

Instructions for Use

Limitations Log - MOD Form 703

List of Modifications and Service Issued Instructions of Direct Operating Interest to Aircrew - MOD Form 703A1

List of Frequently Moved Modifications and Service Issued Instructions of Direct Operating Interest to Aircrew - MOD Form 703A2

Limitations Log - MOD Form 703 (See MAM-P, Chapter 4.8)

1. A limitation is defined as a restriction imposed on the handling or operation of the aircraft, **in any role it is currently expected to undertake.**
2. There are occasions when it is not possible to complete a maintenance task before an aircraft is required for flight. Alternatively it is sometimes more efficient to carry out a maintenance task at the same time as other work, such as scheduled maintenance. In such cases, suitably authorized personnel may defer maintenance, if it is considered to be justifiable and safe to do so.
3. A person holding auth MAMP-G703, authorized by an authority level J, may defer the maintenance by permitting, in consultation and agreement with the appropriate operations staff, further flight/s with a specified limitation on operation or handling, as recorded in the Limitations Log. See Note 1.
4. **Recording an Entry in the Limitations Log.** Before signing the 'Supervisor' block of the appropriate MOD Form 707 series, the person authorizing the limitation is to ensure that:
 - a. The specified period of deferment is appropriate and the minimum necessary.
 - b. The entry has been copied verbatim from the appropriate MOD Form 707 series.
 - c. The entry clearly states the limitation at the start of the text entry with supporting data following. For example 'VNE reduced to 200 knots due to cracking in wing spar: Crack stop drilled at 20mm.....'.
 - d. The associated MOD Form 707 series reference, date and airframe hours of the original entry are entered into the 'Orig SNOW', 'Original Date' and 'Airframe Hours' blocks.
 - e. When applicable, the main item Part Number, NATO Stock Number and Demand No are inserted in the appropriate blocks.

- f. Where necessary, the appropriate repair instruction request reference has been recorded as part of the text entry.
- g. The specific period for which the corrective maintenance has been deferred is entered in the first 'Deferred Until' block.
- h. The name of the person authorizing the deferment has been printed, in the first 'Print Name of Person Authorizing Deferment' block.
- i. If the cause of the limitation is such that it requires periodic examination, the frequency and type of examination has been entered in the appropriate MOD Form 721, MOD Form 727C or MOD Form 705 SSR.
- j. **For Maintenance Data System (MDS) reporting units only.** The 'MDS' block has been annotated to indicate if the symptom/work done before deferment was MDS reportable.
5. Where a demand has been satisfied, but the work not yet undertaken, the unit name where the item is being held in safe custody is to be inserted in the applicable 'Holding Unit' block.
6. **Extending the Period of Deferment:** Before signing the 'Supervisor' block of the appropriate MOD Form 707 series, the person authorizing the extension to the period of deferment of the limitation is to ensure that:
 - a. The specified period of deferment is appropriate and the minimum necessary.
 - b. Details of the entry from the MOD Form 703 to the associated MOD Form 707 series, including a reference to the original MOD Form 707 series have been transferred correctly.
 - c. Where applicable, a new demand number has been entered in the second 'Demand No' block.
 - d. The new deferment period has been entered in the second 'Deferred Until' block and the first block has been ruled through.

e. The name of the person authorizing the new deferment period has been printed in the second 'Print Name of Person Authorizing Deferment' block and the first block has been ruled through. (See Note 2).

f. The new MOD Form 707 series reference and date have been recorded in the 'Last SNOW' and 'Last date' blocks of the MOD Form 703. See Notes 3, 4 and 5.

7. Further Extending the Period of Deferment. Before signing the 'Supervisor' block of the appropriate MOD Form 707 series, the person authorizing the further extension to the period of deferment of the limitation is to ensure that:

- a. The specified period of deferment is appropriate and the minimum necessary.
- b. Details are transferred from the MOD Form 703 to the appropriate MOD Form 707 series, including reference to the original MOD Form 707 series.
- c. The MOD Form 707 series reference and the name of the individual raising the MWO has been entered in the 'Clearance SNOW' block of the MOD Form 703.
- d. A new MOD Form 703 entry has been recorded as detailed in Paragraph 4b-f and Paragraph 6b-f.

8. Clearing an Entry in the Limitations Log. To clear a Limitation Log Entry the authorized persons are to:

- a. Transfer the details of the entry from the MOD Form 703 to the appropriate MOD Form 707 series.
- b. Ensure all work necessary to remove the fault has been carried out and certified.
- c. If applicable, delete any entries in the MOD Forms 721, 727C or 705(SSR).
- d. Enter the appropriate MOD Form 707 series reference that eliminated the fault in the 'Clearance SNOW' block of the MOD Form 703 and print their name. See Notes 6 and 7.

MOD Form 703A1 - List of Modifications and Service Issued Instructions of Direct Operating Interest to Aircrew and MOD Form 703A2 - List of Frequently Moved Modifications and Service Issued Instructions (SII) of Direct Operating Interest to Aircrew.

9. The MOD Forms 703A1/A2 are used to indicate to aircrew the state of any Modifications and SIIs on the aircraft that they are about to fly. On receipt of a Modification or SII that requires MOD Form 703A1/A2 recording action, the leaflet details and RAF Defence Air Publication Sqn (DAPS) statement, transferred verbatim, are to be entered on the MOD Form 703A1/A2 of all affected aircraft

on charge. The decision on which of the MOD Forms 703A1/A2 to use is to be determined by the DT.

a. **MOD Form 703A1.** This form is to be used to indicate to aircrew the state of any Modifications and SIIs on the aircraft which they are about to fly which are of direct operating interest to them. Each record is to include the Modification or SII number, the MOD Form 707 series reference (when embodied/satisfied) and the DAPS statement. If required, local management may dictate the use of multiple MOD Form 703A1s. When multiple MOD Form 703A1s are used, they are to be identified by a unique sheet number leader, eg Av1, Av2, etc, which may be further identified using the free text box on the MOD Form 703A1.

b. **MOD Form 703A2.** This form is to be used to indicate to aircrew the state of any frequently moved Modifications or SIIs on the aircraft that they are about to fly which are of direct operating interest to them. Each record is to include the Modification or SII number, the MOD Form 707 series reference and the DAPS statement. When a Modification or SII is embodied or removed and there are no more boxes available, the entry is to be transferred to the next available section or sheet. The person carrying out the transfer is to ensure that all relevant information is transcribed and the 'full' section struck through. The last entry denotes the current Instruction Embodiment State.

10. In exceptional circumstances the embodiment, or part embodiment, of a combination of Modifications and/or SIIs may impose a limitation on the aircraft, in these cases a MOD Form 703 entry is to be raised iaw the instructions on this form.

11. Control of MOD 703A1/A2 Entries.

a. Where a Modification or SII has been issued, the issuing authority is responsible for promulgating instructions for the control, amendment and deletion of MOD Form 703A1/A2 entries.

b. DAPS, on behalf of the DT, determines the statement to be included in the MOD Form 703A1/2 entry.

c. Following DT advice on fleet embodiment of Modifications, or where a SII has been superseded, cancelled or amended, the issuing authority will issue separate instructions to amend or delete MOD Form 703A1 entries and arrange amendment of the Aircraft Air Publication Topics 14/15. The entry is to be removed from the MOD Form 703A1 by a diagonal line being ruled through the appropriate columns/rows and annotated with the statement 'Fleet Embodied'. See Note 8.

Notes:

1. Where a Logistics Information System (LIS) is used to create and amend the Limitations Log, it is to be carried out in accordance with the relevant instructions for use for the LIS.

2. If the MOD Form 703 Limitation Log is generated by either GOLDesp or LITS, there is no requirement to rule through the first block when extending the period of deferment.
3. When remedial actions affect the details of the original MOD Form 703 entry, the original entry is to be cleared in accordance with Paragraph 7 and a new entry is to be raised in accordance with Paragraph 3.
4. **For MDS reporting units only.** Where remedial action has been attempted, a MWO is to be raised using work type 01 or work type 05 as indicated by the MDS block.
5. **For RAF MDS reporting units only.** Where no remedial action has been attempted, a MWO is to be raised using work type 01.
6. An entry may also be cleared for MOD Form 700 husbandry reasons as described in MOD Form 799/1.
7. Paragraphs b-c may only be carried out by the MWO co-ordinator.
8. SIs are any instructions issued by an authorised Service organization (eg SI(T)). Modifications for the purpose of this form, refer to Design and Service Modifications (eg SM 1/2007).