Aircraft Recovery and Transportation Clearance Certificates

Task No: _____

Aircraft Type and Mk: _____ **Serial No:** _____

Part A - Explosive Clearance

Certified that:

1. I have examined the above-mentioned Aircraft and that all explosive material has been removed.

2. Guns are cleared and safe and that all ammunition, small arms, pyrotechnics, detonators and demolition charges etc, have been removed in accordance with current regulations.

Rank/Rate and Name	Signature	Trade/Appointment	Telephone No.	Date

Part B - Radioactive Clearance

Certified that:

1. I have monitored the above-mentioned Aircraft and removed all radioactive sources, and that the Aircraft is free from radioactive contamination*.

2. The JARTS Team Leader has been advised of the presence of:_____

_____

Note: Certificate is to be signed by a person who is authorized to use Radiac Instruments and fully acquainted with the provisions of the appropriate current regulations.

Rank/Rate and Name	Signature	Trade/Appointment	Telephone No.	Date

Part C - Classified Equipment

Certified that all items Security Classified have been removed from the above Aircraft and all reference to such equipment destroyed.

Rank/Rate and Name	Signature	Trade/Appointment	Telephone No.	Date

Part D - Fuel Drainage

Certified that the fuel has been defueled and drained, as far as is possible, from the above Aircraft.

Rank/Rate and Name	Signature	Trade/Appointment	Telephone No.	Date

Part E - Substances Hazardous to Health

Certified that:

1. All hazardous substances, as far as they are known, have been removed.

2. The JARTS Team Leader has been advised of the presence _____

_____

Rank/Rate and Name	Signature	Trade/Appointment	Telephone No.	Date

* Delete as Applicable

Part F - Safety Certificate (To be completed by ian authorized SNCO of the appropriate trade)

1. Certified that I have examined the Aircraft's documents and have ensured that the:

    a. Aircraft is defueled.
    b. External fuel tanks are removed.
    c. LOX/Oxygen* systems are free from pressure.
    d. Engine/s* are inhibited/removed.*
    e. Explosives are removed.
    f. Classified equipment is removed.
    g. Radiac sources have been removed and the carcass is at an acceptable safe level (see h below).
    h. Beta lights are removed*.

    i. Panel check has been completed and deficiences are listed in MOD Form 700.
    j. Inventory check has been completed and deficiences are listed in MOD Form 700.
    k. Item removals (Cannibilization) are recorded in MOD Form 700.
    l. Aircraft MOD Form 700 is complete and reflects the physical state of the Aircraft.
    m. Outstanding work is recorded in MOD Form 700.
    n. Substances hazardous to health are removed or listed in Part E overleaf.

2. It is understood that when the JARTS team start work, they have responsibility for the Aircraft and nothing is to be removed without their permission.

3. Documents to be transferred with the Aircraft are:

    a. MOD Form 700*
    b. MOD Form 700A*

    c. Open Maintenance Work Orders* / Job Reports*
    d. Aircraft Inventory*

Rank/Rate and Name	Signature	Appointment	Telephone	Date

Part G - Disposal Safety Certificate (To be completed by an Engineering Officer)
[To be completed with Part F when Aircraft is to be burnt or placed on a scrap facility].

1. Certified that I have examined the Aircraft's documentation and have ensured that all the:

    a. Spares recovery is complete.
    b. Fuel tanks are open to atmosphere.
    c. De-icer fluid is drained.
    d. Oleo legs are deflated with valves removed.
    e. Compressed air and nitrogen bottles are discharged with charging valves removed.
    f. Fire extinguishers are removed.
    g. Fluid pressure accumulators are removed.

    h. Tyres are deflated.
    i. LOX and oxygen system containers are removed.
    j. Hydraulic fluid is drained.
    k. Engine oil is removed.
    l. Volatile, inflammable or hazardous fluids are drained.
    m. Electrical batteries are removed.
    n. Lead ballast has been removed.
    o. Survival and medical equipment has been removed.

CAUTION
2. It is stressed that although all reasonable precautions have been taken, it is impossible to ensure that fuel and fluid systems are completely drained, or that all oxygen is exhausted, or that no loose ammunition will remain hidden in the Aircraft structure. There is consequently a danger of fire or explosion if flame cutting equipment is used for breaking up this Aircraft.

Rank/Rate and Name	Signature	Appointment	Telephone	Date

* Delete as Applicable