

Document	BAR 7 Aircraft Registration, Cancellation and Marking	
Version	01	



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

Brunei Aviation Requirements

BAR 7 Aircraft Registration, Cancellation and Marking

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Control of this Document

DC.1 Introduction

- DC.1.1 Pursuant to Civil Aviation Order 2006 and the Civil Aviation Requirements 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 BAR 7 Aircraft Registration, Cancellation and Marking 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 BAR 7 Aircraft Registration, Cancellation and Marking is issued on the authority of the Director of Civil Aviation.

DC.3 Applicability

- DC.3.1 This BAR 7 Aircraft Registration, Cancellation and Marking is applicable to the aviation industry of Brunei Darussalam to all aircraft excepting meteorological pilot balloons used exclusively for meteorological purposes, and unmanned free balloons without a payload.

DC.4 Scope

- DC.4.1 BAR 7 Aircraft Registration, Cancellation and Marking contains the basic requirements to be met for civil aviation in Brunei Darussalam, and shows compliance with ICAO Annexes.

DC.5 Definitions

- DC.5.1 Terms not defined within this document shall have the meaning given to them in the relevant legal instruments or international legal instruments in which they appear, especially as they appear in the Convention and its Annexes.

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Section A – Technical Requirements

Subpart A General

7.1 Definitions

Definitions for terms used in BAR 7 Aircraft Registration, Cancellation and Marking; for the purpose of this Requirement, the following definitions shall apply:

Aeroplane. A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Aircraft. Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface. (See Figure 1, Classification of aircraft.)

Airship. A power-driven lighter-than-air aircraft.

Balloon. A non-power-driven lighter-than-air aircraft.

Common Mark. A mark assigned by the International Civil Aviation Organization to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.

Note: - All aircraft of an international operating agency which are registered on other than a national basis will bear the same common mark.

Common Mark Registering Authority. The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.

DCA. Department of Civil Aviation.

Fireproof Material. A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

Glider. A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Gyroplane. A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

Heavier-than-air Aircraft. Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

Helicopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

International Operating Agency. An agency of the kind contemplated in Article 77 of the Convention.

Lighter-than-air Aircraft. Any aircraft supported chiefly by its buoyancy in the air.

Ornithopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

Remotely Piloted Aircraft (RPA). An unmanned aircraft which is piloted from a remote pilot station.

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Rotorcraft. A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

State of Registry. The State on whose register the aircraft is entered.

7.2 Classification of Aircraft

- (a) Aircraft shall be classified in accordance with Figure 1 below.
- (b) An Aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
- (c) Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft

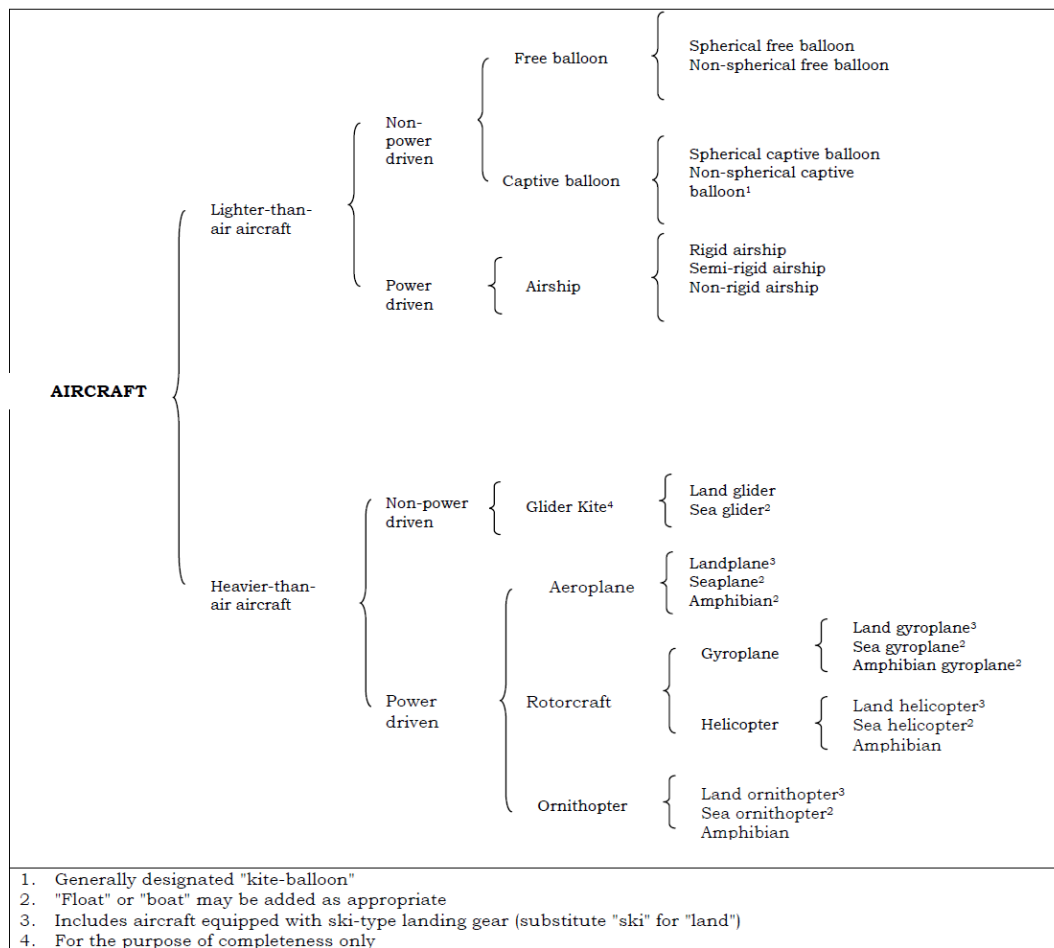


Figure 1 Classification of Aircraft

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Subpart B Registration Application and Cancellation

7.3 Registration Applications

An aircraft shall be eligible for registration in Brunei Darussalam if it is owned and/or operated by:

- (a) a governmental body of Brunei Darussalam;
- (b) a corporate entity having its principal office address in Brunei Darussalam; or
- (c) a citizen or citizens of Brunei Darussalam.

7.4 Registration Application or Cancellation Request

An application for a Certificate of Registration or request for cancellation of the Certificate of Registration under this requirement shall be submitted in a form and manner acceptable to the Brunei DCA and shall meet the following requirements:

- (a) It shall bear the legal name of the aircraft owner.
- (b) It shall be made in writing to the Brunei DCA and shall include or be accompanied by such particulars and evidence relating to the aircraft, its ownership and use, as is required to enable it to determine whether the aircraft may properly be registered in Brunei Darussalam and be issued with a Certificate of Registration and Certificate of Airworthiness.
- (c) Each application for the aircraft registration or request for cancellation of a Certificate of Registration, or document submitted as supporting evidence under this Requirement shall be properly signed and stamped.
- (d) When an agent submits an application for aircraft registration or request for cancellation of a Certificate of Registration on behalf of the owner, he shall:
 - (1) state the legal name of the owner on the application or request;
 - (2) sign as agent on the application or request; and
 - (3) submit a signed Power of Attorney.
- (e) When a corporation or organization submits an application for Certificate of Aircraft Registration or a request for cancellation of a Certificate of Aircraft Registration it shall:-
 - (1) have an authorised person sign the application or request; and
 - (2) show the title of the signer's office on the application or request.

7.5 Certificate of Registration

- (a) Upon receiving an application for a Certificate of Registration in Brunei Darussalam, and being satisfied that the aircraft may be legally registered, the Brunei DCA may register the aircraft, wherever it may be, and shall include in the Certificate of Registration the following:
 - (1) the nationality mark of the aircraft and registration marks assigned to the aircraft by the Brunei DCA;
- (b) the name of the manufacturer of the aircraft and its designation;

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- (1) the serial number of the aircraft; and
- (2) the name and address of every entity or person entitled as a registered owner to a legal interest in the aircraft or a share of the aircraft.
- (c) The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Appendix I.
- (d) The certificates of registration shall be issued in English Language.
- (e) The certificate of registration shall be carried onboard every aircraft engaged in international air navigation.

7.6 Transfer of a Foreign Registration

For an aircraft last registered in a foreign State, the applicant may obtain Brunei Nationality and Registration Marks from the Brunei DCA for that aircraft if the owner:

- (a) Submits evidence to the Brunei DCA that he complies with paragraphs 7.3 and 7.4 of this Requirement as applicable.
- (b) Submits with his application for the Certificate of Registration a bill of sale from the seller or other evidence satisfactory to the Brunei DCA that he is the owner of the aircraft.

7.7 Effective Date and Duration of Certificate of Registration

- (a) The effective date of registration is the date at which the Brunei DCA issues the Certificate of Registration after the documents required by paragraph 7.4 through 7.6 of these requirements have been examined and approved.
- (b) Each Certificate of Registration issued under this Requirement is effective and remains valid, unless suspended, revoked, or cancelled by the Brunei DCA.

7.8 Invalid Registration

- (a) An aircraft shall not be registered or continue to be registered under these requirements if it appears to the Brunei DCA that:
 - (1) the aircraft is registered outside Brunei Darussalam; or
 - (2) the applicant or the holder of the Certificate is not the owner or the operator of the aircraft; or
 - (3) the applicant is not in compliance with the requirements set forth in paragraph 7.3 through 7.6; or
 - (4) the interest of the applicant in the aircraft was created by a transaction that was not entered into in good faith, but rather was made to avoid (with or without the owner's knowledge) compliance with the State's rules and regulations; or
 - (5) the aircraft is lost, destroyed or withdrawn from use; or
 - (6) it would not be in the public interest for the aircraft to be, or continue to be registered in Brunei Darussalam.

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- (7) If the registration of an aircraft is invalid under paragraph 7.8(a) or has been suspended, revoked or cancelled, the holder of the invalid Certificate of Aircraft Registration shall return it as soon as possible to the Brunei DCA.

7.9 **Cancellation and Return of Certificate of Aircraft Registration.**

- (a) If the registration of the aircraft is cancelled at the written request of the holder of the Certificate, the holder of a Certificate of Registration who wishes to cancel the certificate shall provide:
- (1) a written request for cancellation of the certificate specifying the State to which the aircraft will be registered in along with the original Certificate of Registration issued to the holder.
 - (2) evidence satisfactory to the Brunei DCA that each holder of recorded right has been satisfied or has consented to the transfer.
- (b) The Brunei DCA shall notify the State to which the aircraft is to be registered in of the cancellation of registration by proper means as soon as all the requirements are satisfied.

7.10 **Register of Nationality, Common and Registration Marks**

- (a) The Brunei DCA shall maintain a current register showing for each aircraft registered in Brunei Darussalam, the information recorded in the certificate of registration (paragraph 7.5). The register of unmanned free balloons shall contain the date, time and location of release, the type of balloon and the name of the operator.

7.11 **Fees**

- (a) The fees for applications under this Requirement are as detailed in applicable part of the Brunei DCA's Fee's and Charges.

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Subpart C Replacement of Certificate of Registration and Change of Address

7.12 Replacement

- (a) If a Certificate of Registration is lost, stolen, mutilated, or destroyed, the holder shall apply to the Brunei DCA for a duplicate certificate along with the fees required as per applicable part of this Requirement.
- (b) If the holder of a Certificate of Registration has applied for and has paid the fee for a duplicate Certificate and needs to operate his aircraft before receiving it, he shall submit a written request for a temporary certificate. This temporary Certificate shall remain valid until the duplicate Certificate of Registration is issued.

7.13 Change of Address

- (a) Within 30 days after any change in his permanent mailing address, the holder of a Certificate of Registration shall notify the Brunei DCA in writing of his new address. A revised Certificate of Registration will be issued without charge.

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Subpart D Marking

7.14 Nationality Common and Registration Marks

- (a) The nationality or common mark, and registration mark shall consist of a group of characters.
- (b) The nationality or common mark (e.g. V8) shall precede the registration mark.
- (c) The common mark shall selected from the series of symbols included in the radio call signs allocated to the International Civil Aviation Organization by the International Telecommunication Union applicable to Brunei Darussalam.

Note: Assignment of the common mark to a common mark registering authority will be made by the International Civil Aviation Organization.

- (d) The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to the State of Registry by the International Telecommunication Union. The nationality mark shall be notified to the International Civil Aviation Organization.
- (e) The registration mark shall be letters, numbers, or a combination of letters and numbers, and shall be that assigned by the State of Registry or common mark registering authority.
- (f) When letters are used for the registration mark, combinations shall not be used which might be confused with the five-letter combinations used in the International Code of Signals, Part II, the three-letter combinations beginning with Q used in the Q Code, and with the distress signal SOS, or other similar urgent signals, for example XXX, PAN and TTT.

Note: For reference to these codes, see the currently effective International Telecommunications Regulations.

- (g) No person shall operate a Brunei registered aircraft unless that aircraft displays Brunei nationality and registration marks in accordance with the requirements of this Subpart D.
- (h) Unless otherwise authorized by the Brunei DCA, no person shall place on any aircraft a design, mark, or symbol which modifies, alters, or confuses the nationality and registration marks.
- (i) The nationality mark of the aircraft shall be "V8" and the registration marks shall be a group of three capital letters in Roman characters assigned by the Brunei DCA. The markings shall be without ornamentation, and a hyphen shall be placed between the nationality mark and registration marks. The nationality and registration marks shall be painted on the aircraft or shall be affixed there to by any other means ensuring a similar degree of permanence in the manner described in this Subpart D.

7.15 Requirements

- (a) For an aircraft not previously registered, the applicant shall obtain the Brunei Nationality and Registration Marks from the Brunei DCA by a written request, describing the aircraft by make, type, model and serial

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number and stating that the aircraft has not previously been registered anywhere.

- (b) For an aircraft previously registered in a foreign State, the applicant shall comply with the requirements specified in Paragraph 7.6 of this Requirement.

7.16 Temporary Nationality and Registration Marks and Temporary Certificate of Registration

- (a) Temporary nationality and registration marks are issued by the Brunei DCA to aircraft manufacturers, distributors, and dealers for temporary display on aircraft during flight, subject to submission of the following:
 - (1) Sufficient information to justify the need for the temporary registration marks requested;
 - (2) Evidence satisfactory to the Brunei DCA that he is the owner of that aircraft;
 - (3) An aircraft bill of sale or its equivalent; and
 - (4) Evidence that the aircraft will be used only by the owner to whom the temporary registration is issued.
- (b) A temporary Certificate of Registration shall expire one year from the original date of issue and will be issued to the aircraft owner if all the above conditions are satisfied.

7.17 Location of Nationality, Common and Registration Marks

- (a) **General.** The nationality or common mark, and registration mark shall be painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence. The marks shall be kept clean and visible at all times.
- (b) **Lighter-than-air aircraft:**
 - (1) **Airships**
 The marks on an airship shall appear either on the hull or on the stabilizer surfaces. Where the marks appear on the hull, they shall be located lengthwise on each side of the hull and also on its upper surface on the line of symmetry. Where the marks appear on the stabilizer surfaces, they shall appear on the horizontal and on the vertical stabilizers; the marks on the horizontal stabilizer shall be located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letters and numbers toward the leading edge; the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.
 - (2) **Spherical balloons (other than unmanned free balloons)**
 The marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.
 - (3) **Non-spherical balloons (other than unmanned free balloons)**

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The marks shall appear on each side. They shall be located near the maximum cross-section of the balloon immediately above either the rigging band or the points of attachment of the basket suspension cables.

(4) Lighter-than-air aircraft (other than unmanned free balloons)

The side marks shall be visible both from the sides and from the ground.

(5) Unmanned free balloons

The marks shall appear on the identification plate (see paragraph 7.23)

(c) **Heavier-than-air aircraft**

(1) Fixed Wing Aircraft

(i) Wings:

The mark shall appear on the lower surface of the wing structure, and shall be on the port wing unless they extend across the whole surface of both wings. As far as possible, the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters shall be towards the leading edge of the wing.

(ii) Fuselage (or equivalent structure) and vertical tail surface:

The marks shall be either on each side of the fuselage (or equivalent structure) between the wings and the tail surface, or on the upper halves of the vertical tail surface. When located on a single vertical tail surface they shall be on both sides of the tail. When there is more than one vertical tail surface, the marks shall appear on the out board sides of the outer surfaces.

(iii) Special cases:

If a heavier-than-air aircraft does not possess parts corresponding to those mentioned above, the marks shall appear in a manner such that the aircraft can be identified readily.

(2) Rotorcraft

Each operator shall display horizontally, nationality and registration markings on both external side surfaces of the rotorcraft cabin, fuselage, boom, or tail and the bottom. These surfaces of the rotorcraft include engine nacelles, roof structure, and fixed surfaces that remain visible from the side and the bottom of the rotorcraft during all ground and air operations.

7.18 Measurements of Nationality, Common and Registration Marks

(a) **General.** The letters and numbers in each separate group of marks shall be of equal height.

(b) **Lighter-than-air aircraft**

(1) The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres.

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- (2) The measurements of the marks related to unmanned free balloons shall be determined by the State of Registry, taking into account the size of the payload to which the identification plate is affixed.
 - (3) Special cases. If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in paragraph 7.17(b) the measurements of the marks shall be determined by the State of Registry, taking account of the need for the aircraft to be identified readily.
- (c) **Heavier-than-air aircraft**
- (1) Fixed Wing Aircraft
 - (i) Wings:
The letters constituting each group of marks shall be of equal height. The height of the letters shall be at least 50 cm.
 - (ii) Fuselage (or equivalent structure) or vertical tail surfaces:
The marks on the fuselage (or equivalent structure) shall not interfere with the visible outlines of the fuselage (or equivalent structure). The marks on the vertical tail surfaces shall be such as to leave a margin of at least five cm along each side of the vertical tail surface. The letters constituting each group shall be of equal height, and the height of the marks shall be at least 30 cm. In the case in which the aircraft structure does not allow the height of 30 cm, the height shall be the greatest height reasonably practical but not less than 15 cm.
 - (iii) Special cases:
If a heavier-than-air aircraft does not possess parts corresponding to those mentioned above in para 7.17(c), the marks shall appear in a manner such that the aircraft can be identified readily.
 - (2) Rotorcraft
The Nationality and Registration marks shall be:
 - (i) At least 30 cm high and shall be visible when viewed without the use of optical aids (e.g. binoculars, etc.) from a position of 500 feet, in a horizontal line, perpendicular to the side and center of the rotorcraft during daylight hours.
 - (ii) 75% of the area stretching at the bottom of the fuselage/cabin from the tail to the nose.

7.19 Width and Spacing of Marks (Fixed Wing Aircraft and Rotorcraft)

- (a) The width of each character (except the letter 'I' and the number '1') and the length of the hyphen between the nationality marks and registration mark shall be two thirds of the height of the character.

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- (b) The letters and hyphen shall be formed by solid lines and shall be of a colour clearly contrasting with the background on which they appear. The thickness of the lines shall be one sixth of the height of a letter.
- (c) Each letter shall be separate from the letter which it immediately proceeds or follows by a space equal to half the width of a letter. A hyphen shall be regarded as a letter for this purpose.

7.20 **Display of Nationality and Registration Marks (Fixed Wing Aircraft and Rotorcraft)**

- (a) In addition to paragraph 7.14 of this Requirement, the nationality and registration marks shall be inscribed, together with the name and address of the registered owner of the aircraft, on a fireproof metal plate affixed in a prominent position to the fuselage and near the main entrance to the aircraft.
- (b) Nationality and registration marks shall always be kept clean and visible.

7.21 **Type of Characters for Nationality, Common and Registration Marks**

- (a) The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.
- (b) The width of each character (except the letter I and the number 1) and the length of hyphens shall be two-thirds of the height of a character.
- (c) The characters and hyphens shall be formed by solid lines and shall be of a colour contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.
- (d) Each character shall be separated from that which it immediately precedes or follows, by a space of not less than one-quarter of a character width. A hyphen shall be regarded as a character for this purpose.

7.22 **Sale of Aircraft and Removal of Markings**

- (a) When an aircraft registered in Brunei Darussalam is deregistered, the holder of the Certificate of Registration shall remove all Brunei markings from the aircraft before its delivery to another state.

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Subpart E Identification Plate

7.23 Identification Fireproof Plate

- (a) An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark.
- (b) The plate shall be made of fireproof metal or other fireproof material of suitable physical properties.
- (c) The plate shall be secured to the aircraft in a prominent position near the main entrance or, in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload and in the case of remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.

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Subpart F Codes

7.24 Mode S Transponder and ELT Codes

- (a) When the application for registration is made the Brunei DCA shall allocate a unique 24 bit binary code from their allocated list of codes. This code shall be recorded against the allocated aircraft registration number.

The code shall be recorded in Binary, Hexadecimal and Octal. An example is given below.

Binary:0100_00_000_000_10_0000000100

Hex:400804

Octal: 20004004

Note: An ICAO 24-bit aircraft address is automatically allocated to every Brunei Registered aircraft as part of the process to register the aircraft regardless of whether the individual aircraft is fitted with a Mode S transponder or ELT.

- (b) This code shall be notified to the applicant at the time of registration and shall be used for coding the Mode S Transponder and the ELT as applicable.
- (c) At the time of inspection for CofA issue or renewal, the code shall be checked by the Brunei DCA if the aircraft is fitted with a Mode S transponder and/or 406MHz ELT.
- (d) If an aircraft changes to a different states Registration mark then the ICAO 24-bit aircraft address remains the same. However, once an aircraft is removed from the Brunei Register the previously assigned ICAO 24-bit aircraft address must not be used. A new address will be issued by the new state of registry


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Section B – Procedures for Brunei DCA

These are addressed within Brunei DCA working procedures.

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Appendix I Brunei DCACertificate of Registration

Tarikh Asal Pendaftaran Initial Date of Registration	 Department of Civil Aviation Brunei Darussalam SIJIL PENDAFTARAN CERTIFICATE OF REGISTRATION		Number Sijil Certificate Number
1. Tanda Kebangsaan dan Pendaftaran Nationality and registration mark	2. Pembuat dan Jenis Pesawat Udara Manufacturer and Manufacturers Designation of Aircraft	3. Nombor Siri Pesawat Udara Aircraft Serial Number	
4. Nama Pemilik Name of Owner 5. Alamat Pemilik Address of Owner			
6. Adalah dengan ini disahkan bahawa pesawat udara yang tersebut di atas telah pun didaftarkan ke dalam Pendaftaran Pesawat Udara Negara Brunei Darussalam menurut Konvensyen Penerbangan Awam Antarabangsa bertarikh 07 December 1944, Civil Aviation Order 2016 and BAR 7. It is hereby certified that the above described aircraft has been duly entered on the Register of Aircraft of Brunei Darussalam in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the Civil Aviation Order 2016 and BAR 7.			
Nama Name Jawatan Position Tandatangan Signature <div style="display: flex; justify-content: space-between;"> <div>Tarikh Dikeluarkan Date of Issue</div> <div>Cap Rasmi Official Stamp</div> </div>			
NOTA Sebarang tambahan atau catatan ke dalam sijil ini adalah TIDAK dibenarkan kecuali oleh Jabatan Penerbangan Awam, Negara Brunei Darussalam NOTE No entries or endorsements may be made in this certificate except by the Department of Civil Aviation, Brunei Darussalam			

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