



**Australian Government**  
**Department of Defence**

**DEFENCE AVIATION SAFETY AUTHORITY**

## **AVIATION AUTHORITY RECOGNITION**

DASA hereby recognises the

## **NORWEGIAN MILITARY AIRWORTHINESS AUTHORITY**

as a competent Aviation Authority that applies appropriate safety oversight to the

### **Maintenance**

of crewed aircraft within its remit.

#### **TERMS**

1. This recognition is limited by the scope, conditions and caveats set out in:
  - i. Annex A –*reserved*–
  - ii. Annex B –*reserved*–
  - iii. Annex C for maintenance services.
  - iv. Annex D –*reserved*–
  - v. Annex E for acceptance of components.
2. This recognition remains valid unless superseded, suspended or revoked.

Original Signed at  
BP8884138

Certificate number: 24  
Revision number: 1.0  
Date of issue: 20 Jan 26

**J Badgery, AM**  
Air Commodore  
Director General  
DASA

To defend Australia and its national interests in order to  
advance Australia's security and prosperity  
[www.defence.gov.au](http://www.defence.gov.au)



**DEFENCE AVIATION SAFETY AUTHORITY**  
**Aviation Authority Recognition**  
**Military Airworthiness Authority Norway (MAA-NOR)**

## **DOCUMENT VERSIONS**

<b>Version</b>	<b>Date</b>	<b>Notes</b>	<b>Released by</b>
1.0	20 Jan 26	Initial release	COS DASA

## **ANNEX C: ASSESSING THE SUITABILITY OF MAA-NOR APPROVED ORGANISATIONS FOR WHOLE-AIRCRAFT MAINTENANCE**

### **Introduction**

1. The Norwegian Military Airworthiness Authority (MAA-NOR) is recognised by the Defence Aviation Safety Authority (DASA) as a competent Military Aviation Authority (MAA) that applies appropriate safety oversight to maintenance. This Annex sets out:
  - a. the scope of this Recognition in the maintenance domain
  - b. conditions on Recognition
  - c. caveats defining the minimum initial activities that must be carried out prior to exploiting Recognition provisions
  - d. notes for the information of organisations using this annex.
2. Advice on how to fulfil the requirements of this annex will be provided by the DASA on request.

### **Scope**

3. Aircraft maintenance services provided under a MAA-NOR maintenance approval may be consumed by:
  - a. an Australian Defence Force Continuing Airworthiness Management Organisation (CAMO), or
  - b. a Commonwealth of Australia organisation seeking to establish a CAMO.
4. A MAA-NOR approved maintenance organisation may be tasked to fulfil the aircraft Certificate of Release to Service requirements of the DASR.
5. Refer to Annex E for information related to the maintenance of components.

### **Conditions**

6. This recognition applies only to crewed aircraft and their associated components.
7. A MAA-NOR maintenance organisation must be approved and operate under the regulations of NORMAR-145.

### **Caveats**

8. Prior to consuming a whole-aircraft maintenance service within the scope of this Recognition, and in addition to DASR requirements for contracting/tasking a maintenance organisation, the consumer must ensure that:

## Aviation Authority Recognition

Military Airworthiness Authority Norway (MAA-NOR)

- a. the provision of the service to the ADF is within the scope of the maintenance organisation approval;
- b. the maintenance organisation is contracted by the ADF to provide the required service;
- c. the safety oversight that will be applied by MAA-NOR to the service sought by the ADF is at least equivalent to that which would be applied if the service were provided to a Norwegian military consumer;
- d. the maintenance will be carried out in accordance with applicable maintenance data;
- e. any differences between the ADF maintenance data and that applied by the maintenance organisation are known to the ADF;
- f. occurrences are reported to the CAMO in accordance with the intent of DASR 145.A.60 Occurrence reporting clause (d);
- g. new defects or incomplete maintenance work orders identified during maintenance are reported to the CAMO in accordance with the intent of DASR 145.A.50 Certification of maintenance clause (c);
- h. any arrangements for the subcontracting of maintenance on ADF aircraft are appropriate;
- i. if any authorisation to be consumed uses a language other than English, the artefact will be translated to English in a controlled way by an appropriately skilled person/organisation prior to component fitment or aircraft release to service;
- j. any materials or standard parts to be used are appropriate;
- k. unless otherwise specified in DASR M.A.801(a), any components to be fitted are appropriately released to service on a DASR Form 1 or equivalent and any relevant DASA Airworthiness Directives have been applied as required;
- l. any other activities necessary to ensure safety have been carried out; and

9. The consumer must ensure that the measures taken to address the above caveats, including any checks or reviews necessary to ensure their ongoing effectiveness, are recorded.

### Notes

10. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.

## **ANNEX E: ACCEPTANCE OF COMPONENTS FROM MAINTENANCE UNDER A MAA-NOR AUTHORISED RELEASE CERTIFICATE**

### **Introduction**

1. The Norwegian Military Airworthiness Authority (MAA-NOR) is recognised by the Defence Aviation Safety Authority as a competent Military Aviation Authority (MAA) that applies appropriate safety oversight to the maintenance of components. This annex sets out:
  - a. the scope of Recognition in the production domain
  - b. conditions on Recognition
  - c. caveats defining the minimum activities that must be carried out prior to exploiting Recognition provisions
  - d. notes for the information of organisations using this annex.
2. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

### **Scope**

3. The MAA-NOR Authorised Release Certificate for components, Form 1, when issued by a maintenance organisation approved under NORMAR-145, is a recognised equivalent to a DASR Form 1.

### **Conditions**

4. This recognition applies only to crewed aircraft and their associated components.
  - a. The Form 1 must indicate the Norwegian MAA at block 1.
5. A MAA-NOR Form 1 releasing a component from maintenance must indicate that the maintenance was carried out in accordance with either:
  - a. EMAR 145.A.50 Release to Service (i.e. block 14a indicates only 'EMAR 145.A.50 Release to Service', for an EMAR Form 1); or
  - b. NORMAR-145, for a MAA-NOR Form 1.

### **Caveats**

6. Prior to consuming a Form 1 under paragraph 3, the consumer must ensure that if the Form 1 uses a language other than English, the Form 1 is translated to English in a controlled way by an appropriately skilled person/organisation.

### **Notes**

7. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.

## **Aviation Authority Recognition**

**Military Airworthiness Authority Norway (MAA-NOR)**

8. A Defence organisation establishing arrangements directly with a maintenance organisation should ensure the suitability of those arrangements. As a minimum, and where applicable, the arrangements should take into account the caveats listed at Annex C for maintenance services.