brunei Darussalam, the application for the Noise Certificate should be made as soon as possible in order that the Brunei DCA can make suitable investigations during the Type Acceptance process.

AMC 2 to 21.212 Application Liaison

Section 1 of the application form makes provision for identifying a Technical point of contact for the purpose of technical liaison with the Brunei DCA. It is important that productive communication is established with a person knowledgeable in Noise Certification issues.

AMC 3 to 21.212 Application Form

- (a) The application form (AIR Form 8) should be fully completed, with any supporting information requested in the application (which is marked with an *) submitted with the application.
- (b) Supporting data can be submitted in electronic format; however certified true copies of essential data such as the original Noise Certificate and Export Certificate of Airworthiness will be required.
- (c) Some aircraft types have an extensive list of flight configurations and modifications embodied which directly affects the noise values. The application form is configured to enable the applicant to identify only those configurations that that the operator will use.

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Subpart K — Materials, Parts, Components and Appliances

AMC 1 to 21.303 New Parts and Components

- (a) All new components (except Standard parts) for aircraft and engines must:
- (1) For components manufactured under the authority of EASA be supplied with an EASA Form 1 from an organisation approved to EASA Part 21;
 - (2) For components manufactured before 28 September 2004, a JAA Form 1 from the manufacturer of that component is acceptable;
 - (3) For components manufactured under the approval of the FAA, be supplied with an FAA Form 8130-3 Authorised Release Certificate/Airworthiness Approval Tag including for APUs, except engines and propellers. For PMA parts see Paragraph (b)
 - (4) For US manufactured engines and propellers, an FAA Form 8130-4 Export Certificate of Airworthiness is required; or
 - (5) For components manufactured in any other state acceptable to the Brunei DCA be supplied with an authorised release certificate under the authority of NAA acceptable to Brunei DCA such as Transport Canada or ANAC Brazil.

AMC 2 to 21.303 PMA Parts

The Brunei DCA will accept FAA PMA parts under the following conditions.

- (a) Direct Acceptance by Brunei DCA of PMA Design Approvals.
- (1) Brunei DCA shall directly accept FAA PMA approvals, without further showing, for modification and/or replacement parts for installation on types accepted by Brunei DCA in the following cases:
 - (i) The PMA part is not a “critical component.” (See Note 1 for Explanation); **or**
 - (ii) The PMA part conforms to design data obtained under a licensing agreement from the TC or STC holder according to 14 CFR 21.303; **or**
 - (iii) The PMA holder is the holder of an STC which incorporates the PMA part.
- (b) FAA PMA Parts Requiring Explicit Authorisation by Brunei DCA via an EASA design authorisation.
- (1) The Brunei DCA will require an explicit EASA design authorisation prior to using PMA parts as modification and/or replacement parts when:
 - (i) The PMA part has not been produced under a licensing agreement from the TC or STC Holder according to 14 CFR 21.303; and
 - (ii) The PMA part is a “critical component.” (See Note 1 for explanation).
 - (2) Application. The applicant shall make an application for an EASA approval of an FAA STC in writing through the FAA ACO to EASA (see EASA FAA Technical Implementation Procedures). This application should contain the following information:
 - (i) The FAA PMA approval, with all supplements, and in particular the description of the means by which the FAA PMA approval was granted;
 - (ii) Overview of the technical data transmitted to the FAA for the purpose of approving the critical PMA part;

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- (iii) Description of the means by which the PMA part user would be made aware of any changes on the PMA part by the PMA holder with a potential impact on safety; and
- (iv) Description of the means by which the PMA part user would be made aware of any changes by the TC holder with a potential safety impact on the PMA part.

(3) Technical validation by Brunei DCA.

Brunei DCA shall review and when satisfied accept the EASA STC in accordance with BAR 8, Part 21, Subpart D

Note 1: "Critical Component" means a part identified as critical by the design approval holder during the product type validation process, or otherwise by the exporting authority. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section or certification maintenance requirements of the manufacturer's maintenance manual or Instructions for Continued Airworthiness.

Note 2: "Licensing Agreement" means a commercial contract between a Type Certificate (TC) or Supplemental Type Certificate (STC) holder and a production organization approval holder (or applicant) formalizing the rights and duties of both parties to use the design data for the purpose of manufacturing the product or part.

AMC 3 to 21.303 Standard Parts

In this context a part is considered as a 'standard part' where it is designated as such by the design approval holder responsible for the product, part or appliance, in which the part is intended to be used. In order to be considered a 'standard part', all design, manufacturing, inspection data and marking requirements necessary to demonstrate conformity of that part should be in the public domain and published or established as part of officially recognised Standards.

Examples of equipment which can be considered standard parts may include fasteners, nuts and bolts.

Standard parts will normally be released on a Certificate of Conformity and should reference the national specification that the component was manufactured in accordance with.

AMC 4 to 21.303 Overhauled/ Repaired/ Modified Components

- (a) All overhauled, repaired, Inspected or modified components must be supplied with:
 - (1) A DCA Form 1 Certificate of Release to Service issued by an organisation approved to BAR 8, Part 145; or
 - (2) An EASA Form 1 issued by an organisation approved to EASA Part 145, or
 - (3) FAA 8130-3 (dual FAA/EASA release for Commercial Air Transport). Single FAA release may be accepted for Non Commercial air transport aircraft.
 - (4) An Authorised release certificate by an NAA acceptable to the Brunei DCA in accordance with a specific agreement between Brunei DCA and that state.
- (b) If the component was overhauled/ modified/ repaired before 29 November 2004, a JAA Form 1, issued by a JAR 145 approved maintenance organisation, is also acceptable.
- (c) Serviceable Components Removed From Aircraft on the Register of Brunei Darussalam.

See AMC No 2 to BAR 8, Part 145; 145.A.50(d) Certification of maintenance, Para 2.6.1

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(d) Components Removed From Aircraft Not Registered in Brunei Darussalam.

See AMC No 2 to BAR 8, Part 145; 145.A.50(d) Certification of maintenance, Para 2.6.2

(e) Components Removed From Aircraft Withdrawn from Service

See AMC No 2 to BAR 8, Part 145; 145.A.50(d) Certification of maintenance, Para 2.7

(f) Components Removed from Aircraft Involved in Accidents

See AMC No 2 to BAR 8, Part 145; 145.A.50(d) Certification of maintenance, Para 2.9

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Subpart L — Export Certificate of Airworthiness

AMC 1 to 21.331 Application

- (a) The application for an Export Certificate of Airworthiness shall be made on an AIR Form 60. (See Appendix VI)
- (b) The applicant shall provide the required information to support the application.

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Subpart P — Issue and Renewal of Permit to Fly

AMC 1 to 21.705 Application

- (a) The application for a Permit to Fly shall be made on an AIR Form 18 (See Appendix VII)

AMC 1 to 21.707 Issue of Permit to Fly

- (a) The aircraft shall not fly unless the Permit to Fly is accompanied by a Flight Release Certificate AIR Form 31 (Appendix VIII refers) signed by an appropriately approved BAR 8, Part 145 organisation, or Licensed Aircraft Engineer in the case of non-commercial aircraft below 5700kg.

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Appendix I: Examples of Major Changes per Discipline

The information below is intended to provide a few major change examples per discipline, resulting from application of BAR 8, Part 21, Subpart D, 21.73. It is not intended to present a comprehensive list of all major changes.

Examples are categorised per discipline and are applicable to all products (aircraft, engines and propellers).

However a particular change may involve more than one discipline, e.g., a change to engine controls may be covered in engines and systems (software).

Those involved with classification should always be aware of the interaction between disciplines and the consequences this will have when assessing the effects of a change (i.e., operations and structures, systems and structures, systems and systems, etc.; see example in paragraph 2 (ii)). Specific rules may exist which override the guidance of these examples.

Where in this list of examples the words 'has effect' or 'affect(s)' are used, they have always to be understood as being the opposite of 'no *appreciable* effect' as in the definition of minor change in 21.73.

(a) Structure

- (1) Changes such as a cargo door cut-out, fuselage plugs, change of dihedral, addition of floats;
- (2) Changes to materials, processes or methods of manufacture of primary structural elements, such as spars, frames and critical parts;
- (3) Changes that adversely affect fatigue or damage tolerance or life limit characteristics;
- (4) Changes that adversely affect aeroelastic characteristics.

(b) Cabin Safety

- (5) Changes which introduce a new cabin layout of sufficient change to require a re-assessment of emergency evacuation capability or which adversely affect other aspects of passenger or crew safety. Items to consider include, but are not limited to:
 - (i) Changes to or introduction of dynamically tested seats.
 - (ii) Change to the pitch between seat rows.
 - (iii) Change of distance between seat and adjacent obstacle like a divider.
 - (iv) Changes to cabin lay outs that affect evacuation path or access to
 - (v) Exits.
 - (vi) Installation of new galleys, toilets, wardrobes, etc.
 - (vii) Installation of new type of electrically powered galley insert.
- (6) Changes to the pressurisation control system which adversely affect previously approved limitations.

(c) Flight

- (1) Changes which adversely affect the approved performance, such as high altitude operation, brake changes that affect braking performance.

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- (2) Changes which adversely affect the flight envelope.
- (3) Changes which adversely affect the handling qualities of the product including changes to the flight controls function (gains adjustments, functional modification to software) or changes to the flight protection or warning system.

(d) Systems

For systems assessed in accordance with the certification basis of the state of design (eg EASA CS 25.1309), the classification process is based on the functional aspects of the change and its potential effects on safety.

- (1) Where failure effect is 'Catastrophic' or 'Hazardous', the change should be classified as major.
- (2) Where failure effect is 'major', the change should be classified as major if:
 - (i) Aspects of the compliance demonstration use means that have not been previously accepted for the nature of the change to the system; or
 - (ii) The change affects the pilot/system interface (displays, controls, approved procedures); or
 - (iii) The change introduces new types of functions/systems such as GPS primary, TCAS, TAWS, Predictive windshear, HUD.

The assessment of the criteria for software changes to systems also needs to be considered.

When software is involved, account should be taken also of the following guidelines:

Where a change is made to software produced in accordance with the guidelines of the state of design (eg latest edition of EASA AMC 20-115) (see AMC-20 document) the change should be classified as major if either of the following apply, and the failure effect of the system is Catastrophic, Hazardous or Major (eg Autopilot computers, flight guidance, FADEC, pressurisation controllers)

(e) Propellers

The following changes to a propeller are considered major:

- (1) diameter
- (2) airfoil
- (3) platform
- (4) material
- (5) blade retention system,

(f) Engines

The following changes to an engine are considered major:

- (1) That adversely affect operating speeds, temperatures, and other limitations.
- (2) That affect or introduce parts identified by requirements of the state of design (e.g. EASA CS E-510) where the failure effect has been shown to be hazardous.
- (3) That affect or introduce engine critical parts (e.g. EASA CS E-515) or their life limits.

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- (4) To a structural part which requires a re-substantiation of the fatigue and static load determination used during certification.
- (5) To any part of the engine which adversely affects the existing containment capability of the structure.
- (6) That adversely affect the fuel, oil and air systems, which alter the method of operation, or require reinvestigation against the type-certification basis.
- (7) That introduce new materials or processes, particularly on critical components.

(g) Rotors and drive systems

The following changes to Rotors and drive systems are considered major:

- (1) Changes that adversely affect fatigue evaluation unless the service life or inspection interval are unchanged. This includes changes to materials, processes or methods of manufacture of parts, such as:
 - (i) rotor blades
 - (ii) rotor hubs including dampers and controls
 - (iii) gears
 - (iv) drive shafts
 - (v) couplings
- (2) Changes that affect systems the failure of which may have hazardous or catastrophic effects. The design assessment by the design organisation should include:
 - (i) cooling system
 - (ii) lubrication system
 - (iii) rotor controls
- (3) Changes that adversely affect the results of the rotor drive system endurance test, the rotor drive system being defined in the requirements of the state of design (e.g. CS 27/29.917).
- (4) Changes that adversely affect the results of the shafting critical speed analysis required by the requirements of the state of design (e.g. CS 27/29.931).

(h) Environment

Examples of Changes that may affect noise and emissions

The following provides examples of changes which might have an appreciable effect on a product's environmental characteristics (i.e. the effect might be greater than the no-acoustic change and no-emissions change criteria) and might therefore lead to a major change classification.

Where a change is made to an aircraft or aircraft engine, the effect of the change on the product's environmental characteristics should be taken into account. Examples of changes that might have an appreciable effect on the product's environmental characteristics, and might therefore be classified as a major change, are listed below. The examples are not exhaustive and will not, in every case, result in an appreciable change to the product's environmental characteristics, and therefore, will not per-se and in every case result in a major change classification.

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An 'appreciable effect' is considered to be one which exceeds the ICAO criteria for a no-acoustical change or a no-emissions change. For the definition of a no-acoustical change refer to the section of the ICAO Environmental Technical Manual, (ICAO Doc 9501, Volume I – Procedures for the Noise Certification of Aircraft) concerning changes to aircraft type designs involving no-acoustical changes (see also the definitions of a 'derived version' in ICAO Annex 16, Volume I). For the definition of a no-emissions change refer to the section of the ICAO Environmental Technical Manual, (ICAO Doc 9501, Volume II – Procedures for the Emissions Certification of Aircraft Engines) concerning no-emissions changes.

1. Noise

A change that introduces either:

- an increase in the noise certification level(s); or
- a reduction in the noise certification level(s) for which the applicant wishes to take credit.

Examples of noise-related changes that might lead to a major change classification are:

1.1. For jet and heavy (maximum take-off mass greater than 8618 kg) propeller-driven aeroplanes:

- (i) A change that might affect the aircraft's take-off performance including:
 - a change to the maximum take-off mass;
 - a change to V_2 ('take-off safety speed'); or
 - a change to the lift augmentation devices, including their configuration under normal take-off operating conditions.
- (ii) A change that might affect the aircraft's landing performance including:
 - a change to the maximum landing mass;
 - a change to V_{REF} (reference landing speed); or
 - a change to the lift augmentation devices, including their deployment under normal landing operating conditions.
- (iii) A change to the Centre of Gravity (CG) limits;
- (iv) A change that increases the aircraft's drag;
- (v) A change that alters the external profile of the aircraft, including the installation or change of shape or size of any item on the external surface of the aircraft that might protrude into the airflow such as winglets and vortex generators; generally the installation of small antennas does not represent an acoustical change;
- (vi) A change of engine or, if fitted, propeller type;
- (vii) A change in engine thrust rating;
- (viii) A change to the engine rotating parts or stators, such as geometry, blade profile or blade number;
- (ix) A change to the aerodynamic flow lines through the engine;
- (x) A change that affects the engine thermodynamic cycle, including a change to the engine's bypass ratio;
- (xi) A change to the engine nacelle, including a change to the acoustic liners;

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- (xii) A change to the engine exhaust;
- (xiii) A change to the engine bleed valves, including bleed valve scheduling;
- (xiv) A change in the operation of engine power off-takes (e.g. the operation of the Environmental Control System (ECS) during a normal take-off or approach);
- (xv) A change to the Auxiliary Power Unit (APU), including associated operating limitations (e.g. a change that allows the APU to be operated during a normal approach when previously it was not allowed);
- (xvi) A change to the propeller pitch and/or propeller speed during a normal take-off or approach;
- (xvii) A change that causes a change to the angle at which air flows into the propeller.

1.2. For light (maximum take-off mass 8618 kg or less) propeller-driven aeroplanes

- (i) A change that might affect the aircraft's take-off performance including:
 - a change to the maximum take-off mass;
 - a change to the take-off distance;
 - a change to the rate of climb; or
 - a change to V_y (best rate of climb speed).
- (ii) A change that increases the aircraft's drag (e.g. the installation of external cargo pods, external fuel tanks, larger tyres to a fixed undercarriage, floats etc.);
- (iii) A change of engine or propeller type;
- (iv) A change in take-off power including a change in engine speed (tachometer 'red line') or, for piston engines, a change to the manifold pressure limitations;
- (v) A change to the highest power in the normal operating range ('top of green arc');
- (vi) In the case of an aircraft where take-off power/engine speed is time limited, a change in the period over which take-off power/engine speed may be applied;
- (vii) A change to the engine inlet or exhaust including, if fitted, the inlet or exhaust muffler;
- (viii) A change in propeller diameter, tip shape, blade thickness or the number of blades;
- (ix) The installation of a variable or adjustable pitch propeller in place of a fixed pitch propeller and vice versa;
- (x) A change that causes a change to the angle at which air flows into the propeller.

1.3. For helicopters:

- (i) A change that might affect the take-off and/or landing performance, including a change in take-off mass and V_Y (best rate of climb speed);
- (ii) A change to VNE (never-exceed airspeed) or to VH (airspeed in level flight obtained using the torque corresponding to minimum engine installed, maximum continuous power available for sea level pressure, 25°C ambient conditions at the relevant maximum certificated mass);
- (iii) A change to the maximum take-off engine power or maximum continuous power;
- (iv) A change to the gearbox torque limits;
- (v) A change of engine type;

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- (vi) A change to the engine intake or exhaust;
- (vii) A change to the maximum normal operating rpm of the main or tail rotors;
- (viii) A change to the main or tail rotors, including a change in diameter, blade thickness or blade tip profile.

Note: The effect on the helicopter's noise characteristics of either carrying external loads or the installation of external equipment need not be considered.

2. Emissions

A change that introduces an increase or decrease in the emissions certification levels.

2.1. Examples of smoke and gaseous engine emission-related changes that might lead to a major change classification are:

- (i) A change in engine thrust rating;
- (ii) A change to the aerodynamic flow lines through the engine;
- (iii) A change that affects the engine thermodynamic cycle, specifically relevant engine cycle parameters (e.g. combustor pressure P3, combustor entry temperature T3, Air Fuel Ratio (AFR));
- (iv) A change to the compressor that might influence the combustor inlet conditions and engine overall pressure ratio;
- (v) A change to the combustor design (geometry);
- (vi) A change to the cooling of the combustor;
- (vii) A change to the air mass flow through the combustor;
- (viii) A change that affects the fuel spray characteristics.

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Appendix II: Application for a Type Acceptance Certificate Report or Restricted Type Acceptance Certificate Report (AIR Form 5)

Application for Type Certificate Acceptance by Brunei Department of Civil Aviation			
Manufacturer and Manufacturers Address:			
Type certificate holder:			
Aircraft Designation:			
Type certificate holders address:			
Engine Type Installed:			
APU Type installed: (if applicable)			
Propeller Type Installed: (if applicable)			
	State of Design Type Certificate (if not FAA or EASA)	Accepted FAA/EASA Type Certificate	
Type Certificate:			
Type Certificate data sheet:			
Please supply details of the following. Note: <i>details can be supplied by reference to attached documentation in support of this application</i>			
Airworthiness limitations:			
Flight Manual:			
Master Minimum Equipment List:			
Details of compliance with Annexe 16 (Environment):			
Details of compliance with RNP, ETOPS, RVSM requirements etc.			
Special role equipment details (if fitted) and certification basis			
Continuing airworthiness data for aircraft and engines	MRB Report:		
	Maintenance Planning Data:		
	Structural Repair Manual:		
Applicant:	Name:	Position:	
Signed:	Dated:		
Once completed, Please return to the Brunei Department of Civil Aviation.			

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Appendix III: Application for Approval of a Design Change or Repair (AIR Form 10)

Proposed Classification by applicant: Major <input type="checkbox"/> Minor <input type="checkbox"/>		
Aircraft Type:	Aircraft Registration: V8-Serial No:	Applicant's Modification No: Issue No:
Foreign Approval Reference: (If Applicable) (eg FAA STC, EASA STC, EASA Minor Change approval) :	Applicable Certification Standard (eg CS25, Amdt 8):	Type of Approval: Brunei DCA <input type="checkbox"/> Design Organisation <input type="checkbox"/> Design Organisation Approval Ref No:
Please supply comprehensive details of modification or repair. Use additional sheets if necessary and attach to this application:		
Suitable for installation in this particular aircraft Yes <input type="checkbox"/> No <input type="checkbox"/>		
Amendments in accordance with the relevant BAR, as appropriate, are required to the following documents:* Review BAR 8, Part 21 as necessary.		
Mass /C of G Schedule <input type="checkbox"/>	Repair Manual <input type="checkbox"/>	MMEL/DDG <input type="checkbox"/>
Flight Manual <input type="checkbox"/>	Maintenance Programme Schedule <input type="checkbox"/>	Other <input type="checkbox"/>
Maintenance Manual <input type="checkbox"/>	Electrical Load Analysis <input type="checkbox"/>	
Overhaul Manual <input type="checkbox"/>	Crew Manual <input type="checkbox"/>	

Modification/Repair Submitted by:

Name of applicant:	Signature:
Name of Organisation:	Date:

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Brunei DCA Use only

Brunei DCA Agree Classification: Yes No

Brunei DCA Approval Stamp

AIR Form 10

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Appendix IV Application for a Certificate of Airworthiness or Restricted Type Certificate (AIR Form CA3)

IMPORTANT:

To assist the applicant and to ensure correct completion, please refer to the ATTACHED Guidance Notes. Complete ALL applicable white boxed areas. If None or not applicable, state 'None' or 'N/a' Do NOT enter TBA (or similar) to suggest that the information is not available, except in the case of a Prototype or Variant aircraft.

The completed application form should be forwarded to Brunei DCA or emailed to

<p>APPLICATION FOR THE ISSUE OF: Please tick applicable box</p> <p>CERTIFICATE OF AIRWORTHINESS (Initial issue) <input type="checkbox"/></p> <p>CERTIFICATE OF AIRWORTHINESS (Renewal) <input type="checkbox"/></p> <p>IS IT A RESTRICTED C OF A ? <input type="checkbox"/></p>		
AIRCRAFT DETAILS	Current or Allocated	All Previous (Where Known)
Registration Marks	V8-	
Serial No/ Line No		
Type Designation and Series		
Constructor of Aircraft		
Country of Construction		
Year of Construction		
New or Used		
Engines (See Note 1)		
Auxiliary Power Unit		
Propeller(s) (Hub and Blade) (See Note 2)		
Maximum Takeoff Weight (kg)		
Maximum number of Seats (inc crew)		

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TYPE OF OPERATION CofA REQUIRED FOR:	Commercial Air Transport <input type="checkbox"/> Non Commercial <input type="checkbox"/>
CERTIFICATION STATUS	TAC No..... Original TCDS Basis.....
EXPORT CofA	Issuing Authority
SPECIFY IF AIRCRAFT IS BEING (please tick applicable box)	Overhauled <input type="checkbox"/> Repaired <input type="checkbox"/> Modified <input type="checkbox"/> N/A <input type="checkbox"/>

Current Flight Hours / Cycles	Hours/Cycles at 31 December

	Engine Type	Serial Number	Hours/Cycles
Engine #1			
Engine #2			
Engine #3			
Engine #4			
	Propeller Type	Serial Number	Hours/Cycles
Propeller #1			
Propeller #2			
Hub	P/N	Blade	P/N

Airworthiness Directives The aircraft/Engine(s)/Propeller(s) and associated Equipment have been checked for compliance with all applicable State of Design Airworthiness Directives to the following Bi-weekly listing, revision number or date

State of Design:		Bi-weekly listing or Revision number:	
-------------------------	--	--	--

Attach a list showing the current AD status of the aircraft:

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AIRWORTHINESS TRANSFER DOCUMENTATION REQUIRED			
	Document Type	Document No	Document Date
DOCUMENTS ENCLOSED (See Note 3) INCLUDES NOISE CERTIFICATION			
FLIGHT MANUAL REF NO (see Note 4)			
MAINTENANCE PROGRAMME/SCHEDULE REF NO (see Note 5)			
ADDRESS DETAILS (a) Name and address of aircraft owner/applicant (in full) Telephone No: Facsimile No: E-mail address:			
(b) Contact name and address of approved organisation (BAR 8, Part M Subpart G) or Licensed Aircraft Engineer Telephone No: Facsimile No: E-mail address:			
PLACE OF SURVEY			

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BRUNEI DCA ADDITIONAL REQUIREMENTS FOR IMPORT	
ADDITIONAL INFORMATION	

GENERAL	
1. Provide details of any towing, parachuting or other special equipment fitted.	
2. Provide details of Radio Equipment fitted (As on AIR Form 968)	
3. Give details of equipment, or systems which have been introduced by modification since original manufacture and include STC reference if applicable. Refer to the aircraft C of A Recommendation Report report, if any, as detailed in the AIR Form 53 and AIR Form 15.	

<p>DECLARATION</p> <p>I hereby declare that to the best of my knowledge the particulars entered on this application are accurate in every respect.</p> <p>Date..... Applicant.....</p> <p style="text-align: right;">Signature of</p>
--

Please Print Name in BLOCK CAPITALS Name of Applicant
--

--

For and on behalf of.....

RECOMMENDATION

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The above aircraft has been constructed, modified or overhauled as necessary. It has been inspected and is in a satisfactory condition. It is recommended that the aircraft is issued with a Certificate of Airworthiness or Restricted Certificate of Airworthiness (delete as applicable)

Signed Date

For the Brunei DCA.

Brunei DCA Use Only

Guidance notes

Note 1 - The manufacturer and type certificate designation of the engine type is required.

Note 2 - The manufacturer and type certificate designation of the propeller type is required.

The engine/propeller combination must comply with the Type Certificate Data Sheet or approved alternative.

Note 3 – Acceptable documentation is an Export Certificate of Airworthiness issued by the last state of registry within 60 days of the declaration date on the CofA application.

Any supplied documents in support of an application for a CofA can be in the form of copies, as the Original documents are not required at the time of application.

The original documents will be viewed by the DCA Inspector at the time of the CofA issue.

Note 4 - The applicable Flight Manual Reference and revision status is required.

Note 5 - The maintenance programme/schedule reference number is required.

The maintenance programme/schedule must be approved by the Brunei DCA and or State of Registry for leased aircraft.

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Appendix V: Application for a Noise Certificate (AIR Form 8)

Application for the Issue or Amendment of a Noise Certificate		
Air Legislation and ICAO Annex 16, Volume 1		
<p>The purpose of this application Form is to provide the Brunei DCA with sufficient data to enable the issuance of a Noise Certificate in compliance with ICAO Annex 16 Volume 1 and the Brunei Civil Aviation Regulations 2006.</p> <p>Where this application only refers to an amendment to an existing noise Certificate, only complete this application in reference to the amendment and ensure that the existing Brunei DCA approved Noise Certificate is referred to.</p> <p>Where annotated * please supply a copy of the document with this application. Where considered appropriate please also supply additional supporting documentation identifying its relevance to this application.</p>		
Section 1: APPLICANT DETAILS		
Name:		
Address in Full:		
Telephone Number:		
Email Address:		
Technical point of contact for the purpose of this application		
Name:		
Address in Full (if different from above):		
Telephone Number:		
Email Address:		

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Section 2: GENERAL AIRCRAFT DETAILS	
Aircraft Registration:	
Aircraft Type Model:	
Aircraft Serial Number:	
Aircraft Constructor:	
State of Design:	
Type Certifying Authority:	
Year of Construction:	
Engine/s Manufacturer and Type/s	
Auxiliary Power Unit Type Model	
Propeller/s Manufacturer and Type/s	
Flight Manual Reference No.	
Applicable Type Certificate Data Sheet References: <i>NB. Reference BAR 8, Part 21 Subpart B</i>	
Date of Certificate of Airworthiness Application:	
* Export Certificate of Airworthiness, (issued by, date, & certificate No.)	
*Previously Issued Noise Certificate, (issued by, date & certificate No.)	
Note: Where the previous Noise certificate does not show compliance to ICAO Annex 16 Volume 1, please record below and supply equivalent documentation that is clearly applicable to the designation and modification status of the aircraft referred to in this application.	
*Details of Equivalent Documentation	
Declared ICAO Noise Certification Standard	

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Section 3: MODIFICATIONS

List all modifications that are incorporated, embodied or to be embodied for the purpose of ICAO Annex 16 Volume 1 compliance:	Modification Reference	Description	Approval Reference	Flight Manual Reference

**Provide copies of documentation with regard to any modifications recorded above in support of your application*

Section 4 – AIRCRAFT CONFIGURATIONS

Record below any applicable configurations.

This list should be limited to; only reflect those configurations that are likely to be operated to. For each configuration including the basic aircraft, if this is only applicable, complete the performance data fields derived from verifiable approved data source referred to in section 2 and where applicable section 3 of this application form

Flight Manual Reference	Configuration Identification	Maximum Take-Off Mass (Kg)	Maximum Landing Mass (Kg)	Lateral/Full Power Noise Level	Approach Noise Level	Flyover Noise Level	Over Flight Noise Level	Take-Off Noise Level

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Appendix VI: Application for an Export C of A (AIR Form 60)

Registration:

Aircraft Type:

Constructors No:

Operator:

Maintenance Organisation:

Engine Model:

APU Model:

(Please prove all the following information, including all associated attachments with this completed Form.)

a) Completed AIR Form 53 Certificate of Airworthiness Renewal Report	
Report Dated:	
b) Outstanding Airworthiness Requirements	
Statement that no outstanding airworthiness requirements exist which are not included in the AIR 52 Report i.e. concessions, deferred defects, significant structural repairs or unapproved modifications	
Document Reference:	
c) Aircraft Build Standard	
Statement that there have been no changes to the Build Standard of the aircraft. Any changes must be notified to the Brunei DCA	
Document Reference:	
d) Special Import Requirements	
Details of any special import requirement for the new State of Registration. If none a Statement is required to this effect	
Document Reference:	

Note: Aircraft will need to be de-registered before if can be transferred to another register.

COMPLIANCE STATEMENT

I hereby certify that the above requirements have been complied with as required.

Name

Signature

Title

Company

Date

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Appendix VII: Application for a Permit to Fly (AIR Form 18)

APPLICATION FOR A PERMIT TO FLY			
Operator/Owner			
Name	Address	Contact Details	
		Tel: Mobile: Fax: Email	
Aircraft			
Registration	Serial Number	Type	Year of Build
V8-			
Engine Type		Propeller Type	
Flight Details			
Date of Flight/s dd/mm/yyyy	Period Permit is Requested From...../.../..... To/.../.....		Proposed Departure Date
Routes	Departure Location:	Arrival Location	
Via			
Purpose of Permit to Fly	<input type="checkbox"/> Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage. <input type="checkbox"/> Flying the aircraft for customer acceptance <input type="checkbox"/> Delivering or exporting the aircraft <input type="checkbox"/> Flying the aircraft for Authority acceptance <input type="checkbox"/> Showing compliance with regulations or certification specifications <input type="checkbox"/> Other Reason _____ .		
Details of Abnormal Condition/s			

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Technical Justification for Ferry flight/Journey		
Data Reference/s	Source	Compliance Requirements
Nominated Persons for		
Flight Release Certificate (AIR Form 31)	Name	Maintenance Organisation and Authorisation Reference
Airworthiness Release Certificate	Name	BAR 8, Part M Subpart G CAMO
Operational Control		
Authorised Person	Position	Contact Details
Declaration		
I hereby declare that to the best of my knowledge the particulars entered on this application are accurate.		
Date of Application	Applicant Signature	

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Appendix VIII: Flight Release Certificate (AIR Form 31)



FLIGHT RELEASE CERTIFICATE

Aircraft Type:

Registration:

Serial No.:

It is hereby certified that the aircraft defined herein has been inspected and is considered fit for flight provided it is properly loaded in accordance with the weight and balance schedule.

This Certificate is associated with Brunei DCA Permit to Fly No: and is valid from.....until.....or until the airworthiness condition of the aircraft is altered, whichever is earlier.

Licence/Authorisation No:

Date:

Signed:

Name (Print):

Organisation:

Organisation Approval

Number (if applicable):

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1. The period of validity shall not exceed 30 days.
2. The Certificate shall only be issued to an aircraft that is to be flown under the authorisation of a Permit to Fly (AIR Form 20) issued by the Brunei DCA.
3. The Certificate shall be issued in duplicate. One copy to be on board the aircraft during the flight(s) and the other retained in the aircraft's technical records.
4. If the airworthiness condition of the aircraft changes during the period of validity, the Certificate shall be re-issued.

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Appendix IX: CofA. Renewal Report by a CAMO (AIR Form 53)

Brunei Department of Civil Aviation



AIRWORTHINESS REVIEW REPORT

Aircraft Registration:		Aircraft Type:	
Constructors No:		Manufacturer	
C of A Category:		C of A Expiry Date:	
Aircraft Total Time (flight hours)		Cycles:	At Date:
Hours Flown since last Airworthiness Review:			

Name of Subpart G Organisation		Approval Number	
Name of Owner/ Operator		Date of Airworthiness Review	
Place where documents were reviewed			
Place aircraft survey was performed		Date of Survey	
Aircraft can be inspected by the DCA at		Date(s)	

1. Registration Papers Copy of registration documents attached	YES/NO
--	--------

2. Application for Certificate of Airworthiness Renewal Copy of application for Certificate of Airworthiness renewal attached	YES/NO
---	--------

3. Flight Hours and Cycles Airframe, engine and propeller (as applicable) flying hours and associated cycles have been properly recorded	YES/NO
--	--------

4. Flight Manual The Flight Manual is applicable to the aircraft configuration and reflects the latest revision status	YES/NO
Flight Manual Reference:	Revision No.
Attach a Fax, Letter or other document from the Type Design Organisation confirming the latest revision standard of the Flight Manual.	

5. Electrical Load Analysis The current Electrical Load Analysis reflects the configuration of the aircraft and is valid.	YES/NO
Attach copy of the Electrical Load Analysis if amended since last Airworthiness Review	

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6. Scheduled Maintenance		
All Maintenance due on the aircraft according to the approved maintenance programme since last Airworthiness Review has been carried out.		YES/NO
Maintenance Programme Reference:		Revision No:
A) Attach List/ Document detailing all scheduled maintenance performed since last Certificate of Airworthiness renewal		
B) Attach a list of persons or organisations that have carried out continuing airworthiness tasks, including maintenance on the aircraft since the last Certificate of Airworthiness Renewal.		
7. Defect Control		
All known defects have been corrected or, when applicable, carried forward in a controlled manner		YES/NO
Attach a List of any open or deferred defects, including open MEL item(s)		
8. Airworthiness Directives		
The aircraft/Engine(s)/Propeller(s) and associated Equipment have been checked for compliance with all applicable State of Design Airworthiness Directives to the following Bi-weekly listing, revision number or date		YES/NO
State of Design:		Bi-weekly listing or Revision number:
Attach a list showing the current AD status of the aircraft		
9. Modifications		
All modifications applied to the aircraft have been properly registered and are approved according to Brunei DCA standards.		YES/NO
Attach a list of modification performed since last Airworthiness Review including approval basis		
10. Repairs		
All repairs applied to the aircraft have been properly registered and are approved according to Brunei DCA standards.		YES/NO
Attach a list of all repairs performed since last Airworthiness Review including approved data if outside the Structural Repair Manual (SRM)		
11. Lifed Components		
All service life limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit.		YES/NO
Attach a list of life-limited components showing component life limits and life remaining		
12. Mass & Balance		
The current mass and balance statement reflects the configuration of the aircraft and is valid.		YES/NO
Aircraft last weighed on		Weight schedule dated
Attach copy of Mass and Balance Schedule if amended since last Airworthiness Review		
13. Type Design		
The aircraft complies with the latest revision of its type design approved by the Agency		YES/NO
Type Certificate Data Sheet reference:		Revision:

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14. Physical Survey of Aircraft

A physical survey of aircraft performed and following subjects checked

Mandatory Marking and Placards Installed	SATISFACTORY/ UNSATISFACTORY
Aircraft complies with approved Flight manual	SATISFACTORY/ UNSATISFACTORY
Aircraft Configuration	SATISFACTORY/ UNSATISFACTORY
Unrecorded Defects	SATISFACTORY/ UNSATISFACTORY
No inconsistencies with Aircraft records	SATISFACTORY/ UNSATISFACTORY
Survey report completed and any recorded findings cleared	SATISFACTORY/ UNSATISFACTORY
Please attach a copy of the Survey report and any documents relating to the closure of survey findings	

Brunei Requirements

15. Mandatory Requirements for Airworthiness (BAR 8, Part 26, Vol 1)

The aircraft/Engine(s)/Propeller(s) and associated Equipment have been checked for compliance with all applicable requirements of BAR8, Part 26 Vol 1 , at the following issue number and date of amendment

YES/NO

Issue Number:		Amendment Date:	
---------------	--	-----------------	--

16. Radio Equipment

Radio equipment installed on aircraft in accordance with DCA968

YES/NO

17. FDR & CVR

Annual readout of FDR & CVR carried out and all mandatory parameters checked to ensure they are being recorded satisfactorily

YES/NO

Attach copy of readout reports

18. RVSM

Compliance with RVSM requirements for aircraft operating in RVSM airspace

YES/NO

Attach copy of compliance statement

Airworthiness Review Compliance Statement

I hereby certify that an airworthiness review of this aircraft has been performed in accordance with M.A710. The aircraft in its current configuration complies with the requirements for the renewal of its Certificate of Airworthiness. All the requirements identified in AMC M.A.901(c) are properly entered and certified in the aircraft continuing airworthiness record system.

Date of Recommendation:

Signature:

Name:

Approval No:

FOR DCA USE ONLY

Report assessed by: Date.....

Comments: