



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 This recognition remains valid unless superseded, suspended or revoked.

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Original Signed at
BP8884138

J Badgery, AM
Air Commodore
Director General
DASA



Aviation Authority Recognition

Military Airworthiness Authority Norway (MAA-NOR)

DOCUMENT VERSIONS

Version	Date	Notes	Released by
1.0	20 Jan 26	Initial release	COS DASA

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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:

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- 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.

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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.

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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.