

Instructions for Use

Maintenance and Component Replacement Control Document

Introduction

1. The Maintenance and Component Replacement Control Document (M&CRCD) compiled as stated in Para 2 below, is to be used to control and forecast Scheduled and Out Of Phase Maintenance, SI(T) etc and component replacements applicable to individual aircraft. It also provides data for completion of maintenance and equipment documents. Where a platform's maintenance and component replacement is controlled by a Logistics Information System (LIS) many of the forms listed in Para 2 may not be required. In this case the PT is to detail, on the platform's MOD Form 799/1 (Aircraft Maintenance Form (MOD Form 700) Index) those forms that are required.

Note. In some current Aircraft Maintenance Schedules CLR items are coded instead of being allocated a discrete CLR No. These codes will be changed to CLR Nos at the next revision.

Contents

2. The Maintenance and Component Replacement Control Document consists of:

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|----|--|---|
| a. | MOD Form 798 | Instructions for Use |
| b. | MOD Form 798B | Amendment Record |
| c. | Aircraft Maintenance Schedule Topic 5A1 Sect 3 | Component Life Register |
| d. | MOD Form 728 | Component Replacement Record. |
| e. | MOD Form 728A | Component Replacement Record - High Frequency Items |
| f. | MOD Form 728X | Explosive Component Replacement Record |
| g. | Aircraft Maintenance Schedule Topic 5A1 Sect 4 | Scheduled and Out of Phase Maintenance Register |

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|----|----------------|------------------------------------|
| h. | MOD Form 727E | SOOPMR Record |
| i. | MOD Form 727C | Supplementary Maintenance Register |
| j. | MOD Form 727D | Supplementary Maintenance Record |
| k. | MOD Form 723/1 | Forecast Log - 001 to 250 |
| | MOD Form 723/2 | 251 to 500 |
| | MOD Form 723/3 | 501 to 750 |
| | MOD Form 723/4 | 751 to 000 |
| l. | MOD Form 709A | Forecast Log Calendar |

Description of Forms

3. The following paragraphs amplify the forms listed above.

a. **Amendment Record (MOD Form 798B).** The Amendment Record may be used at the discretion of Command or the Stn/Ship/Unit Level K (as appropriate) to indicate the Amendment state of the MOD Form 700, Section 7 and details of any AIL/SAL incorporated. The person incorporating an amendment, or AIL/SAL, is to enter the details in the relevant block. Where a Topic 5A1 amendment has no effect on Section 7, the amendment record is to be completed with "Topic 5A1 only" entered in the 'Date of Incorporation' column. When a new sheet is raised any outstanding AIL/SAL are to be transferred to the new sheet, before the old sheet is removed.

b. **Component Life Register (CLR).** The CLR lists lifed aircraft components and details occasions when they are to be changed. It is a reproduction of the appropriate Aircraft Maintenance Schedule Topic 5A1 Section 3. To make control easier, components are grouped together under their Life Measurement Units (LMU's) eg flying hours, calendar time etc. Each group is identified by a chapter number.

c. **Component Replacement Record (MOD Form 728).** This record gives details of components fitted to a particular aircraft, as listed in the associated CLR. When components are changed, information extracted from this form is to be stated on the Equipment Label (MOD Form 731). If an item is extended, the entry in the 'Due at' column is to be struck through and the SNOW and

“Extended to” entered in the relevant columns using RED INK.

d. **Component Replacement Record-High Frequency Items (MOD Form 728A)**. This form is provided for items which require replacing at high frequency and is to be used as follows:

- (1) One form is to be raised for each component requiring high frequency replacement.
- (2) The form is to be placed facing the relevant Component Replacement Record.
- (3) The Component Replacement Record is to be annotated ‘See MOD Form 728A’ opposite the CLR No to which it refers.
- (4) If an item is extended the entry in the ‘Due at’ column is to be struck through and the SNOW and “Extended to” entered in the relevant columns using RED INK.

e. **Explosive Component Replacement Record (MOD Form 728X)**. This form may be used instead of the MOD F728A for Explosive Components and is to be used as follows:

- (1) One form is to be raised for each Component Replacement Record which contains Explosive Components.
- (2) The form is to be placed facing the relevant Component Replacement Record.
- (3) The Component Replacement Record is to be annotated ‘See MOD Form 728X’ opposite the CLR No(s) to which it refer(s).
- (4) If an item is extended the entry in the ‘Due at’ column is to be struck through and the SNOW and “Extended to” entered in the relevant columns using RED INK.

f. **Scheduled and Out of Phase Maintenance Register (SOOPMR)**. The SOOPMR lists all scheduled and out of phase maintenance items having a defined life and shown in the MML. It is a reproduction of the appropriate Aircraft Maintenance Schedule Topic 5A1 Section 4. To make control easier, maintenance items are grouped together under their Life Measurement Units (LMU’s) eg flying hours, calendar times etc. Each group is identified by a Chapter number. When maintenance operations are “grouped” they are contained in annexes to each chapter and are to be considered as a single Out of Phase maintenance carried out at the specified grouped maintenance frequency.

g. **SOOPMR Record (MOD Form 727E)**. The SOOPMR Record is to be used to control all SOOPMR activities. A ‘Strike Off’ facility permits the form to be used for both high and low frequency activities. A high frequency sheet may be used to control all high frequency activities irrespective of LMU. If an item is extended, the ‘Due at’ column is to be struck through and the SNOW entered in the SNOW’ column using RED INK. The revised “Due at” is then to be entered in the next ‘Due at’ column using RED INK.

h. **Supplementary Maintenance Register (SM Register (MOD Form 727C))**. The SM Register is to be used to register all non Master Maintenance List (MML) controlled maintenance activities eg SI(T) etc, which are out-of-phase with scheduled maintenance.

- (1) The SM Register Life Measurement Unit (LMU) Block is provided to detail the LMU concerned, ie flying hours, calendar time, landings etc. The LMU block is only to be completed when all entries on the SM Register refer to a common LMU.
- (2) Compilation of the form is the responsibility of Unit Management.
- (3) All entries must be qualified by a maintenance activity designation (eg SI(T), 703/704, Unit/Sqn instruction etc) which must always appear in the ‘Authority’ column.
- (4) Where LIS is used to control the short forecast, units may register the SM on LIS to be printed on the MOD Form 721B(Platform)LIS instead of using the MOD Form 727C.

Notes. On NO Account are Local CLR No/OOP codes to be Allocated.

1. Where maintenance activities are at Flight Servicing frequency they are to be called up on MOD Form 705(SSR) - Supplementary Flight Servicing Register.
2. Where maintenance activities are in phase with scheduled maintenance they are to be called up on the Supplementary Maintenance Card in the appropriate maintenance schedule.

j. **Supplementary Maintenance Record (SM Record (MOD Form 727D))**. The SM Record is to be positioned opposite, and used in conjunction with the SM Register to control all non MML activities. (See also NOTE below). A ‘Strike Off’ facility is provided to permit the form to be used to control high or low frequency activities. If an item is extended, the ‘Due at’ column is to be struck through and the SNOW entered in the ‘SNOW’ column using RED INK. The revised ‘Due at’ is then to be entered in the next ‘Due at’ column using

RED INK.

Note. Relevant Chapters/Pages of the CLR, SOOPMR and SM Registers that detail Miscellaneous LMU's (ie those randomly occurring items which do not have their own finite frequency and therefore cannot be forecast) may be lodged in Section 5 of the MOD Form 700. Associated MOD Forms 727 and 728 series, are not required in this case.

k. **Forecast Log (MOD Forms 723/1 to 4 inclusive).** The Forecast Logs are used in conjunction with the CLR and SOOPMR chapters. The Life Measurement Unit (ie hours, shots, landings etc) is to be written alongside the Forecast Log heading. The range of the Forecast Log may be extended by inserting a digit before the figures printed at the top right above the grid (eg MOD Forms 723/3 501 - 750 may be extended to read 1501 - 1750).

l. **Forecast Log Calendar (MOD Form 709A).** The calendar Forecast Log covers a period of six months by individual days. Spaces for the month and year are provided on the right of the form.

Preparation and Use of the Document

4. **Preparation.** The document is to be prepared as follows:

- a. Enter the aircraft Serial Number on each Record, Register and Log sheet.
- b. Complete columns of the relevant Record, ie MOD Form 727 or 728 series, as required.
- c. Plot in the relevant forecast logs as far forward as is required.
- d. Draw on each forecast log a horizontal line between the thick parallel lines enclosing the numbers, or across the grid in the case of the calendar forecast log. The line end is to show the current LMU usage of the aircraft. The end of the line on the calendar forecast log is to show the current date.

Note. SM Registers (MOD Form 727C) maintenance activities may be plotted in the relevant forecast logs by cross-referring to the page and line number of the register, eg SMR 1/2. Where SM Registers are allocated to separate LMU's the page/line number is to be prefixed by an LMU indicator, ie H= Flying Hours, C = Calendar, L = Landings. (eg An SMR H1/2 on a forecast log would indicate SMR Flying Hours Task Page 1, Line 2).

5. **Use.** The document is to be used in the following manner by the MOD Form 700 or Maintenance Work Order Co-ordinator, as appropriate.

- a. The forecast logs are to be updated 'EACH WORKING DAY' for calendar or after each flight for other LMU's.
- b. The aircraft is to be placed unserviceable by raising a Maintenance Work Order whenever the line on any of the forecast logs reaches a CLR No/OOP code which indicates a scheduled or OOP maintenance or replacement is due. The relevant 'Due at' column on the appropriate record (MOD Form 727 and 728 series) is to be struck through and the SNOW of the Work Order is to be entered in the 'SNOW' column.
- c. Replot the affected CLR No/OOP code when the appropriate Maintenance Work Order has been completed. When an extension is granted, the original plot is to be crossed out and replotted using RED INK at the extended plot. Enter the extension on the relevant Record of the MOD Form 727 or 728 series in accordance with Para 3 above.
- d. When a SM Register maintenance activity is no longer required, is eliminated or cancelled, delete the entry by overwriting with the SNOW that cleared the work or the authority for deletion.

Notes. 1. A component or maintenance activity which has two or more LMUs will be listed in more than one chapter of the CLR or SOOPMR and cross referred. When such a component/maintenance activity is changed/satisfied all relevant Component Replacement Records/ Maintenance Records are to be updated.

2. It is possible that a number of CLR Nos/OOP codes to be plotted exceed the spaces available. When this occurs the extra CLR Nos/ OOP codes are to be plotted against the nearest preceding hour.

3. Where the Short Forecast System is used the Forecast Logs, MOD Forms 709A and 723/1 to 4 inclusive, may be omitted and the Short Forecast Sheet compiled directly from the relevant Records of the MOD Form 727 and 728 series.

Amendment to the Maintenance and Component Document

6. Amendment to the CLR/SOOPMR will normally be effected by replacement of sheets. An item affected by amendment will be indicated by arrowheads in the margin adjacent to the amended text.