

Instructions for Use

MOD Form 799/4(Hawk)

(Revised Sep 22)

Sheet 1 of 2

PPQ = 10

Flight Servicing Certificate - MOD Forms 705(Hawk) Role Equipment & Expendable Stores States - MOD Form 706(Hawk)(TWUs Only) Hydraulic System Supplementary Record - MOD Form 726HSSR(Hawk)

Flight Servicing Certificate - MOD Form 705(Hawk)

1. This form is used for the certification of flight servicings and fuel states. Provision is made to record up to 4 flight servicings on each form. Responsibilities for completion are detailed in the following paragraphs.

2. **Insertion and Removal.** The forms are to be inserted and removed from the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1, except that the person removing the form is to ensure that the last Previous AF Commenced TDM details have been carried forward. At the beginning of each month the Sheet No. is to be reset back to '1'. The indicated month is to be transferred to the MOD Form 713 along with the Sheet No. and is used as a management aid for retention purposes.

3. **After Flight Declaration (Lines 1 to 4).** The responsible Aircrew member's After Flight signature passes responsibility for the Aircraft to the engineering organization and certifies that:

a. They have returned the Aircraft to the finally armed state in accordance with the Aircraft Flight Reference Cards or that no explosive armament stores are fitted.

b. The Aircraft assisted escape system safety devices are set to the safe for parking condition.

c. They have accepted those faults, the Serial Number of Work (SNOWs) for which are listed in the 'Accepted Faults' block (**Line 1**) against their After Flight declaration.

d. 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.

e. The results of any Flying Requirements undertaken have been entered in the MOD Form 707B(AFRC) in accordance with MOD Form 799/5(AFRC).

f. Either, the Flying Log and Fatigue Data Sheet (MOD Form 725), Equipment Running Log (MOD Form 726), Flying Log and Equipment Running Log (MOD Form 724) or Logistic Information System (LIS) equivalent has been completed. The differences column has been completed, fatigue usage is consistent with the SPC flown and a MOD Form 707A entry has been raised

for any discrepancy or 'g' limit exceedence.

g. For 'Smoke Used', strike through inapplicable colours.

4. **Armament Clearance (Line 5).** The tradesperson responsible is to sign in **Line 5** to certify that the Aircraft has been returned to the initially armed state iaw the approved procedure or that no explosive armament stores are fitted.

5. **Flight Servicings (Lines 6 to 23) (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 6** and enter the commenced TDM in **Line 7**. They are also responsible for:

(1) Entering any additional requirements in the numbered spare **Lines 15 to 21** and detailing the appropriate tradespersons to undertake and sign for the work.

(2) Identifying in the spare **Lines 15 to 21** any items contained in the Flight Servicing Schedules (eg; Hydraulic Oil replenishment) which they have delegated to tradespersons other than those directed to undertake the Flight Servicing.

(3) Striking through any designated or spare lines not required.

(4) Ensuring that, on completion of their tasks, all tradespersons involved in the Flight Servicing (including any delegated tasks) have signed for their work in the appropriate signature blocks and are authorised to do so.

(5) Entering the valid until TDM in **Line 23**.

b. The Flight Servicing Co-ordinator is to sign in **Line 22** to certify that they are satisfied that:

(1) An AML entry (MOD Form 707A) 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 Flying Log and Equipment Running Log have been calculated correctly from the previous sortie details and the totals prior to that sortie.

(7) A careful check of oil state figures 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 Flight Servicing blocks. A signature in the Flight Servicing Certificate block certifies that the Flight Servicing has been undertaken iaw the appropriate Flight Servicing schedule and, where required, oil replenishments undertaken have been recorded on the Oil Replenishment Record (MOD Form 737A). Additional certification of the MOD Form 705 by a tradesperson signifies that any hand tools, used for that aspect of the flight servicing they have undertaken, has been accounted for.

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 auth MAMP-A101 is undertaking flight servicing, the appropriate amount of supervision is to be provided in accordance with 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. **Waiver of Flight Servicing.** Hawk Aircraft are not cleared for waivers of flight servicings.

e. **Continuous Charge (MAM-P Chapter 3.2).** Hawk Aircraft are not cleared for Continuous Charge.

f. **Flight Servicing Invalidated by Subsequent Maintenance.** A person holding the appropriate authorization MAMP-G701 is to determine whether a current flight servicing has been invalidated by subsequent Maintenance (see MAM-P Chapter 4.2) and either:

(1) Rule through unused blocks of the current flight servicing.

(2) Endorse the next flight servicing block of the current MOD Form 705 with "**No Flight Servicing Required following work at SNOW: [enter SNOW(s) of work carried out]**" and certify this entry.

Or:

(1) Overwrite the signature at **Line 26** with the word "**CANCELLED**" and initial the amendment.

(2) Rule through unused blocks of the current flight servicing.

(3) In the next available column, enter at **Line 6 "Partial Flight Servicing to be carried out"** and certify this entry.

(4) 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.

Notes:

(a) Unless the flight servicing is re-applied in-toto, the validity of the flight servicing is not altered by the re-application of a part.

(b) On completion of either of the above the MOD Form 700C is to be co-ordinated in accordance with Para 6.

6. **MOD Form 700C Co-ordinator (Line 26) (MAM-D Part 1 Chapter 2.1).** The MOD Form 700C Co-ordinator is to certify in **Line 26** that the Aircraft is clear for flight. The MOD Form 700C is not to be co-ordinated after an AF servicing or when a completed flight servicing has been invalidated by subsequent Maintenance, in these instances **Lines 26 to 31** are to be ruled through. The MOD Form 700C Co-ordinator's signature certifies they are satisfied that:

a. There is no outstanding corrective or preventive Maintenance work.

b. No Scheduled or Out of Phase Maintenance requirements are due before the Aircraft is next expected to land.

c. No Limitations in Section 2 or Acceptable Deferred Faults in Section 3 are due for rectification/removal 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 holding auth MAMP-C317.

e. All hand tools have been accounted for in accordance with MAM-P Chapter 4.13.1.

f. The Flight Servicings are valid and the fuel and role states are as requested for the task.

g. The last Maintenance Work Order is identified by SNOW in the 'Last SNOW' block (**Line 25**).

h. Any Flying Requirements are identified by SNOW in the 'Flying Requirements' block (**Line 28**).

i. Any Aircrew Accepted Faults are identified by SNOW in the 'Aircrew

Accepted Faults' block (**Line 29**).

7. Should any corrective Maintenance be required on the Aircraft after completion of the co-ordinating signature, the procedure at Para 5f is to be followed, with the exception that the word "**CANCELLED**", if applicable, is to overwrite the signature at **Line 26**.

8. **Final Arming (Line 24)**. The tradesperson responsible is to sign in **Line 24** to certify that they have finally armed the Aircraft iaw the appropriate procedure.

9. **Aircrew Acceptance Certificate (Lines 29 to 31) (MAM-D Part 1 Chapter 2.1)**. For normal operations the responsible Aircrew member is to accept responsibility for the Aircraft by signing and printing their name at **Line 30** and entering the relevant Time/ Date Month at **Line 31**. The Responsible Aircrew member's signature certifies that:

- a. Any limitations are acceptable to them, and if applicable their crew, for the intended flight.
- b. They are aware of any acceptable deferred faults, identified by the Maintenance organization to be of interest to Aircrew.
- c. The recorded state of the Aircraft in respect of fuel, oxygen, etc, is acceptable to them for the intended flight.
- d. The armament state of the Aircraft, as certified on the appropriate MOD Form 705 or MOD Form 706 is as ordered by the authorizing officer.
- e. The documentary check of the MOD Form 700C has been carried out and the Coordinating Certificate of MOD Form 705 has been signed by the MOD Form 700C Co-ordinator.
- f. Any flying or ground run requirements are acceptable to them and they have been adequately briefed on any special tests required. For flying requirements they have completed the relevant fields of the associated MOD Form 707B(AFRC).
- g. If applicable, any Aircrew-accepted faults, as entered in the Aircraft Maintenance Log, are acceptable to them, and if applicable their crew, for the intended flight.

10. **Pre-Flight Faults**. Refer to MOD Form 799/5.

11. **Aircrew Accepted Faults**. Refer to MOD Form 799/5.

12. **Documentation on MOD Form 705(Hawk) for Flight Servicing Undertaken by Aircrew**. The responsible Aircrew member or other authorized crew member is to undertake the duties of the Flight Servicing Co-ordinator (Sub-Para 5a & b) and MOD Form 700C Co-ordinator (Para 6). Authorized members of

the Aircrew detailed to undertake the Flight Servicings are to discharge their duties as for engineering tradespersons (Sub-Para 5c).

Fuel Certificate - Reverse of MOD Form 705(Hawk)

13. This certificate permits up to 6 changes of fuel state to be recorded. The tradesperson/Aircrew detailed to undertake a Refuel/Defuel/Check is to:

- a. Indicate the type of operation being undertaken.
 - b. Enter the fuel remaining as indicated by the Aircraft gauges in the 'Fuel Remaining' block.
 - c. Undertake the refuel/defuel/check in accordance with AP 101B-4401-1A and enter the new fuel state in the 'Total in Aircraft' block.
- Note:** This block is also to be completed after a fuel check.
- d. From the readings noted in **b** and **c** calculate and enter the total Put in/ Taken Out in the 'Total Put In/Taken Out' block.
 - e. When the Aircraft is refuelled or defuelled from/by a metered source the amount of fuel put in or taken out as indicated by the source, converted if necessary into Kgs, is to be entered in the 'Metered Source Put in/Taken out' block.
 - f. The discrepancy between the indications noted in **d** and **e** is to be calculated and entered in the 'Discrepancy' block as a quantity, and as a percentage of the 'Total Put in/Taken Out' as indicated by the Aircraft gauges (Para 12d).

Note: The maximum permitted discrepancy figure for and the action to be taken if this figure is exceeded are contained in AP 101B-4401-5B1.

- g. Enter the type of fuel in the 'Type' block.
- h. Sign the certificate to certify that the refuel/defuel/check has been undertaken in accordance with AP 101B-4401-1A and complete the TDM block.

Note: If the Aircraft is refuelled with fuel not containing Fuel System Icing Inhibitor (FSII), then an entry is to be made on MOD Form 706B iaw the instructions given on MOD Form 799/4A.

Seat Apron State - Reverse of MOD Form 705(Hawk)

14. This section is used for the certification of state of the rear seat apron.

15. The Tradesperson detailed to undertake a rear seat apron state change is to complete the next available block by indicating the state of the apron, the TDM

and signing.

RAFAT Supplementary Servicing - Reverse of MOD Form 705(Hawk) Shaded Area

16. This section is used for the certification of supplementary servicing activity undertaken with or independent of a flight servicing by the Royal Air Force Aerobatic Team (RAFAT).

17. Tradespersons is to undertake the supplementary servicing activity as detailed by the MOD Form 700C Co-ordinator and sign in the appropriate supplementary servicing or oxygen replenishment blocks. A signature in a Supplementary Servicing block certifies that the supplementary servicing activity has been undertaken in accordance with the appropriate schedule or RAFAT instructions and that any hand tools used for the servicing activity undertaken, have been accounted for.

Role Equipment and Expendable Stores States - MOD Form 706(Hawk) (TWUs Only)

18. The MOD Form 706(Hawk) is used to record the Role Equipment and Expendable Stores State of the Aircraft, provision is made to record 20 changes of each state. When raising a new form enter the Aircraft Serial No, and next sheet number in sequence. After ensuring that the first block of the new form shows the current Aircraft state, the old form can be removed and disposed of in accordance with the instructions on MOD Form 799/1.

19. **Role.** The fitting and removal of role equipment is to be recorded on a Maintenance Work Order. The task supervisor is to complete the next available block on the MOD Form 706(Hawk) by:

- a. Entering the current role state of the Aircraft.
- b. Printing their name in the 'Name' block.
- c. Entering Time, Day and Month in 'TDM' block.

20. **Expendable Stores States.** On completion of any loading/unloading/ checking operation the weapons NCO is to complete the next available block on the MOD Form 706(Hawk) by:

- a. Entering the current loaded state, annotating the 'Action Taken' (Act) column with one of the following codes:
 - (1) L - Loaded
 - (2) U - Unloaded
 - (3) C - Checked
- b. Printing their name in the 'Name' block.
- c. Entering Time, Day and Month in 'TDM' block.

Hydraulic System Supplementary Record - MOD Form 726HSSR(Hawk)

21. The MOD Form 726HSSR(Hawk) is to be used to record accumulator and reservoir contents levels and assist in the detection of hydraulic system aeration faults.

22. **Flight Line Tradespersons.** Flight line tradespersons are to record on the MOD Form 726HSSR(Hawk) when either accumulator or reservoir content levels are replenished. Line supervisors are to be informed when replenishment has been carried out.

23. **Airframe Tradespersons.** Airframe tradespersons investigating suspect faults are to enter accurate accumulator pressures in the accumulator columns and the hydraulic reservoir contents in the hydraulic reservoir column. Following fault rectification, airframe tradespersons are to enter appropriate details in the remarks column.

24. **MOD Form 700C Co-ordinator.** The MOD Form 700C Co-ordinator is to ensure that the previously completed MOD Form 726HSSR(Hawk) is removed and forwarded to the Engineering Record Section, and that a copy is retained by the Airframe Trade Manager.

25. **Airframe Trade Manager.** The Airframe Trade Manager is to retain a copy of the last completed MOD Form 726HSSR(Hawk) until receipt of the next completed form.