

Instructions for Use

Flight Servicing Certificate - MOD Forms 705(Army) Flying Log and Equipment Running Log - MOD Form 724

Flight Servicing Certificate - MOD Form 705(Army)

1. This form is used for the certification of flight servicings and fuel states. Provision is made to record up to 6 flight servicings on each form. Responsibilities for completion are detailed in the following paragraphs.
2. **Insertion and Removal.** MOD Forms 705(Army) are to be inserted into, and removed from, the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1. At the beginning of each month the Sheet No. is to be reset to '1'. The new month is to be transferred to the MOD Form 713 along with the Sheet No. The person removing the form is to ensure that following have been carried forward onto the new sheet:
 - a. The Technical Flight Servicing (TFS) - TDM or Airframe hours.
 - b. The Daily Flight Servicing (DFS) - TDM.
 - c. The Next Maintenance Due - TDM or Airframe hours.
 - d. The Next Mandatory Oil Checks - Airframe Hours.
3. **After Flight Declaration (Lines 1 to 3).** The Responsible Aircrew Member's After Flight signature certifies that:
 - a. They have returned the Aircraft to the finally armed state iaw the Aircraft Flight Reference Cards or that no explosive armament stores are fitted.
 - b. Any Aircrew accepted faults, the Serial Number of Works (SNOWs) for which are listed in the Accepted Faults block (**Line 1**), are annotated in their After Flight Declaration.
 - c. An Aircraft Maintenance Log (AML - MOD Form 707A) entry has been raised for each fault that became evident whilst they were responsible for the Aircraft, including pre-flight faults.
 - d. The results of any Flying Requirements undertaken have been entered in the relevant Line of the MOD Form 707B(AFRC) in accordance with MOD Form 799/5(AFRC).
 - e. The Flying and Equipment Running Log (MOD Form 724) or Logistic Information System (LIS) equivalent has been completed correctly.
 - f. The Oil Replenishment Record (MOD Form 737 series) has been completed correctly for any oil replenishments carried out whilst they were responsible for the Aircraft.

4. Flight Servicing (Lines 4 to 22) (MAM-P, Chapter 4.2).

- a. **Flight Servicing Co-ordinator.** The Flight Servicing Co-ordinator is to define the type of flight servicing required in **Line 4**, and enter the commenced TDM in **Line 5**.

They are also responsible for:

- (1) Entering any additional requirements in the numbered spare **Lines 8 to 12** and detailing the appropriate tradespersons to undertake and sign for the work.
 - (2) Identifying in the spare **Lines 8 to 12** any items contained in the Flight Servicing Schedules, eg oxygen replenishment, which they have delegated to tradespersons other than those directed to undertake the Flight Servicing.
 - (3) Striking through any spare lines not required.
 - (4) Ensuring that all tradespersons involved in the flight servicing have the correct authorization for their tasks, and that they sign for their work in the appropriate signature blocks.
 - (5) Entering the Airframe hours when the 1st relevant mandatory oil level check is due in **Line 13**.
 - (6) Entering the Servicing Valid until TDM and Airframe hours in **Lines 20 to 22**.
- b. The Flight Servicing Co-ordinator is to sign at **Line 19** to certify that:
 - (1) An AML entry has been raised for each fault found during the flight servicing.
 - (2) The flight servicing has been completed satisfactorily.
 - (3) The appropriate MOD Form 705(SSC) columns have been completed.
 - (4) If applicable, flight servicing details have been updated in the LIS.
 - (5) Recorded fuel state meets the figure requested for the next planned sortie.
 - (6) The flying hours and component running hours recorded in the MOD Form 724, Flying and Equipment Running Log have been calculated correctly.

(7) A careful check of oil state figures, MOD Form 737, has been made, paying particular attention to the amount put in.

c. **Engineering Tradespersons.** Engineering tradespersons are to undertake the work as detailed by the Flight Servicing Co-ordinator, and sign in the appropriate blocks. A signature in the flight servicing block certifies that the flight servicing has been undertaken iaw the appropriate Flight Servicing Schedule and, where required, oil replenishments undertaken have been recorded correctly on the Oil Replenishment/Sampling Record (MOD Form 737) or LIS equivalent. Certification of the MOD Form 705 by a tradesperson signifies that any tools, used for the aspect of the flight servicing they have undertaken, have been accounted for. (See **Notes** below).

Notes:

1. **Delegated Flight Servicing Items.** When delegated flight servicing items are specified separately on the Flight Servicing Certificate, the tradespersons who complete these items are to sign in the appropriate block.

2. **Supervised Flight Servicing.** When a tradesperson holding Authorization MAMP-A101 is undertaking flight servicing, the appropriate amount of supervision is to be provided iaw MAM-P Chapter 2.1. In this instance the Flight Servicing Co-ordinator is to annotate a spare line(s) with the wording "**2nd Sig [insert details of the element of the flight servicing(s) being supervised]**". The tradesperson undertaking the flight servicing is to complete the appropriate flight servicing field as normal and the individual undertaking the supervisory aspects of the flight servicing is to sign the block identified by the Flight Servicing Co-ordinator.

d. **Continuous Charge (MAM-P Chapter 3.2).**

(1) The outgoing Aircraft Commander is to:

- (a) Record any Aircrew accepted faults on the AML, iaw the relevant instructions on MOD Form 799/5.
- (b) Brief the oncoming Aircraft Commander.
- (c) Complete the After Flight Declaration (**Lines 1 to 3**) iaw paragraph 3.

(2) The oncoming responsible Aircrew member is then to:

- (a) Enter the SNOW(s) of faults they find acceptable for the sortie in **Line 30**.
- (b) Enter against **Lines 6 to 12** the following statement "**Continuous Charge**" and strike through any designated or spare lines that are not used.

(c) Accept the Aircraft (subject to satisfactory verbal report of serviceability from the previous Responsible Aircrew Member) after carrying out the normal MOD Form 700C checks (paragraph 7), by completing **Lines 31 and 32** of the next Aircrew Acceptance Certificate.

Continuous Charge ceases when:

- (a) A flight servicing becomes due.
- or
- (b) Scheduled Maintenance operations become due.
- or
- (c) A fault occurs, which is unacceptable to Aircrew.

e. **The Effect on a Flight Servicing by Subsequent Maintenance.** A person holding Authorization MAMP-G701 is to determine whether a current flight servicing has been invalidated by subsequent Maintenance (see MAM-P Chapter 4.2).

(1) If it has not, endorse the next flight servicing column (**Lines 6 to 12**) with "**No Flight Servicing Required following work at SNOW:** [enter SNOW(s) of work carried out]" and certify this entry at **Line 19**.

(2) If it has, endorse the next flight servicing column with "**Partial Flight Servicing to be carried out following work at SNOW:** enter SNOW(s) of work carried out)".

(3) Inform the Flight Servicing Co-ordinator who is to restore the validity of the flight servicing(s) by detailing those parts of the servicing(s) that are considered to have been affected.

(4) The tradesperson carrying out the required servicing is to sign in the appropriate block.

Notes:

- 1. The application of a partial flight servicing does not alter the period of validity of the previous complete flight servicing.
- 2. On completion of either of the above, the MOD Form 700C is to be co-ordinated in accordance with Paragraph 5.

5. **MOD Form 700C Co-ordinator (Line 27) (See MAM-D Part 1 Chapter 2.1).** The MOD Form 700C Co-ordinator is to certify in **Line 27** that the Aircraft is in a fit condition and ready for flight. The MOD Form 700C is not to be co-ordinated when a completed flight servicing has been invalidated by subsequent Maintenance, in these instances **Lines 27 to 32** are to be ruled through. The MOD Form 700C Co-ordinator's signature certifies that:

- a. There is no outstanding Corrective or Preventive Maintenance work.
- b. No Scheduled or Out of Phase Maintenance requirements are due before the completion of the next sortie.

- c. No Limitations in Section 2 or Acceptable Deferred Faults in Section 3 are due for removal/rectification before completion of the next sortie.
- d. All entries in the Acceptable Husbandry Deferred Faults Log (MOD Form 704A) have been certified by a person with 2nd signatory responsibility.
- e. All hand tools have been accounted for in accordance with MAM-P Chapter 4.13.1.
- f. The flight servicing is valid and the fuel and role states are as requested for the task.
- g. That they have correctly updated the 'Next Maintenance Due' block. For Calendar Based Maintenance insert TDM, for Flying Hour Based Maintenance insert flying hours when operation becomes due and for Engine Hour Based Maintenance insert engine hours when operation becomes due.
- h. The last Maintenance Work Order is identified by SNOW in the Last SNOW block (**Line 26**).
- i. Any Flying Requirements are identified by the SNOW in the Flying Requirements block (**Line 29**).
- j. Any Aircrew Accepted Faults have been identified by SNOW in the Aircrew Accepted Faults block (**Line 30**).
6. Should any Corrective Maintenance be required on the Aircraft after completion of the co-ordinating signature, the procedure at paragraph 4e is to be followed, with the exception that the word "**CANCELLED**", if applicable, is to overwrite the co-ordinating signature at **Line 27**.
7. **Aircrew Acceptance Certificate (Lines 30 to 32) (MAM-D Part 1 Chapter 2.1)**. The responsible aircrew member is to accept responsibility for the Aircraft by signing and printing their name at **Line 31** entering the relevant Time/Date/Month at **Line 32**. The Responsible Aircrew Member's signature certifies that:
- Any limitations are acceptable to them, and if applicable their crew, for the intended flight.
 - They are aware of any acceptable deferred faults, identified by the Maintenance Organization to be of interest to Aircrew.
 - The recorded state of the Aircraft in respect of fuel, oxygen, etc, is acceptable to them for the intended flight.
 - The armament state of the Aircraft, as certified on the appropriate MOD Form 706, is as ordered by the authorizing officer.
 - The documentary check of the MOD Form 700C has been carried out and the Co-ordinating Certificate of MOD Form 705 has been signed by the MOD Form 700C Co-ordinator.
 - Any flying or ground run requirements are acceptable to them and they have been adequately briefed on any special tests required.
 - If applicable, any faults, entered in the AML, and identified by SNOW at **Line 30**, are acceptable to them, and if applicable their crew, for the intended flight.
8. **Pre-Flight Faults**. Refer to MOD Form 799/5.
9. **Aircrew Accepted Faults**. Refer to MOD Form 799/5.
10. **Flight Servicings Undertaken by Aircrew**. The Responsible Aircrew Member or other authorized crewmember is to undertake the duties of the Flight Servicing Co-ordinator (sub-paragraphs 4a & b) and MOD Form 700C Co-ordinator (paragraph 5). Authorized members of the Aircrew detailed to undertake the Flight Servicings are to discharge their duties as for engineering tradespersons (sub-paragraph 4c).
- ### Fuel Certificate
11. This certificate is used to record changes to the fuel state of the Aircraft. The tradesperson/Aircrew detailed to undertake the Refuel/Defuel/Check is to:
- Indicate the type of operation being undertaken.
 - Undertake the Refuel/Defuel/Check iaw the appropriate Aircraft Maintenance Manual (AMM).
 - Enter the Aircraft fuel load in the 'Total Fuel in A/C' block.
 - Enter their name & complete the 'TDM' block
12. Authorized Army Air Corps Groundcrew detailed to undertake refuelling are to discharge their duties as for engineering tradespersons.
- ### Flying Log and Equipment Running Log - MOD Form 724
13. This form is used to record the Aircraft's flight details and usage data of specified equipment.
14. **Insertion and Removal**. MOD Forms 724 are to be inserted into, and removed from, the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1.
15. **Aircraft Captain**. The Aircraft Captain is to enter usage details in the relevant columns at the completion of each sortie, and is to ensure that such entries are accurate and that subsequent calculations are correct.
16. **Engineering Tradespersons**. Tradespersons are to enter the usage of equipment listed in the Equipment Running Log that is operated during Maintenance activities.