

# Reduced MDS Reporting

1. Hawk aircraft are subject to reduced MDS reporting. The tables below define the type of corrective maintenance which is **NOT** to be reported.

a. **Standard Items**

Ser No	Activity	Scope
1	Replacement of simple 'C' stores	eg; Locking wire, P clips, filaments, fuses, dessicant changes, aerodynamic and weather seals etc.
2	Resetting circuit breakers	When resetting a circuit breaker was all that was necessary to eliminate the fault.
3	Husbandry	Restoration of paint finish only.
4	Brakes	Normal changes due to wear.
5	Tyres	Normal changes due to wear, cuts or oil contamination.
6	Battery changes	Scheduled changes and on replacement for low voltage consequent upon misuse.

b. **Additional Items**

7	Hydraulic Filter Elements	Changes occasioned by protrusion of the clogged element warning button ("Tell-Tale" indicator).
8	Sonar Locator Beacon (SLB) Batteries	Routine replacement.

2. All other corrective maintenance is to be reported and all instances of:

- a. A "Y" (Flight Safety Hazard) being included in the 'When/How Found (Code)' block.
- b. Loose Articles.
- c. A life expired component fitted to the aircraft and listed in the aircraft Component Replacement List being replaced (Not applicable when the item is SOLELY calendar life expired).
- d. An item of equipment being robbed to service another aircraft.

3. MOD Form 731, Equipment Conditioning Label, 'MDS Reportable Yes/No' block is to be completed accordingly.

4. Engines and engine system faults recorded on LITS are still to be reported iaw Para 2, above.