

ROYAL CANADIAN AIR FORCE



**ENGINEERING GUIDES & PROCEDURES
MOBILE REPAIR PARTIES
& FLY-IN REPAIRS**

**REVISION
NOTICE**

LATEST REVISED PAGES SUPERSEDE
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Insert revised pages into basic publication.
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27 SEP 63

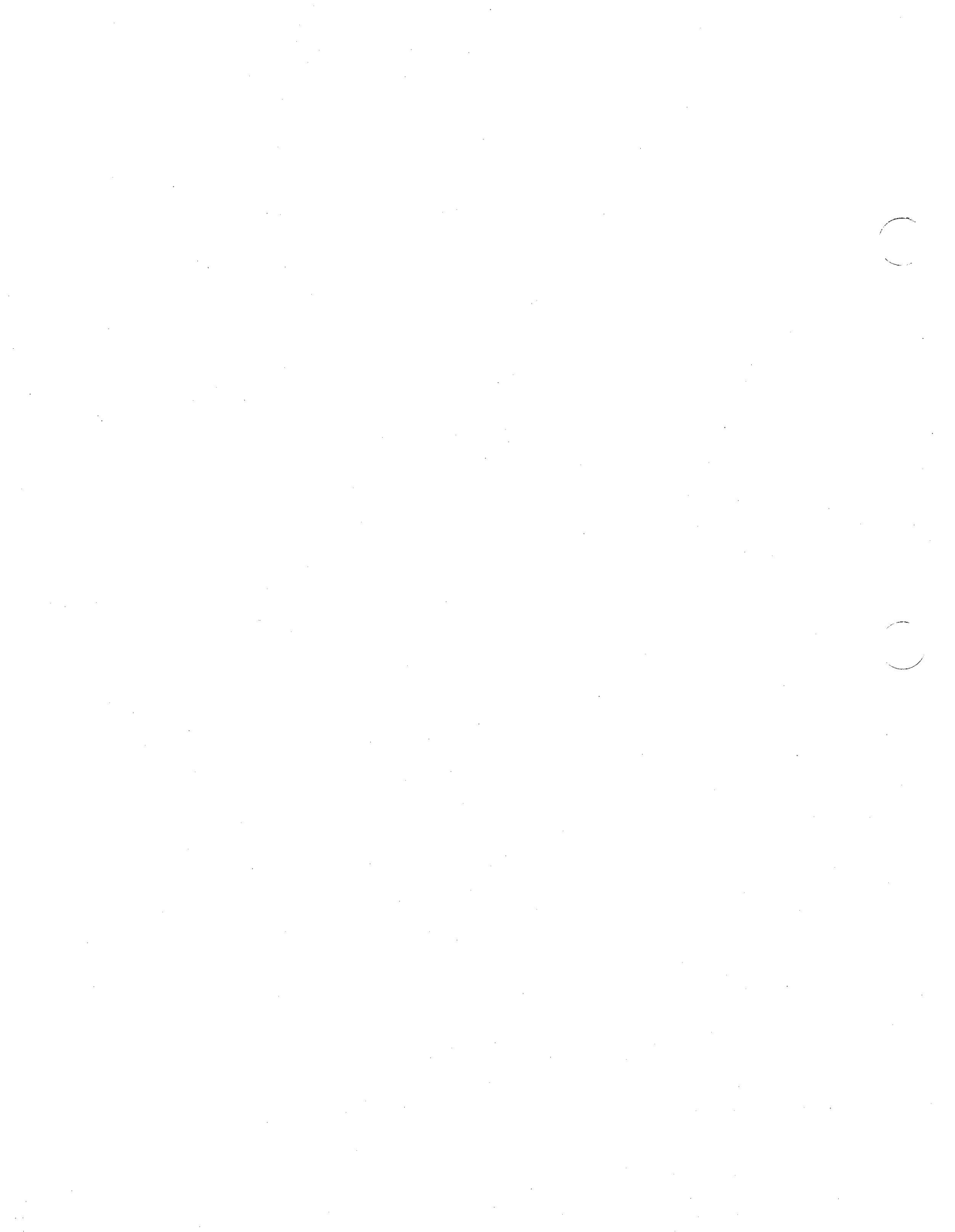
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MOBILE REPAIR PARTIES AND FLY-IN REPAIRS

PURPOSE

1 The purpose of this Engineering Order is to set forth the policies and procedures governing mobile repair parties and fly-in repairs.

GENERAL

2 The unit maintenance component of the technical organization is established to accomplish the scheduled and unscheduled maintenance workload of first and second line maintenance. Normally, the strength of the component is such as to accomplish the various maintenance tasks. However, extensive modification programs and major repairs can, when authorized to be performed at unit level, seriously affect the capability of the maintenance function. Unless provision is made for additional assistance, flying commitments will be jeopardized. Accordingly, provision is made for supplementary assistance in the form of mobile repair parties (MRPs) and fly-in repairs.

MRP POLICY

3 MRPs can be manned by either contractor or service personnel. If manned by service personnel the MRP would normally be formed at 6 Repair Depot.

4 DELETED.

5 MRP Authorization is as follows:

(a) MRP assistance for first and second line maintenance is authorized by AFHQ/DMEng except when AMCHQ can provide the assistance from Repair Depot resources:

(b) MRPs for third line maintenance are authorized by AMCHQ.

THIRD LINE MAINTENANCE - PROVISION OF MRP'S TO UNITS

6 The CTSO of a unit may request a MRP

when assistance is required for degrees of maintenance normally not performed by the unit such as third line maintenance and -6A modifications designed to be embodied in the field by a MRP. The CTSO of the unit concerned will carry out a complete survey of the equipment for which the MRP is required and will dispatch a message (see Appendix "A" for specimen) to the Repair Depot with information copies to AMCHQ and their parent CHQ stating:

- (a) Unit and location of equipment.
- (b) Type of equipment with serial number.
- (c) The nature of the work required and why necessary.
- (d) Whether parts, modification kits, tools and equipment are available.
- (e) Number of personnel available to assist.
- (f) Estimated size of MRP and duration in days that MRP is required to do the listed work.
- (g) Security clearance required by MRP.

7 Upon dispatch of message, equipment is to be placed in quarantine pending the arrival of an inspector from the Repair Depot or receipt of disposal information.

8 The CTSO will ensure that the relevant log books are brought up-to-date with particular attention being given to the modification and special inspection sections.

9 On receipt of a message from a unit requesting assistance, the Repair Depot will decide on the necessity for the dispatch of an inspector. The inspector will report direct to the unit CTSO and obtain his opinion of work necessary before carrying out a thorough sur-

vey. In many cases the services of an inspector will not be required. The necessity can be ruled on by the Repair Depot in liaison with the unit.

10 On completion of the survey, the inspector will advise the Repair Depot of his recommendations giving all pertinent data.

11 Upon receipt of the inspector's report or by agreement with the unit concerned, the Repair Depot will forward a "Mobile Action" message (Appendix "D") to AMCHQ with information copies to the unit concerned and their parent CHQ, recommending repairs or disposal under one of the following categories:

- (a) Repair by unit personnel.
- (b) Repair on site by mobile repair party from the Repair Depot.
- (c) Fly-in to the Repair Depot.
- (d) Fly-in to a civilian overhaul contractor.
- (e) Repair on site by mobile repair party from a civilian overhaul contractor.
- (f) Allotment to Repair Depot for repair.
- (g) Allotment to civilian contractor for repair.
- (h) Reduction to spares and scrap.

12 On receipt of the message from the Repair Depot, AMCHQ will issue instructions for repair or disposal as necessary. The procedures to be followed upon receipt of AMCHQ's instructions are detailed in paragraph 23 of this EO.

13 AMCHQ may authorize MRPs for third line maintenance subject to the following:

- (a) Under no circumstances are permanent or semi-permanent MRPs to be authorized.
- (b) Where the MRP is required to incorporate field modifications, authorization is to be restricted to those -6A modifications requiring 25 man-hours or more per each embodiment. The only exception to this requirement would be where the specific modification for which the MRP is authorized calls for extensive dismantling in an area where lesser

modifications are incorporated. Under such circumstances the MRP may be authorized to incorporate such lesser modifications to facilitate the speedy return of the equipment into normal operations and reduce the total number of man-hours required to incorporate each of the modifications independently. Such additional work must be identified in the MRP work instructions.

MRP'S - ASSISTANCE TO FIRST AND SECOND LINE MAINTENANCE

14 Normally, there should be a very limited requirement for MRPs to assist units with first and second line maintenance as technical formations are established for first and second line maintenance on the basis of unit workload.

15 A unit may request MRP assistance in first and second line maintenance under extenuating circumstances. The CTSO of the unit concerned will dispatch a message (see Appendix "B") to their parent CHQ with information copy to AMCHQ and the Repair Depot stating:

- (a) Specific work for which MRP assistance is required (if modification indicate number of kits on hand);
- (b) Estimate size of MRP and the number of days assistance required.
- (c) Security clearance required by MRP.
- (d) Personnel below establishment.
- (e) Mis-employment of maintenance personnel on other than technical details.
- (f) Added operational commitments (which are overloading maintenance).
- (g) Any other extenuating circumstances.

16 Upon receipt of the units message, if the command headquarters considers the requirement valid, every effort is to be made to provide assistance from command resources. If this cannot be accomplished, then the request with the parent command headquarters' recommendations is to be forwarded to AMCHQ with an information copy to the Repair Depot.

17 Upon receipt of a request for first and second line maintenance assistance from a CHQ, AMCHQ shall first determine if the personnel required are available from Repair Depot resources, and shall arrange for the MRP to be provided.

18 If Repair Depot resources are not available, AMCHQ shall forward the Commands request to AFHQ for approval. If AFHQ approves, AMCHQ will be directed to arrange the necessary MRP. The procedure to be followed upon receipt of instructions from AMCHQ is detailed in paragraph 23 of this EO.

FLY-IN REPAIRS

19 Fly-in repairs are authorized by AMCHQ.

20 Units may request a Fly-in repair when assistance is required for degrees of maintenance normally not performed by the unit. The CTSO of the unit concerned will carry out a complete survey of repairs required and shall dispatch a message (see Appendix "C" for specimen) to their applicable repair depot, with information copies to their parent CHQ and AMCHQ stating:

- (a) Type of equipment and serial number.
- (b) The nature of the work and why a fly-in is necessary.
- (c) Modification kits and spares available.

21 On receipt of a message from a unit requesting a fly-in repair, the repair depot will evaluate the situation and forward a "Fly-In Action" message (Appendix "C") to AMCHQ, with information copies to the unit concerned and their parent command, recommending repair action.

22 On receipt of the message from the Repair Depot, AMCHQ will issue the necessary instructions. The procedures to be followed upon receipt of AMCHQs instructions are detailed in paragraph 23 below.

PROCEDURES TO BE FOLLOWED UPON RECEIPT OF AMCHQ INSTRUCTIONS

23 The procedures to be followed are as detailed:

REPAIR BY UNIT PERSONNEL

(a) On receipt of instructions authorizing the unit to carry out repairs no further action will be required by the Repair Depot.

REPAIR ON SITE BY MOBILE REPAIR PARTY FROM A REPAIR DEPOT

(b) On receipt of instructions from AMCHQ that the equipment is to be repaired on site by a mobile repair party, the CTSO of the unit at which the equipment is located will be responsible for obtaining the necessary parts and ensuring that they are demanded through the normal supply channels, action being taken in accordance with CAP 16, Vol. 1, Chapter 12.1. When equipment requires repair while located at other than an RCAF unit (e.g. forced landing), then the Repair Depot will be responsible for obtaining parts. When all parts are received, the unit will advise the Repair Depot and the mobile repair party will be dispatched. The mobile repair party will be supplied with any necessary tools and equipment not available at the unit. It is emphasized that the mobile repair party will normally consist of specialist personnel only and that the unit will be expected to supply tradesmen as required to assist in the repair. Appendix "E", Mobile Repair Party Work Sheet shall be prepared in five copies. Prior to proceeding, the senior member of the mobile repair party is to be in possession of four copies of the mobile repair party work sheet (Appendix "E"). It is the responsibility of the RD to arrange the transportation to and from the unit and to advise the unit of the following details regarding the MRP; Date and the time of arrival; number of personnel; security clearances. On arrival at the unit the mobile repair party will come under the supervision of a duly appointed delegate of senior NCO status of a trade related to the work being performed, if the MRP is accompanied by an NCO, this NCO will, if acceptable to the CTSO, become the CTSOs delegate. The NCO/Foreman in charge of the MRP on completion of repairs will sign column 6 of Form L14-1B signifying that all work specified in the Appendix "E" as authorized by AMCHQ has been carried out to the highest possible technical standards. Upon completion of work, the Mobile Repair Party Work Sheet (Appendix "E") will be signed by the CTSO or his appointed delegate. This signature verifies

the materials used, man-hours expended, etc., and that the specified work has been satisfactorily completed and/or the extent to which the work has been completed. One copy will be left at the unit, two returned to the Repair Depot and one forwarded to AMCHQ/SOAE/RD. The mobile repair party will only carry out work as listed on the mobile repair party work sheet. No additional work is to be undertaken unless the unit has obtained prior approval from AMCHQ.

FLY-IN TO A REPAIR DEPOT

(c) On advice from AMCHQ that an aircraft is to be flown to a Repair Depot, the CTSO of the unit will prepare four copies of the fly-in repair requisition (Appendix "F") giving a concise and accurate report of work required. One copy will be retained by the unit and the remainder forwarded to the Repair Depot. The aircraft is not to be ferried until requested, and then on mutual arrangements between the unit and the Repair Depot. The work outlined on the fly-in repair requisition form is to be completed and form endorsed by the proper authority. Additional work not requisitioned by the unit, but considered necessary to make the aircraft airworthy must be kept to a minimum. Description of this work is to be entered on the fly-in repair requisition form. One copy of the form is to be retained by the Repair Depot for record purposes, one forwarded to AMCHQ/SOAE/RD, and the third copy returned to the unit. The unit is to be notified by the Repair Depot when the repairs are completed so that ferrying arrangements may be made. No QTO action will be taken on the movement of aircraft to and from a Repair Depot if the repairs will take less than fourteen days. However, in order that some control on the aircraft may be maintained, form ND 7, Packing Note, will be prepared in triplicate. The correct procedure to be followed in the raising and submitting of this form is as detailed in CAP 16, Vol. 1, Chapter 12.3. If, on arrival at the Repair Depot, further inspection reveals that repairs will take longer than fourteen days, AMCHQ is to be advised accordingly by message, with information copies to the unit and the parent Command or Group HQ. Transfer order action will then be taken transferring aircraft from unit charge to WR of Repair Depot. On receipt of QTO transferring aircraft to WR, the unit is to cancel form ND 7 and issue aircraft in

accordance with CAP 16, Vol. 1, Chapter 8.3 as applicable. Similarly if an aircraft is being flown in for engine change and/or repairs which it is known will take longer than fourteen days, Transfer Order action will be taken. Units are to ensure that aircraft logs are forwarded as per EO 00-15-9.

NOTE

In cases where fly-in to a RD is authorized, to perform first and second line maintenance, units are to ensure that all outstanding modification kits and time expired equipment replacements accompany the aircraft.

FLY-IN TO A CIVILIAN CONTRACTOR

(d) On advice from AMCHQ that the aircraft is to be flown to a civilian overhaul contractor for repair, the CTSO will ensure that sufficient parts are available to render the aircraft serviceable for ferry flight. The aircraft is to be made ready for ferry, but is not to be released until a QTO authorizing the transfer of the aircraft is received. Action is then to be taken as detailed in CAP 16, Vol. 1, Section 12.4. In this regard only such necessary work as required to effect the indicated repair will be carried out by the contractor.

REPAIR ON SITE BY MOBILE REPAIR PARTY FROM CIVILIAN OVERHAUL CONTRACTOR

(e) Civilian overhaul contractors' Mobile Repair Parties (MRP) are to do only that range of work as authorized by AMCHQ. Any deviation will be only on authority of AMCHQ.

(1) On advice from AMCHQ that repairs are to be effected by a civilian overhaul contractor's MRP, the equipment is to remain in quarantine until their arrival. All possible assistance is to be supplied by the unit. It will be the responsibility of the unit to supply the spares. However, when equipment requires repair other than at an RCAF unit (i.e., forced landing) or when spares and special tools are not available at a unit, then the contractor will supply in accordance with CAP 16, Vol. 1, Chapter 12.4.

(2) Where work to classified equipment or in a classified area is involved, AMCHQ

authorization to the contractor (through the applicable TSU or TSD) is to include the security classification required and the contractor requested to arrange that security clearances of the MRP are arranged with the Department of Defence Production, Industrial Security Branch.

(3) The TSU or TSD, as dispatching authority, should consult the contractor to establish type of transportation to be utilized from their plant to destinations and return, if his personnel wish to live on or off the base, bearing in mind that hotel type service will not be provided for civilians of the equivalent rank status of senior NCOs and airmen.

(4) Prior to the dispatch of the MRP the dispatching authority is to advise (by message) the site concerned (information AMCHQ and CHQ) of the date and time of arrival, the number of personnel, their security classification and, if the MRP elect to live on the base, state equivalent rank status and ascertain if suitable accommodation is currently available for comparative ranks of the MRP personnel. That MRP personnel desirous of living on base are provided with accommodation is to be at the discretion of the Station Commander.

(5) Prior to the MRP proceeding, the senior member is to be in possession of sufficient copies of contractor locally prepared "Mobile Repair Party Work Sheets" (Appendix "G") complete with copies of Annex 1 to Appendix "G". Appendix "G" provides for detailing MRP personnel, the trade (as per employment records), equivalent rank status, Also if a person is qualified to sign column 6 of the L14-1B it is to be indicated opposite the name. The contractor in affixing his name to the designated space verifies trade qualification and that the personnel detailed are technically qualified to do the assigned work to be done. Each copy of Appendix "G" is to include 1 copy of Annex 1 for each member of the MRP and with para. 1 completed will indicate the mode of transportation authorized.

(6) On arrival at the unit, the contractor's MRP will come under the supervision of the CTSO or a duly appointed delegate of senior NCO or officer status of a trade related to the work being performed. The CTSO or delegated representative is to ensure that the MRP

foreman is made aware of all the mandatory checks and pertinent EOs applicable to the work in hand and will personally inspect the work during various stages of progression. Where practicable, the MRP is required to use available RCAF transport at the discretion of the CTSO. In instances where it is considered essential either for operational or economical reasons to work an MRP overtime the CTSO is to so authorize and is to report such authorizations to AMCHQ/D/CLD/LC/RO with an information copy to the relevant TSU or TSD. The use of this authority is to be restricted to essential cases or it may be withdrawn as the cost of an MRP varies from fifty to eighty dollars per day per man and overtime rates are usually proportionately higher. Unit supervision of an MRP is to include a daily check on the MRP time cards or sheets to verify the man-hours expended on normal work and overtime. Separate totals are to be shown on the Appendix "G" of all overtime hours authorized by the unit.

(7) Upon completion of work the CTSO or his representative is responsible for making the appropriate L14-1B entries pertaining to mandatory checks. The foreman in charge of the MRP, on completion of the work will sign column 6 of form L14-1B signifying that all work specified in the Appendix "G" as authorized by AMC has been done to the highest possible technical standards. ALL WORK CARRIED OUT BY AN MRP AT A UNIT WHICH REQUIRES SPECIAL PROCESSES OR INSPECTION TECHNIQUES IS TO BE CERTIFIED IN THE L14-1B BY A QUALIFIED MEMBER OF THE CONTRACTOR'S INSPECTION STAFF.

(8) In the event that an MRP from a contractor's plant carries out work at another contractor's plant, the inspection of the work will be the responsibility of the Detachment Commander or Technical Services Representative at the plant where the work is being done. Any assemblies, component or parts forwarded by an MRP from a unit to their parent company for repair, rework or inspection shall be processed in accordance with approved methods under RCAF Quality Control surveillance and returned to the MRP under certification of a company release note.

(9) The MRP Work Sheets (Appendix "G") with copies of Annex 1 to Appendix "G" will be signed by the CTSO and Station Com-

mander respectively. These signatures verify the materials used, man-hours expended, the assigned work satisfactorily completed and/or extent to which the work has been completed, and the accommodation and services provided. One copy will be left at the unit, 1 copy forwarded to AMCHQ/D/CLD/LC/RO, 1 copy to the relevant TSU or TSD and to the contractor, the required number of copies for utilization as "Certificate of Service" for attachment to each copy of their invoice or progress claim when submitting it for payment.

ALLOTMENT TO A REPAIR DEPOT FOR REPAIR

(f) On advice from AMCHQ that an aircraft is allotted to a Repair Depot for repair, a Repair Depot party will pick up and transport aircraft to the depot. The unit will be notified by the Repair Depot when the repairs are completed in order that ferrying arrangements can be made. No QTO action will be taken on the movement of aircraft to and from the Depot if the repairs will take less than fourteen days. However, in order that some control of the aircraft may be maintained, form ND 7, Packing Note, will be prepared in triplicate. The correct procedure to be followed in the raising and submitting of this form is as detailed in CAP 16, Vol. 1, Chapter 12.3. If, on arrival at the Repair Depot, further inspection reveals that repairs will take longer than fourteen days, AMCHQ is to be advised accordingly by message, with information copies to

the unit and the parent Command or Group HQ. Transfer Order action will then be taken transferring the aircraft from unit charge to WR of the Repair Depot. On receipt of the QTO transferring the aircraft to WR of the Repair Depot, the unit is to cancel the form ND 7 and issue the aircraft in accordance with CAP 16, Vol. 1, Chapter 8.3 as applicable. Similarly, if it is known that the repairs will take more than fourteen days, Transfer Order action will be taken forthwith.

ALLOTMENT TO CIVILIAN OVERHAUL CONTRACTOR FOR REPAIR

(g) On advice from AMCHQ that the aircraft is to be allotted to a civilian overhaul contractor for repair, the aircraft is to be made ready for pickup and transport to contractors but is not to move until QTO has been received. Action is then taken as detailed in CAP 16, Vol. 1, Chapter 12.4. Only such necessary work as required to effect the indicated repair will be carried out by the contractor.

REDUCTION TO SPARES AND SCRAP

(h) When equipment is beyond economical repair, AMCHQ will authorize reduction to spares and scrap. In such cases the equipment will be either reduced to spares and scrap on site by mobile repair parties or unit personnel, or taken off unit charge and vouched to the Repair Depot for reduction.

APPENDIX "A"

**SPECIMEN REQUEST FOR MRP TO PERFORM
THIRD-LINE MAINTENANCE**

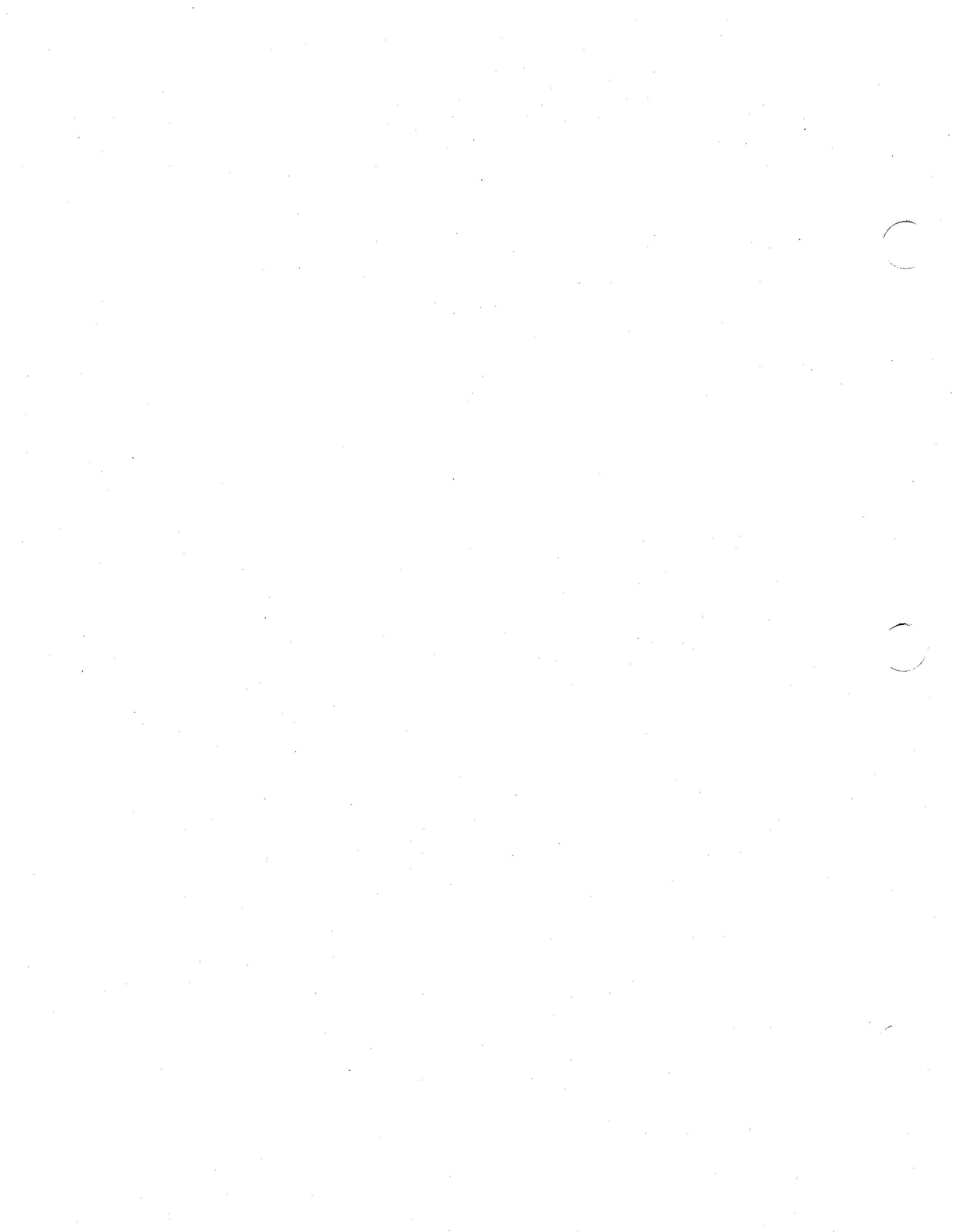
FROM: 410 AW SQN UPLANDS

TO: 6 RD TRENTON

INFO: CANAIR DEF
CANAIR MAT

T40 20 MAR MOBILE 3RD LINE

- (A) 410 AW FQN HANGAR 13
- (B) CF101B, 684, 849, 872, 788
- (C) INCORPORATING MOD EO 05-185-6A/144
- (D) KITS ON HAND NIL
- (E) TWO AIRMEN AVAILABLE FOR ASSISTANCE
- (F) 6 FOR 14 DAYS REQUIRED
- (G) SECRET CLASSIFICATION REQUIRED



APPENDIX "B"

**SPECIMEN REQUEST FOR MRP TO ASSIST WITH
FIRST AND SECOND LINE MAINTENANCE**

FROM: 410 AW SQN UPLANDS

TO: CANAIR DEF

6 RD TRENTON

T88 30 JAN MOBILE 1ST AND 2ND

(A) EMBODIMENT OF MODS

EO 05-185-6A/137, 142, 150 PD

EIGHT AIRCRAFT INVOLVED PD ALL KITS ON HAND

(B) 7 MEN FOR 30 DAYS

(C) SECRET CLASSIFICATION REQUIRED

(D) 4 BELOW ESTABLISHMENT

(E) 6 AIRMEN EMPLOYED ON SNOW REMOVAL

(F) HEAVY FLYING COMMITMENT EXERCISE BLUE STAR

(G) NIL

APPENDIX "C"

SPECIMEN REQUEST FOR A FLY-IN REPAIR

FROM: 310(T) SQN UPLANDS

TO: 6 RD TRENTON

INFO: CANAIR MAT
CANAIR LIFT

T103 29 MAY FLY-IN REQUEST

- (A) COSMOPOLITAN 793
- (B) INCORPORATION OF MOD EO 05-150A-6A/89 SPECIAL JIG
54-2938 NOT AVAILABLE AT THIS UNIT
- (C) MOD KIT ON HAND PD WILL ACCOMPANY ACFT

APPENDIX "D"

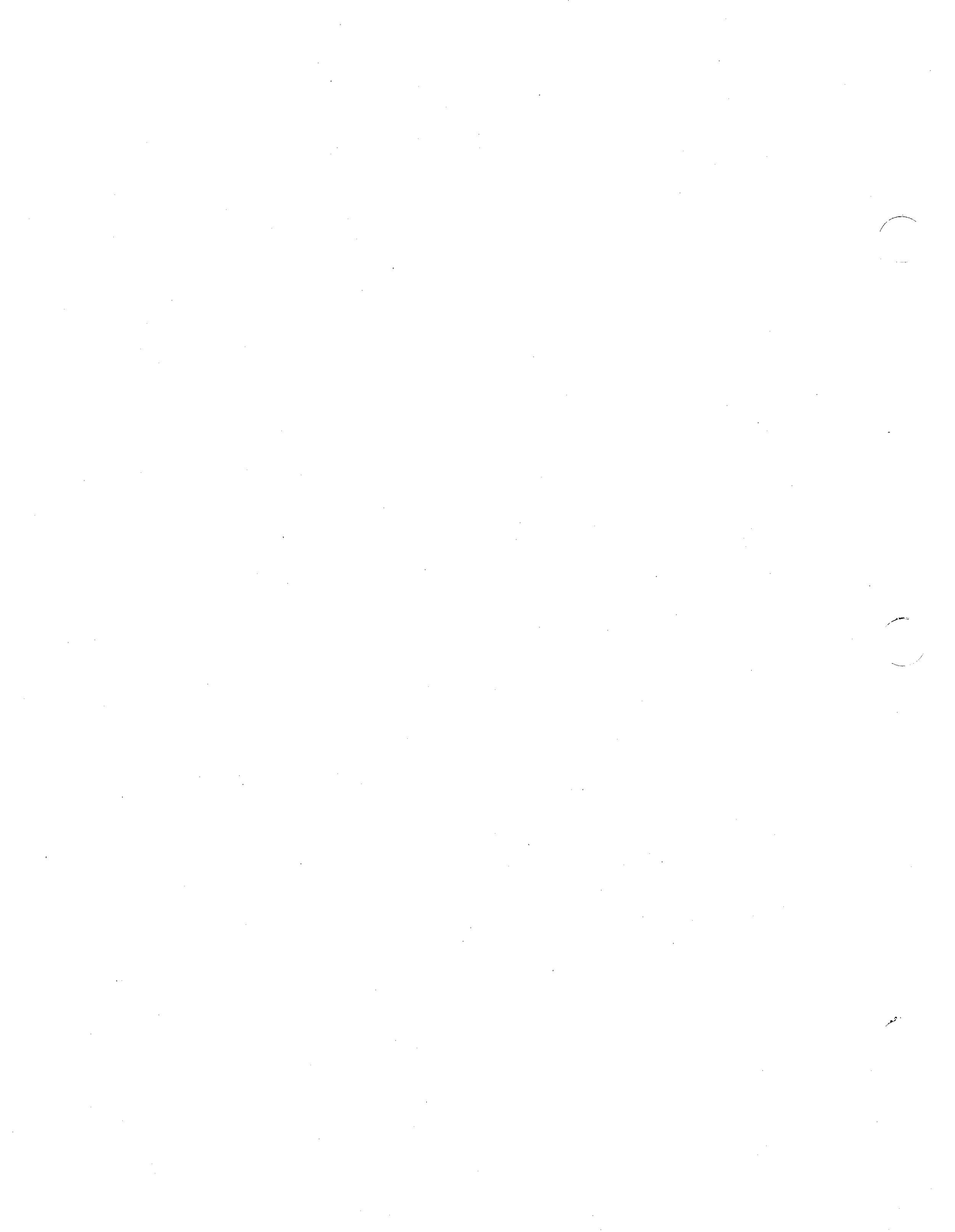
MOBILE OR FLY-IN ACTION

- (A) CROSS REF TO APPLICABLE MOBILE OR FLY-IN REQUEST MESSAGE
- (B) ACFT OR OTHER EQUIPMENT TYPE OR MARK AND SERIAL NO.
- (C) ENGINE TYPE AND SERIAL NO.
- (D) ACFT CRASH CATEGORY (IF APPLICABLE)
- (E) RECOMMENDATION FOR AIRFRAME (OR OTHER EQUIPMENT) DISPOSAL.
- (F) RECOMMENDATION FOR ENGINE DISPOSAL (IF APPLICABLE)
- (G) BRIEF OUTLINE OF WORK REQUIRED STATE DEGREE OF SECURITY CLEARANCE NECESSARY
- (H) ADDITIONAL INFORMATION TO PROVIDE ANY OTHER RELEVANT INFORMATION NOT COVERED BY THE ABOVE HEADING

SAMPLE

MOBILE ACTION

- (A) REF STN CHATHAM T414 6 APR
- (B) CF101B 778
- (C) J55 - NO UNKNOWN
- (D) CAT "C"
- (E) REPAIR BY 6 RD MRP
- (F) ALLOT TO CONTRACTOR FOR O/H
- (G) REQUIRES REPLACEMENT OF STBD WING STBD UNDERCARRIAGE AND ENGINE CHANGE
- (H) ENGINE APPARENTLY UNDAMAGED BUT REQUIRES REPLACEMENT FOR EO 10B-40B-2E FOLLOWING SHOCK LOADING. FOR STN CHATHAM MRP WILL PROCEED WHEN ADVISED ALL PARTS ON HAND



APPENDIX "E"

MOBILE REPAIR PARTY WORK SHEET

PARTY NO

DATE

WORK ORDER

TO: CHIEF TECHNICAL SERVICES OFFICER:

UNIT

1 The personnel of the Mobile Repair Party listed below have been instructed to carry out the repairs/inspection to your equipment as authorized in..... Message dated While so employed, this MRP will come directly under your supervision. It is requested that any assistance required of your unit be provided as necessary, so that the work may be completed satisfactorily and without delay. The individual in charge of the work party has been instructed to signal his parent unit not later than 1200 hours each Thursday advising:

- (a) Project being worked upon (give aircraft, engine or equipment Serial No., Party No., and Work Order No., as applicable).
- (b) Percentage of work completed.
- (c) Estimated date of completion.
- (d) Reason for delay or any difficulties encountered.

MRP PERSONNEL	EQUIVALENT RANK STATUS	TRADE(S)
(1)		
(2)		
(3)		
(4)		
(5)		
(6)		
(7)		
(8)		
(9)		
(10)		

The following number(s) are qualified to sign column 6 of the L14-1B.

- (1)
- (2)
- (3)

Signature _____
RD Authorizing Officer's Verification
of Personnel Qualifications

WORK TO BE ACCOMPLISHED:

ADDITIONAL INFORMATION:

(Signature of Authorizing Officer)

APPENDIX "F"

FLY-IN REPAIR REQUISITION

1 UNIT.....DATE.....UNIT REF. NO.....

MESSAGE.....DATE.....REFERS

2 AIRFRAME

TYPE.....RCAF REGISTRATION.....T.S.N.....
NUMBER

T.S.O.....

3 ENGINES

MAKE AND MODEL SERIAL NO. T.S.N. T.S.O

NO 1.....

NO 2.....

NO 3.....

NO 4.....

4 WORK REQUIRED:

5 AUTHORITY FOR FLY-IN

AUTH.....DATE.....DATE RECEIVED.....

6 UNIT ADVISED REPAIRS COMPLETED

AIRCRAFT DEPARTED FOR UNIT

MESSAGE.....DATED.....REFERS.....DATE.....

7 REMARKS. (Include particulars of any additional work carried out)

2	WORK COMMENCED	COMPLETED	NO OF DAYS EMPLOYED
---	----------------	-----------	---------------------

3	Report by NCO or Crew Chief i/c MRP		
---	-------------------------------------	--	--

Signature _____

4	Comments on work by CTSO		
---	--------------------------	--	--

Signature _____

5	Comments by Authorizing Officer		
---	---------------------------------	--	--

Signature _____

DISTRIBUTION

- (a) Prepare in 5 copies.
- (b) 5th copy retained by originating Section.
- (c) Original and 3 copies to NCO i/c MRP after authorization.
- (d) 1 copy retained by unit CTSO.
- (e) Original and 2 copies returned to RD by NCO i/c MRP.
- (f) 1 copy retained by the originating Section.
- (g) 1 copy retained by RD PCO.
- (h) Original forwarded by AMCHQ/SOAE/RD

APPENDIX "G"

MOBILE REPAIR PARTY WORK SHEET

(1) AMC LETTER/MESSAGE: _____ DATE: _____
RCAF TSU/TSD E277: _____ DATE: _____

NAME OF CONTRACTOR: _____ JOB NO: _____

EQUIPMENT/AIRFRAME/ENGINE TYPE, SERIAL NO: _____

DESCRIPTION OF WORK: _____

(2) CHIEF TECHNICAL SERVICES OFFICER: UNIT _____

The Personnel of the MRP listed below have been instructed to effect the requirement as authorized in Para. 1. While so employed, this MRP will come directly under your supervision. It is requested the work may be completed satisfactorily and without delay.

MRP PERSONNEL	EQUIVALENT RANK STATUS	TRADE(S)	QUALIFIED TO SIGN COLUMN 6 OF L14-1B

SIGNATURE OF CONTRACTOR'S AUTHORIZING SUPERVISOR _____

(3) MRP ACCEPTANCE CERTIFICATE:

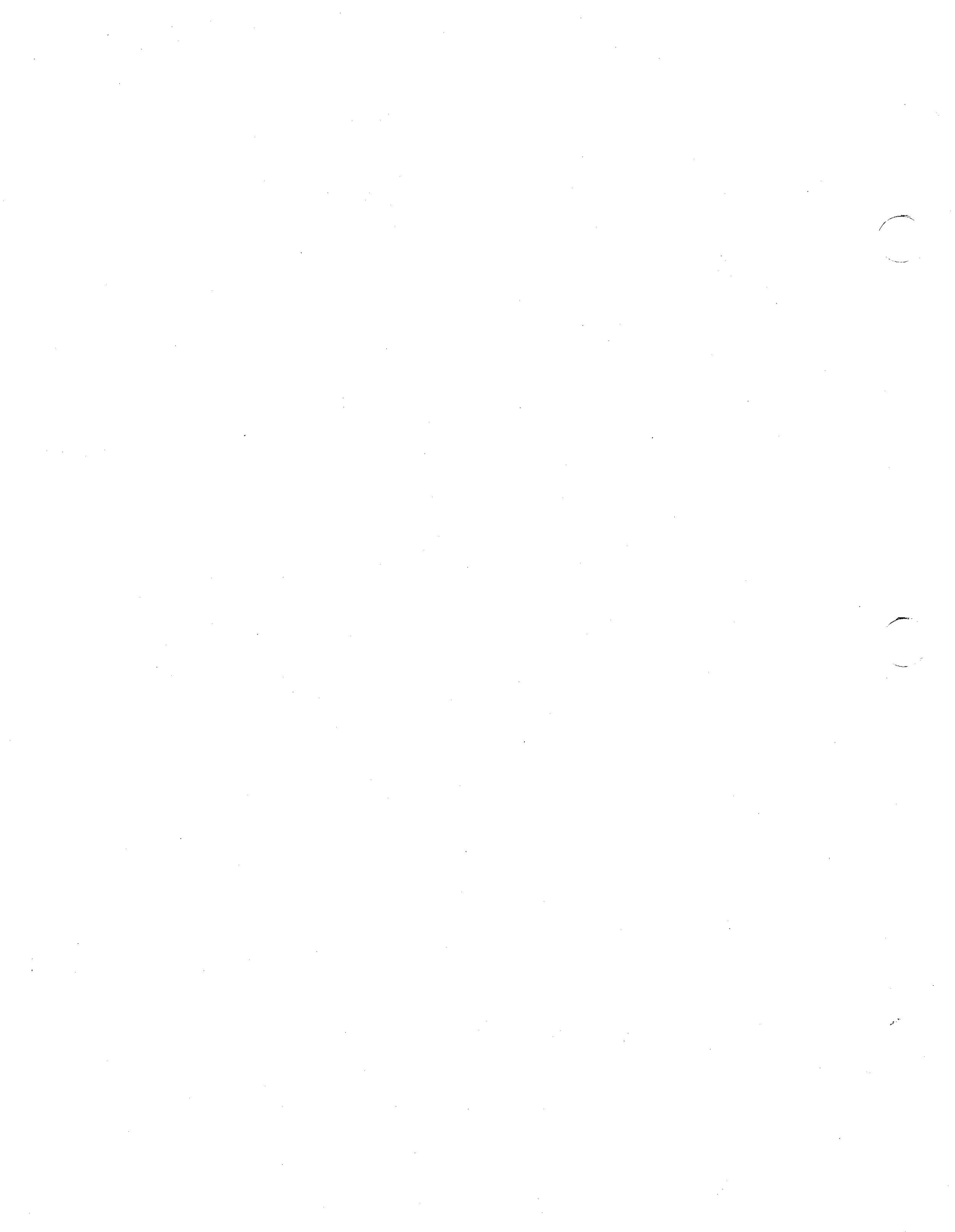
DATE STARTED: _____ DATE COMPLETED: _____

MAN-HOURS: STR TIME: _____ OVERTIME: _____ WAITING TIME: _____

GMT WAS NOT PROVIDED FOR _____ MILES TRAVELLED BY THE MRP IN RESPECT TO THESE SERVICES

COMMENTS ON WORK: _____

SIGNATURE OF CTSO: _____



ANNEX 1 TO APPENDIX "G"
CERTIFICATION OF SERVICES
MOBILE REPAIR PARTIES

(1) CERTIFIED THAT (NAME OF MRP MEMBER) _____
REPRESENTING (CONTRACTOR'S NAME) _____
DEPARTED AND ARRIVED AT SITES INDICATED BELOW TO PERFORM SERVICES AUTHORIZED BY

AMC LETTER/MESSAGE: _____ DATE: _____

RCAF/TSU TSD E277 NO: _____ DATE: _____

THIS JOURNEY IS TO BE BY: RAIL/SHIP/SERVICE AIRCRAFT/COMMERCIAL AIRCRAFT/COMMERCIAL BUS/
PRIVATE MOTOR CAR/ETC.

DEPARTED	SIGNATURE OF CO OR OC UNIT OR TSD	ARRIVED	SIGNATURE OF CO OR OC UNIT OR TSD
FROM _____	_____	AT _____	_____
TIME & DATE _____	_____	TIME & DATE _____	_____
FROM _____	_____	AT _____	_____
TIME & DATE _____	_____	TIME & DATE _____	_____

(2) CERTIFIED THAT THE UNDERNOTED SITE FACILITIES OF:

RATIONS - WERE AVAILABLE/NOT AVAILABLE/UTILIZED/NOT UTILIZED

SITE _____ PLACE _____
(OFFICER/SR NCO/AIRMAN MESSAGES)

FROM _____ TO _____
TIME & DATE TIME & DATE

QUARTERS - WERE AVAILABLE/NOT AVAILABLE/UTILIZED/NOT UTILIZED

SITE _____ PLACE _____
(OFFICER/SR NCO/AIRMAN MESSAGES)

FROM _____ TO _____
TIME & DATE TIME & DATE

SIGNATURE OF SITE CO OR OC: _____ DATE: _____

(3) FOR USE TO SUPPORT CHARGES AGAINST PROGRESS CLAIMS PRIOR TO COMPLETION OF PROJECT
i. e., when work is of continuing nature and extends beyond a period of one month. This part to be completed
and submitted to the TSD, attached to each Monthly Progress Claim to support MRP portion of Claim.

CERTIFIED THAT THE ABOVE MRP MEMBER HAS BEEN ACTIVELY ENGAGED:

FROM (TIME & DATE) _____ TO (TIME & DATE) _____

PERFORMING SERVICES, AS AUTHORIZED BY ABOVE AUTHORITY.

SIGNATURE OF SITE CO OR OC OR TSD: _____ DATE: _____

