

# Instructions for Use

## Flight Servicing Certificate - MOD Form 705(Puma) Expendable Stores Certificate - MOD Form 706A(Puma)

### Flight Servicing Certificate - MOD Form 705(Puma)

1. This form is used for the certification of flight servicings and fuel states. Provision is made to record up to 8 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 After Flight Commenced TDM details have been carried forward.
3. **After Flight Declaration (Lines 1 to 3).** 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 iaw 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) iaw MOD Form 799/5(AFRC).
  - f. Makila Engine Running Log (MOD Form 726), Flying Log and Equipment Running Log (MOD Form 724), Logistic Information System (LIS) equivalent have been completed as required. 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.
4. **Armament 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. **GOLDesp Update (Line 5).** The individual updating the relevant LIS is to

certify at **Line 5** to indicate the previous sortie details have been entered into GOLDesp.

### 6. Flight Servicings (Lines 6 to 25) (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 and 16** and detailing the appropriate tradespersons to undertake and sign for the work.
- (2) Identifying in the spare **Lines 15 and 16** 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 unused 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 qualified to do so.
- (5) Entering the valid until TDM in **Line 25**, except for After Flight Servicing when **Line 25** is to be ruled through.

b. The Flight Servicing Co-ordinator is to sign in **Line 24** to certify that they are satisfied that:

- (1) An AML entry has been raised for each fault found during the Flight Servicing.
- (2) The Flight Servicing has been satisfactorily completed.
- (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 (see also **Paragraph 13** – Refuel/Defuel Recording & Discrepancy Check).
- (6) The Flying Hour 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 determined 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, have 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 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 Coordinator.

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 following statement is to be entered in the flight servicing block on the relevant MOD Form 705:

**"Flight servicing waived by: FLC/Authority Level J/Auth MAMP-J952 holder/Aircraft Commander\*: [Insert Name]."** \*Delete as applicable

This entry is to be counter-signed by the authority Level J, person holding auth MAMP-J952 or the Aircraft Commander. Any mandatory checks detailed in the Topic 2(R)1 are to be carried out.

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

(1) The outgoing Aircraft Commander is to:

(a) Record any Aircrew accepted faults on the MOD Form 707A, as stated on MOD Form 799/5.

(b) Enter against **Line 6** the following statement: “**Continuous Charge**” onto the F705 and strike through any designated or spare lines that are not required.

(c) Brief the oncoming Aircraft Commander.

(d) Complete the After Flight Declaration (**Lines 1 to 3**) certifying that **Paragraph 3** has been completed.

(2) The oncoming Responsible Aircrew Member is then to:

(a) Accept the Aircraft (subject to satisfactory verbal report of serviceability from the previous Responsible Aircrew Member) after the normal MOD Form 700C checks (**Paragraph 7**), by completing the next Acceptance Certificate of the MOD Form 705.

**Notes:** Cessation of Continuous Charge is when:

1. Charge is transferred back to the Maintenance Organization by the Responsible Aircrew Member.
2. Scheduled Maintenance operations become due.
3. An After Flight servicing becomes due.
4. A fault occurs, which is not acceptable to the next Responsible Aircrew Member.

f. **Flight Servicing Invalidated by Subsequent Maintenance.** A person holding auths MAMP-G701 is to determine whether the flight servicing has been invalidated (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 24** 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:**

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 coordinated iaw **Paragraph 7**.

7. **MOD Form 700 Co-ordinator (MAM-D Part 1 Chapter 2.1)**. The MOD Form 700 Co-ordinator is to certify in **Line 30** that the Aircraft is clear for flight. The MOD Form 700 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 28 to 35** are to be ruled through. The MOD Form 700 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 iaw 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 next Maintenance due block (**Line 28**) reflects when the next preventative Maintenance operation is due. For calendar based Maintenance insert TDM; for Flying Hours based Maintenance insert hours; and for landing based Maintenance insert landings remaining until operation becomes due.
  - h. The last Maintenance Work Order is identified by SNOW in the 'Last SNOW' block (**Line 29**).
  - i. Any Flying Requirements are identified by SNOW in the 'Flying Requirements' block (**Line 32**).
  - j. Any Aircrew Accepted Faults are identified by SNOW in the 'Aircrew Accepted Faults' block (**Line 33**).
8. Should any Corrective Maintenance be required on the Aircraft after completion of the co-ordinating signature, the procedure at **Paragraph 6 f** is to be followed, with the exception that the word "**CANCELLED**", if applicable, is to overwrite the signature at **Line 30**.
9. **Aircrew Acceptance Certificate (Lines 32 to 35) (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 34** and entering the relevant Time/Date Month at **Line 35**. 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(Puma) for Flight Servicings Undertaken by Aircrew.** The Responsible Aircrew Member or other authorized Crew Member is to undertake the duties of the Flight Servicing Co-ordinator (**Paragraphs 6 a & b**) and MOD Form 700 Co-ordinator (**Paragraph 7**). Authorized members of the Aircrew detailed to undertake the Flight Servicings are to discharge their duties as for engineering tradespersons (**Paragraph 6 c**).
13. **Refuel/Defuel Recording & Discrepancy Check. Note:** All refuel/defuels of more than 200kg from a metered source, other than rotors running refuels, are to be subject to gauge discrepancy checks. The tradesperson/Aircrew detailed to undertake a refuel or defuel is to:
- a. Indicate the type of operation being undertaken.
  - b. Enter the fuel remaining as indicated by the Aircraft gauges in the **Line 18**

'Fuel Remaining' split block.

- c. Undertake the refuel/defuel iaw the Aircraft AP noting the source gauge amount for fuel put in/taken out of the gauged tanks.
- d. Enter the total Aircraft gauges amount the **Line 20** 'Aircraft Gauges' block.
- e. When refueled or defueled from a metered source, the amount put in or taken out of the cockpit gauged fuel groups as indicated by the metered source is to be entered in the **Line 19** 'Put in/Taken out' block.
- f. The discrepancy between the amount entered at **d**, and the total amount derived between those entered at **b** and **e**, is to be entered in the Discrepancy block expressed as a percentage of the fuel put in or taken out as indicated by the Aircraft gauges.

$$\% \frac{(d - b) - e}{d - b} \times 100$$

- g. Enter the final fueled state for any fitted CAFT(s) at the **Line 22** block and the final total Aircraft fuel state at the **Line 23** block.
- h. Provided the discrepancy entered at **f** is < +/-5%, the merged signature block at **Lines 22 & 23** is to be completed. The **Lines 22 & 23** signature block may be completed by a person holding auth MAMP-G701 for discrepancies > +/-5% but < +/-10% to allow Aircraft to complete a planned period of operation prior to further investigation.

### Expendable Stores Certificate - MOD Form 706A(Puma)

14. This form is used to certify the fitment and removal of expendable stores. Provision is made to record one flight on each form. Responsibilities for completion are detailed in the following paragraphs.

15. **Insertion and Removal of MOD Forms 706A(Puma).** MOD Forms 706A(Puma) are to be inserted into, and removed from, the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1.

16. **Expendable Stores Loading/Down Loading/Checking.** On completion of any Loading/Down Loading/Checking operation the NCO IC Loading/Down Loading Team is to ensure their team members initial the tasks that they carried out and complete the 'Loading/Down Loading Team' block. When the NCO IC Loading/Down Loading Team is satisfied they are to complete their certificate in the 'Loading/Down Loading Team' block.

### Compilation - Part 1 (Loading)

17. The person inserting the MOD Form 706A(Puma) into the MOD Form 700C is to enter the following:

- a Aircraft Serial No.
- b Aircraft Mk.

c Sqn or Unit.

d Sheet No.

18. The tradesperson or supervisor is to complete the remaining blocks as appropriate.

### Compilation - Part 2 (Load Record, Down Loading, Expenditures)

19. The tradesperson or supervisor is to complete the appropriate blocks, as follows:

a. **Wpn/Mount block.** If Wpn/Mount was removed enter the serial number of the removed Wpn/Mount and initial the second column.

b. **GPMG Down Loading.** Enter quantity fired in the Ammo Fired and Pre Prep Ammo fired boxes and the quantity down loaded in the Ammo Down Loaded and Pre Prep down loaded boxes, as appropriate.

**Note:** Where ammo is retained on the Aircraft for future use, details are to be carried forward to the next MOD Form 706A(Puma) GPMG Loading block.

c. **Stoppage Report.** Enter the stoppage and SNOW.

d. **Chaff and Flare blocks.** The tradesperson or supervisor is to enter Flare and Chaff quantities fired and/or down loaded in the appropriate boxes.

**Note:** Where Flares and/or chaff are retained for future use on the Aircraft, details are to be carried forward to the appropriate blocks on the next MOD Form 706A(Puma).

20. **General - Checking Operations.** When a load has been checked, a "**C**" should be marked in the appropriate Loaded box of the station that has been checked and the tradespersons who checked the load are to identify themselves on the 'Loading Team' block.

21. **MOD Form 700 Co-ordinator.** The MOD Form 700 Co-ordinator is to:

a Remove **Sheet 1** after completion and prior to Aircraft captain's acceptance.

b After flight **Sheet 2** is to be removed iaw the instructions for controlled forms on MOD Form 799/1 and attached to **Sheet 1** prior to retention/disposal action under local unit management instructions.