

Document	Part Aircrew Cover Requirement	
Version	01	



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

Brunei Aviation Requirements

Part Aircrew 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 Part Aircrew 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 Requirement

DC.2.1 This Part Aircrew Cover Requirement is issued on the authority of the Director of Civil Aviation.

DC.3 Applicability

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

DC.4 Scope

DC.4.1 BAR 1 Personnel Licensing contains the personnel licensing requirements of the Brunei Darussalam, and shows compliance with ICAO Annex 1. The requirements in BAR 1 are separated into the following parts with cross references between parts where applicable.

- **Part Aircrew Cover Requirement**
- Part ARA Authority Requirements for Aircrew
- Part ORA Organisational Requirements for Aircrew
- Part FCL Flight Crew Licensing
- Part CC Cabin Crew
- Part FOO/FD Flight Operation Officer and Flight Dispatcher
- Part MED Medical
- Part 66 Aircraft Maintenance Licence
- Part 147 Approved Training Organisations
- Part ATCO (Air Traffic Control Officer) Licensing and Medical

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.

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Introduction

Brunei Aviation Requirements (BARs) of 29 February 2017 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Civil Aviation Order 2006 of Brunei Darussalam.

Having regard to Civil Aviation Order 2006 of the Brunei Darussalam on common rules in the field of civil aviation, whereas:

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- (a) Civil Aviation Order 2006 of Brunei Darussalam aims at establishing and maintaining a high uniform level of civil aviation safety in Brunei Darussalam. The Brunei Civil Aviation Requirements provides for the means of achieving that objective and other objectives in the field of civil aviation safety.
- (b) Pilots involved in the operation of certain aircraft, as well as flight simulation training devices, persons and organisations involved in training, testing or checking of those pilots, have to comply with the relevant requirements set out in this Requirement. Accordingly pilots as well as persons and organisations involved in their training should be certified once they have been found to comply with the requirement.
- (c) Similarly, pilots should be issued with a medical certificate and aero-medical examiners, responsible for assessing the medical fitness of pilots, should be certified once they have been found to comply with the relevant requirements. However, this Requirement envisages the possibility of general medical practitioners to act as aero-medical examiners under certain conditions and if permitted under national law.
- (d) Cabin crew involved in the operation of certain aircraft have to comply with the relevant requirements set out in this Requirement. Accordingly cabin crew should be periodically assessed for medical fitness to safely exercise their assigned safety duties. Compliance must be shown by an appropriate assessment based on aero-medical best practice.
- (e) Civil Aviation Order 2006 of Brunei Darussalam requires the Brunei DCA to adopt the necessary requirements for establishing the conditions for certifying pilots, cabin crew as well as persons involved in their training, testing or checking and for the assessment of their medical fitness.
- (f) The requirements and procedures for the conversion of existing licences should be laid down, to ensure that they are allowed to perform their activities under harmonised conditions; flight test qualifications should also be converted in accordance with this Requirement.
- (g) It should be possible to accept licences issued by third countries where a level of safety equivalent to that specified by this Requirement can be guaranteed; Conditions for the acceptance of licences issued by third countries should be laid down.
- (h) In order to ensure that training commenced before the application of this Requirement may be taken into account for the purposes of obtaining pilots' licences, the conditions for recognising training already completed should be laid down; the conditions for recognising military licences should also be laid down.
- (i) It is necessary to provide sufficient time for the aeronautical industry to adapt to the new regulatory framework, and to recognise under certain conditions the validity of licences and certificates issued, as well as aero-medical assessment performed, before this Requirement applies.
- (j) In order to ensure a smooth transition and a high uniform level of civil aviation safety in Brunei Darussalam, implementing measures should reflect the state of the art, including best practices, and scientific and technical progress in the field of pilot training and aircrew aero- medical fitness.

Has Adopted this Requirement:

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(a) Subject matter

This Requirement lays down detailed rules for:

- (1) different ratings for pilots' licences, the conditions for issuing, maintaining, amending, limiting, suspending or revoking licences, the privileges and responsibilities of the holders of licences, the conditions for the conversion of existing licences, as well as the conditions for the acceptance of licences from third countries;
- (2) the certification of persons responsible for providing flight training or flight simulation training and for assessing pilots' skills;
- (3) different medical certificates for pilots, the conditions for issuing, maintaining, amending, limiting, suspending or revoking medical certificates, the privileges and responsibilities of the holders of medical certificates;
- (4) the certification of aero-medical examiners, as well as the conditions under which general medical practitioners may act as aero-medical examiners;
- (5) the periodical aero-medical assessment of cabin crew members, as well as the qualification of persons responsible for this assessment.
- (6) the conditions for issuing, maintaining, amending, limiting, suspending or revoking cabin crew attestations/licences, as well as the privileges and responsibilities of the holders of cabin crew attestations/licences;
- (7) the conditions for issuing, maintaining, amending, limiting, suspending or revoking certificates of pilot training organisations and of aero-medical centres involved in the qualification and aero-medical assessment of civil aviation aircrew;
- (8) the requirements for the certification of flight simulation training devices and for organisations operating and using those devices;
- (9) the requirements for the administration and management system to be fulfilled by the Brunei DCA and the organisations in relation with the rules referred to in points (1) to (8).

(b) Definitions

For the purposes of this Requirement, the following definitions shall apply:

- (1) 'Part-FCL licence' means a flight crew licence which complies with these Requirements;
- (2) 'BAR' means Brunei Aviation Requirements adopted by the Brunei DCA;
- (3) 'LAPL' means the light aircraft pilot licence;
- (4) 'Brunei DCA-compliant licence' means the pilot licence and attached ratings, certificates, authorisations and/or qualifications, issued or recognised, in accordance with the national legislation reflecting BARs and procedures;
- (5) 'Non-Brunei DCA-compliant licence' means the pilot licence which is not issued or recognised in accordance with BARs and procedures;
- (6) 'Credit' means the recognition of prior experience or qualifications;
- (7) 'Credit report' means a report on the basis of which prior experience or qualifications may be recognised;

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- (8) 'Conversion report' means a report on the basis of which a licence may be converted into a Part-FCL licence;
 - (9) 'Brunei DCA-compliant pilots' medical certificate and aero-medical examiners' certificate' means the certificate issued or recognised, in accordance with the national legislation reflecting BARs and procedures;
 - (10) 'Non-Brunei DCA-compliant pilots' medical certificate and aero- medical examiners' certificate' means the certificate issued or recognised which is not in accordance with the BARs and procedures.
 - (11) 'Cabin crew member' means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations;
 - (12) 'Aircrew 'means flight crew and cabin crew;
 - (13) 'Brunei DCA-compliant certificate, approval or organisation' means the certificate or approval issued or recognised or the organisation certified, approved, registered or recognised, in accordance with the BARs and procedures, adopted by the Brunei DCA.
- (c) Pilot licensing and medical certification
- (1) Without prejudice to paragraph (h) below, pilots of aircraft referred to in Article 44 of Civil Aviation Regulations 2006 shall comply with the technical requirements and administrative procedures laid down in Part FCL and BAR 6 Part CAT to these Requirements.
 - (2) Notwithstanding the privileges of the holders of licences as defined in Part FCL to these Requirements, holders of pilot licences issued in accordance with Subpart B or C of Part FCL to these Requirements may carry out flights without prejudice to compliance with any additional requirements for the carriage of passengers or the development of commercial operations defined in Subparts B or C of Part FCL to these Requirements.'
- (d) Existing national pilots' licences
- (1) BAR-compliant licences issued or recognised by Brunei DCA before 29 February 2017 shall be deemed to have been issued in accordance with these Requirements. Brunei DCA shall replace these licences with licences complying with the format laid down in Part ARA by 1 January 2018 at the latest.
 - (2) Non-BAR-compliant licences including any associated ratings, certificates, authorisations and/or qualifications issued or recognised by Brunei DCA before the applicability of these Requirements shall be converted into Part FCL licences.
 - (3) Non-BAR-compliant licences shall be converted into Part- FCL licences and associated ratings or certificates in accordance with:
 - (i) the provisions of Appendix 10 to Part FCL; or
 - (ii) the elements laid down in a conversion report.
 - (4) The conversion report shall:
 - (i) be established by Brunei DCA in accordance with these Requirements;

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- (ii) describe the requirements on the basis of which the pilot licences were issued;
 - (iii) describe the scope of the privileges that were given to the pilots;
 - (iv) indicate for which requirements in Part FCL credit is to be given;
 - (v) indicate any limitations that need to be included on the Part-FCL licences and any requirements the pilot has to comply with in order to remove those limitations.
- (5) The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (i) to (v) of paragraph (4), including copies of the relevant requirements and procedures. When developing the conversion report, Brunei DCA shall aim at allow pilots to, as far as possible, maintain their current scope of activities.
- (6) Notwithstanding paragraphs (1) and (3), holders of a class rating instructor certificate or an examiner certificate who have privileges for single-pilot high performance complex aircraft shall have those privileges converted into a type rating instructor certificate or an examiner certificate for single-pilot aeroplanes.
- (7) Brunei DCA may authorise a student pilot to exercise limited privileges without supervision before he/she meets all the requirements necessary for the issuance of an LAPL under the following conditions:
 - (i) the privileges shall be limited to the national territory or a part of it;
 - (ii) the privileges shall be restricted to a limited geographical area and to single-engine piston aeroplanes with a maximum take-off mass not exceeding 2 000 kg, and shall not include the carriage of passengers;
 - (iii) those authorisations shall be issued on the basis of an individual safety risk assessment carried out by an instructor following a safety risk assessment carried out by the Brunei DCA;
- (8) Until 8 April 2019, Brunei DCA may issue an authorisation to a pilot to exercise specified limited privileges to fly aeroplanes under instrument flight rules before the pilot complies with all of the requirements necessary for the issue of an instrument rating in accordance with these Requirements, subject to the following conditions:
 - (i) Brunei DCA shall only issue these authorisations when justified by a specific local need which cannot be met by the ratings established under these Requirements;
 - (ii) the scope of the privileges granted by the authorisation shall be based on a safety risk assessment carried out by Brunei DCA, taking into account the extent of training necessary for the intended level of pilot competence to be achieved;
 - (iii) the privileges of the authorisation shall be limited to the airspace of the national territory or parts of it;
 - (iv) the authorisation shall be issued to applicants having completed appropriate training with qualified instructors and demonstrated the required competencies to a qualified examiner, as determined by Brunei DCA;

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- (v) Brunei DCA shall monitor the activities associated with the authorisation to ensure an acceptable level of safety and take appropriate action in case of identifying an increased risk or any safety concerns;
- (e) Existing national pilots' medical certificates and aero- medical examiners certificates
 - (1) BAR-compliant pilots' medical certificates and aero-medical examiners' certificates issued or recognised by Brunei DCA before these Requirements apply shall be deemed to have been issued in accordance with these Requirements.
 - (2) Brunei DCA shall replace pilots' medical certificates and aero-medical examiners' certificates with certificates complying with the format laid down in Part-ARA by 1 January 2020 at the latest.
 - (3) Non-BAR-compliant pilot medical certificates and aero- medical examiners' certificates issued by Brunei DCA before these Requirements apply shall remain valid until the date of their next revalidation or until 1 January 2020, whichever is the earlier.
 - (4) The revalidation of the certificates referred to in paragraphs (1) and (2) shall comply with the provisions of Part MED.
- (f) Conversion of flight test qualifications
 - (1) Pilots who before these Requirements apply conducted or who provided instruction to flight test pilots, shall have their flight test qualifications converted into flight test ratings in accordance with Part FCL to these Requirements and, where applicable, flight test instructor certificates.
 - (2) This conversion shall be carried out in accordance with the elements established in a conversion report that complies with the requirements set out in (d) (4) and (5).
- (g) Existing flight engineers' licences
 - (1) In order to convert flight engineer licences, issued in accordance with Annex 1 to the Chicago Convention, into Part-FCL licences, holders shall apply to the Brunei DCA.
 - (2) Flight engineer licences shall be converted into Part-FCL licences in accordance with a conversion report that complies with the requirements set out in (d) (4) and (5).
 - (3) When applying for the airline transport pilot licence (ATPL) for aeroplanes, the provisions on credit in FCL.510.A(c) (2) of Part FCL shall be complied with.
- (h) Conditions for the acceptance of licences from third countries
 - (1) Without prejudice to Article 44 of Civil Aviation Regulations 2006 and where there are no agreements concluded between Brunei Darussalam and a third country covering pilot licensing, Brunei DCA may accept third country licences, and associated medical certificates issued by or on behalf of third countries, in accordance with the provisions of Appendix 11 to Part FCL to these Requirements.
 - (2) Applicants for Part-FCL licences already holding at least an equivalent licence, rating or certificate issued in accordance with Annex 1 to the Chicago Convention by a third country shall comply with all the requirements of Part FCL to these Requirements, except that the

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requirements of course duration, number of lessons and specific training hours may be reduced.

- (3) The credit given to the applicant shall be determined on the basis of a recommendation from an approved training organisation.
 - (4) Holders of an ATPL issued by or on behalf of a third country in accordance with Annex 1 to the Chicago Convention who have completed the experience requirements for the issue of an ATPL in the relevant aircraft category as set out in Subpart F of Part FCL to these Requirements may be given full credit as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test, provided that the third country licence contains a valid type rating for the aircraft to be used for the ATPL skill test.
 - (5) Aeroplane or helicopter type ratings may be issued to holders of Part-FCL licences that comply with the requirements for the issue of those ratings established by a third country. Such ratings will be restricted to aircraft registered in that third country. This restriction may be removed when the pilot complies with the requirements in point C.1 of Appendix 11 to Part FCL.
- (i) Credit for training commenced prior to the application of these Requirements
- (1) In respect of issuing Part-FCL licences in accordance with Part FCL, training commenced prior to the application of these Requirements and procedures, shall be given full credit provided that the training and testing were completed by 1 January 2019 at the latest.
 - (2) Training commenced prior to the application of these Requirements in accordance with Annex 1 to the Chicago Convention shall be given credit for the purposes of issuing Part-FCL licences on the basis of a credit report.
 - (3) The credit report shall describe the scope of the training, indicate for which requirements of Part-FCL licences credit is given and, if applicable, which requirements applicants need to comply with in order to be issued with Part-FCL licences. It shall include copies of all documents necessary to demonstrate the scope of the training and of the national requirements and procedures in accordance with which the training was commenced.
- (j) Type rating training and operational suitability data
- (1) Where the Parts to these Requirements make reference to the operational suitability data and that data is not available for the relevant type aircraft, the applicant for a type rating training course shall comply with the provisions of these Requirements only.
 - (2) Type rating training courses approved before the approval of the minimum syllabus of pilot type rating training in the operational suitability data for the relevant type of aircraft shall include the mandatory training elements not later than 18 December 2017 or within two years after the operational suitability data was approved, whichever is the latest.
- (k) Credit for pilot licences obtained during military service
- (1) In order for holders of military flight crew licences to obtain Part-FCL licences, they shall apply to Brunei DCA.

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- (2) The knowledge, experience and skill gained in military service shall be given credit for the purposes of the relevant requirements of Part FCL in accordance with the elements of a credit report.
- (3) The credit report shall:
 - (i) describe the requirements on the basis of which the military licences, ratings, certificates, authorisations and/or qualifications were issued;
 - (ii) describe the scope of the privileges that were given to the pilots;
 - (iii) indicate for which requirements of Part FCL credit is to be given;
 - (iv) indicate any limitations that need to be included on the Part-FCL licences and indicate any requirements pilots have to comply with to remove those limitations;
 - (v) include copies of all documents necessary to demonstrate the elements above, accompanied by copies of the relevant requirements and procedures.
- (l) Pilot training organisations
 - (1) Pilot training organisations shall comply with the technical requirements and administrative procedures laid down in Part ARA and Part ORA and shall be certified.
 - (2) Pilot training organisations holding Brunei DCA-compliant certificates issued or recognised before these Requirements apply shall be deemed to hold a certificate issued in accordance with these Requirements.

In such case the privileges of these organisations shall be limited to the privileges included in the approval issued.

Without prejudice to (2) above, pilot training organisations shall adapt their management system, training programmes, procedures and manuals to be compliant with Part ORA by 1 January 2018 at the latest.
 - (3) BAR-compliant training organisations registered before these Requirements apply will be allowed to provide training for a BAR-compliant private pilot licence (PPL).
 - (4) Brunei DCA shall replace the certificates referred to in the first subparagraph of paragraph (2) with certificates complying with the format laid down in Part ARA by 1 January 2018 at the latest.
- (m) Flight simulation training devices
 - (1) Flight simulation training devices (FSTDs) used for pilot training, testing and checking, with the exception of developmental training devices used for flight test training, shall comply with the technical requirements and administrative procedures laid down in Part ARA and Part ORA and shall be qualified.
 - (2) BAR-compliant FSTD qualification certificates issued or recognised before these Requirements apply shall be deemed to have been issued in accordance with these Requirements.
 - (3) Brunei DCA shall replace the certificates referred to in paragraph (2) with qualification certificates complying with the format laid down in Part ARA by 1 January 2019 at the latest.

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(n) Aero-medical centres

- (1) Aero-medical centres shall comply with the technical requirements and administrative procedures laid down in Part ARA and Part ORA and shall be certified.
- (2) BAR-compliant aero-medical centre approvals issued or recognised before these Requirements apply shall be deemed to have been issued in accordance with these Requirements.

Aero-medical centres shall adapt their management system, training programmes, procedures and manuals to be compliant with Part ORA by 1 January 2018 at the latest.

- (3) Brunei DCA shall replace aero-medical centres' approvals referred to in the first subparagraph of paragraph (2) with certificates complying with the format laid down in Part ARA by 1 January 2019 at the latest.

(o) Cabin crew medical fitness

- (1) Cabin crew members involved in the operation of aircraft shall comply with the technical requirements and administrative procedures laid down in Part MED.
- (2) The medical examinations or assessments of cabin crew members that are still valid at the date of application of these Requirements shall be deemed to be valid according to these Requirements until the earlier of the following:
 - (i) the end of the validity period determined by Brunei DCA; or
 - (ii) the end of the validity period provided for in point MED.C.005 of Part MED.

The validity period shall be counted from the date of the last medical examination or assessment.

By the end of the validity period any subsequent aero-medical re-assessment shall be conducted in accordance with Part MED.

(p) Cabin crew qualifications and related attestations/licences

- (1) Cabin crew members involved in commercial air transport operation of aircraft shall be qualified, hold the related attestations/licences in accordance with the technical requirements and administrative procedures laid down in Part CC and Part ARA.
- (2) Cabin crew members holding, before these Requirements apply, a licence or an attestation of safety training issued in accordance with BAR Requirements:
 - (i) shall be deemed to be compliant with these Requirements if they comply with the applicable training, checking and recency requirements of the BARs; or
 - (ii) if they do not comply with the applicable training, checking and recency requirements of the BARs, they shall complete all required training and checking before being deemed to be compliant with these Requirements; or
 - (iii) if they have not operated in commercial air transport operations by aeroplanes for more than 5 years, they shall complete the initial training

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course and shall pass the related examination as required in Part CC before being deemed to be compliant with these Requirements.

- (3) The attestations/licences issued in accordance with the BARs shall be replaced with cabin crew attestations/licences complying with the format laid down in Part ARA by 31 December 2019 at the latest.
 - (4) Cabin crew members involved in commercial air transport operations of helicopters on the date of application of these Requirements:
 - (i) shall be deemed to be compliant with the initial training requirements of Part CC if they comply with the applicable training, checking and recency provisions of the BARs for commercial air transportation by helicopters; or
 - (ii) if they do not comply with the applicable training, checking and recency requirements of the BARs for commercial air transportation by helicopters, they shall complete all relevant training and checking required to operate on helicopter(s), except the initial training, before being deemed to be compliant with these Requirements; or
 - (iii) if they have not operated in commercial air transport operations by helicopters for more than 5 years, they shall complete the initial training course and shall pass the related examination as required in Part CC before being deemed to be compliant with these Requirements.
 - (5) Without prejudice to (2) above, cabin crew attestations/licences complying with the format laid down in Part ARA shall be issued to all cabin crew members involved in commercial air transport operations by helicopters by 1 January 2019 at the latest.
- (q) Oversight capabilities
- (1) Brunei DCA is the designated competent authority within Brunei Darussalam with the necessary powers and allocated responsibilities for the certification and oversight of persons and organisations subject to these Requirements.
 - (2) The Director of Civil Aviation will ensure that Brunei DCA has the necessary capability to ensure the oversight of all persons and organisations covered by the oversight programme, including sufficient resources to fulfil these Requirements.
 - (3) The Director of Civil Aviation will ensure that Brunei DCA personnel do not perform oversight activities when there is evidence that this could result directly or indirectly in a conflict of interest, in particular when relating to family or financial interest.
 - (4) Personnel authorised by the Brunei DCA to carry out certification and/or oversight tasks are empowered to perform at least the following tasks:
 - (i) examine the records, data, procedures and any other material relevant to the execution of the certification and/or oversight task;
 - (ii) take copies of or extracts from such records, data, procedures and other material;
 - (iii) ask for an oral explanation on site;
 - (iv) enter relevant premises, operating sites or means of transport;

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- (v) perform audits, investigations, assessments and inspections, including ramp inspections and unannounced inspections; and
 - (vi) take or initiate enforcement measures as appropriate.
- (5) The tasks under paragraph (4) shall be carried out in compliance with the legal provisions of Brunei Darussalam.
- (r) Entry into force and application
 - (1) Brunei DCA, in exercise of the powers conferred on it under Article 5 of Civil Aviation Regulations 2006 has adopted these Requirements.
 These Requirements shall be cited as Brunei Aviation Requirements (BARs) and shall come into force on 29 February 2017.
 Existing aviation requirements in the field of Aircrew will not be applicable to operators certified after 29 February 2017 and will be repealed as from 01 January 2018.
 - (2) By way of derogation from paragraph (1), Brunei DCA may decide not to apply the following provisions of Part FCL, MED, CC, ARA and ORA until 01 January 2018:
 - (i) the provisions related to pilot licences of powered-lift aircraft, airships, balloons and sailplanes;
 - (ii) the provisions of Part FCL Subpart B;
 - (iii) the provisions of points FCL.800, FCL.805, FCL.815 and FCL.820; (d) in the case of helicopters, the provisions of Section 8 of Subpart J; (e) the provisions of Sections I0 and 11 of Subpart J.
 - (iv) point ORA.GEN.200 (a) (3) of Part ORA to FSTD qualification certificate holders not being an approved training organisation and not holding an air operator certificate;
 - (v) Part ARA and Part ORA to non-Brunei DCA-compliant approved training organisations and aero-medical centres;
 - (vi) point CC.GEN.030 of Part CC;
 - (vii) Part CC to cabin crew members involved in commercial air transport operations by helicopters;
 - (viii) Part ARA and Part ORA to training organisations providing training only for the light aircraft pilot licence, private pilot licence, balloon pilot licence or sailplane pilot licence;
 - (ix) Part ARA and Part ORA to training organisations providing training for flight test ratings in accordance with point FCL.820 of Part FCL.
 - (3) By way of derogation from paragraph (1), Brunei DCA may decide not to convert non-BAR-compliant aeroplane and helicopter licences that have been issued until 01 January 2018.
 - (4) By way of derogation from paragraph (1) , Brunei DCA may decide not to apply the provisions of these Requirements to pilots holding a licence and associated medical certificate issued by a third country involved in the non-commercial air transport operations until 01 January 2018.

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- (5) By way of derogation from paragraph (1), Brunei DCA may decide not to apply the provisions of Section 3 of Subpart B of Part MED until 1 January 2018.
- (6) By way of derogation from paragraph (1), Brunei DCA may decide not to apply the provisions of Subpart C of Part MED until 01 January 2018.

These Requirements shall be binding in their entirety and directly applicable in Brunei Darussalam.

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Essential Requirements for Pilot Licensing

1. Training

(a) General

- (1) A person undertaking training to fly an aircraft must be sufficiently mature educationally, physically and mentally to acquire, retain and demonstrate the relevant theoretical knowledge and practical skill.

(b) Theoretical knowledge

- (1) A pilot must acquire and maintain a level of knowledge appropriate to the functions exercised on the aircraft and proportionate to the risks associated to the type of activity. Such knowledge must include at least the following:
 - (i) air law;
 - (ii) aircraft general knowledge;
 - (iii) technical matters related to the category of the aircraft;
 - (iv) flight performance and planning;
 - (v) human performance and limitations;
 - (vi) meteorology;
 - (vii) navigation;
 - (viii) operational procedures, including resource management;
 - (ix) principles of flight;
 - (x) communications; and
 - (xi) non-technical skills, including the recognition and management of threats and errors.

(c) Demonstration and maintenance of theoretical knowledge

- (1) The acquisition and retention of theoretical knowledge must be demonstrated by continuous assessment during training, and where appropriate, by examinations.
- (2) An appropriate level of competence in theoretical knowledge must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.

(d) Practical skill

- (1) A pilot must acquire and maintain the practical skills as appropriate to exercise his/her functions on the aircraft. Such skills must be proportionate to the risks associated to the type of activity and must cover, if appropriate to the functions exercised on the aircraft, the following:
 - (i) pre-flight and in-flight activities, including aircraft performance, mass and balance determination, aircraft inspection and servicing, fuel planning, weather appreciation, route planning, airspace restrictions and runway availability;

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- (ii) aerodrome and traffic-pattern operations;
 - (iii) collision avoidance precautions and procedures;
 - (iv) control of the aircraft by external visual reference;
 - (v) flight manoeuvres, including in critical situations, and associated 'upset' manoeuvres, as technically achievable;
 - (vi) normal and cross-wind take-offs and landings;
 - (vii) flight by reference solely to instruments, as appropriate to the type of activity;
 - (viii) operational procedures, including team skills and resource management, as appropriate to the type of operation, whether single or multi-crew;
 - (ix) navigation and implementation of rules of the air and related procedures, using as appropriate, visual reference or navigation aids;
 - (x) abnormal and emergency operations, including simulated aircraft equipment malfunctions;
 - (xi) compliance with air traffic services and communications procedures;
 - (xii) aircraft type or class specific aspects;
 - (xiii) additional practical skill training that may be required to mitigate risks associated with specific activities; and
 - (xiv) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.
- (e) Demonstration and maintenance of practical skill
- (1) A pilot must demonstrate the ability to perform the procedures and manoeuvres with a degree of competence appropriate to the functions exercised on the aircraft, by:
 - (i) operating the aircraft within its limitations;
 - (ii) completing all manoeuvres with smoothness and accuracy;
 - (iii) exercising good judgement and airmanship;
 - (iv) applying aeronautical knowledge;
 - (v) maintaining control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured; and
 - (vi) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.
 - (2) An appropriate level of competence in practical skill must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.

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(f) Language Proficiency

- (1) A pilot must have demonstrated language proficiency to a degree appropriate to the functions exercised on the aircraft. Such demonstrated proficiency shall include:
 - (i) the ability to understand weather information documents;
 - (ii) the use of aeronautical en-route, departure and approach charts and associated aeronautical information documents; and
 - (iii) the ability to communicate with other flight crew and air navigation services during all phases of flight, including flight preparation.

(g) Flight simulation training devices

When a flight simulation training device (FSTD) is used for training, or for demonstration that practical skill is acquired or maintained, this FSTD must be qualified to a given level of performance in those areas, which are relevant to completing the related task. In particular, the replication of configuration, handling qualities, aircraft performance, and systems behaviour must adequately represent the aircraft.

(h) Training course

- (1) Training must be executed through a training course.
- (2) A training course must meet the following conditions:
 - (i) a syllabus must be developed for each type of course; and
 - (ii) the training course must comprise a breakdown of theoretical knowledge and practical flight instruction (including synthetic training), if applicable.

(i) Instructors

(1) Theoretical instruction

Theoretical instruction must be given by appropriately qualified instructors. They must:

- (i) have appropriate knowledge in the field where instruction is to be given; and
- (ii) be capable of using appropriate instructional techniques.

(2) Flight and flight simulation instruction.

Flight and flight simulation instruction must be given by appropriately qualified instructors, who have the following qualifications:

- (i) meet the theoretical knowledge and the experience requirements appropriate for the instruction being given;
- (ii) be capable of using appropriate instructional techniques;
- (iii) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction;
- (iv) have demonstrated the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction; and

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- (v) receive regular refresher training to ensure that the instructional standards are maintained up to date. Flight instructors must also be entitled to act as pilot-in-command on the aircraft for which instruction is being given, except for training on new aircraft types.
- (j) Examiners
 - (1) Persons responsible for assessing the skill of pilots must:
 - (i) meet the requirements for flight or flight simulation instructors;
 - (ii) be capable of assessing pilot performance and conducting flight tests and checks.
- 2. Experience requirements
 - (a) A person acting as flight crew member, instructor or examiner must acquire and maintain sufficient experience for the functions being exercised, unless the requirements provide for competence to be demonstrated in accordance with point (1)(e).
- 3. Training organisations
 - (a) Training organisation requirements
 - (1) A training organisation providing pilot training must meet the following requirements:
 - (i) have all the means necessary for the scope of responsibilities associated with their activity. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;
 - (ii) implement and maintain a management system relating to safety and the standard of training, and aim for continuous improvement of this system; and
 - (iii) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with the above requirements.
- 4. Medical fitness
 - (a) Medical criteria
 - (1) All pilots must periodically demonstrate medical fitness to satisfactorily execute their functions, taking into account the type of activity. Compliance must be shown by appropriate assessment based on aero-medical best practice, taking into account the type of activity and the possible mental and physical degradation due to age. Medical fitness, comprising physical and mental fitness, means not suffering from any disease or disability, which makes the pilot unable:
 - (i) to execute the tasks necessary to operate an aircraft; or
 - (ii) to perform assigned duties at any time; or
 - (iii) to perceive correctly his/her environment.
 - (2) Where medical fitness cannot be fully demonstrated, mitigation measures that provide equivalent flight safety may be implemented.

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(b) Aero-medical examiners

(1) An aero-medical examiner must:

- (i) be qualified and licensed in the practice of medicine;
- (ii) have received training in aviation medicine and regular refresher training in aviation medicine to ensure that assessment standards are maintained;
- (iii) have acquired practical knowledge and experience of the conditions in which pilots carry out their duties.

(c) Aero-medical centres

(1) Aero-medical centres must meet the following conditions:

- (i) have all the means necessary for the scope of responsibilities associated with their privileges. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;
- (ii) implement and maintain a management system relating to safety and the standard of medical assessment, and aim for continuous improvement of this system;
- (iii) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with these requirements.