

BRUNEI DARUSSALAM - SPECIAL REQUIREMENTS
Appendix 2 to FAA AC 21-2,

(Revised 24 March 2014)

1. GENERAL.

- 1.1** This document specifies the special requirements and conditions to be satisfied for the certification and use in Brunei Darussalam of aeronautical products of United States origin imported from the United States.
- 1.2** Authority for aircraft registration and certification is vested in the Department of Civil Aviation (DCA); correspondence should be addressed to:

Department of Civil Aviation
Brunei International Airport
Bandar Seri Begawan, 2015
Brunei Darussalam

- 1.3** Brunei Darussalam does not issue Type Certificates.
- 1.4** Eligibility for the issue of a Brunei Certificate of Airworthiness is determined by:
- (a)** Compliance with the appropriate requirements of paragraphs 2, 3 and 4 of this document (but see also paragraph 5).
 - (b)** Completion of a flight test in accordance with a DCA approved Airworthiness Flight Test Schedule unless otherwise agreed by the DCA.

2. ELIGIBILITY FOR EXPORT TO BRUNEI DARUSSALAM.

- 2.1.** Aviation products and articles, including replacement and modification articles which are manufactured under an FAA production approval.

Note: The terms *Product* and *Article* have the same meaning as defined in 14 CFR part 21 Subpart A, 21.1. This being,

Product means an aircraft, aircraft engine, or propeller

Article means a material, part, component, process, or appliance

3. ADDITIONAL REQUIREMENTS.

- 3.1** Design requirements additional to 14 CFR certification basis for a particular aircraft type to be eligible for Brunei certification, may be required by the DCA.
- 3.2** Additional Requirements for Brunei certification are not specified for fixed wing aircraft:
- (a)** below a maximum authorized weight of 2730 kg (6000 lbs).
 - (b)** below a maximum authorized weight of 5700 kg (12500 lbs) when certification will not be applied for in the Transport or Aerial Work Categories.

NOTE: Brunei air navigation legislation requires the carriage of equipment on scales related to the purpose for which the aircraft is being flown. The aircraft commander is responsible for determining that an aircraft is properly equipped for any proposed flight.

- 3.3** For all aircraft other than those defined in paragraph 3.2 the DCA may prescribe Additional Requirements. Details for any individual aircraft type will be supplied on written application; a limited type acceptance evaluation by the DCA will be required when no previous example has been certificated in Brunei Darussalam. Equipment required to be carried on flights for the purpose of public transport, to satisfy Brunei air navigation legislation, will also be specified.

4. SPECIAL REQUIREMENTS.

- 4.1** Special administrative requirements which must be satisfied for particular products and articles to be eligible for Brunei registered aircraft.

Applicability Code:

+ Required only with first of type and model exported to Brunei Darussalam.

* Required only for aircraft with a maximum authorized weight greater than 5700 kg (12500 lbs).

4.2 All Aircraft

***(a)** Statement of build standard. This statement must include the aircraft specification, changes in design to satisfy Brunei Additional Requirements and a list of Service Bulletins incorporated during manufacture. The list of Service Bulletins incorporated must identify:

(i) Production versions of the Service Bulletins.

(ii) Service Bulletins.

(iii) Alert Service Bulletins.

(b) Copy of the production flight test report or a statement that no flight test has been completed.

(c) Modification standard. This must include:

(i) Customer options and equipment incorporated including items of equipment not necessarily installed by the manufacturer of the aircraft.

(ii) Service Bulletins compliance.

(d) Export Certificate of Airworthiness (see paragraph 4.4 of this document).

(e) Details of any alterations which may have been embodied under the Supplemental Type Certificate (STC) procedure.

NOTE: Any STC which has been embodied but not previously investigated by the DCA will be subject to evaluation before a Brunei Certificate of Airworthiness is issued.

(f) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Brunei operator.

(g) The FAA Approved Flight Manual or Pilot's Operating Handbook for the individual aircraft concerned, for approval by the DCA.

- (h) Airframe/engine/propeller/auxiliary power unit log books.
- *(i) Seating configuration approval document, where relevant.
- +(j) Maintenance Review Board document, where relevant.
- +(k) A summary of FAA approved retirement life limitations.
- +(l) Electrical load analysis.

NOTE: For aircraft other than first of type, the DCA requires sufficient information to be available to determine the effect of customer options, etc., on the supply of electrical energy to essential services.

- +(m) FAA approved Master Minimum Equipment List, where applicable.
- (n) Weighing report and associated weight schedule.
- +(o) Manuals required by the DCA (one copy):
 - (i) The FAA approved Flight Manual or Pilot's Operating Handbook.
 - (ii) Airframe Maintenance Manual.
 - (iii) Operations Manual.
 - (iv) Weight and Balance/Loading Procedures.
 - (iv) Engine Maintenance Manual.
 - (v) Structural significant items.
 - (vi) Maintenance planning guide including manufacturers recommended component overhaul lives.
 - (vii) Set of Service Bulletins and Service Letters or equivalent documents.

NOTE: A condition of Brunei certification of the first of a type is the provision by the Brunei applicant for certification of a continuing amendment service for the required manuals. Manuals may be provided in electronic format or via a web based service, subject to the agreement of the DCA.

- (p) Record of compass system and magnetic compass swings.
- (q) Record of rigging checks.
- (r) A statement that suitable tests and measurements have been made and recorded to establish the satisfactory performance of the installed radio/radar apparatus and their associated antennae. A list of antennae positions must be provided.
- (s) Detailed list of equipment constituting the navigation and communications installation.
- +(t) Noise Type Certificate.

4.3 Used Aircraft.

In addition to the requirements specified in paragraph 4.2 (but (b) need not necessarily be complied with) the following information is required for used aircraft:

- ***(a)** Maintenance program to which these aircraft have previously been maintained including:
 - (i)** previous check cycle.
 - (ii)** future check cycle.
- ***(b)** Component overhaul life summary, including details of service life remaining and modification standards.
- (c)** Component and structure retirement life summary where applicable, including details of service life remaining.
- ***(d)** Component and structural inspection program. This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTE: All used aircraft will be subject to a physical condition survey and review of the associated records, to the satisfaction of the DCA, before the issue of a Brunei Certificate of Airworthiness is considered. In addition, approval must be obtained from the DCA for the applicant's proposals for integration of the aircraft into a maintenance program approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import into Brunei Darussalam.

4.4 Requirement for Export Certificates of Airworthiness (FAA Form 8130-4) to be issued.

- (a)** An Export Certificate of Airworthiness (FAA Form 8130-4) is required for any aircraft exported from the United States to Brunei Darussalam.

NOTE: the Certificate shall not have been issued more than sixty days prior to the date of presentation for Brunei certification, unless otherwise agreed by the DCA.

- (b)** The Certificate shall be accompanied by a document furnished by the applicant (e.g., a log book) which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. This document shall also identify those AD's containing a repetitive compliance requirement and when compliance is next due to be satisfied. All AD's shall be complied with prior to the issue of the Certificate unless a waiver has been issued by the DCA.

4.5 Aircraft Engines, Propellers and Articles

- (a)** Individual aircraft engines, propellers and articles will be accepted by the DCA on the basis of an FAA Form 8130-3, Authorized Release Certificate issued by the FAA. The FAA certification may be made on behalf of the FAA by authorized persons delegated by the FAA, and the FAA assumes full responsibility for the certification.
- (b)** Engines (including APUs), engine modules, and propellers must also be accompanied by a Service Bulletin compliance statement and log book or other form of service record information acceptable to the DCA.

(c) TSO Appliances, including APU's, shall have an FAA Form 8130-3, FAA Authorized Release Certificate, containing a reference to the FAA TSO Authorization number in the remarks block.

(d) PMA Parts

If a PMA part is not a "critical component". The statement "This PMA part is not a critical component" should be written in Block 12 of the FAA Form 8130-3;

OR

If the PMA part is identified as a "critical component" it will only be accepted if it conforms to design data obtained under a licensing agreement from the holder of the FAA design approval according to 14 CFR § 21.303(a)(4) of the Federal Aviation Regulations. The statement "Produced under licensing agreement from the FAA design approval holder" should be written in Block 12 of FAA Form 8130-3;

NOTE : A "critical component" is a part identified as critical by the design approval holder during the 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.

4.6 Radio Appliances.

A radio appliance that has been approved by the European Aviation Safety Agency (EASA) will be accepted by the DCA without further investigation. The relevant EASA ETSO number must be quoted on the FAA Authorized Release Certificate.

The DCA may require a declaration of design and performance (DDP) in the format specified in EASA Part 21, Subpart O, for equipment not approved by EASA. Details for any individual type of radio appliance will be supplied on written request.

4.7 Standard Parts.

Standard parts exported from the U.S will be accepted when accompanied by an FAA Form 8130-3 signed on the left side, if the standard part is eligible for the FAA Form 8130-3. All other standard parts shall be accepted when accompanied by a manufacturer's Certificate of Conformity verifying the part's compliance to an officially recognized standard, e.g. a U.S. industry, U.S. government or international specification.

5. SPECIAL CONDITIONS.

Where an aircraft is of unusual or novel design, the DCA reserves the right to prescribe Special Conditions or refuse certification. Applications for Brunei Darussalam certification are advised to give early notification to the DCA of any aircraft type in this classification.