



NORWEGIAN DEFENSE MATERIEL AGENCY

Regulation for Norwegian Military Airworthiness

is promulgated for use in Norwegian Defense Sector

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A. DEFINITIONS

Refer to European Military Airworthiness Document (EMAD) 1, Definitions and Acronyms, for definitions used in this regulation.

Refer to Appendix 3 for list of acronyms used in this document.

All references to European Military Airworthiness Requirements (EMAR) refer to the EMAR issue published as appendixes to this Regulation.

B. INTRODUCTION

The Commanding Officer (CO) of NDMA ASD is the Norwegian National Military Airworthiness Authority (NMAA).

B.1 PURPOSE

This Regulation states how the NMAA will regulate and assess airworthiness of Norwegian Military Aircraft, as defined in EMAR.

This regulation provides instructions to organizations within the Norwegian Defense sector, as well as expected standards and contractual requirements to organizations outside the sector.

It provides an alternative means for flight release of aircraft which do not fully comply with an approved certification basis.

It enables NMAA acceptance of other civilian and military, certifications, evaluations, and inspections.

B.2 SCOPE OF APPLICATION

Compliance with this Regulation is mandatory in the Norwegian Defense Sector.

All units and/or organizations within the Norwegian defense sector are required to enforce that any non- defense sector -organizations or persons that design, build, maintain, repair, modify, procure, supply, operate, or in any other way perform activities that may affect the airworthiness of, Norwegian Military Aircraft, adhere to this Regulation.

Failure to adhere to this Regulation could potentially render any contract null and void, or prohibit use of any procured equipment. Refer to APPENDIX 3, AIRWORTHINESS REQUIREMENTS FOR PROCUREMENT for airworthiness instructions for procurement.

Operational aspects are not included in this regulation. All operational aspects including operational risk are within the authority of the Military Aviation Authority¹ (MAA).

¹ Militær Luftfartsmyndighet (MLFM).

Ground Support Equipment (GSE) not included in EMAR, Ground Based Air Defense (GBAD) systems and other ground based equipment for which CO ASD is responsible, are not included in this Regulation. The rules applicable to such equipment are provided in Regulation for Ground Based Air Materiel Management.

B.3 RELATION TO OTHER DIRECTIVES AND REGULATIONS

This Regulation is subordinate to the policies of the Norwegian Ministry of Defense (MoD) for procurement, materiel and logistics², Directive for Materiel management³, and to the regulations concerning airworthiness of Norwegian military aircraft as defined by the MAA⁴.

This document shall take precedence over any other directive or regulation (Bestemmelse) than those listed above.

The Policies and Directive define materiel safety and assign the materiel authority (fagmyndighet materiell). For military airworthiness, these terms are separated into two parts, one where the NMAA regulates and enforces airworthiness, and one where the materiel authority regulates military materiel categories beyond aircraft.

For further information, refer to Fig. 1.

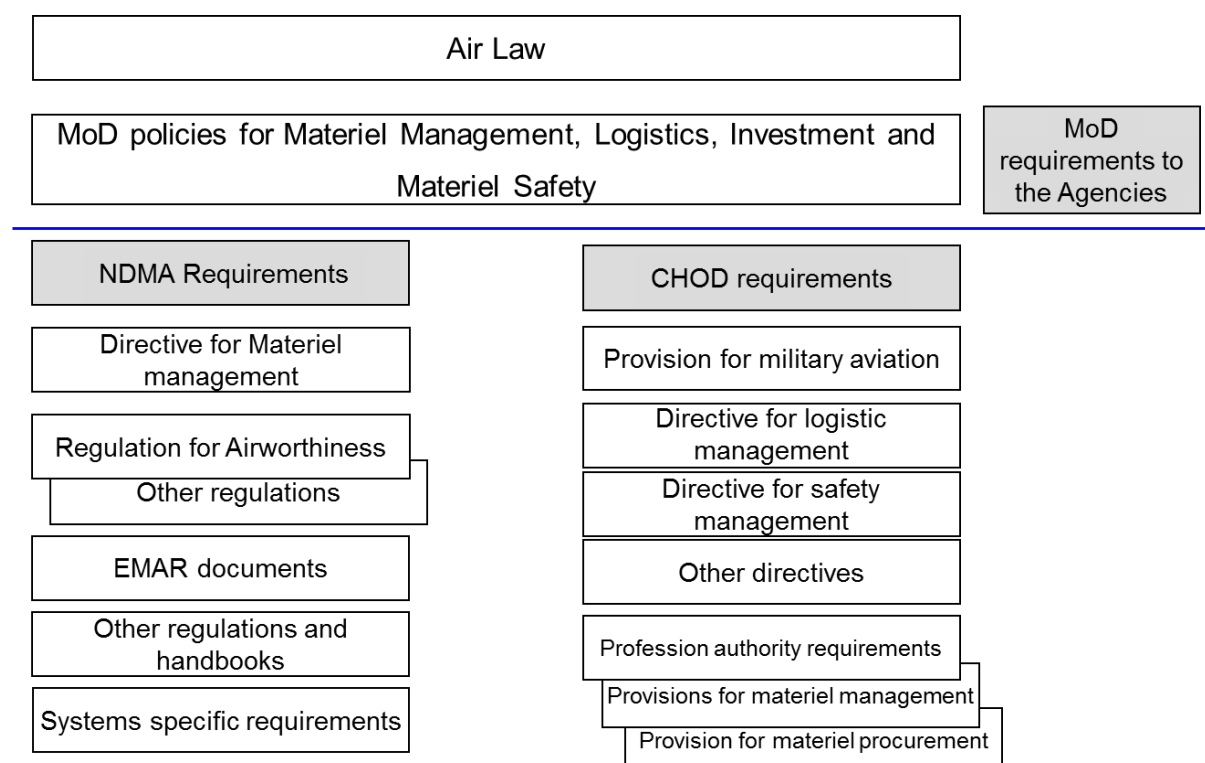


Figure 1, the relationship between Defense sector documents affecting airworthiness.

² Retningslinjer for Fremskaffelse av materielle kapasiteter i forsvarssektoren, Retningslinjer for Materiellsikkerhet i forsvarssektoren, Retningslinjer for Materiellforvaltning i forsvarssektoren, Retningslinjer for Logistikkvirksomheten i forsvarssektoren.

³ Direktiv for Materiellforvaltning

⁴ Bestemmelser for militær luftfart (Provision for military aviation).

B.3.1 FITNESS FOR PURPOSE

Fitness for purpose is not a part of airworthiness. The primary reference for technical fitness for purpose (FFP) evaluation shall be USAF AFMCI 63-1201 Attachment 3, Operational Safety Suitability and Effectiveness (OSS&E).

The processes and documents related to FFP evaluation shall be sufficiently separated from those used to evaluate airworthiness to enable separate approvals/certifications.

The operational user (Brukeransvarlig) should provide statement of operating intent guidance and scope of the FFP evaluation⁵.

An initial qualification shall be performed at initiation of OT&E or equivalent to a sufficient extent to initiate such activity. A full mission qualification shall be performed after a suitable OT&E, or when needed by the user.

B.3.2 DECOMMISSIONING AND DISPOSAL

Any part or appliance that is scrapped or otherwise permanently withdrawn from service, shall be clearly and physically marked in order to safeguard against unintended or illegal use.

Aircraft are normally subject to specific end user agreements, which limit Decommissioning and Disposal including potential buyers. Any end user agreements shall be closely observed during.

C. GENERAL

Organizations within the defense sector shall develop procedures to ensure that the objectives of this regulation are fulfilled.

C.1 NORWEGIAN DEFENSE SECTOR AIRCRAFT REGISTER

The rules and provisions concerning the register are provided in *Bestemmelser for militært luftfartøysregister*.

The NMAA maintains the Norwegian defense sector aircraft register⁶ (NDAR) comprising all Norwegian military aircraft.

C.2 AIRWORTHINESS RISK ACCEPTANCE

Allowable risk levels for Norwegian military aircraft are provided in *BFL 010-1 Bestemmelser om sikkerhetsstyring i Luftforsvaret*.

Airworthiness risk within the accepted risk level can be accepted by NMAA level 1 or higher.

Airworthiness risk up to and including medium shall be accepted by NMAA level 2 or higher.

Airworthiness risk above medium shall be accepted by NMAA level 3 or higher.

Refer to Appendix A.1.2 AIRWORTHINESS RISK ACCEPTANCE for assignments of level 1, 2 and 3 to organizational elements, as well as definitions and guidance material.

D. INITIAL AND CONTINUED AIRWORTHINESS

EMAR 21 shall be the basis for initial and continued airworthiness of Norwegian military aircraft.

The NMAA will comply with EMAR 21 section B.

D.1 DEVIATIONS

When a Military Type Certificate (MTC) applicant or Design Authority (DA) cannot show compliance to the certification basis, the requirements laid out in EMAR 21 shall be adhered to.

When a Military Type Certificate (MTC) applicant or Design Authority (DA) cannot show compliance to other requirements, the NMAA shall require appropriate corrective actions to be taken from the applicant/DA or other stakeholder that can mitigate risk, to ensure that all requirements are sufficiently met and that any non-compliance is within acceptable total risk.

⁵HFL 100-90, Regulation for Operational test and evaluation in the Air Force/Reglement for Operativ test og evaluering i Luftforsvaret.

⁶Retningslinjer for Materiellsikkerhet i forsvarsektoren (RMS), para 2.3

The applicant/DA may suggest equivalent acceptable means of compliance, subject to approval by the NMAA.

Action shall be taken by the NMAA to suspend, in whole or in part, the approval in case of failure to comply within the requirements.

D.2 AIRWORTHINESS ASSESSMENT

All aircraft/air system types in NDAR shall be subject to a completed airworthiness assessment. For in-service types designated as legacy, separate procedures apply, see D.4 LEGACY AIRCRAFT.

The approved Airworthiness Assessment shall result in the issuance of an MTC, or may result in a Military Permit to Fly (MPF) for aircraft for which the issuance of a MTC is not appropriate⁷.

Only the NMAA can validate an MTC or MPF for Norwegian military aircraft. Validation shall normally be based upon an MTC or Type Certificate (TC) from a recognized foreign Military Airworthiness Authority, see FOREIGN MILITARY AIRWORTHINESS CERTIFICATION.

Unless otherwise agreed with the NMAA, the Design Organization of the aircraft Type (Design Authority, Original Equipment Manufacturer or similar) shall be the MTC Holder.

D.3 SAFETY APPROVAL AND ADMINISTRATIVE APPROVAL OF AIRCRAFT

A full safety and administrative approval shall only be performed on a system level (ie a new aircraft type).

Subsequent changes and supplements shall, beyond the MTC, trigger an appropriate update or change to the existing approval.

The airworthiness artifacts listed will, when combined, constitute the safety approval and administrative approval for a new air system:

1. An MTC or an MPF.

The validated MTC including its substantiating documentation (including risk assessment) shall constitute the Materiel Safety Approval (MSA)⁸.

2. A Military Certificate of Airworthiness (MCA) or equivalent document or enterprise resource planning (ERP) entry.

The MCA or equivalent shall constitute the Military Airworthiness Attestation⁹.

3. A Continuing Airworthiness Management Exposition (CAME)¹⁰.
4. A Maintenance Organization Exposition (MOE)¹¹.
5. A document describing the planned usage of the materiel¹², referring to the CAME.

D.3.1 CRITERIAS FOR INITIAL ISSUE AND REVISION OF THE APPROVAL

A full safety and administrative approval shall only be performed on a system level (ie a new aircraft type).

Subsequent changes and supplements shall, beyond the MTC, trigger an appropriate update or change to the existing approval.

D.4 LEGACY AIRCRAFT

Those aircraft registered in NDAR and in full service before 1st of January 2016 are designated as legacy aircraft.

⁷ EMAR 21 Subpart B

⁸ RMS para 8.2

⁹ BML para 2.3.1, Krav til luftdyktighet (Airworthiness Requirements)

¹⁰ EMAR M.A.704

¹¹ EMAR 145.A.70

¹² Materielldriftsplan (MDP)

Whenever legacy aircraft are undertaking any major modification, the NMAA will perform an airworthiness assessment and decide on a case to case basis whether the type shall be recertified. As a minimum, a valid Airworthiness Review must be in place.

E. CONTINUING AIRWORTHINESS

Continuing Airworthiness within the Norwegian Defense sector shall be managed iaw EMAR M. For EMAR transition periods, refer to APPENDIX 2, EMAR IMPLEMENTATION SCHEDULE PER AIRCRAFT TYPE.

Legacy types shall be managed iaw BMF/L 750-1. The management organization may apply to the NMAA for transitioning the management of legacy types to iaw EMAR M.

Airworthiness activities shall be performed iaw the applicable NDMA requirements, i.e., but not limited to, TO 00-20-5000-series.

Changes, modifications (continued airworthiness) and flight releases shall be managed iaw EMAR 21.

Aircraft maintenance within the Norwegian defense sector shall be performed iaw EMAR 145. For detailed EMAR transition periods, refer to APPENDIX 2, EMAR IMPLEMENTATION SCHEDULE PER AIRCRAFT TYPE.

Legacy types shall be maintained iaw BMF/L 750-1. The maintenance organization may apply to the NMAA for transitioning the maintenance of legacy types to iaw EMAR 145.

Training and authorization of technical personnel within the Norwegian defense sector shall be managed iaw Regulation for technical training (RFK Luft). Technical training organizations shall have an MTOE iaw EMAR 147.

Continuing Airworthiness and maintenance performed outside the Norwegian defense sector shall be managed iaw EMAR M and EMAR 145. Refer to *Regulation for approved aircraft parts* for detailed requirements for parts and maintenance providers.

Any CAME; MOE or MTOE relating to Norwegian military aircraft is subject to approval by the NMAA.

Operational use of aircraft registered in NDAR is governed by the MAA (MLFM) through BML.

E.1 DEVIATIONS

When a maintenance organization or CAMO cannot show compliance to the requirements, the NMAA shall require appropriate corrective actions to be taken to ensure all requirements are sufficiently met. The maintenance organization or CAMO may suggest equivalent acceptable means of compliance, subject to approval by the NMAA.

Action shall be taken by the NMAA to suspend, in whole or in part, the approval in case of failure to comply within the requirements.

F. FOREIGN MILITARY AIRWORTHINESS CERTIFICATION

F.1 GENERAL

A foreign nation's military airworthiness approval may be accepted as a basis for NMAA certification.

The foreign nation's airworthiness approval process shall be examined, approved and recognized by the NMAA following the standards of European Military Airworthiness Document – Recognition (EMAD R).

The NMAA shall assess any gaps between the intended usage of the foreign approval and the Norwegian defense sector intended usage¹³ and ensure that any residual risk is within acceptable limits.

¹³ Refer to DoDD 5030.61, May 24, 2013, ENCLOSURE 3, Change 1, 06/25/2015

F.2 RECOGNITION OF OTHER NATIONAL MILITARY AIRWORTHINESS AUTHORITIES

The NMAA may recognize a foreign airworthiness authority to perform any part of an airworthiness approval process, short of validating an MTC or issuing an MPF. EMAD R shall be the basis for such recognition.

F.3 NORWEGIAN DEFENSE SECTOR ACCEPTANCE OF CIVILIAN OR FOREIGN MILITARY CERTIFICATIONS, EVALUATIONS AND INSPECTIONS

The basis for airworthiness certification shall be validated by and be subject to approval by the NMAA. Unless otherwise agreed by the NMAA, the basis for certification shall be the original certification from the primary certifying authority.

The Type Certificate (TC or MTC) or equivalent artefact shall be validated by the NMAA.

For any items not included in the original TC, an NMAA-approved basis for certification shall be used to define military airworthiness certification criteria, standards, and methods of compliance. Normally, this should be either European Military Airworthiness Certification Criteria (EMACC) or the original basis for certification.

G. MODIFICATIONS OR REPAIRS WHERE NDMA TECHNICAL DEPARTMENT IS DESIGN AUTHORITY

Whenever a modification or repair is initiated, a capable engineering organisation representative shall personally be designated Head of Design. Allowable provisions are listed in APPENDIX 1 ROLES AND RESPONSIBILITIES. The head of design is responsible for performing the duties of the applicant as well as ensuring conformity of the modification or repair.

The requirements in EMAR 21 Subpart B; D; E and M, as applicable, shall be adhered to for such modifications or repairs.

All modifications shall have airworthiness criteria documented through a Modification Airworthiness Certification Criteria (MACC) or equivalent compliance document, along with prescribed substantiating documents. The Head of Design shall classify the modification as "Minor" or "Major"¹⁴, and submit "Minor" modifications to the ASD Technical Director for approval, and "Major" modifications to the NMAA.

The ASD Technical Director shall be applicant¹⁵ and supplemental MTC (sMTC) holder with the duties and responsibilities as Design Organization¹⁶.

H. FLYING WITH UN-AIRWORTHY AIRCRAFT

Whenever an operational emergency that involves clearance to fly with aircraft that is un-airworthy (ie. where the airworthiness risk may exceed the acceptable risk level), the following shall apply¹⁷:

The authority that orders such flying shall assume full responsibility for all risks involved, including risk to life.

The authority that orders such flying shall assume full responsibility for any additional expense of returning the aircraft to airworthy status after end of operations.

The NMAA shall without delay be informed about flying with un-airworthy aircraft, and may advise risk mitigating actions for airworthiness risks. The NMAA will inform the user of known risk related to the flight(s).

After completion of the applicable flight/operation/campaign, the aircraft shall be deemed non-operational until the NMAA declares that the risk of continued operations is within acceptable levels, and the NMAA is ready to assume such risk.

¹⁴ EMAR 21.A.95, 21.A.97, Appendix A to GM 21A.91, AMC No. 1 to 21A.263(c)(1)

¹⁵ EMAR 21.1 General

¹⁶ EMAR 21 Subpart E

¹⁷ Retningslinjer for Materiellsikkerhet para 9.6

Non-emergency cases where the NMAA concludes that the risk is within acceptable levels (if necessary after prescribing risk mitigating actions) should be authorized by the NMAA through an MPF including conditions and limitations.

I. UNMANNED AIRCRAFT

For airworthiness purposes, unmanned aircraft are classified iaw civilian rules (Bestemmelser for Sivil Luftfart, BSL). Note that the BML contains a different classification.

Remotely Operated 1 (RO 1) max take-off mass (MTOM) below 2,5kg, max speed 60 kts

RO 1 is exempt from aircraft registration. The system shall have NMAA-approved technical documentation and a NMAA-approved maintenance plan as per the manufacturer's prescription.

RO 2 MTOM below 25kg, max speed 80 kts

In addition to those requirements as for RO 1, the system shall be airworthy. The airworthiness of the design and the control system, and the verification basis and plan for continuing airworthiness shall be documented, and approved by the NMAA.

RO 3 MTOM above 25kg, max speed above 80 kts

The system shall satisfy all airworthiness requirements iaw EMAR 21 or STANAG 4671 or equivalent.

I.1 AIRWORTHINESS REQUIREMENTS OF BFL AND BSL CLASSIFICATIONS

Table 1, RO Classes and airworthiness requirements related to the classes.

BFL class	BSL/RML Class	BFL airworthiness requirements	BSL/RML airworthiness requirements
Class 0 below 60g	RO1 below 2,5kg	No approval required	Technical documentation and a NMAA-approved maintenance plan
Class 1A 60g-10kg		Simplified safety approval	
Class 1B 10-25kg	RO2 2,5-25kg		Airworthiness requirements for initial airworthiness, and control system. Plan for continuing airworthiness.
Class 1C 25-150kg	RO3 above 25kg	Simplified safety approval or military airworthiness certification	Military airworthiness certification as per section D INITIAL AND CONTINUED AIRWORTHINESS.
Class 2/3 above 150kg		Military airworthiness certification iaw NATO standards	

I.2 SIMPLIFIED SAFETY APPROVAL OF TARGET DRONES

Approval of unmanned target drones otherwise classified as RO2 and RO3, can be performed according to a simplified materiel safety approval, refer to APPENDIX 4, TAILORED SIMPLIFIED SAFETY APPROVAL PROCESS FOR UNMANNED TARGET DRONES.

I.3 ARMED UNMANNED AIRCRAFT

Reserved for future use.

J. EFFECTIVE DATE

The document is effective 2018-11-06.

K. REQUEST FOR REVISIONS OR CHANGES

Request for revisions or changes shall be forwarded to the NDMA Air Systems Division as a Technical Manual Change Recommendation, AFTO Form 22¹⁸.

¹⁸ AFTO Form 22 may be found at http://www.e-publishing.af.mil/?txtSearchWord=afto22&client=AFPW_EPubs&proxystylesheet=AFPW_EPubs&ie=UTF-8&oe=UTF-8&output=xml_no_dtd&site=AFPW_EPubs

APPENDIX 1 ROLES AND RESPONSIBILITIES

A.1.1 NMAA RESPONSIBILITIES

The NMAA organisation shall for each new air system or a major modification to an existing air system

1. Provide technical requirements for initial, continued and continuing airworthiness of all contracts issued on behalf of the Defense sector.
2. Ensure that a Tailored Airworthiness Certification Criteria compliance document (TACC or equivalent) has been developed before any equipment is delivered or any modification is initiated.

If such a document has not been developed, the acquisition program shall be suspended until the document has been delivered to the NMAA.

3. Approve or reject the TACC and the Certification Program Plan.
4. Assess and approve or reject the residual risk for all certification criteria where the type is non-compliant. This shall include, but is not limited to
 - a. Means of Compliance
 - b. Means of Evidence and the resulting Evidence
 - c. Mitigations for any non-compliances
 - d. Instructions for continuing airworthiness
 - e. Any residual risk.
5. Validate the MTC when the system fulfills the requirements regulated in EMAR 21.
6. If the type is eligible, issue an MPF if the requirements for issuing an MTC are not satisfied.
7. Enter each individual aircraft into the NDAR.

Further, the NMAA will at all times;

8. Where applicable, issue and maintain MCA for each individual aircraft in the type design, provided the aircraft is in compliance with the MTC and is in a condition that allows operation within accepted risk levels.
9. Approve or reject organizations outside the Norwegian defense sector intending to perform work on Norwegian military aircraft.
10. Approve or reject organizations outside the Norwegian defense sector intending to supply part for Norwegian military aircraft.

A.1.2 AIRWORTHINESS RISK ACCEPTANCE

A thorough explanation of airworthiness risk, and assessment of such risk, is provided in USAF Airworthiness Bulletin 150 (AWB-150).

Refer to table 3 for which positions within the NDMA/ASD that have the authority to accept the listed airworthiness risk levels.

Table 2, Risk Acceptance Authority.

Airworthiness Risk Level	NMAA level	Position
GREEN/LOW	1	ASD head of section
YELLOW, ORANGE (MEDIUM)	2	ASD Technical Director
RED (HIGH)	3	ASD Commanding Officer

The NMAA will inform the user of any known risk higher than the acceptable risk.

APPENDIX 2, EMAR IMPLEMENTATION SCHEDULE PER AIRCRAFT TYPE

NOTE that this schedule is subject to change more frequent than the basic regulation.

Aircraft type	EMAR Implementation schedule	Comments
AW101-612	As of 27 Nov 2017	Implemented, but with temporarily accepted non-compliances regarding EMAR66 type training and licensing, EMAR 147 training organisation, and EMAR M CAMO organisation
NH90 NNWN	Within 2021	Subject to change iaw EMAR implementation plan
F-35A	Maintenance organisation compliance to EMAR 145 iaw F-35 Program Directive 1501-01.03	EMAR 145-equivalence only. Other EMAR elements iaw EMAR implementation plan.
P-8	30 days prior to first individual registered in NDAR	

APPENDIX 3, AIRWORTHINESS REQUIREMENTS FOR PROCUREMENT

A3.1 GENERAL

This Appendix shall be part of air system procurement and modification contracts.

It is the responsibility of the project manager to ensure that the requirements in this regulation, including this appendix, are implemented in the contracts with suppliers and contractors.

EMAR shall be the basis for airworthiness of Norwegian Military Aircraft. If the legacy of the applicable Aircraft Type does not allow full compliance with EMAR, due diligence to EMAR shall be taken to the maximum extent.

New aircraft types registered into the NDAR after 1st of January 2016 must have a Military Type Certificate¹⁹ or a Military Permit to Fly²⁰ issued in order to be airworthy. The Project Manager shall facilitate the activities necessary to issue such documents.

A3.2 AIRWORTHINESS

All Aircraft Types shall have completed an airworthiness assessment iaw DoDD 5030.61²¹ and/or EMAR 21 before operational use or OT&E can commence, or the closest commercial milestone.

The airworthiness assessment should use either EMACC; MIL Handbook 516; or civilian EASA/FAR Part 23, 25, 27 or 29 to define applicable military airworthiness certification criteria, standards, and methods of compliance. If required, the NMAA may approve other airworthiness certification criteria. A Performance Specification Basis document may be accepted provided the airworthiness requirements are identifiable.

An aircraft Type which is already certified: Norway will pursue recognition of the (Military) Airworthiness Authority responsible for the initial certification of the Type through EMAD R, and subsequently validate airworthiness documentation from that authority. The certification basis shall be the original certification from the primary certifying authority.

A Tailored Airworthiness Certification Criteria compliance document (TACC or equivalent) shall have been developed before any equipment is delivered. Equivalent could be US NAVAIR Performed Specification Basis.

Parts and installations not covered by the original Military Type Certificate (MTC) or Type Certificate (TC) should be certified through a Supplemental Military Type Certificate (SMTc) iaw AFI 62-601 and/or EMAR 21, or as deemed equivalent by the NMAA.

¹⁹ EMAR 21 or AFI62-601

²⁰ EMAR 21; Permit to Fly is Equivalent to Military Flight Release ref AFI62-601.

²¹ US Department of Defense Directive.

The Design Organization of the aircraft Type shall be the MTC Holder with responsibility for continuing airworthiness as required in EMAR21.

The Design Organization shall be identified towards the NMAA and may be an organization with EMAR/EASA/FAR 21 Design Organization Approval (DOA), or the Original Equipment Manufacturer (OEM), or the Prime Contractor, or a government Program Office (coordinating Design Organization), or as deemed equivalent by the NMAA.

NOTE For specific aircraft types, additional requirements may apply. This list does not cover requirements related to mission qualification/fitness for purpose, or safety requirements related to particular usage. Any artifacts required must be released to the NMAA minimum 90 days prior to entry into Norwegian register.
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Table 3, airworthiness requirements for procurements.

Requirement	Artifact required	Comments	Regulation reference
The type shall have a completed airworthiness assessment iaw DoDD 5030.61 and/or EMAR 21.	Military type Certificate or equivalent document, including recommendation. (USN Flight Clearance or NATOPS). Including interim equivalents (Military Permit to Fly, Military Flight Release, interim Flight Clearance)	This shall be completed before operational use or OT&E can commence, or the closest commercial milestone. NOTE normally, this airworthiness assessment shall be performed by the original certifying authority.	RML The airworthiness assessment should use either EMACC; MIL Handbook 516; or civilian EASA/FAR Part 23, 25, 27 or 29; to define applicable military airworthiness certification criteria, standards, and methods of compliance. If required, the NMAA may approve other airworthiness certification criteria.
An aircraft Type which is already certified: Norway will pursue recognition of the (Military) Airworthiness Authority responsible for the initial certification of the Type through EMAD R, and subsequently validate airworthiness documentation from that authority.		Authority to authority recognition is not a project activity. The NMAA decides whether recognition shall be coordinated with the timeline of a specific acquisition project. The NMAA will not recertify artifacts from a recognized authority, such artifacts will be subject to a validation iaw FMA LUF PRO 361.	EMAD R
The certification basis shall be the original			RML

certification from the primary certifying authority.			
A Tailored Airworthiness Certification Criteria compliance document (TACC or equivalent) shall have been developed before any equipment is delivered.	TACC or equivalent (USN ECP or EDRAP)	USN ECP/EDRAP is regarded equivalent, provided it contains all Mil Handbook 516 airworthiness certification criteria. Any civilian certification basis or related data sheet is not required to reassess.	RML
Requirements not covered by the original Military Type Certificate (MTC) or Type Certificate (TC) shall be airworthiness certified as a Supplemental Military Type Certificate (SMTC) or equivalent.	SMTC or equivalent MACC or equivalent (USN ECP or EDRAP)		AFI 62-601 and/or EMAR 21, or as deemed equivalent by the NMAA.
The Design Organization of the aircraft Type shall be the MTC Holder with responsibility for continuing airworthiness as required in EMAR21.	Design Organization Exposition (DOE) or equivalent document, from the Design Organization, Original Equipment Manufacturer or Program Office clearly stating how and by whom the responsibilities for continuing airworthiness will be managed.	The Design Organization (DO) shall be identified towards the NMAA and may be an organization with EMAR/EASA/FAR 21 Design Organization Approval (DOA), or the Original Equipment Manufacturer (OEM), or the Prime Contractor, or a government Program Office (coordinating Design Organization), or as deemed equivalent by the NMAA. NOTE that this requirement imposes the condition that the identified organization accepts to be the MTC Holder.	RML
The system safety risk levels shall be evaluated and accepted by the NMAA	System Safety Risk Assessment (SSRA) or equivalent		Validation procedure requirement
Any airworthiness criteria non-compliance or other condition which introduces additional system risk, shall be evaluated and accepted by the NMAA	system compliance document or equivalent (USN integration reports)		Validation procedure requirement

APPENDIX 4, TAILORED SIMPLIFIED SAFETY APPROVAL PROCESS FOR UNMANNED TARGET DRONES

The tailored simplified safety approval process may be issued for category RO 2 and RO 3 target drones when all of the following conditions are satisfied:

1. The type was originally acquired prior to 1 Jan 2017.
2. The type only operates within segregated airspace

3. The type is equipped with a system for controlled abort of flight or destruction in the event of loss of control.
4. The type has not been subject to a complete airworthiness certification iaw 14CFR Part 23 or CS23 or equivalent (STANAG 4671, EMACC).
5. There is documented risk assessment or empirical data clearly showing that loss of control causing an airspace violation occurs less than once per 10000 flight hours, or less than once per two years at the planned usage spectrum.

In this case, the NMAA can issue a MSA based on the above evidence.

Note that for RO2 and RO3 target drones where type acquisition is initiated after 1 jan 2017, the type shall be airworthiness certified, primarily using STANAG 4671 criteria or equivalent (14CFR23, CS23) prior to release to service/MSA.

APPENDIX 5, ABBREVIATIONS

Table 4, abbreviations.

Abbreviation	Explanation
ASD	Air Systems Division
BFL	Bestemmelser For Luftforsvaret
BML	Bestemmelser for Militær Luftfart (Provision for Military Aviation)
BSL	Bestemmelser for Sivil Luftfart, forskrift av luftfartsloven og utgitt av Luftfartstilsynet
CAME	Continued Airworthiness Management Exposition
DA	Design Authority
DOA	Design Organisation Approval
EMACC	European Military Airworthiness Certification Criteria
EMAR	European Military Airworthiness Requirements
ERP	Enterprise Resource Planning
FFP	Fitness For Purpose
GBAD	Ground Based Air Defense
GSE	Ground Support Equipment
MACC	Modification Airworthiness Certification Criteria
MCA	Military Certificate of Airworthiness
MOE	Maintenance Organisation Exposition
MPF	Military Permit to Fly
MTC	Military Type Certificate
MSA	Material Safety Approval.
NDAR	Norwegian Defense Sector Aircraft Register
NDMA	Norwegian Defense Materiel Agency
NDS	Norwegian Defense Sector
NMA	Norwegian Military Aircraft
NMAA	Norwegian Military Airworthiness Authority
OEM	Original Equipment Manufacturer

OSS&E	Operational Safety Suitability and Effectiveness
RML	Reglement for Militær Luftdyktighet
RMS	Retningslinjer for materiellsikkerhet/Materiel Safety Policy
RO	Remotely Operated
SMTC	Supplemental Military Type Certificate
TACC	Tailored Airworthiness Certification Criteria