



## **ANTR 21**

# **BCAA ACCEPTANCE PROCEDURES FOR CERTIFICATION OF AIRCRAFT AND RELATED PRODUCTS, PARTS AND APPLIANCES**

### **FOREWORD**

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## FOREWORD

- 1 The BCAA is not a State of Design or a State of Manufacturing and would normally accept a type certificate data sheet (TCDS) issued by EASA, FAA, or Transport Canada or other States TCDSs as found acceptable by the BCAA. The Kingdom of Bahrain Civil Aviation Affairs, known in these regulations as the “Authority” has implemented ANTR 21 based on the European Aviation Safety Agency EASA ANTR 21 with a view to harmonizing legislation.
- 2 The Authority has adopted associated compliance or interpretative material wherever possible and, unless specifically stated otherwise, clarification will be based on this material or other EASA documentation.
- 3 Future development of the requirements of ANTR 21 will be in accordance with Notice of Proposed Amendment (NPA) procedures. These procedures allow for the amendment of ANTR 21 to be harmonized with amendments to EASA and ICAO Annexes in a timely manner
- 4 ANTR Volume 1 Part V – Airworthiness Regulations comprises of the following;
  - (a) Part V - General Airworthiness Regulations
  - (b) ANTR M - Continuing Airworthiness
  - (c) ANTR 145 - Approved Maintenance Organisations
  - (d) ANTR 147 - Approved Maintenance Training Organisations
  - (e) ANTR 21 - BCAA acceptance procedure for certification of aircraft related products, parts and appliances.
5. Definitions and abbreviations of terms used in ANTR 21 that are specific to a Section are normally given in that section concerned or, exceptionally, in the associated compliance or guidance material. See also ANTR Part 1 – Definitions and those contained in the Certification Specifications (CS).
6. The editing practices used in this document are as follows:
  - (a) ‘Shall’ is used to indicate a mandatory requirement and may appear in ANTRs.
  - (b) ‘Should’ is used to indicate a recommendation and normally appears in AMCs and GM.
  - (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
  - (d) ‘Will’ indicates a mandatory requirement and is used to advise of action incumbent on the Authority.

*NOTE: The use of the male gender implies the female gender and vice versa.*

7. Regulations are presented in Times Roman font and guidance material is presented in Arial font
8. In this publication the procedures for the Authority have been retained as Section B.
9. This is the 4<sup>th</sup> Edition Revision 0 to ANTR 21 dated XX XXX 2022.



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**SUBPART A****GENERAL PROVISIONS****ANTR 21.A.1 Scope**

This Subpart establishes general provisions governing the rights and obligations of the applicant for, and holder of, any certificate issued or to be issued in accordance with this Subpart.

(a) Products, parts and appliances certification

Products, parts and appliances shall be issued certificates as specified in FAA / EASA / CAA UK PART 21 or as acceptable to BCAA

(b) Design organisations

An organisation responsible for the design of products, parts and appliances or for changes or repairs thereto shall demonstrate its capability in accordance with the respective state of design.

(c) Production organisations

An organisation responsible for the manufacture of products, parts and appliances shall hold a valid certificate / approval issued by the FAA / EASA / CAA UK PART 21 or as acceptable to BCAA.

The Authority shall accept documents and approvals from other acceptable equivalent Part 21 approved organisations.

*Note: EASA/FAA approved Part 21 organisations are considered acceptable under this Part.*

**ANTR 21.A.2 Undertaking by another person than the applicant for, or holder of, a certificate**

The actions and obligations required to be undertaken by the holder of, or applicant for, a certificate for a product, part or appliance under the applicable regulations of the respective state of design shall maintain the continued validity and it has made an agreement with the other person such as to ensure that the holder's obligations are and will be properly discharged.

**ANTR 21.A.3 Failures, malfunctions and defects**

- (a) System for Collection, Investigation and Analysis of Data. The holder of a type-certificate, restricted type-certificate, supplemental type-certificate, Technical Standard Order (TSO) authorisation, major repair design approval or any other relevant approval deemed to have been issued under the applicable regulation of the respective state of design shall have a system for collecting, investigating and analysing reports of and information related to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the product, part or appliance covered by the type-certificate, restricted type-certificate, supplemental type-certificate, TSO authorisation, major repair design approval or any other relevant approval deemed to have been issued under the applicable regulation of the respective state of design. Information about this system shall be made available to all known operators of the product, part or appliance and, on request, to any person authorised under other associated implementing Regulations.

1. Reporting to the Authority. The holder of a type-certificate, restricted type-certificate, supplemental type-certificate, TSO authorisation, major repair design approval or any other relevant approval deemed to have been issued under the applicable regulation of the respective state of design shall report to the respective Authority any failure, malfunction, defect or other occurrence of which it is aware related to a product, part, or appliance covered by the type-certificate, restricted type-certificate, supplemental type-certificate, TSO authorisation, major repair design approval or any other relevant approval deemed to have been issued under the applicable regulation of the respective state of design, and which has resulted in or may result in an unsafe condition.

(b) Investigation of Reported Occurrences.

1. When an occurrence reported results from a deficiency in the design, or a manufacturing deficiency, the holder of the type-certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, TSO authorisation, or any other relevant approval deemed to have been issued under the applicable regulation of the respective state of design, or the manufacturer as appropriate, shall investigate the reason for the deficiency and report to the BCAA the results of its investigation and any action it is taking or proposes to take to correct that deficiency.

**ANTR 21.A.3B Airworthiness directives**

- (a) An airworthiness directive means a document issued or adopted by the Authority which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised.

(b) An airworthiness directive shall contain at least the following information:

1. An identification of the unsafe condition;
2. An identification of the affected aircraft;
3. The action(s) required;
4. The compliance time for the required action(s);
5. The date of entry into force.

**ANTR 21.A.4 Coordination between design and production**

Each holder of a type-certificate, restricted type-certificate, supplemental type-certificate, TSO authorisation, approval of a change to type design or approval of a repair design, shall collaborate with the production organisation as necessary to ensure:

- (a) The satisfactory coordination of design and production required by the applicable regulation of the respective state of design as appropriate, and
- (b) The proper support of the continued airworthiness of the product, part or appliance.

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**SUBPART B**

**RESERVED**

**SUBPART C**  
**(NOT APPLICABLE)**

**SUBPART D**

**RESERVED**

**SUBPART E**

**RESERVED**



**SUBPART F**

**RESERVED**

**SUBPART G**

**RESERVED**

**SUBPART H****CERTIFICATES OF AIRWORTHINESS****ANTR 21.A.171 Scope**

This Subpart establishes the procedure for issuing airworthiness certificates.

*Note: Refer also to ANTR Part V, Chapter 5 for additional requirements.*

**ANTR 21.A.172 Eligibility**

Any natural or legal person under whose name an aircraft is registered or will be registered in Bahrain, or its representative, shall be eligible as an applicant for an airworthiness certificate for that aircraft under this Subpart.

**ANTR 21.A.173 Classification**

Airworthiness certificates shall be classified as follows:

- (a) Certificates of airworthiness shall be issued to aircraft which conform to a type-certificate that has been issued in accordance with EASA Part 21, FAA Part 21, TransportCanada Part 21 or any other regulation acceptable to the BCAA.

**ANTR 21.A.174 Application**

- (a) Pursuant to ANTR 21.A.172, an application for an airworthiness certificate shall be made in a form ALD/AIR/F005 and Survey Report ALD/AIR/F006.
- (b) Each application for a certificate of airworthiness shall include:
  - 1. the class of certificate of airworthiness applied for;
  - 2. a Certificate of Airworthiness for Export.
  - 3. the flight manual.
  - 4. with regard to new aircraft:
    - (i) A standard Certificate of Airworthiness and / or a Certificate of Airworthiness for Export.
  - 5. with regard to used aircraft:
    - (i) a Certificate of Airworthiness for Export and an airworthiness review report and recommendation issued in accordance with ANTR M.

the statements referred to in subparagraphs 4 and 5 above and survey report in (a) above shall be issued no more than 60 days before presentation of the aircraft to the BCAA

**ANTR 21.A.175 Language**

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be presented in the English language and in Arabic language, where the information / placards related to passenger required to be displayed.

**ANTR 21.A.177 Amendment or modification**

An airworthiness certificate may be amended or modified only by the BCAA.

**ANTR 21.A.179 Transferability and re-issuance**

- (a) Where ownership of an aircraft has changed and the aircraft remains on the Bahrain register, the certificate of airworthiness shall be reissued with revised data as necessary

**ANTR 21.A.180 Inspections**

The holder of the airworthiness certificate shall provide access to the aircraft for which that airworthiness certificate has been issued upon request by the BCAA.

**ANTR 21.A.181 Duration and continued validity**

- (a) An airworthiness certificate shall be issued for a 12 month validity. It shall remain valid subject to:
  - 1. compliance with the applicable type-design and continuing airworthiness requirements; and
  - 2. the aircraft remaining on the Bahrain register; and
  - 3. the type-certificate under which it is issued not being previously invalidated.
  - 4. the certificate not being surrendered or revoked.
- (b) Upon surrender or revocation, the certificate shall be returned to the Authority.
- (c) A Certificate of Airworthiness shall be renewed or shall remain valid, subject to the provisions of ANTR M, provided that the BCAA shall require that the continuing airworthiness of the aircraft shall be determined by a periodical inspection at appropriate intervals having regard to lapse of time and type of service or, alternatively, by means of a system of inspection, approved by the BCAA, that will produce at least an equivalent result.

**ANTR 21.A.182 Aircraft identification**

Each applicant for an airworthiness certificate under this Subpart shall demonstrate that its aircraft is identified in accordance with the ANTR PART V of BCAA.

**ANTR 21.A.185 Issuance Criteria**

- (a) A Certificate of Airworthiness shall be issued by the BCAA on the basis of satisfactory evidence that the aircraft complies with the design aspects of the appropriate airworthiness requirements.
- (b) The BCAA shall not issue or render valid a Certificate of Airworthiness for which it intends to claim recognition pursuant to Article 33 of the Convention on International Civil Aviation unless it has satisfactory evidence that the aircraft complies with the applicable Standards of ICAO Annex 8 through compliance with appropriate airworthiness requirements of ANTR Part V.
- (c) When an aircraft possessing a valid Certificate of Airworthiness issued by a Contracting State is entered on the register of the Kingdom of Bahrain, the BCAA, when issuing its Certificate of Airworthiness may consider the previous Certificate of Airworthiness as satisfactory evidence,

in whole or in part, that the aircraft complies with the applicable Standards of ICAO Annex 8 through compliance with the appropriate airworthiness requirements of ANTR Part V.

← **ANTR 21.A.190 Issue of certificates of airworthiness**

The Authority shall issue a certificate of airworthiness for:

(a) New aircraft:

1. Upon presentation of the documentation required by ANTR 21.A.174 (a) & (b)1 and ANTR M.A.710 & 901
2. When the aircraft conforms to an approved design and is in condition for safe operation. This may include inspections by the BCAA.

(b) Used aircraft:

1. Upon presentation of the documentation required by ANTR 21.A.174 (a) & (b)2 and ANTR M.A. 710 & 901 demonstrating that:
  - the aircraft conforms to a type design approved under a type-certificate and any supplemental type-certificate, change or repair approved in accordance with EASA Part 21 or FAA Part 21 or Transport Canada Part 21 or any other regulation acceptable to the BCAA as applicable and to applicable airworthiness directives, and
  - The aircraft has been inspected in accordance with the applicable provisions of ANTR M; and
2. When the aircraft conforms to an approved design and is in condition for safe operation. This may include inspections by the BCAA.

**ANTR 21.A.191 Renewal of certificates of airworthiness**

(Refer to ANTR-V and ANTR-M)

The Authority shall issue a certificate of airworthiness upon receipt of the following:

- (a) An application for Certificate of Airworthiness renewal which shall be made using form number ALD/AIR/F005 and Survey Report ALD/AIR/F006.
- (b) An airworthiness review report and recommendation issued in accordance with ANTR M.

The application and the report referred to above shall be made to the BCAA at least 30 days before the expiry date of the C of A of the aircraft.

**ANTR 21.A.192 Standard form of Certificate of Airworthiness**

- (a) The Certificate of Airworthiness shall contain the information shown in ALD/AIR/F007.
- (b) When Certificates of Airworthiness are issued in a language other than English, they shall include an English translation.

**ANTR 21.A.193 Aircraft limitations and information**

Each aircraft shall be provided with a flight manual, placards or other documents stating the approved limitations within which the aircraft is considered airworthy as defined by the appropriate airworthiness requirements and additional instructions and information necessary for the safe operation of the aircraft.

**ANTR 21.A.194 Temporary loss of airworthiness**

Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.

**ANTR 21.A.195 Damage to aircraft**

(Refer to ANTR-M)

- (a) When an aircraft has sustained damage, the BCAA shall judge whether the damage is of a nature such that the aircraft is no longer airworthy as defined by the appropriate airworthiness requirements.
- (b) If the damage is sustained or ascertained when the aircraft is in the territory of another Contracting State, the authorities of the other Contracting State shall be entitled to prevent the aircraft from resuming its flight on the condition that they shall advise the BCAA immediately, communicating to it all details necessary to formulate the judgement referred to in (a) above.
- (c) When the BCAA considers that the damage sustained is of a nature such that the aircraft is no longer airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition. The Authority may, however, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a non-commercial air transport operation to an aerodrome at which it will be restored to an airworthy condition. In prescribing particular limiting conditions the Authority shall consider all limitations proposed by the Contracting State that had originally, in accordance with (b) above, prevented the aircraft from resuming its flight. That Contracting State shall permit such flight or flights within the prescribed limitations.
- (d) When the Authority considers that the damage sustained is of a nature such that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight.

**SUBPART I****NOISE CERTIFICATES****ANTR 21.A.201      Scope**

This Subpart establishes the procedure for issuing noise certificates.

**ANTR 21.A.203      Eligibility**

Any natural or legal person under whose name and aircraft is registered or will be registered by the Authority, or its representative, shall be eligible as an applicant for a noise certificate for that aircraft under this Subpart.

**ANTR 21.A.204      Application**

- (a) Pursuant to ANTR 21.A.203, an application for a noise certificate shall be made in a form ALD/AIR/F035.
- (b) Each application shall include:
  - 1. with regard to new aircraft:
    - (i) a statement, signed by the exporting authority that the aircraft conforms to a design approved by the state of design, and
    - (ii) The noise information determined in accordance with the applicable noise requirements.
  - 2. with regard to used aircraft:
    - (i) The noise information determined in accordance with the applicable noise requirements, and
    - (ii) Historical records to establish the production, modification, and maintenance standard of the aircraft.
- (c) Unless otherwise agreed, the statements referred to in subparagraphs (b)(1) shall be issued no more than 60 days before presentation of the aircraft to the BCAA.

**ANTR 21.A.205      Issue of a Noise Certificate**

The Authority shall issue a noise certificate ALD/AIR/F003 upon presentation of the documents required by ANTR M.A.204(b).

**ANTR 21.A.207      Amendment or modification**

A noise certificate may be amended or modified only by the BCAA.

**ANTR 21.A.209      Transferability and re-issuance**

Where ownership of an aircraft has changed:

- (a) The Noise Certificate shall be re-issued.

**ANTR 21.A.210 Inspections**

The holder of the noise certificate shall provide access to the aircraft for which that noise certificate has been issued upon request by the BCAA.

**ANTR 21.A.211 Duration and continued validity**

- (a) A noise certificate shall be issued for an unlimited duration. It shall remain valid subject to:
1. compliance with the applicable type-design, environmental protection and continuing airworthiness requirements; and
  2. the aircraft remaining on the Bahrain register; and
  3. the type-certificate or restricted type-certificate under which it is issued not being previously invalidated.
  4. the certificate not being surrendered or revoked.
- (b) Upon surrender or revocation, the certificate shall be returned to the Authority.



**SUBPART J**

**RESERVED**

**SUBPART K**

**RESERVED**

**SUBPART L**  
**(NOT APPLICABLE)**

**SUBPART M****REPAIRS****ANTR 21.A.431 Scope**

- (a) This Subpart establishes the procedure for the approval of repair design, and establishes the rights and obligations of the applicants for, and holders of, those approvals.
- (b) A 'repair' means elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance.
- (c) Elimination of damage by replacement of parts or appliances without the necessity for design activity shall be considered as a maintenance task and shall therefore require no approval under this Part.
- (d) A repair to a TSO article shall be treated as a change to the TSO design and shall be processed in accordance with ANTR M.A.304 and BCAA established procedures.

**ANTR 21.A.432A Reserved****ANTR 21.A.432B Reserved****ANTR 21.A.433 Reserved****ANTR 21.A.435 Classification of repairs**

- (a) A repair may be 'major' or 'minor'. The classification shall be made in accordance with the criteria of ANTR-M for a change in the type design.
- (b) A repair shall be classified 'major' or 'minor' under paragraph (a) either:
  - 1. By the BCAA, or
  - 2. By an appropriately approved design organisation agreeable to BCAA.

**ANTR 21.A.437 Issue of a repair design approval**

The repair design as approved by the manufacturer or TC / STC / DOA or the state of design authority is considered approved for the purpose of BCAA for the aircraft registered under the Kingdom of Bahrain.

**ANTR 21.A.439 Production of repair parts**

Parts and appliances to be used for the repair shall be manufactured in accordance with production data based upon all the necessary design data as provided by the repair design approval holder:

- (a) By an appropriately approved maintenance organization under EASA / FAA / CAA UK PART 21 organisation or state of design authority as acceptable to BCAA.

**ANTR 21.A.441 Repair embodiment**

- (a) The embodiment of a repair shall be made by an appropriately approved maintenance organisation, or by a production organisation appropriately approved in accordance with Subpart G, under PART 21.A.163 privilege of EASA / FAA / CAA UK or other state of design as acceptable to BCAA.
- (b) The design organisation shall transmit to the organisation performing the repair all the necessary installation instructions.

**ANTR 21.A.443 Limitations**

The instructions and limitations shall be transmitted by the repair design approval holder to the operator in accordance with a procedure agreed with the respective Authority.

**ANTR 21.A.445 Unrepaired damage**

- (a) When a damaged product, part or appliance, is left unrepaired, and is not covered by previously approved data, the evaluation of the damage for its airworthiness consequences may only be made;
  - 1. by the state of design Authority, or
  - 2. by a state of design approved design organisation Any necessary limitations shall be applied in accordance with the procedures of ANTR 21.A.443.
- (b) Where the organisation evaluating the damage under paragraph (a) is neither the state of design Authority nor the type-certificate or supplemental type-certificate holder, this organisation shall justify that the information on which the evaluation is based is adequate either from its organisation's own resources or through an arrangement with the type-certificate or supplemental type-certificate holder, or manufacturer, as applicable.

**ANTR 21.A.447 Record keeping**

For each repair, all relevant design information, drawings, test reports, instructions and limitations justification for classification and evidence of the design approval, shall:

- (a) be held by the repair design approval holder at the disposal of the BCAA, and
- (b) be retained by the repair design approval holder in order to provide the information necessary to ensure the continued airworthiness of the repaired products, parts or appliances.

**ANTR 21.A.449 Instructions for continued airworthiness**

- (a) The holder of the repair design approval shall furnish at least one complete set of those changes to the instructions for continued airworthiness which result from the design of the repair, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable requirements, to each operator of aircraft incorporating the repair. The repaired product, part or appliance may be released into service before the changes to those instructions have been completed, but this shall be for a limited service period, and in agreement with the Authority of state of design and furnishing such information to BCAA. Those changes to the instructions shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions. The availability of some manual or portion of the changes to the instructions for continued airworthiness, dealing with overhaul or other forms

of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight-hours/cycles.

- (b) If updates to those changes to the instructions for continued airworthiness are issued by the holder of the repair design approval after the repair has been first approved, these updates shall be furnished to each operator and shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions. A programme showing how updates to the changes to the instructions for continued airworthiness are distributed shall be submitted to the Authority.

#### **ANTR 21.A.451      Obligations and Part Approval marking**

- (a) Each holder of a major repair design approval shall:
  - 1. undertake the obligations laid down in the applicable sections of Part 21 of EASA / FAA / CAA UK / state of design.
  - 2. specify the marking, including Part Approval letters, in accordance with the applicable sections of EASA / FAA / CAA UK / state of design.

**SUBPART N**  
**(NOT APPLICABLE)**

**SUBPART O**

**RESERVED**



**SUBPART P****PERMIT TO FLY****ANTR 21.A.701 Scope**

- (a) Permits to fly shall be issued in accordance with this Subpart to aircraft that do not meet, or have not been shown to meet, applicable airworthiness requirements but are capable of safe flight under defined conditions and for the following purposes:
1. development;
  2. showing compliance with regulations or certification specifications;
  3. flying the aircraft for customer acceptance;
  4. delivering or exporting the aircraft;
  5. flying the aircraft for Authority acceptance;
  6. market survey, including customer's crew training;
  7. exhibition and air show;
  8. flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage;
  9. flying an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available;
  10. permit to fly expires on arrival at the desired destination
  11. for non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness is not appropriate.
- (b) This Subpart establishes the procedure for issuing permits to fly and approving associated flight conditions, and establishes the rights and obligations of the applicants for, and holders of, those permits and approvals of flight conditions.

**ANTR 21.A.703 Eligibility**

- (a) Any natural or legal person shall be eligible as an applicant for a permit to fly except for a permit to fly requested for the purpose of ANTR 21.A.701(a)(15) where the applicant shall be the owner.
- (b) Any natural or legal person shall be eligible for application for the approval of the flight conditions.

**ANTR 21.A.707 Application for permit to fly**

- (a) Pursuant to ANTR 21.A.703 an application for a permit to fly shall be made to the Authority using form ALD/AIR/F036.

- (b) Each application for a permit to fly shall include:
1. the purpose(s) of the flight(s), in accordance with ANTR 21.A.701;
  2. the ways in which the aircraft does not comply with the applicable airworthiness requirements;
  3. the flight conditions approved in accordance with ANTR 21.A.710.
  4. The intended date of the flight.
  5. The final destination and planned stopping aerodromes.
- (c) Where the flight conditions are not approved at the time of application for a permit to fly, an application for approval of the flight conditions shall be made in accordance with ANTR 21.A.709.

#### **ANTR 21.A.708 Flight conditions**

Flight conditions include:

- (a) the configuration(s) for which the permit to fly is requested;
- (b) any condition or restriction necessary for safe operation of the aircraft, including:
1. the conditions or restrictions put on itineraries or airspace, or both, required for the flight(s);
  2. the conditions and restrictions put on the flight crew to fly the aircraft;
  3. the restrictions regarding carriage of persons other than flight crew;
  4. the operating limitations, specific procedures or technical conditions to be met;
  5. the specific flight test programme (if applicable);
  6. the specific continuing airworthiness arrangements including maintenance instructions and regime under which they will be performed;
- (c) the substantiation that the aircraft is capable of safe flight under the conditions or restrictions of subparagraph (b);
- (d) the method used for the control of the aircraft configuration, in order to remain within the established conditions.

#### **ANTR 21.A.709 Application for approval of flight conditions**

- (a) Pursuant to ANTR 21.A.707(c) and when the applicant has not been granted the privilege to approve the flight conditions, an application for approval of the flight conditions shall be made to the Authority.
- (b) Each application for approval of the flight conditions shall include:

1. the proposed flight conditions;
2. the documentation supporting these conditions; and
3. a declaration that the aircraft is capable of safe flight under the conditions or restrictions of paragraph ANTR 21.A.708(b).

**ANTR 21.A.710 Approval of flight conditions**

- (a) When approval of the flight conditions is related to the safety of the design, the flight conditions shall be approved by the BCAA; based on
  1. a technical no-objection from the aircraft manufacturer; and
  2. a no-objection from an appropriately approved design organisation acceptable to the BCAA.
- (b) When approval of the flight conditions is not related to the safety of the design, the flight conditions shall be approved by the BCAA.
- (c) Before approving the flight conditions, the BCAA must be satisfied that the aircraft is capable of safe flight under the specified conditions and restrictions. The BCAA may make or require the applicant to make any necessary inspections or tests for that purpose.

**ANTR 21.A.711 Issue of a permit to fly**

- (a) A permit to fly (ALD/AIR/F058) may be issued by the BCAA.
  1. upon presentation of the data required by ANTR M.A.301 & 302; and
  2. when the conditions of ANTR M.A.708 have been approved in accordance with ANTR M.A.710; and
  3. when BCAA, through its own investigations, which may include inspections, or through procedures agreed with the applicant, is satisfied that the aircraft conforms to the type design.
- (b) The permit to fly shall specify the purpose(s) and any conditions and restrictions approved under ANTR 21.A.710.

**ANTR 21.A.713 Changes**

- (a) Any change that invalidates the flight conditions or associated substantiation established for the permit to fly shall be approved in accordance with ANTR 21.A.710. When relevant an application shall be made in accordance with ANTR 21.A.709.
- (b) A change affecting the content of the permit to fly requires the issuance of a new permit to fly in accordance with ANTR 21.A.711.

**ANTR 21.A.715 Language**

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be presented in the English language.

**ANTR 21.A.719 Transferability**

- (a) A permit to fly is not transferable.
- (b) Notwithstanding subparagraph (a) for a permit to fly issued for the purpose of ANTR 21.A.701(a)(15), where ownership of an aircraft has changed, the permit to fly shall be transferred together with the aircraft provided the aircraft remains on the Bahrain register.

**ANTR 21.A.721 Inspections**

The holder of, or the applicant for, a permit to fly shall provide access to the aircraft concerned at the request of the BCAA.

**ANTR 21.A.723 Duration and continued validity**

- (a) A permit to fly shall be issued for the period authorised and shall remain valid subject to:
  - 1. compliance with the conditions and restrictions of ANTR 21.A.711(b) associated to the permit to fly;
  - 2. the permit to fly not being surrendered or revoked;
  - 3. the aircraft remaining on the Bahrain register.
- (b) it expire upon arrival at destination.

**ANTR 21.A.725 Renewal of permit to fly**

Renewal of the permit to fly shall be processed as a change in accordance with ANTR 21.A.713.

**ANTR 21.A.727 Obligations of the holder of a permit to fly**

The holder of a permit to fly shall ensure that all the conditions and restrictions associated with the permit to fly are satisfied and maintained.

**ANTR 21.A.729 Record keeping**

- (a) All documents produced to establish and justify the flight conditions shall be held by the holder of the permit, and shall be retained in order to provide the information necessary as and when requested by BCAA.
- (b) All documents associated to the issue of permits to fly, including inspection records, documents supporting the approval of flight conditions and the permit to fly itself, shall be held by the related approved organisation at the disposal of the BCAA.

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**SUBPART Q**

**RESERVED**

## SECTION A – TECHNICAL REQUIREMENTS

### ACCEPTABLE MEANS OF COMPLIANCE/GUIDANCE MATERIAL

#### FOREWORD

This Section lays down the acceptable means of compliance and guidance material to be used in the airworthiness certification of products, parts and appliances and the approval of organisations involved in their design or manufacture, unless otherwise provided in certification specifications.

#### TERMINOLOGY

For information purposes:

“Certification Specifications” (CS) refers when used in the text to the airworthiness codes and associated acceptable means of compliance developed by EASA and accepted by the Authority under ANTR Part V.

“Acceptable Means of Compliance” (AMC) illustrate a means, but not the only means, by which a specification contained in an airworthiness code or a requirement in an implementing rule can be met.

“Guidance Material” (GM) helps to illustrate the meaning of a specification or requirement

“Authority ” means the Civil Aviation Affairs of the Kingdom of Bahrain (BCAA).

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**SUBPART A****GENERAL****AMC 21.A.3(a)****Collection, investigation and analysis of data related to Flammability Reduction Means (FRM) reliability**

Holders of a type certificate, restricted type certificate, supplemental type certificate and of any other relevant approval deemed to have been issued under PART 21 of EASA / FAA / CAA UK / state of design acceptable to BCAA and which have included a FRM in their design should assess on an ongoing basis the effects of aeroplane component failures on FRM reliability. This should be part of the system for collection, investigation and analysis of data required by ANTR 21.A.3 (a). The applicant/holder should do the following:

- (a) Demonstrate effective means to ensure collection of FRM reliability data. The means should provide data affecting FRM reliability, such as component failures.
- (b) Provide reliability tracking methods found acceptable to the Authority or eliminated if it is established that the reliability of the FRM meets, and will continue to meet, the exposure specifications of paragraph M25.1 of appendix M to CS25.
- (c) Develop service instructions or revise the applicable aeroplane manual, according to a schedule approved by the Authority, to correct any failures of the FRM that occur in service that could increase any fuel tank's Fleet Average Flammability Exposure to more than that specified by paragraph M25.1 of appendix M to CS25.

**GM 21.A.3(a)****The system for collection, investigation and analysis of data**

In the context of that requirement the word "Collection" means, the setting up, of systems and procedures which will enable relevant malfunctions, failures and defects to be properly reported when they occur.

**GM 21.A.3(b)****Occurrence reporting**

For occurrence reporting, refer to CAP 05 – Occurrence Reporting.

**AMC 21.A.4****Transferring of information on eligibility and approval status from the design holder to production organisations**

Where there is a need to provide (normally outside the design organisation) a visible statement of approved design data or airworthiness or environmental protection data associated with the approved design data, the following minimum information must be provided.

The procedures related to the use of forms or other electronic means to provide this information must be agreed with the Authority.

Information to be provided:

Company Name: the name of the responsible design organisation (TC, STC, approval of repair or minor change design, TSO authorisation holder) issuing the information.

Date: the date at which the information is released.

Eligibility: indicate the specific products or articles, in case of TSO authorisation, for which data have been approved.

Identification: the part number of the part or appliance. Preference should be given to the use of the Illustrated Parts Catalogue (IPC) designation. Alternatively the reference to the instruction for continued airworthiness (e.g., SB, AMM, etc.) could be stated. Marking requirements of ANTR 21 Section A Subpart Q should be taken into account.

Description: the name or description of the part or document should be given. In the case of a part or appliance preference should be given to use of IPC designation. The description is to include reference to any applicable TSO authorisation or Part Approval marking, or previous national approvals still valid.

Purpose of data: the reason for the provision of the information should be stated by the design approval holder.

Examples: Information regarding eligibility for installation (replacement parts, repair, modification, etc.)

If the data is in support of a change or repair, then reference to the aircraft level approval should be given (make reference to the approved STC, change or repair).

Limitations/Remarks: state any information, either directly or by reference to supporting documentation that identifies any particular data or limitations (including specific importing requirements) needed by a production organisation to complete Block 13 of the BCAA Form 1.

Approval: provide reference information related to the approval of the data (Authority document or DOA privilege).

Authorised signature: name and hand-written normal or electronic signature of a person who has written authority from the design organisation, as indicated in the procedures agreed with the Authority.

**SUBPART B**

**RESERVED**

**SUBPART C**  
**(NOT APPLICABLE)**

**SUBPART D**

**RESERVED**

**SUBPART E**

**RESERVED**

**SUBPART F**

**RESERVED**

**SUBPART G**

**RESERVED**



**SUBPART H**

**AIRWORTHINESS CERTIFICATES**

There are no AMC or GM items associated with this Subpart.

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**SUBPART I**

**NOISE CERTIFICATES**

There are no AMC or GM items associated with this Subpart.

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**SUBPART J**

**RESERVED**

**SUBPART K**

**RESERVED**

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**SUBPART L**  
**(NOT APPLICABLE)**



**SUBPART M****REPAIRS****GM 21.A.431(a)****Scope**

Manuals and other instructions for continued airworthiness (such as the Manufacturers Structural Repair Manual, Maintenance Manuals and Engine Manuals provided by the holder of the type-certificate, supplemental type-certificate, design approval or TSO authorisation as applicable) for operators, contain useful information for the development and approval of repairs.

When these data are explicitly identified as approved, they may be used by operators without further approval to cope with anticipated in-service problems arising from normal usage provided that they are used strictly for the purpose for which they have been developed.

Approved data is data which is approved either by the State of Design Authority, or by an appropriately approved design organisation.

**GM 21.A.431(d)****Repairs to articles**

The repairs to articles shall be performed based on the approved data provided by the design organization / manufacturer / repair design organization and / or by the data approved by the State of Design Authority

**GM 21.A.435(a)****Classification of repairs**

## 1. Clarification of the terms Major/Minor

A new repair is classified as 'major' if the result on the approved type design has an appreciable effect on structural performance, weight, balance, systems, operational characteristics or other characteristics affecting the airworthiness of the product, part or appliance. In particular, a repair is classified as major if it needs extensive static, fatigue and damage tolerance strength justification and/or testing in its own right, or if it needs methods, techniques or practices that are unusual (i.e., unusual material selection, heat treatment, material processes, jiggling diagrams, etc.)

Repairs that require a re-assessment and re-evaluation of the original certification substantiation data to ensure that the aircraft still complies with all the relevant requirements, are to be considered as major repairs.

Repairs whose effects are considered minor and require minimal or no assessment of the original certification substantiation data to ensure that the aircraft still complies with all the relevant requirements, are to be considered "minor".

It is understood that not all the certification substantiation data will be available to those persons/organisations classifying repairs. A qualitative judgement of the effects of the repair will therefore be acceptable for the initial classification. The subsequent review of the design of the repair may lead to it being re-classified, owing to early judgements being no longer valid.

## 2. Airworthiness concerns for Major/Minor classification

The following should be considered for the significance of their effect when classifying repairs. Should the effect be considered to be significant then the repair should be classified 'Major'. The repair may be classified as 'Minor' where the effect is known to be without appreciable consequence.

## i) Structural performance

Structural performance of the product includes static strength, fatigue, damage tolerance, flutter and stiffness characteristics. Repairs to any element of the structure should be assessed for their effect upon the structural performance.

## ii) Weight and balance

The weight of the repair may have a greater effect upon smaller aircraft as opposed to larger aircraft. The effects to be considered are related to overall aircraft centre of gravity and aircraft load distribution. Control surfaces are particularly sensitive to the changes due to the effect upon the stiffness, mass distribution and surface profile which may have an effect upon flutter characteristics and controllability.

## iii) Systems

Repairs to any elements of a system should be assessed for the effect intended on the operation of the complete system and for the effect on system redundancy. The consequence of a structural repair on an adjacent or remote system should also be considered as above, (for example: airframe repair in area of a static port).

## iv) Operational characteristics

Changes may include:

- stall characteristics
- handling
- performance and drag
- vibration

## v) Other characteristics

- changes to load path and load sharing
- change to noise and emissions
- fire protection / resistance

*Note: Considerations for classifying repairs 'Major/Minor' should not be limited to those listed above.*

## 3. Examples of 'Major' repairs

- i) A repair that requires a permanent additional inspection to the approved maintenance programme, necessary to ensure the continued airworthiness of the product. Temporary repairs for which specific inspections are required prior to installation of a permanent repair do not necessarily need to be classified as 'Major'. Also, inspections and changes to inspection frequencies not required as part of the approval to ensure continued airworthiness do not cause classification as 'Major' of the associated repair.
- ii) A repair to life limited or critical parts.
- iii) A repair that introduces a change to the Aircraft Flight Manual.

**GM 21.A.437****Issue of repair design approval**

- 1) Reserved
- ← 2) Previously approved data for other applications

When it is intended to use previously approved data for other applications, it is expected that applicability and effectiveness would be checked with an appropriately approved design organisation. After damage identification, if a repair solution exists in the available approved data, and if the application of this solution to the identified damage remains justified by the previous approved repair design, (structural justifications still valid, possible airworthiness limitations unchanged), the solution can be considered approved and can be used again.

- 3) Temporary repairs.

These are repairs that are life limited, to be removed and replaced by a permanent repair after a limited service period. These repairs should be classified under ANTR 21.A.435 and the service period defined at the approval of the repair.

- 4) Fatigue and damage tolerance.

When the repaired product is released into service before the fatigue and damage tolerance evaluation has been completed, the release should be for a limited service period, defined at the issue of the repair.

**GM 21.A.441****Repair Embodiment**

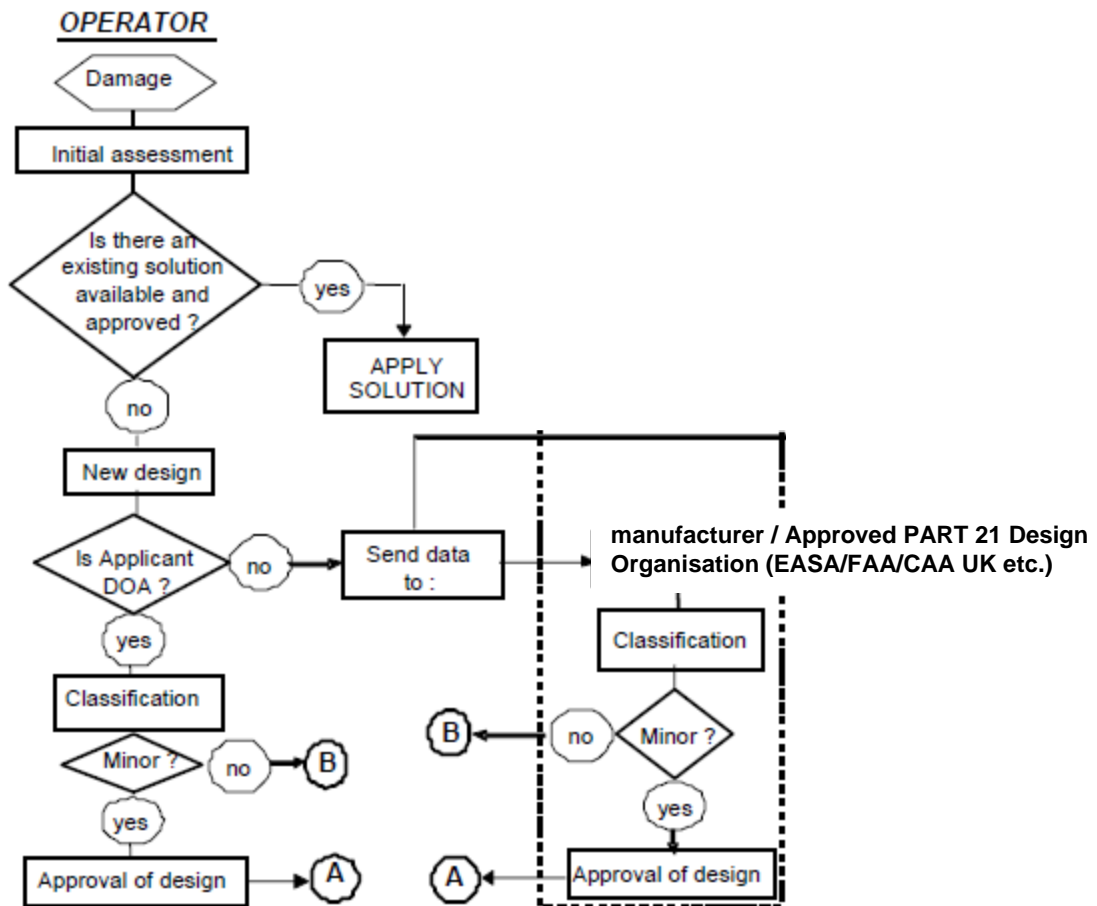
Repairs should be accomplished by an organisation or person in accordance with the relevant implementing rules. The holder of a production organisation approval under Subpart G of PART 21 of EASA / FAA / CAA UK or other PART 21 acceptable to BCAA may accomplish repairs to new aircraft, within its terms of approval granted by them.

**GM 21.A.443****Limitations**

Instructions and limitations associated with repairs should be specified and controlled by those procedures required by the applicable operations rules.

**GM 21.A.445****Unrepaired damage**

This is not intended to supersede the normal maintenance practices defined by the type-certificate holder, (e.g., blending out corrosion and re-protection, stop drilling cracks, etc.), but addresses specific cases not covered in the manufacturer's documentation.



A = Apply solution

B = Refer to Authority

-Approval of design by the State of design authority

**SUBPART N**  
**(NOT APPLICABLE)**

**SUBPART O**

**RESERVED**

**SUBPART P**  
**PERMIT TO FLY**

**GM 21.A.701****Scope**

An aircraft used for flight testing by an organisation remains under the authority of its state of registry. The Authority or an appropriately approved design organisation can provide, on request, technical assistance to the state of registry for the issue of a permit to fly, or equivalent authorisation, under the state of registry applicable regulations.

**GM 21.A.701(a)****Permit to fly when certificate of airworthiness is not appropriate**

A certificate of airworthiness or may not be appropriate for an individual aircraft or aircraft type when it is not practicable to comply with the normal continued airworthiness requirements and the aircraft is to a design standard that is demonstrated to be capable of safe flight under defined conditions. This paragraph provides further information and typical examples for clarification where appropriate:

*Note: This list of examples is not exhaustive*

## (1) Development:

- testing of new aircraft or modifications
- testing of new concepts of airframe, engine propeller and equipment;
- testing of new operating techniques;

## (2) Showing compliance with regulations or certification specifications:

- certification flight testing for type certification, supplemental type certificates, changes to type certificates or Technical Standard Order authorisation;

## (3) Flying the aircraft for customer acceptance:

- Before the aircraft is sold and/or registered.

## (4) Delivering or exporting the aircraft:

- Before the aircraft is registered in the State where the C of A will be issued.

## (5) Flying the aircraft for Authority acceptance:

- In the case of inspection flight test by the authority before the C of A is issued.

## (6) Market survey, including customer's crew training:

- Flights for the purpose of conducting market survey, sales demonstrations and customer crew training with non type certificated aircraft or aircraft for which conformity has not yet been established or for non-registered a/c and before the Certificate of Airworthiness is issued

## (7) Exhibition and air show:

- Flying the aircraft to an exhibition or show and participating to the exhibition or show before the design approval is issued or before conformity with the approved design has been shown.

- (8) Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage:
- Ferry flights in cases where maintenance is not performed in accordance with approved programmes, where an AD has not been complied with where certain equipment outside the Master Minimum Equipment List (MMEL) is unserviceable or when the aircraft has sustained damage beyond the applicable limits.
- (9) Flying an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available:
- Oversees ferry flights with additional fuel capacity.
- (10) For non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness is not appropriate.
- For aircraft which cannot practically meet all applicable airworthiness requirements, such as certain aircraft without TC-holder (“generically termed orphan aircraft”) or aircraft which have been under national systems of Permit to Fly and have not been shown to meet all applicable requirements. The option of a permit to fly for such an aircraft should only be used if a certificate of airworthiness cannot be issued due to conditions which are outside the direct control of the aircraft owner, such as the absence of properly certified spare parts.

*Note: The above listing is of cases when a permit to fly MAY be issued; it does not mean that in the described cases a permit to fly MUST be issued. If other legal means are available to allow the intended flight(s) they can also be used.*

### **GM 21.A.703**

#### **Applicant for a permit to fly**

1. The applicant for a permit to fly may be a person other than the registered owner of the aircraft. As the holder of this permit will be responsible for ensuring that all the conditions and limitations associated with the permit to fly are continuously satisfied, the applicant for the permit should be a person or organisation suitable for assuming these responsibilities. In particular, the organisations designing, modifying or maintaining the aircraft should normally be the holder of the associated permits to fly.

### **GM 21.A.707(b)**

#### **Application**

The required form (ALD/AIR/F036) should be obtained from the Authority.

### **GM 21.A.708(b)(6)**

#### **Continuing airworthiness**

In most cases a simple reference to existing maintenance requirements will suffice for aircraft that have a temporarily invalid C of A. For other aircraft it will have to be proposed by the applicant as part of the flight conditions. For approved organisations they can be included in their procedures.

### **GM No. 1 to ANTR 21.A.708(c)**

#### **Safe flight**

Safe flight normally means continued safe flight and landing but in some limited cases (e.g. higher risk flight testing) it can mean that the aircraft is able to fly in a manner that will primarily ensure the safety of over flown third parties, the flight crew and, if applicable other occupants. This definition of “safe flight” should not be interpreted as allowing a test pilot, equipped with a parachute and operating over a sparsely populated area, to set out on a test flight in the full knowledge that there is a high probability of losing the aircraft. The applicant should take reasonable care to minimise safety risks and to be satisfied that there



is a reasonable probability that the aircraft will carry out the flight without damage or injury to the aircraft and its occupants or to other property or persons whether in the air or on the ground.

### **GM No. 2 to ANTR 21.A.708(c)**

#### **Substantiations**

The substantiations should include analysis, calculations, tests or other means used to determine under which conditions or restrictions the aircraft can perform safely a flight.

### **GM No. 3 to ANTR 21.A.708(c)**

#### **Operation of Overweight Aircraft**

This GM provides information and guidance with respect to permit to fly for operating an aircraft in excess of its maximum certificated takeoff weight, for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available.

#### 1. GENERAL.

The excess weight that may be authorized for overweight operations should be limited to additional fuel, fuel carrying facilities, and navigational equipment necessary for the flight.

It is recommended that the applicant discuss the proposed flight with the TC holder of the aircraft to determine the availability of technical data on the installation of additional fuel carrying facilities and/or navigational equipment.

#### 2. CRITERIA USED TO DETERMINE THE SAFETY OF ADDITIONAL FACILITIES.

In evaluating the installation of additional facilities, the Agency or the design organisation must find that the changed aircraft is safe for operation. To assist in arriving at such a determination, the following questions are normally considered:

- a. Does the technical data include installation drawings, structural substantiating reports, weight, balance, new centre of gravity limits computations, and aircraft performance limitations in sufficient detail to allow a conformity inspection of the aircraft to be made?
- b. In what ways does the aircraft not comply with the applicable airworthiness requirements?
- c. Are the fuel tanks vented to the outside? Are all areas in which tanks are located ventilated to reduce fire, explosion, and toxicity hazards?
- d. Are the tanks even when empty strong enough to withstand the differential pressure at maximum operating altitude for a pressurized aircraft?
- e. Have means been provided for determining the fuel quantity in each tank prior to flight?
- f. Are shutoff valves, accessible to the pilot, provided for each additional tank to disconnect these tanks from the main fuel system?
- g. Are the additional fuel tank filler connections designed to prevent spillage within the aircraft during servicing?
- h. Is the engine oil supply and cooling adequate for the extended weight and range?

#### 3. LIMITATIONS.

The following types of limitations may be necessary for safe operation of the aircraft:

- a. Revised operational airspeeds for use in the overweight condition.
- b. Increased pilot skill requirements.

- c. A prescribed sequence for using fuel from various tanks as necessary to keep the aircraft within its centre of gravity range.
- d. Notification to the control tower of the overweight takeoff condition to permit use of a runway to minimize flight over congested areas.
- e. Avoidance of severe turbulence. If encountered, the aircraft should be inspected for damage as soon as possible.

EXAMPLE of operating limitations which may be prescribed as part of the permit to fly:

Aircraft type: xxxxxx Model: yyyy

Limitations:

1. Maximum weight must not exceed 8,150 pounds.
2. Maximum quantity of fuel carried in auxiliary tanks must not exceed 106 gallons in fwd tank, 164 gallons in centre tank, and 45 gallons in aft tank.
3. Centre of gravity limits must not exceed (fwd) +116.8 and (aft) +124.6.
4. Aerobatics are prohibited.
5. Use of autopilot while in overweight condition is prohibited.
6. Weather conditions with moderate to severe turbulence should be avoided.
7. When an overweight landing is made or the aircraft has been flown through moderate or severe turbulence while in an overweight condition, the aircraft must be inspected for damage after landing. The inspections performed and the findings must be entered in the aircraft log. The pilot must determine, before the next takeoff, that the aircraft is airworthy.
8. When operated in the overweight condition, the cruising speed ( $V_c$ ) shall not exceed 185 m.p.h. and the maximum speed ( $V_{ne}$ ) shall not exceed 205 m.p.h.
9. Operation in the overweight condition must be conducted to avoid areas having heavy air traffic, to avoid cities, towns, villages, and congested areas, or any other areas where such flights might create hazardous exposure to person or property on the ground.

#### **GM 21.A.708(d)**

##### **Control of aircraft configuration**

The applicant should establish a method for the control of any change or repair made to the aircraft, for changes and repairs that do not invalidate the conditions established for the permit to fly. All other changes should be approved in accordance with ANTR 21.A.713 and when necessary a new permit to fly should be issued in accordance with ANTR 21.A.711.

#### **AMC 21.A.709(b)**

##### **Submission of documentation supporting the establishment of flight conditions**

Together with the application, the documentation required by ANTR 21.A.709(b) must be submitted with all relevant information. If the complete set of data is not available at the time of application, the missing elements can be provided later.

**GM 21.A.710****Approval of flight conditions**

1. The approval of flight conditions is required when related to the safety of the design, when:
  - a. the aircraft does not conform to an approved design; or
  - b. an Airworthiness Limitation, a Certification Maintenance Requirement or an Airworthiness Directive has not been complied with; or
  - c. the intended flight(s) are outside the approved envelope;
  - d. the permit to fly is issued for the purpose of ANTR 21.A.701(a)(15).
2. Examples when the approval of flight conditions is not related to the safety of the design are:
  - a. production flight testing for the purpose of conformity establishment;
  - b. delivery / export flight of a new aircraft the design of which is approved;
  - c. demonstrating continuing conformity with the standard previously accepted by the Authority for the aircraft or type of aircraft to qualify or re-qualify for a (restricted -) certificate of airworthiness.

*Note: Other conditions and restrictions prescribed by the Authority may include airspace restrictions to make the conditions approved under ANTR 21.A.710 more concrete, or conditions outside the scope of the ones mentioned in ANTR 21.A.708(b) such as a radio station licence.*

**GM 21.A.713****Changes**

Changes to the conditions or associated substantiations that are approved but do not affect the text on the permit to fly do not require issuance of a new permit to fly. In case a new application is necessary, the substantiation for approval of the flight conditions only needs to address the change.

**GM 21.A.719****Transfer of a permit to fly**

Except for permits to fly issued under ANTR 21.A.701(a)(15), like aircraft without TC holder, a permit to fly is issued based upon the applicant's declaration of many aspects of the proposed flight or flights, some of which are specific to the applicant. Accordingly, the basis upon which a permit to fly has been issued necessarily is no longer fully in place when the holder of a permit to fly changes, ownership changes, and/or there is a change of register. Such changes necessitate a new application under ANTR 21.A.707.

**SUBPART Q**

**RESERVED**

**SECTION B**  
**PROCEDURES FOR THE AUTHORITY**

**SUBPART A**

**GENERAL PROVISIONS**

**ANTR 21.B.5**      **Scope**

- (a) This Section establishes the procedure for the Authority when exercising its tasks and responsibilities concerned with the issuance, maintenance, amendment, suspension and revocation of certificates, approvals and authorisations referred to in this Part.

**ANTR 21.B.20**      **Obligations of the Authority**

The Authority is responsible for the implementation of Section A, Subparts, H, I and P only for applicants, or holders, whose principal place of business is in its territory.

**ANTR 21.B.25**      **Requirements for the organisation of the Authority**

- (a) General: The Authority has the responsibility for the implementation of Section A, Subparts H, I and P with documented procedures, organisation structure and staff.
- (b) Resources:
1. The number of staff shall be sufficient to perform the allocated tasks.
  2. The Authority shall appoint a manager, or managers, who are responsible for the execution of the related task(s) within the authority, including the communication with the Authority and the other national authorities as appropriate.
- (c) Qualification and training: All staff shall be appropriately qualified and have sufficient knowledge, experience and training to perform their allocated task.

**ANTR 21.B.30**      **Documented procedures**

- (a) The Authority shall establish documented procedures to describe its organisation, means and methods to fulfil the requirements of this Part. The procedures shall be kept up to date and serve as the basic working documents within that authority for all related activities.
- (b) A copy of the procedures and their amendments shall be available to the Authority.

**ANTR 21.B.35**      **Changes in organisation and procedures**

The Authority shall update its documented procedures relating to any change to regulations in a timely manner to ensure effective implementation.

**ANTR 21.B.45      Reporting/coordination**

The Authority shall ensure coordination as applicable with other related certification, investigation, approval or authorisation teams of interested foreign Authorities to ensure efficient exchange of information relevant for safety of the products, parts and appliances.

**ANTR 21.B.55      Record keeping**

The Authority shall keep, or maintain access to, the appropriate records related to the certificates, approvals and authorisations it has granted, and for which responsibility is transferred to the Authority, as long as these records have not been transferred to the Authority.

**ANTR 21.B.60      Airworthiness directives**

Ensure accomplishment of Airworthiness Directives by the operators, issued by the State of Manufacture / State of Design at the time of Issue / Renewal of Certificate of Airworthiness as applicable and as & when due.

**SUBPART B**

**RESERVED**

**SUBPART C**  
**(NOT APPLICABLE)**



**SUBPART D**

**RESERVED**

**SUBPART E**

**RESERVED**

**SUBPART F**

**RESERVED**

**SUBPART G**

**RESERVED**

## SUBPART H

### CERTIFICATES OF AIRWORTHINESS

#### **ANTR 21.B.320 Investigation**

- (a) The BCAA shall perform sufficient investigation activities for an applicant for, or holder of, an airworthiness certificate to justify the issuance, maintenance, amendment, suspension or revocation of the certificate or permit.
- (b) The BCAA shall prepare evaluation procedures covering at least the following elements:
  1. evaluation of eligibility of the applicant;
  2. evaluation of the eligibility of the application;
  3. classification of airworthiness certificates;
  4. evaluation of the documentation received with the application;
  5. inspection of aircraft;
  6. determination of necessary conditions, restrictions or limitations to the airworthiness certificates.

#### **ANTR 21.B.325 Issue of airworthiness certificates**

- (a) The BCAA shall, as applicable, issue, or amend a Certificate of Airworthiness or Permit to Fly without undue delay when it is satisfied that the applicable requirements of ANTR 21 Section A, Subpart H are met.
- (b) Action shall be taken by the BCAA to suspend the approval in whole or in part in case of failure to comply within the timescale granted by the BCAA.;

#### **ANTR 21.B.326 Certificate of airworthiness**

The BCAA shall issue a certificate of airworthiness for:

- (a) new aircraft:
  1. upon presentation of the documentation required by ANTR 21.A.174 (a) & (b)1, ANTR-V and ANTR M.A. 701 & 901;
  2. when the Authority is satisfied that the aircraft conforms to an approved design and is in a condition for safe operation. This may include inspections by the Authority or competent Authority of the State of registry;
- (b) used aircraft:
  1. upon presentation of the documentation required by ANTR 21.A.174 (a) & (b)2, ANTR-V and ANTR M.A. 701 & 901 demonstrating that:

- (i) the aircraft conforms to a type design approved under a type-certificate and any supplemental type-certificate, change or repair approved in accordance with PART 21 of EASA/FAA/CAA UK / Transport Canada or state of design authority acceptable to BCAA; and
  - (ii) the applicable airworthiness directives have been complied with; and
  - (iii) the aircraft has been inspected in accordance with the applicable provisions of ANTR M;
2. when the BCAA is satisfied that the aircraft conforms to an approved design and is in a condition for safe operation. This may include inspections by the competent authority of the State of registry.

**ANTR 21.B.330      Suspension and revocation of airworthiness certificates**

- (a) Upon evidence that any of the conditions specified in 21A.181(a) is not met, the BCAA shall suspend or revoke an airworthiness certificate.
- (b) Upon issuance of the notice of suspension and revocation of a certificate of airworthiness the BCAA shall state the reasons for the suspension or revocation and inform the holder of the certificate on its right to appeal.

**ANTR 21.B.345      Record keeping**

- (a) The BCAA shall establish a system of record keeping that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual airworthiness certificate.
- (b) The records shall at least contain:
  1. the documents provided by the applicant,
  2. documents established during the investigation, in which the activities and the final results of the elements defined in 21.B.320(b) are stated, and
  3. a copy of the certificate or permit, including amendments.
- (c) The records shall be archived for a minimum retention period of six years after leaving that national register.

**SUBPART I****NOISE CERTIFICATES****ANTR 21.B.420 Investigation**

- (a) The BCAA shall perform sufficient investigation activities for an applicant for, or holder of, a noise certificate to justify the issuance, maintenance, amendment, suspension or revocation of the certificate.
- (b) The BCAA shall prepare evaluation procedures as part of the documented procedures covering at least the following elements:
  - 1. evaluation of eligibility;
  - 2. evaluation of the documentation received with the application;
  - 3. inspection of aircraft.

**ANTR 21.B.425 Issue of noise certificates**

The BCAA shall, as applicable, issue, or amend noise certificates (ALD/AIR/F003) without undue delay when it is satisfied that the applicable requirements of Section A, Subpart I are met.

**ANTR 21.B.430 Suspension and revocation of a noise certificate**

- (a) Upon evidence that some of the conditions specified in 21A.211(a) are not met, the BCAA shall suspend or revoke a noise certificate.
- (b) Upon issuance of the notice of suspension and revocation of a noise certificate the BCAA shall state the reasons for the suspension and revocation and shall inform the holder of the certificate on its right to appeal.

**ANTR 21.B.445 Record keeping**

- (a) The BCAA registry shall establish a system of record keeping with minimum retention criteria that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual noise certificate.
- (b) The records shall at least contain:
  - 1. the documents provided by the applicant,
  - 2. documents established during the investigation, in which the activities and the final results of the elements defined in 21.B.420(b) are stated,
  - 3. a copy of the certificate including amendments.
- (c) The records shall be archived for a minimum retention period of six years after leaving that national register.

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**SUBPART J**

**RESERVED**

**SUBPART K**

**RESERVED**

**SUBPART L**  
**(NOT APPLICABLE)**

**SUBPART M**

**REPAIRS**

**RESERVED**

**SUBPART N**  
**(NOT APPLICABLE)**

**SUBPART O**

**RESERVED**

**SUBPART P****PERMIT TO FLY****ANTR 21.B.520 Investigation**

- (a) The BCAA shall perform sufficient investigation activities to justify the issuance, or revocation of the permit to fly.
- (b) The BCAA shall prepare evaluation procedures covering at least the following elements:
  - 1. evaluation of the eligibility of the applicant;
  - 2. evaluation of the eligibility of the application;
  - 3. evaluation of the documentation received with the application;
  - 4. inspection of the aircraft;
  - 5. approval of the flight conditions in accordance with 21A.710(b).

**ANTR 21.B.525 Issue of a permit to fly**

The BCAA shall issue a permit to fly (ALD/AIR/F058); without undue delay

- 1. upon presentation of the data required by ANTR 21A.707; and
- 2. when the flight conditions referred to in ANTR 21A.708 have been approved in accordance with ANTR 21A.710; and
- 3. when the BCAA, through its own investigations, which may include inspections, or through procedures agreed with the applicant, is satisfied that the aircraft conforms to the design defined under ANTR 21A.708 before flight.

**ANTR 21.B.530 Revocation of permits to fly**

- (a) Upon evidence that any of the conditions specified in 21A.723(a) are not met for a permit to fly it has issued, the BCAA shall revoke that permit to fly.
- (b) Upon issuance of the notice of revocation of a permit to fly the BCAA shall state the reasons for the revocation and inform the holder of the permit to fly on the right to appeal.

**ANTR 21.B.545 Record keeping**

- (a) The BCAA shall operate a system of record keeping that provides adequate traceability of the process for the issue and revocation of each individual permit to fly.
- (b) The records shall at least contain:
  - 1. the documents provided by the applicant;
  - 2. documents established during the investigation, in which the activities and the final results of the elements defined in 21.B.520(b) are stated; and

3. a copy of the permit to fly.
- (c) The records shall be kept for a minimum of six years after the permit ceases to be valid.



**SUBPART Q**

**RESERVED**

**APPENDIX I**

**RESERVED**

**SECTION B****AMC/GM TO PROCEDURES FOR AUTHORITY****SUBPART A****GENERAL****GM 21.B.20****Responsibility for implementation**

Each certificate in accordance with ANTR 21 Section A Subparts H and I will be issued and controlled by the Authority. Implementation of ANTR 21 should be based on the following three principles:

- The establishment and maintenance of an effective organisation and corresponding processes by the BCAA.
- The operation of the BCAA in accordance with ANTR 21
- A standardisation process established and operated by the BCAA to access the standard achieved. As a result the responsibility for implementation comprises of the two main objectives:
  - to ensure that certificates and approvals are only granted to applicants that comply with the requirements of ANTR 21; and
  - to ensure sufficient visibility of the processes to give the BCAA the necessary confidence in the certificates or approvals granted.

**GM 21.B.25(a)****Organisation**

The BCAA should have an organisation in such a way that

- there is specific and effective management BCAA in the conduct of all relevant activities
- the functions and processes described in ANTR 21 and GM may be properly implemented
- the BCAA policy, organisation and operating procedures for the implementation of ANTR 21 are properly documented and applied
- all BCAA personnel involved in the related activities are provided with training where necessary
- all functions related to the implementation of ANTR 21 are adequately described and shown (Standardisation)

A general policy in respect of ANTR 21 activities should be developed, sponsored and implemented by the manager at the highest appropriate level, for example the top of the functional area of the appropriate steps should be taken to ensure that the policy is known and understood by all staff involved, and all necessary steps should be taken to implement and maintain the policy.

Whilst satisfying also additional national regulatory responsibilities, the general policy should in particular take into account:

- the provisions of the Law
- the provisions of ANTR 21 and GM
- the needs of industry
- the needs of the BCAA.

The policy should define specific objectives for key elements of the organisation and processes for implementation of related ANTR 21 activities, including the corresponding control procedures and the measurement of the achieved standard.

### **GM 21.B.25(b)**

#### **Resources**

The organisation for related ANTR 21 activities should be clearly defined within the general organisation of the BCAA, with the hierarchical and functional links, and the names of the senior staff. Although final responsibility should be placed at the top of the functional area that is responsible for the related ANTR 21 activities as a whole, all subordinate levels of management should be suitably resourced and empowered to fulfil their delegated tasks.

The definition of an organisation for the implementation of related ANTR 21 activities should include the specification of

- a manager responsible for the specific ANTR 21 activity acting as internal and external focal point. The responsibility is best placed with the manager who is in control of the day-to-day functions concerning the specific ANTR 21 activity, although he may delegate specific tasks to other individuals;
- individual or group responsibilities, duties and associated reporting lines;
- the resources, human and material;
- the documented procedures to be operated in respect of the relevant ANTR 21 activities.

The various tasks and responsibilities of the personnel involved in the related ANTR 21 activities should be clearly identified. The authority attached to the responsibilities should be enough to ensure that the activities will be performed correctly.

These responsibilities include among others:

- the management of the organisation
- the management of investigation teams
- the team leadership/membership
- the investigation and surveillance activities
- the administrative management of certificates and approvals including record keeping
- the external and internal interface activities including feedback to the Authority
- the control and distribution of documentation

The definition of the organisation should include means to ensure continued effectivity of the organisation. The means should provide for a regular assessment of the organisation and its related activities as well as a feedback system for the follow up of necessary corrective actions (e.g., through the implementation of a quality system, internal audit system, etc.).

**GM 21.B.25(c)**  
**Qualification and training**

The BCAA should ensure appropriate and adequate training of its personnel to meet the standard that is considered by the BCAA necessary to perform the work. Arrangements should be made for initial and continuation training as required.

It is understood that the basic competence of the BCAA staff is a matter of recruitment and normal management functions in selection of staff for particular duties. Moreover, it is understood that the BCAA provides training in the basic skills as required for those duties.

However, to avoid differences in understanding and interpretation, it is considered important that all personnel involved in ANTR 21 activities should be provided with further training specifically related to the relevant ANTR 21 activity up to the common Authority standard.

The BCAA should provide training through its own training organisation with qualified trainers or through another qualified training source (e.g., training provided by other competent authorities, the Authority or qualified entities).

**AMC 21.B.30(a)**  
**Documented procedures**

The various elements of the organisation for the related ANTR 21 activities must be documented in order to establish a reference source for the establishment and maintenance of this organisation. The documented procedures must be established in a way that it will facilitate its use. They must be clearly identified, kept up-to-date and made readily available to all the personnel involved in the relevant activities.

The documented procedures must cover, as a minimum, the following aspects:

- policy and objectives,
- organisation structure,
- responsibilities and attached authority,
- procedures and processes,
- internal and external interfaces,
- internal control procedures,
- training of personnel,
- cross references to associated documents,
- assistance from other competent authorities or the Authority (where required).

It is likely that the information is held in more than one document or series of documents, and suitable cross-reference information must be provided. For example, organisational structure and job descriptions are not usually in the same documentation as the detailed working procedures. In such cases it is recommended that the documented procedures include an index of cross-references to all such other related information, and the related documentation must be readily available when required.

**GM 21.B.45**  
**Co-ordination with other related activities**

The purpose of co-ordination with other related activities is to

- harmonize the effects of various approval and certification teams especially when dealing with one organisation / applicant to prevent conflicts of conclusions
- ensure efficient flow of information between the various approval and certification teams to facilitate the execution of their duties
- optimise the use of the Authority and the other authorities resources to minimise disruption and cost.

Therefore, for a given organisation / applicant the responsible person(s) of the BCAA should arrange for exchange of information with, and provide necessary assistance, as appropriate, to the relevant Authority or Authority teams or staff - e.g.:

- the maintenance organisation approval team; or
- other approval or certification teams as appropriate.

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**SUBPART F**

**RESERVED**



**SUBPART G**

**RESERVED**

**SUBPART H****AIRWORTHINESS CERTIFICATES****GM 21.B.320(b)(6)****Investigation**

- 1 Determination of necessary conditions, restrictions and/or limitations on the airworthiness certificate issued
- 2 The Authority may issue a document to list and identify all necessary conditions, restrictions and limitations that result from the investigation This document could take the form of an addendum to the approved Flight Manual or Operating instruction or comparable document and should be referenced in Block 5 (limitations/remarks) of the Certificate of Airworthiness.

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**SUBPART P**  
**PERMIT TO FLY**

**AMC 21.B.520(b)**  
**Application for a permit to fly**

The BCAA must receive an application for permit to fly on an ALD/AIR/F036 completed by the applicant.