

Self-Audit / Quality Survey
Revision date: 08-January-2026



Company Name: **Heli-One (Norway) AS**

Parent Company: **CHC Helicopters International**

Maintenance Facility Address:

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Corporate (Mailing) Address

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Accountable Manager / Person Responsible for Maintenance:

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Cage Code: **N4365**

List of Approval Certificates:

Issuing agency / OEM	Description of regulation / permit	Number
EASA Part 145	Approved Maintenance Organization	NO.145.0105
EASA Part 21, subpart G	Approved Production Organization	NO.21G.0002
EASA Part 21, subpart J, Design	Design Approval Organization	EASA.21J.293
Transport Canada Civil Aviation	Approved Maintenance Organization	897-02
Federal Aviation Administration	Foreign Approved Repair Station	6H1Y793B
CAAZ (Zimbabwe)	Approved Maintenance Organization	176/256
CCAR 145R3 (China)	Approved Maintenance Organization	F04700525
J-CAB (Japanese)	Approved Maintenance Organization	160
UK CAA Part 145	Approved Maintenance Organization	UK.145.01678
FLO/ KSA (NATO/NSPA)	Approved Facility, AQAP 2110 QMS (Military)	2005024
Netherlands MAA (MAR 145)	Approved Maintenance Organization	MAA-NLD A-145-050
Intertek	Management system, ISO 9001:2015	0137054-00
Intertek	Management system, AS 9110:C	0137054-00
US. DOT.	Pressure Cylinder Requalification Facility	(RIN) D034
Leonardo	Quality Requirements for suppliers	LH/0511
Airbus Helicopters	Repair Center (incl. Maintenance and Blades)	RCEU-1-DG6LAD
Safran Helicopter Engines	Repair Center	1298-09
US.DOT.	Pressure Cylinder Requalification Facility	RIN (D034)
NEMKO / IQNet	Environmental Mgmt. syst. ISO 14001:2015	NO-801054

Self-Audit

Requirement	Yes	No	N/A
Quality Program			
1. Is there a documented quality system? If so, where is it documented? <ul style="list-style-type: none"> Maintenance Organisation Exposition (MOE): NCAA approved AMO manual ISO9001/AS9100C and AQAP 2110 Quality Manual 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the Quality Manual (or equivalent) contain policies and procedures for internal quality audits, including issuance and follow-up on audit findings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Are quality findings and corrective action requests issued on internal or external audits retained for at least three years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Is there a documented and effective training program that complies with applicable civil aviation requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Is return to service personnel properly trained, certified and authorized for all work performed at the facility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is there an effective system for ensuring that only authorized personnel signs off an authorized release certificate (e.g. stamps control, roster)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Technical Data			
7. Is all necessary technical data (CMM, drawings) available to perform work on all items on the capability list?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Is work performed only based on approved technical data acceptable to the customer or as specified in the Purchase Order?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Do procedures for ensuring technical data used for performing work is current and available to mechanics and inspectors?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parts Handling			
10. Is there a documented and effective shelf-life program that applies to all parts subject to time control limitations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Is there a documented and effective system for ensuring all parts are properly identified?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Are there effective policies for ensuring the traceability of parts and materials to an approved source?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Is there a documented and effective parts segregation program that ensures that non-aircraft and non-serviceable parts are not inter-mixed with serviceable parts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Are parts adequately protected from the environment, dust, contaminants and metal-metal contact through the repair process?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Is there a documented and effective program to ensure that parts subject to Electrostatic Discharge protection are properly handled?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Is there an adequate Scrapped parts program in place in order to ensure that rejected parts do not return to the aircraft market?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facilities, Equipment and tools			
17. Is there a documented and effective program for ensuring that all tools subject to periodic calibration are adequately monitored, identified and re-calibrated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Is there a system to ensure that all tools are calibrated using standards traceable to an approved standards organization (e.g. NIST)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Do the facilities provide adequate housing, protection (e.g. clean rooms, environmentally controlled rooms) and working space as required by applicable standards and specifications?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>