

EO 00-50-17

ROYAL CANADIAN AIR FORCE



**CALENDAR  
AIRCRAFT INSPECTION  
REPAIR AND MODIFICATION**

**REVISION  
NOTICE**

LATEST REVISED PAGES SUPERSEDE  
THE SAME PAGES OF PREVIOUS DATE  
Insert revised pages into basic publication.  
Destroy superseded pages.

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

**9 MAR 61**

Revised 27 Sep 63

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## PART 1

# CAIR PHILOSOPHY. APPLICATION, MODIFICATION, INSPECTION AND DEFINITIONS

## PURPOSE

1 This EO provides procedures and guidance for the accomplishment of RCAF aircraft inspection, repair, reconditioning and modification on a calendar basis, where the work is beyond unit capabilities and must be accomplished either by RCAF repair depots or civilian contractors.

2 CAIR is best described as a maintenance requirement, designed to arrest deterioration and failure of unlifted component accessories, assemblies and related parts including the aircraft structure and to progressively relieve the same, prior to that period when a complete overhaul of the aircraft would otherwise be necessary.

3 CAIR permits the RCAF to continue within the framework and activity of first and second line maintenance resources as provided to attain the requisite standard of maintenance and airworthiness, through the use of contractor and repair depot facilities for third or fourth line maintenance or assistance beyond the point where service manpower ceiling, special tooling, skills and spare support preclude the depth of maintenance being carried out by field units within the RCAF.

4 As opposed to the repair and overhaul concept of maintenance which permitted deterioration to a point where aircraft could no longer be maintained adequately or economically through unit resources at which point a complete overhaul was carried out necessitating complete disassembly of aircraft and rebuilding, the CAIR concept provides for planned programme of third and fourth line maintenance to obviate overhaul. The CAIR concept besides permitting aircraft to operate for the greater part of its life in the lower wear

factor, reduces the "in work" time at the contractors to a minimum thereby reducing costs which have become prohibitive under the repair and overhaul concept.

## CAIR PHILOSOPHY

5 The philosophy of CAIR is summed up as follows:-

(a) To consider the aircraft, its components and accessories in two categories:-

(1) Components having an established life - reduction of work to the -7A maintenance schedule requirements.

(2) Components having no established life - work required to renew the aircraft to another CAIR cycle.

(b) To gain knowledge of the probability of failure in all areas where no established "life" exists and to take such corrective action as required.

(c) To establish a life expectancy compatible with sound logistic economics.

(d) To consistently evaluate CAIR findings with a view to increasing the depth of maintenance on the field, where possible.

(e) To reduce the wear by establishing the cause(s) especially where mal maintenance practices are involved and to institute corrective measures.

(f) To test fly aircraft to the field (maintenance) requirements of EO 00-50-20, Part 4.

(g) To return the aircraft to the same unit as received from and thereby afford a means to adjudge the standard

of maintenance being attained on the field.

(h) To progressively extend the hourly or calendar period of CAIR compatible with the technical evaluations made possible during CAIR programmes.

(j) To continuously search for product improvement, increased depth of spares support, improved tooling and skills on the field, directed principally at making economics and increasing the depth of RCAF maintenance activities.

### APPLICATION

6 To implement the CAIR concept of maintenance a CAIR 1 Series Specification is being written for applicable aircraft.

7 The CAIR 1 Series Specification will outline CAIR requirements, that is, depth of maintenance, degree of inspection and repair to be undertaken by the contractor or repair depot, which will consist of all work up to second line maintenance as outlined in -7A plus work in those areas of the aircraft or unlifted items necessary to renew the aircraft to the next CAIR cycle. In the case of lifted items, the -7A will be the controlling factor. The work accomplishment on aircraft undergoing CAIR will be governed by the RCAF CAIR 1 Series Specification which will provide the following minimum requirements.

(a) Scope of work - depth of maintenance - serviceability concept suitably illustrated.

(b) Technical data - modification requirements - EO references.

(c) Replacement requirements.

(d) Inspection requirements.

(e) Reports.

(f) Test flight and acceptance procedure.

### MODIFICATION

8 Normally all contemplated third and fourth line range of modification programme will be planned to coincide with CAIR programmes. The establishment of modification programmes to run parallel to CAIR will be discouraged.

9 Aircraft undergoing CAIR will be modified to the highest degree possible consistent with the availability of modification kits and RCAF policy with regards to the maintenance responsibilities of user units and AMCHQ. All outstanding RCAF -6B aircraft modifications, if available and provisioned, shall be embodied. All RCAF -6A aircraft modifications which are safety of flight, e.g., "before next flight" shall be embodied. All RCAF -6AV and -6BV "Vital Modifications" shall be provisioned and embodied.

10 Outstanding RCAF -6A modifications to airframe engine and accessories shall be embodied providing:-

(a) Section 57 kits are not required.

(b) That if Section 57 kits are required, then the unit shall have packaged and shipped those kits to the CAIR facility in accordance with Part 2, para. 3(g) of this EO.

(c) That if Section 57 kits are required to support newly released modifications, then AMCHQ shall have made those kits available to the CAIR facility in accordance with Part 2, para. 1(g) of this EO.

### SPECIAL INSPECTION

11 All outstanding RCAF -5 Special Inspections which are applicable to the airframe aero engine, their accessories and components shall be performed.

12 When new modifications or Special Inspections are introduced, and it is decided to have them embodied, AMCHQ shall advise the applicable TSD, by Message which will act as an interim amendment pending release of the latest revision of the applicable EO Index.

### DEFINITIONS

13 The definition of terms used in this EO shall have the meanings assigned below:-

#### CAIR (CALENDAR AIRCRAFT INSPECTION AND REPAIR)

(a) This term defines the range of third and fourth line maintenance accomplished on calendar basis in accordance with the CAIR specification.

#### CAIR SPECIFICATIONS

(b) The RCAF CAIR I Series Specifications detailing the extent of inspection, reconditioning, repairs and/or replacement to be carried out by the contractors/repair depots during CAIR.

#### CAIR FACILITY

(c) The repair depot or civilian contractor accomplishing CAIR.

#### TIME-PHASE SCHEDULING OF AIRCRAFT

(d) A method of systematically scheduling aircraft into repair depot or contractor facilities for simultaneous accomplishment of CAIR and modifications.

#### INSPECTION

(e) A thorough and searching inspection of the item specified, to determine identity, installation, conditions, operation and security.

Components shall be exposed for inspection and, if necessary, shall be removed, disassembled and tested to determine extent of wear, damage or deterioration. Inspection shall include operation within specified limits of the applicable EO.

#### THIRD LINE MAINTENANCE

(f) As used herein, defines technical processes normally beyond the maintenance resources provided at operating units, and includes the following:-

- (1) Repair requiring skills, tools and other equipment not normally provided at stations.
- (2) Installation of overhaul modifications.
- (3) Preservation, storage and maintenance of equipment in storage in accordance with EOs.

#### FOURTH LINE MAINTENANCE

(g) As used herein, defines technical processes requiring the facilities of a main base and includes the following:-

- (1) Major repairs.
- (2) Reconditioning.
- (3) The modification and conversion programmes.

### REFINISHING

14 Painting, polishing or other work designed solely to improve the appearance of the aircraft shall not be undertaken. However, roundels, markings, etc., shall be inspected to determine their condition and action taken either to touch up or to remove and replace as necessary.





## PART 2

## RESPONSIBILITIES

AIR MATERIEL  
COMMAND HEADQUARTERS

1 To ensure establishment, implementation, accomplishment and control of CAIR, AMCHQ shall be responsible for the following:-

(a) The preparation, printing and amendment of the RCAF CAIR 1 Series Specification for all aircraft undergoing CAIR.

(b) Making the CAIR 1 Series Specification available for requisition by RCAF units, in accordance with CAP 16, Vol. 1, Chap. 21.2:-

(c) The establishment of time-phase cycle or calendar period of CAIR for each type of RCAF aircraft to undergo CAIR. The time-phase cycle will be reviewed annually and re-adjusted as necessary, with regard to the recommendations of Commands, Units, TSUs and contractors. The attached Figure 2-1 is the current time-phase cycle for each type of aircraft in the RCAF.

(d) The development of a schedule for each type of aircraft to undergo CAIR, based upon the time-phase cycle, the number of aircraft to be processed, and the flow time through the CAIR facility.

(e) The co-ordination of the time-phase schedule with User Commands at least 60 days prior to the implementation date of a new programme.

(f) The movement of aircraft between units and contractors by transfer order in accordance with CAP 16, Vol. 1, Chap. 8.

(g) Make available and maintain a "float" of modification kits for CAIR requirements

in accordance with Supply Bulletin 6.4.02, para. 23. The applicable AMCHQ aircraft's specialist shall be responsible for maintaining the predetermined quantities of kits for "float" requirements for the respective aircraft.

## COMMAND OF OWNERSHIP

2 To ensure establishment, accomplishment and control of CAIR, the Headquarters of the Command of Ownership shall be responsible for the following:-

(a) Informing units of the CAIR requirements for aircraft when informed by AMCHQ that a CAIR programme is being initiated, and supplying units with their individual schedule.

(b) Screening of aircraft selected by units for CAIR based on the following:-

(1) Number of flying hours.

(2) Calendar life since new or since last CAIR.

(3) Degree of wear.

(c) Where the aircraft proposed by a unit is not acceptable for any reason, the Command shall so notify the unit by priority Message info the CAIR TSU and AMCHQ, not later than six days prior to delivery date of the aircraft. This Message shall include sufficient direction to the unit on the cause of rejection to enable them to select an alternate satisfactory aircraft without delay.

(d) In cases where the user unit is not providing the replacement aircraft for the

Aircraft Type	CAIR Specification	Engineering Order	CAIR Frequency In Months	Approximate Corresponding Flying Hours
Albatross				
Argus		EO 05-120A-7B	36	3,000
Bristol Freighter	CAIR 1-2			4,000
Canuck 3D, 4A and 4B	CAIR 1-5	EO 05-25D-7B		1,200
Canuck 5	CAIR 1-5	EO 05-25D-7B		1,000
Caribou				
Cessna L19A	CAIR 1-7			
C119G	CAIR 1-8	EO 05-90A-7B	48	2,500
C130B				
CF101 (Voodoo)				
CF104				
Chipmunk	CAIR 1-9			
Comet 1A	CAIR 1-10			
Cosmopolitan				
Dakota 3 and 4	CAIR 1-11	EO 05-35A-7B	60	3,000
Expeditor	CAIR 1-12	EO 05-45B-7B	60	3,500
Helicopter CH112 (Hiller)		As	36	1,200
Helicopter (Bell 47D)	CAIR 1-14	Detailed	36	1,200
Helicopter (Vertols)	CAIR 1-15	By	36	1,200
Helicopter (Sikorsky H 5)	CAIR 1-16	AMCHQ	36	1,200
Helicopter (Sikorsky H34A)	CAIR 1-16		36	1,200
Lancaster	CAIR 1-17	As detailed by AMCHQ	AR	
Neptune P2V7		EO 05-110A-7B	36	2,000
North Star	CAIR 1-20	EO 05-5A-7B	48	6,000
North Star C5	CAIR 1-21		AR	
DELETED				
Sabre 5 and 6	CAIR 1-23	EO 05-5E-7B		1,200
T33	CAIR 1-24	EO 05-50C-7B		1,500
Yukon	CAIR 1-3			

NOTE

CAIR 1 Specifications are being progressively replaced by -7B Engineering Orders.

Figure 2-1 (Issue 7) CAIR Phasing

CAIR programme arranging by Message direct to 129 AFF Trenton, info AMCHQ, for the ferrying of an aircraft to the contractor. Where the user unit is providing the replacement aircraft, the provisions of sub-para. 3 (k) are applicable.

(e) Submission to AMCHQ of proposals for amendments, deletions or additions to the CAIR specifications, and screening of unit submissions for this purpose.

### OPERATING UNITS

3 To ensure establishment, accomplishment and control of CAIR, the operating unit shall be responsible for the following:-

(a) Upon notification by the parent Command that their aircraft are required for CAIR, the unit shall select aircraft under its control for phasing into CAIR, based upon the following:-

- (1) Number of flying hours.
- (2) Calendar life since new or since last CAIR.
- (3) Degree of wear.

(b) Units will be informed by the CAIR TSU ten days in advance of expected delivery from CAIR. Where the unit is scheduled to provide a replacement aircraft for the CAIR programme, it shall prepare the replacement aircraft for delivery on the date of delivery named by the TSU, in accordance with para. 3 (b), (c) and (f).

(c) A report shall be made to the parent Command by priority Message info the CAIR TSU, TSD and AMCHQ, not later than 8 days prior to the anticipated delivery date of the aircraft, giving the following information:-

- (1) Aircraft type and serial number.
- (2) Total airframe time.

(3) Total engine time.

(4) The -6B airframe modification not embodied.

(5) The -6A airframe, engine and accessory modifications for which Section 57 kits are available for shipping to the CAIR contractor by the time of arrival of the aircraft.

(6) Any additional information considered necessary by the unit.

(d) If no objection is raised by Command or AMCHQ before six days prior to anticipated date of delivery of the aircraft, the unit shall assume that the proposed aircraft is suitable; and shall prepare the aircraft for shipment to contractor in accordance with EO 00-15-9, and shall bring all L14 entries up to date.

(e) Shipping details of Section 57 kits required for embodiment of -6A modifications by contractors, shall be sent by priority Message six days prior to date of anticipated delivery to the CAIR TSU. The original Message shall be referenced.

(f) If Command rejects a proposed unit aircraft, the unit shall select a satisfactory aircraft without delay, and report as in para. 3 (c) not later than six days prior to anticipated delivery date. Kits shall also be reported in this Message in accordance with para. 3 (e).

(g) The shipping of Section 57 modification kits to the CAIR contractors to support the -6A modifications shall be the responsibility of the unit. The unit shall be responsible for:-

- (1) Check the kits for completeness.
- (2) Packaging the kits individually.
- (3) Tagging and identifying the kits.
- (4) Plainly marking the kit with the serial

number of the aircraft for which it is intended.

(5) Shipping of kits to arrive at the CAIR contractor on or prior to date of arrival of aircraft for which they are intended. Shipping shall be by Railex, or as cargo in the aircraft on the ferry flight. If shipped by Railex, the kits shall be shipped not later than five days prior to the anticipated delivery date, the aircraft voucher shall be cross-referenced to the shipping documents of the relevant kit, and the kit issue vouchers and packing notes shall be cross-referenced and bear the serial number of the aircraft for which they are intended.

(h) Parts to make up unit resources kits shall not be supplied by the unit.

(j) Aircraft selected for CAIR shall be test flown at the unit by a qualified unit test pilot prior to the ferry flight of the aircraft to the CAIR facility. All in flight unserviceabilities shall be listed in the aircraft's Record Set L14 and the test flight form F140A, F140B and F140C, as applicable, shall be completed. The test flight form shall accompany the aircraft on ferry flight to the CAIR facility. Test flight for jet and reciprocating engine aircraft shall be accomplished in accordance with the respective sections of Part 5 of the applicable Aircraft Operating Instructions. Test flight for Helicopter Aircraft shall be in accordance with the aircraft's applicable -2 EO.

(k) One flight test which shall be designated as a "Zero" Flight test shall be carried out at the CAIR facility prior to the commencement of CAIR on aircraft received on a fly-in basis. In order that the maximum benefit may be derived from the Zero test flight policy, all in flight snags and difficulties shall be recorded by the ferry pilot in the travelling copy of the aircraft's form L14 and on the relevant Form F140 which accompanies the aircraft. Additionally aircraft shall have full primary inspection carried out prior to ferry flight. This will ensure sufficient time remains to carry out contractors test flight in the event of delay due to unsuitable weather conditions at destination.

(m) One day prior to delivery, the TSU will inform the unit by telephone that their aircraft is ready for delivery. A unit ferry pilot shall fly the exchange aircraft to the CAIR contractor on the next day, and pick up the completed aircraft.

(n) All transfers of aircraft shall be in accordance with CAP 16, Vol. 1, Chap. 8.

(p) Comments and recommendations for amendment, addition or deletion to the CAIR 1-Series Specifications shall be submitted to AMCHQ through the parent Command.

### TECHNICAL SERVICES UNIT

4 To ensure establishment, accomplishment and control of CAIR, the Technical Services Unit shall be responsible for the following:-

(a) The supervising of all the technical aspects of CAIR, with particular attention to the following:-

(1) Preliminary inspection to determine completeness of aircraft and log book set on receipt by contractor.

(2) Ensuring that a "Zero" test flight is carried out prior to CAIR on all aircraft received on a fly-in basis. Test flying shall be in accordance with the applicable section of EO 00-50-20.

(3) Advising on the major engine snags brought to the attention of the TSU by the contractor.

(4) Conditioning and advice on reconditioning of metal parts and material of doubtful serviceability, brought to the attention of the TSU by the contractor. Inspection at repair depots shall be conducted by the RCAF Quality Control Inspection Staff.

(5) Ensuring that all outstanding -5 special inspections are performed and that all -6B aircraft modifications and those -6A modifications which pertain to safety of flight are embodied.

(6) Ensuring that those other -6A modifications for which Section 57 kits have been supplied are embodied, and consideration and approval where necessary of the omission of -6A modifications for which the kits are not available by the prescribed modification point on the production line.

(7) Ensuring that all necessary log record set entries are made for modifications and special inspections in accordance with EO 00-15-1.

(8) Final inspection of completed work by the TSU Quality Control personnel.

(b) Ensuring that the following data is recorded in the REQUIRED FORMS of the aircraft maintenance record set, (as per Appendix "A" and "B").

(1) Contractor's Certification - Upon completion of CAIR and before offering the aircraft for RCAF acceptance, the contractor shall certify the work performed in both RCAF Forms (L14-1B) and L14-3. The certificates required will be similar to Appendix 1, Certificates "A" and "B" of Specification AIR 31-6. These certificates will be signed by the Chief Inspector or his delegated representative and shall signify the contractor and date CAIR was completed.

(2) Certificate of Contractor Test Pilot - Test flying performed by the contractor test pilots in accordance with Part 5 of the applicable Aircraft Operating Instructions, shall also be entered in the L14-1B and L14-3 and contain the following certificate:

"I hereby certify that I have flown the aircraft described herein following its completion of work to RCAF CAIR EO (insert applicable EO number) and that its performance and flying qualities and the function of all controls, power plant, landing gear and ancillary equipment have been tested in accordance with EO 00-50-20. This aircraft is considered airworthy subject to rectification of the attached defect list".

(3) RCAF Test Pilot's Certification - After rectification of defects and upon com-

pletion of RCAF test flights from which the aircraft is finally accepted, the RCAF acceptance pilot will endorse the L14-1B and L14-3 in accordance with EO 00-50-20, Part 4.

(4) RCAF Representative's Certification - Upon completion of his acceptance inspection as per EO 120-05-2, and rectification of any other deficiencies decided upon by the RCAF representative, a certificate that the inspection and repair has been completed in accordance with the applicable CAIR engineering order shall be entered in Form L14-3 and signed by the RCAF representative at the facility concerned.

#### NOTE

Aircraft flown in to contractors for repair, modifications and any special projects or repaired by a contractor on site are to be cleared for test flight if required in accordance with EO 00-50-20, Part 4.

(c) The arrangement of test flying to be performed by contractor test pilots in accordance with Part 5 of the applicable Aircraft Operating Instructions.

(d) The arrangement of test flying by CEPE acceptance pilots in accordance with Part 5 of the applicable Aircraft Operating Instructions for each aircraft upon completion of CAIR on the aircraft, and the acceptance on behalf of the RCAF from the recommendations of the test pilots.

(e) All transfers of aircraft shall be in accordance with CAP 16, Vol. 1, Chap. 8.

(f) Ten days prior to the anticipated date of completion of CAIR on an aircraft, the parent unit shall be informed by Message info the parent command and AMCHQ.

(g) One day prior to the completion of CAIR on an aircraft, the parent unit is to be informed by telephone.

(h) Initiation of comments and recommendations for amendments, additions or deletions from CAIR specification to AMCHQ and screening and transmission of contractor's submissions on this subject to AMCHQ.



FLYING TIME RECORD

SERIAL NO.

A/C Type

Reg. No.

Opened  
Closed

Brought Forward			TOTAL		Remarks	Brought Forward			TOTAL		Remarks
Date	Hrs.	Min.	Hrs.	Min.		Date	Hrs.	Min.	Hrs.	Min.	
<b>INSPECTION CERTIFICATE</b>											
I hereby certify that the aircraft described herein has been repaired/reconditioned/mod- ified under my supervisory inspection and that:											
(a) All work on the aircraft has been carried out in accordance with current drawings, specifications and concessions approved by the Department of National Defence, tha all workmanship is sound and in accordance with accepted aircraft practice.											
(b) (Where required by specification or Engineering Order). The aircraft has been weighed and the basic weight is _____ lbs.											
(c) All concessions and substitutions of materials affecting essential airworthiness are recorded in the relevant log books in a manner acceptable to the Department's representative.											
Date: _____						Signed: _____					
						Chief Inspector					
						for and on behalf of: _____					
<b>CERTIFICATE BEFORE TEST FLIGHT</b>											
I hereby certify that the aircraft described herein has this day been inspected by a qualified inspector and is considered airworthy for test flight. The complete control system has also received duplicate inspection by a second qualified inspector.											
Date: _____						Signed: _____					
						Chief Inspector					
						for and on behalf of: _____					
<b>CERTIFICATE OF CONTRACTOR TEST PILOT</b>											
I hereby certify that I have flown the aircraft described herein following its completion of work to RCAF CAIR EO _____ and that its performance and flying qualities and the function of all controls, power plant, landing gear and ancillary equipment have been tested in accordance with Part 5 of the applicable Aircraft Operating Instructions. This aircraft is considered airworthy subject to rectification of the attached defect list.											
Date: _____						Signed: _____					
						Contractor Test Pilot					
<b>CERTIFICATE OF RCAF TEST PILOT</b>											
I hereby certify that this aircraft has been test flown in accordance with Part 5 of the applicable Aircraft Operating Instructions and found satisfactory.											
Date: _____						Signed: _____					
						RCAF Test Pilot					
<b>CERTIFICATE OF RCAF REPRESENTATIVE</b>											
The inspection and repair of this aircraft have been completed in accordance with CAIR EO _____											
Date: _____						Signed: _____					
						RCAF Representative					

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FLY TIME





## RCAF LI4-1B CHANGE OF SERVICEABILITY AND RECTIFICATION RECORD

EO 00-50-17

Appendix "B"

Revised 8 Mar 63

A/C Type <hr/>	Reg. No. <hr/>
Opened <hr/>	Closed <hr/>

Date Time	Put U/S By Trade	Nature of Unserviceability	Rectification	Inspected and NSC/IC	Certified Serviceable	Date Time
		<b>INSPECTION CERTIFICATE</b>				
		<p>I hereby certify that the aircraft described herein has been repaired/reconditioned/modified under my supervisory inspection and that:</p>	<p><b>CERTIFICATE BEFORE TEST FLIGHT</b></p> <p>I hereby certify that the aircraft described herein has this day been inspected by a qualified inspector and is considered airworthy for flight. The complete control system has also received duplicate inspection by a second qualified inspector.</p>			
		<p>(a) All work on the aircraft has been carried out in accordance with current drawings, specifications and concessions approved by the Department of National Defence, that all workmanship is sound and in accordance with accepted aircraft practice.</p>	<p>for and on behalf of:  Chief Inspector</p>			
		<p>(b) (Where required by specification or Engineering Order) The aircraft has been weighed and the basic weight is _____ lbs.</p>				
		<p>(c) All concessions and substitutions of materials affecting essential airworthiness are recorded in the relevant log books in a manner acceptable to the Department's representative.</p>				
Date: _____		Signed: _____ Chief Inspector				
for and on behalf of: _____			Contractor Test Pilot			
Date: _____		Signed: _____	<b>CERTIFICATE OF RCAF TEST PILOT</b>			
I hereby certify that this aircraft has been test flown in accordance with Part 5 of applicable AOIs and found satisfactory.			I hereby certify that I have flown the aircraft described herein following its completion of work to RCAF CAIR EO _____ and that its performance and flying qualities and the function of all controls, power plant, landing gear and ancillary equipment have been tested in accordance with Part 5 of applicable AOIs. This aircraft is considered airworthy subject to rectification of the attached defect list.			
Date: _____		Signed: _____	Contractor Test Pilot			
I hereby certify that this aircraft has been test flown in accordance with Part 5 of applicable AOIs and found satisfactory.			<b>CERTIFICATE OF CONTRACTOR TEST PILOT</b>			
Date: _____		Signed: _____	RCAF Test Pilot			
I hereby certify that this aircraft has been test flown in accordance with Part 5 of applicable AOIs and found satisfactory.			<b>CERTIFICATE OF RCAF REPRESENTATIVE</b>			
Date: _____		Signed: _____	The inspection and repair of this aircraft have been completed in accordance with CAIR EO _____			
Date: _____		Signed: _____	RCAF Representative			

