

Instructions for Use

MOD Form 799/4(C17A)

(Revised Apr 23)

Sheet 1 of 2

Flight Servicing Certificate - MOD Form 705(C17A)

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1. **General.** The MOD Form 705(C17A) is used for the certification of flight servicing and fuel states. Provision is made to record up to 4 flight servicings and 4 fuel states on each form. Responsibilities for completion are detailed in the following paragraphs.

2. **Insertion and Removal.** MOD Forms 705(C17A) are to be inserted into, 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 current Preflight Commenced TDM has been carried forward to the next MOD Form 705(C17A) 'Previous Preflight Commenced TDM' block. 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 3).** With the exception of Engine Running Crew Changes (see **Paragraph 15**), the Responsible Aircrew Member's signature returns the responsibility for the Aircraft to the Engineering Organization and certifies that:

- a. They have returned the Aircraft to the Initially Armed state iaw the Aircraft Flight Reference Cards or that no explosive armament stores are fitted.
- b. They had accepted those faults, the SNOWs for which are listed in the 'Accepted Faults' block (**Line 1**) against their After Flight declaration.
- c. An Aircraft Maintenance Log (AML) entry (MOD Form 707A) 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 MOD Form 707B(AFRC) iaw MOD Form 799/5(AFRC).
- e. The Flying Log and Fatigue Data Sheet (MOD Form 725(C17A)) has been completed.
- f. The C17A Flare Installation & Usage Log (MOD Form 726(C17A Flare)) has been completed, where applicable.

4. **Servicing Clearance (Line 4).** The tradesperson responsible is to sign in **Line 4** 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 5 to 20) (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 5** and enter the commenced TDM in **Line 6**. They are also responsible for:

- (1) Entering the MOD Form 705(C17A)(Sup) sheet number in the space provided at the bottom left of the form.
- (2) Entering any additional requirements in the spare **Lines 10 to 13** and detailing the appropriate tradesperson to undertake and sign for the work.
- (3) Identifying by card numbers, using the spare **Lines 10 to 13**, any items contained in the Flight Servicing Schedules, eg hydraulic replenishment, which they have delegated to tradespersons other than those directed to undertake the flight servicing.
- (4) Striking through any designated or spare lines not required.
- (5) Ensuring that, on completion of their task, 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.
- (6) Entering the valid until TDM in **Line 18**.

b. The Flight Servicing Co-ordinator is to sign in **Line 17** to certify that they have satisfied themselves 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 Logistic Information System (LIS).
- (5) Recorded fuel state meets the figure requested for the next planned sortie.
- (6) Recorded LOX state meets the figure requested for the next planned sortie.
- (7) The Flying Hours and component running hours recorded in the Flying Log and C17A Flare Installation & Usage Log have been calculated correctly from the previous sortie details and the totals prior to that sortie.

(8) 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 appropriate, oil level checks and/or replenishments undertaken have been recorded on the C17A Engine Oil Replenishment Record (MOD Form 737A(C17A)) for engines or the Oil Replenishment Record (MOD Form 737A) for other components. Certification of the MOD Form 705 by a tradesperson also signifies that any hand tools, used for that aspect of the flight servicing they have undertaken, have been accounted for.

Notes:

1. **Delegated Flight Servicing Items.** Delegated flight servicing items are to be specified by card numbers in one of the Flight Servicing Certificate spare blocks. The individual delegated to complete the task assumes all responsibility for it and is to sign in the appropriate block upon completion. They are subject to the conditions detailed in **Paragraph 5 c.**

2. **LOX replenishment.** Tradespersons carrying out LOX replenishment are to complete the appropriate blocks at **Line 15** and sign in **Line 16**.

d. **Waiver of Flight Servicing (MAM-P Chapter 4.2).** 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 Requirement’ block on the relevant MOD Form 705. This entry is to be counter-signed by the authority Level J or the Aircraft Commander.

e. **Continuous Charge.** Instructions for Continuous Charge are detailed in AP101B-6900-2(R)1.

f. **The Effect on a Flight Servicing 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).

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

(2) Endorse the next ‘Flight Servicing Requirement’ block (**Line 5**) 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 17** 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 5 “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:

1. 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.

2. On completion of either of the above, the MOD Form 700C is to be co-ordinated iaw **Paragraph 7.**

6. **Pre-Departure Checks.**

a. Prior to A/C departure, an NCO is to raise the pre-departure checks in **Line 5**. They are also responsible for:

(1) Entering any additional requirements in the spare **Lines 10 to 13** and detailing the appropriate tradespersons to undertake and sign for the work.

(2) Striking through **Lines 1 to 4, 6 to 9, 18** and any spare lines not required.

(3) Ensuring that, on completion of their task, all tradespersons involved in the pre-departure checks have signed for their work in the appropriate signature blocks.

b. The NCO is to sign **Line 17** to certify that they have satisfied themselves that:

(1) An AML entry has been raised for each fault found during the pre-departure checks.

(2) The pre-departure checks have been completed satisfactorily.

(3) The appropriate MOD Form 705(SSC) columns have been completed.

7. **MOD Form 700C Co-ordinator (Line 22).** The MOD Form 700C Co-ordinator is to certify in **Line 22** 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 21 to 28** are to be ruled through. The MOD Form 700C Co-ordinator’s signature certifies they have satisfied themselves 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 F703 series entries in Section 2 or F704 series entries 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 are valid and the fuel and role states are as requested for the task.
 - g. Any flying requirements are identified by SNOW in the 'Flying Requirements' block (**Line 25**).
 - h. Any Aircrew accepted faults are identified by SNOW in the 'Aircrew Accepted Faults' block (**Line 26**).
 - i. The last Maintenance Work Order is identified by SNOW in the 'Last SNOW' block (**Line 21**).
 - j. The Flare lifes documented on MOD Forms 726(C17A Flares) are correct and sufficient for the next planned route and return to home station.
8. Should any Corrective Maintenance be required on the Aircraft after completion of the co-ordinating signature, the procedure at **Paragraph 5 f** is to be followed, with the exception that the word "**CANCELLED**", if applicable, is to overwrite the signature at **Line 17**.
9. **AGE/NCO Walk Round (Line 24)**. The AGE/NCO walk round is conducted by the responsible individual iaw the appropriate procedure detailed in BZN AESO's and certified by printing and signing their name at **Line 24**.
10. **Initially Arming (Line 20)**. The tradesperson responsible is to sign in **Line 20** to certify that they have Initially Armed the Aircraft iaw the appropriate procedure.
11. **Aircrew Acceptance Certificate (Lines 26 to 28) (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 27** and entering the relevant Time/Date Month at **Line 28**. 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, is acceptable to them for the intended flight.
 - e. A 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.
 - 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 AML are acceptable to them, and if applicable their crew, for the intended flight.
12. **Pre-Flight Faults**. Refer to MOD Form 799/5(RAF)(C17A).
13. **Aircrew Accepted Faults**. Refer to MOD Form 799/5(RAF)(C17A).
14. **Documentation on MOD Form 705(C17A) 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 (**Paragraphs 5 a & b**) and MOD Form 700C Co-ordinator (**Paragraph 7**). Authorized members of the Aircrew detailed to undertake the flight servicing are to discharge their duties as for engineering tradespersons (**Paragraph 5 c**).
15. **Engine Running Crew Changes**. When Engine Running Crew Changes are authorized, the following procedure is to be adhered to:
- a. When a crew change occurs, the off-going Responsible Aircrew Member (having given a verbal report to the on-coming Responsible Aircrew Member) is to:
 - (1) Ensure the flight details have been entered into the Flying Log & Fatigue Data Sheet, MOD Form 725(C17A).
 - (2) Ensure the SNOWs of any faults they accepted when signing the Aircrew Acceptance Certificate are entered into **Line 1**, After Flight Declaration Accepted Faults, of MOD Form 705(C17A).
 - (3) Enter any new Aircrew acceptable faults on the AML.
 - (4) Sign the After Flight Declaration on **Line 2** of MOD Form 705(C17A) entering the time and date into **Line 3**. Strike through **Lines 4 and 7 to 25**.

On **Line 5** the off-going responsible Aircraft Member is to enter the words **“ENGINE RUNNING CREW CHANGE”**.

- b. The on-coming Responsible Aircrew Member is to accept the Aircraft from the off-going Responsible Aircrew Member, subject to a satisfactory verbal report of serviceability and a check of the MOD Form 700C.
- c. The on-coming Responsible Aircrew Member accepts the Aircraft by signing the Acceptance Certificate at **Line 27** of the MOD Form 705(C17A) ensuring that SNOW's for all Aircrew acceptable faults have been entered in **Line 26**, 'Aircrew Accepted Faults' of MOD Form 705(C17A).

Reverse of MOD Form 705(C17A) - Fuel Certificate

16. The tradesperson/Aircrew detailed to undertake a Refuel/Defuel/Check is to:

- a. Enter the fuel load required in the 'Fuel Load Required' block as advised by operations personnel.
- b. Enter the fuel remaining (as indicated by the Aircraft gauges) in the 'Fuel Remaining' block.
- c. Undertake the refuel/defuel iaw TO 1C-17A-2-12JG-28-1.
- d. 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 lbs, is to be entered in the 'Fuel Put In/Taken Out (Metered Source)' block.
- e. Enter the total fuel after the refuel/defuel in the outlined 'Total Fuel in Aircraft' block.

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

- f. Enter the fuel type in the 'Fuel Type' block.
- g. If the Aircraft is refuelled with fuel not containing Fuel System Icing Inhibitor (FSII), then an entry is to be made on the MOD Form 706B(T) iaw the instructions on MOD Form 799/4A(T).
- h. Sign the certificate and enter the Time/Day/Mth.

Flare States

17. The tradesperson detailed to undertake a Load/Download/Check of flares is to complete the next available block by entering the quantity, TDM, initials and printed name.