

Instructions for Use

MOD Form 799/4(Hercules)

(Revised May 23)

Sheet 1 of 3

Flight Servicing Certificate - MOD Form 705(Hercules) Expendable Stores State - MOD Form 706(Hercules CMk 4/5)

Flight Servicing Certificate - MOD Form 705(Hercules)

1. **Introduction.** This form is used for the certification of flight servicings and fuel states. Provision is made to record up to 3 flight servicings on each form. Responsibilities for completion are detailed in the following paragraphs.
2. **Insertion and Removal of MOD Forms 705(Hercules).** MOD Forms 705(Hercules) are to be inserted into, and removed, from the MOD Form 700 iaw the instructions for controlled forms on MOD Form 799/1. 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. The person removing the form is to ensure that the last A/F Commenced TDM has been carried forward to the next MOD Form 705 'Previous After Flight Commenced TDM' block.
3. **After Flight Declaration (Lines 2 to 5).** The Responsible Aircrew Member's after flight signature returns the responsibility for the Aircraft to the Engineering Organization and 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. They have accepted those faults, the Serial Number of Works (SNOWs) for which are listed in the Accepted Faults block (**Line 2**) against 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.
 - d. The results of any Flying Requirements undertaken have been entered in the MOD Form 707B(AFRC) iaw MOD Form 799/5(AFRC).
 - e. The Flying Log and Fatigue Data Sheet (MOD Form 725) has been completed, if applicable. 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 exceedance.
 - f. The information on debrief screens of Data Transfer And Diagnostic System (DTADS), entered sortie data on Sortie Update Screen, raised manual arising on DTADS for faults not automatically recorded by Aircraft Integrated Diagnostic System, have been verified and that any faults in flight have been reviewed.

4. **Armament Clearance (Line 6 & 7).** The tradesperson responsible is to sign in **Line 7** 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. **LITS Update (Line 8).** The tradesperson responsible is to sign in **Line 8** to certify that the previous sortie details have been entered into LITS.
6. **Flight Servicings (Lines 9 to 24).** (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 9**, eg After Flight, Before Flight Servicing etc and enter the commenced TDM in **Line 10**. If a combined After Flight and Before Flight servicing is carried out, then separate columns are to be used on the F705. They are also responsible for:
 - (1) Entering any additional requirements in the numbered spare **Line 15** and detailing the appropriate tradesperson to undertake and sign for the work.
 - (2) Identifying in the spare **Line 15** any items contained in the Flight Servicing Schedules, eg oxygen replenishment, which they have delegated to a tradesperson other than those directed to undertake the Flight Servicing.
 - (3) Engine oil level checks and replenishments are recorded in the MOD Form 737A.
 - (4) Checking that role fit (as detailed in **Lines 16 & 17**) and LOX replenishments (as detailed in **Lines 18 & 19**) are acceptable to the Aircraft tasking (Before Flight servicing only).
 - (5) Striking through any designated or spare lines not required.
 - (6) Ensuring that on completion of their task, all tradespersons involved in the flight servicing, including any delegated tasks, have signed for and printed their name for their work in the appropriate signature blocks and are authorized to do so.
 - (7) Entering the valid until TDM in **Line 21**.
 - b. The Flight Servicing Co-ordinator is to sign in **Line 20** to certify that they have satisfied themselves that:
 - (1) A MOD Form 707A 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 IS.
- (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 and print their name in the appropriate flight servicing 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 on the Oil Replenishment Record (MOD Form 737A) and the Equipment Running Log (MOD Form 726) or IS equivalent has been completed.

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, have been accounted for.

Notes:

(1) **Role Equipment (Lines 16 and 17).** When a Role Change or Role Equipment Flight Servicing is undertaken the tradesperson undertaking the Role Change/Role Equipment Flight Servicing are to enter a statement on the Maintenance Work Order to that effect. When the supervisor is satisfied all Role Equipment aspects have been undertaken and certified on the Maintenance Work Order, they are to enter the Role Fit and action the 'A/C loaded' block at **Line 16** and certify at **Line 17**. They are then to complete the next block of the MOD Form 706(H) to show the current Role State of the Aircraft.

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

(3) **Supervised Flight Servicing.** When a tradesperson under training is carrying out a Flight Servicing, they are to be supervised by an appropriately authorized person iaw MAM-P. In this instance the

supervisor is to certify and identify in the spare block for the appropriate element of the flight servicing(s) being supervised 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.** When operational circumstances demand, and provided the conditions of MAM-P Chapter 4.2 are met, flight servicing between successive flights may be waived. The statement:

“Flight servicing waived by: FLC/Authority Level J/Aircraft Commander*: [Insert Name].” *Delete as applicable

is to be entered in the flight servicing block on the relevant MOD Form 705. This entry is to be counter-signed by the Authority Level J or the Aircraft Commander. Any mandatory checks detailed in the Topic 2(N/A/R)1 are to be carried out.

e. **Flight Servicing Invalidated by Subsequent Maintenance.** A person holding the appropriate authorization is to determine whether a current flight servicing has been invalidated by subsequent Maintenance (see MAM-P Chapter 4.2) and is to 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 at **Line 28**.

Or:

- (1) Overwrite the signature at **Line 20** with the word “**CANCELLED**” and initial the amendment.
- (2) Rule through unused blocks of that column.
- (3) In the next available column, enter at **Line 9** “**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 700 is to be co-ordinated iaw **Paragraph 8**.

7. **Armed Certificate (Line 26).** The tradesperson responsible is to sign in **Line 26** to certify that either they have armed the Aircraft iaw the appropriate procedure or that no stores are fitted.

8. **MOD Form 700 Co-ordinator (Line 28) (See MAM-D Part 1 Chapter 2.1).** The MOD Form 700 Co-ordinator is to certify in **Line 28** that the Form 700 reflects that the Aircraft is clear for flight. The MOD Form 700 is not to be co-ordinated after an After Flight servicing, or when a completed flight servicing has been invalidated by subsequent Maintenance, in these instances **Lines 10 to 24** are to be ruled through. The MOD Form 700 Co-ordinator's signature certifies that:

- a. There is no outstanding Corrective or Preventative 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 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 an appropriately authorized person.
- e. All hand tools have been accounted for iaw 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. The last Maintenance Work Order is identified by SNOW in the Last SNOW block (**Line 27**).
- h. Any Flying Requirements are identified by the SNOW in the Flying Requirements block (**Line 30**).
- i. Any Aircrew Accepted Faults have been identified by SNOW in the Aircrew Accepted Faults (**Line 31**).
- j. 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.
- k. A careful check of oil state figures has been made, paying particular attention to the amount put in.
- l. LITS and DTADS data has been updated, as applicable.
- m. The appropriate MOD Form 705(SSC) has been removed.

9. Should any Corrective Maintenance be required on the Aircraft after completion of the co-ordinating signature, the procedure at **Paragraph 6 e** is to be followed, with the exception that the word "**CANCELLED**" is to be written over

Lines 27-30.

10. **Aircrew Acceptance Certificate (Lines 31 to 34) (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 **Lines 32 and 33** entering the relevant Time/Date/Month at **Line 34**. The Responsible Aircrew Member's signature certifies that:

- a. Any limitations are acceptable to them 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 700 has been carried out and the Co-ordinating Certificate of MOD Form 705 has been signed by the MOD Form 700 co-ordinator.
- f. Any flying or ground run requirements are acceptable to them and they have been adequately briefed on any special tests required.
- g. If applicable, any Aircrew accepted faults, as entered in the Aircraft Maintenance Log, are acceptable to them.
- h. The Aircrew Mission Software State, recorded on the MOD Form 703B, is correct for the sortie.

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

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

13. **Documentation on MOD Form 705(Hercules) for Flight Servicing Undertaken by Aircrew.** The Aircraft Commander or other authorized crewmember is to undertake the duties of the Flight Servicing Co-ordinator (**Paragraph 6 a & b**) and MOD Form 700 Co-ordinator (**Paragraph 8**). Authorized members of the Aircrew detailed to undertake the Flight Servicing are to discharge their duties as for engineering tradespersons (**Paragraph 6 c**).

Continuous Charge (MAM-P Chapter 3.2)

14. When embarking on a period of Continuous Charge, the first Responsible Aircrew Member is to:

- a. Copy the acceptance TDM (**Line 34**) to the Continuous Charge TDM block

at the top of the current MOD Form 705.

b. Transcribe the Continuous Charge Commenced TDM and A/F Commenced TDM to the next MOD Form 705, prior to removing the completed form.

15. The outgoing Aircraft Commander is to:

a. Record any Aircrew accepted faults on the MOD Form 707A, as stated on MOD Form 799/4.

b. Enter against **Line 9** the following statement: “**Continuous Charge**” onto the F705.

c. Brief the oncoming Aircraft Commander.

d. Complete the After Flight Declaration (**Lines 1 to 4**) certifying that **Paragraph 15** has been completed.

16. The oncoming Responsible Aircrew Member is then to:

a. Transcribe the Continuous Charge Commenced TDM and Previous A/F Commenced TDM to the next MOD Form 705, prior to removing the completed form if applicable.

b. Accept the Aircraft (subject to satisfactory verbal report of serviceability from the previous Responsible Aircrew Member) after the normal MOD Form 700 checks (**Paragraph 10**), by completing the next Acceptance Certificate of the MOD Form 705.

17. Cessation of Continuous Charge is when:

a. Charge is transferred back to the Maintenance Organization by the Responsible Aircrew Member.

b. Scheduled Maintenance operations become due.

c. An After Flight servicing becomes due.

d. A fault occurs, which is not acceptable to the next Responsible Aircrew Member.

18. On cessation of the Continuous Charge period, the last Responsible Aircrew Member is to complete the After Flight declaration in the MOD Form 705.

Fuel Certificate

19. This certificate permits up to 4 changes of fuel state to be recorded. The tradesperson/Aircrew detailed to undertake a Refuel/Defuel/Check is to:

a. Enter the fuel remaining (Totalizer).

b. Enter the fuel load required as advised by operations personnel.

c. Indicate the type of operation being undertaken.

d. Enter the fuel remaining in each tank as indicated by the Aircraft gauges, in

the ‘Fuel in Tanks Before Refuel/Defuel/Check’ blocks and enter the sub total.

e. Undertake the refuel/defuel/check iaw the relevant APs.

f. Enter the new fuel state for each tank, as indicated by the Aircraft gauges, in the ‘Fuel in Tanks After Refuel/Defuel/Check’, and the sub total.

g. Complete or delete the blocks as applicable.

h. Enter the total fuel load in the Aircraft in the heavy outlines block.

Note: This block is also to be completed after a fuel check.

i. From the readings noted in **Paragraph 19 d and 19 f** calculate and enter in the blocks provided, the amount of fuel put-in or taken-out, as indicated by the Aircraft gauges.

j. When the Aircraft is refuelled or defuelled from a metered source, the indicated total put-in or taken-out, converted as necessary to the appropriate units, is to be entered in the space provided.

k. Any discrepancy between the indications noted in **Paragraph 19 i and 19 j** is to be entered in the blocks provided as a quantity and also as a percentage of the fuel put-in or taken-out as indicated by the Aircraft gauges.

Notes:

(1) The maximum permitted discrepancy is 6%. The action to be taken if this figure is exceeded are detailed in the Topic 5B1 Annex H.

(2) The maximum allowable fuel load is 20,794 kgs (indicated).

l. Following a refuel, enter a time at least 30 mins from completion of the refuel at **Line 22** of the Flight Servicing Certificate.

m. Complete MOD Form 706B(T) for fuel uplifts undertaken away from parent unit.

n. Complete the certification and TDM blocks.

Expendable Stores State - MOD Form 706(Hercules CMk 4/5)

20. **Introduction.** The MOD Form 706(Hercules CMk 4/5) is used to record the Expendable Stores State Aircraft, provision being made to record three changes of state per sheet.

21. **Insertion and Removal.** When raising a new form enter the Aircraft Serial No and next sheet number in sequence. After ensuring that the first state block of the new form shows the current Aircraft state, the old form can be removed and disposed of iaw the instructions on MOD Form 799/1.

22. **Expendable Stores State.** On completion of any loading/unloading/checking operation the Load Supervisor (NCO Eng Tech W) is to complete the next available block on the MOD Form 706(Hercules CMk 4/5) to reflect the current loaded state, as follows:

a. Annotate the 'Action Taken' (Act) column with one of the following codes as appropriate:

(1) L - Loaded

(2) U - Unloaded

(3) C - Checked

b. Complete the 'Store' column with the type and size of the loaded item using the following format:

(1) The store type, ie 'F' for Flare, 'C' for Chaff or 'CCB' for Chemring Chaff Block.

(2) The store size, ie 118 (1" x 1" x 8") etc.

(3) For any location that is not loaded enter 'None'.

c. Enter in the 'QTY' column the total quantity of stores loaded at each station after the action taken at **Paragraph 3 a.**

Note: It is possible to load a combination of chaff and flares at the fuselage locations (**Lines 5 to 12**), the state entries are to reflect accurately the actual stores loaded.

d. After completing the state block, the Load Supervisor (NCO Eng Tech W) is to complete the signature block directly under the entries just made, and rule through the previous state block.

4. **Installation Details.** Used to record the remaining life and expiration details at fitment of the flare set installed on the Aircraft. It is the responsibility of the Supervisor of the flare load to ensure that all blocks of each state column are completed with the correct data as transferred and calculated from the relevant MOD Form 725(Hercules CMk 4/5).

5. **Final Unload.** Once the final unload has been completed, the active state column is to be lined through.