Instructions for Use

Flight Servicing Certificate - MOD Form 705(Chinook)
Oil Replenishment / Sampling Record - MOD Form 737(Chinook)
Spectrometric Oil Analysis Programme Sampling Sheet - MOD Form 730(1710NAS)
SOAP Sample Label - MOD Form 730C

Flight Servicing Certificate - MOD Form 705(Chinook)

1. **General.** The MOD Form 705(Chinook) 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 in accordance with the instructions for Controlled Forms on MOD Form 799/1, except that the person removing the form is to ensure that the last A/F Commenced TDM has been carried forward to the 'Previous After Flight (A/F) Commenced TDM' Block of the next form. 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).** The Responsible Aircrew Member's after flight signature passes responsibility for the Aircraft to the Engineering Organisation, or during a period of Continuous Charge directly to the oncoming Aircrew, 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. 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.

c. An Aircraft Maintenance Log (AML) entry (MOD Form 707A) has been raised for each fault, limit exceedance or hazardous occurrence 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) in accordance with MOD Form 799/5(AFRC).

e. The Flying and Equipment Running Log (MOD Form 724(Chinook)), has been completed in accordance with MOD Form 799/4B(Chinook).

f. The record of fuel uplifts (MOD Form 706B(H)) has been completed for any refuels undertaken whilst they were responsible for the Aircraft.

4. **Armament Clearance (Line 4).** The tradesperson responsible is to sign in **Line 4** to certify that they have returned the Aircraft to the Initially Armed state in accordance with the approved procedure or that no explosive armament stores are fitted.

5. **Sortie Details Updated in GOLDesp (Line 5).** A member of the Engineering Organisation is to update GOLDesp with the relevant sortie details. A signature in the sortie details updated block certifies the details have been entered on GOLDesp. If operating offline of GOLDesp the word **"Off-line"** is to be entered. All entries made in the Flying and Equipment Running Log are to be entered into GOLDesp during recovery to On-line working. On GOLDesp, care is to be taken to ensure that this is carried out in conjunction with the generation and completion of all GOLDesp MWO for MOD Form 707A entries at the correct date/usage counts.

6. **Flight Servicings (Lines 6 to 17).**

a. **Flight Servicing Co-ordinator Actions.** 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 13 and 14,** detailing the appropriate tradespersons to undertake and sign for the work.

(2) Identifying in the spare **Lines 13 and 14** 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 qualified to do so.

(5) Entering the valid until TDM in **Line 16.**

(6) Ensuring the next 'Maintenance Due' Block at **Line 17** has been updated to reflect when the next Preventive Maintenance operation becomes due. For calendar-based Maintenance, insert TDM, for Flying Hours based Maintenance insert hours remaining until operation becomes due.

b. **Flight Servicing Co-ordinator Certification.** The Flight Servicing Co-ordinator is to sign in **Line 15** to certify that they have satisfied themself 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) Recorded fuel state meets the figure requested for the next planned sortie.

(5) The flying hours and component running hours recorded in the Flying and Equipment Running Log have been calculated correctly from the previous sortie details and the totals prior to that sortie.

(6) A careful check of oil state figures has been made, paying particular attention to the amount put in.

(7) Mission software loads or declassifications have been recorded (if required) on the Groundcrew Mission Specific Software Loads Register MOD Form 703B PT2(Chinook) and the form number is referenced at **Line 18.**

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 **(Lines 8 to 14).** A signature in the 'Flight Servicing Certificate' Block certifies that the flight servicing has been undertaken in accordance with the appropriate Flight Servicing Schedule in AP101C-0500-5B1 and, where required, oil replenishments undertaken have been recorded on the Oil Replenishment and Sampling Record (MOD Form 737(Chinook)) and mission software loads or declassifications have been recorded on the Groundcrew Mission Specific Software Loads Register (MOD Form 703B PT2(Chinook)). Additionally, certification of the MOD Form 705(Chinook) by a tradesperson signifies that any hand tools, used for that aspect of the flight servicing they have undertaken, have been accounted for. A weapons tradesperson is to sign for carrying out work iaw AP101C-0500-5B1 at **Line 12.**

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. Signatures in the lines for Ropes and Covers/Blanks **(Lines 20 & 21)** certifies on a BF that ropes, Transportation Tiedown Adaptors (when embarked) and/or covers/blanks are removed and on an AF that they are fitted.

2. Supervised Flight Servicing. When a tradesperson holding appropriate authorisation MAM-P Level A 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.** 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 H/J/Aircraft Commander***: **[**Insert Name**]**. (*Delete as applicable)"

is to be entered in the 'Flight Servicing' Block on the relevant MOD Form 705(Chinook). This entry is to be signed by a holder of appropriate authorisation MAM-P Level J or the Aircraft Commander. Any mandatory checks detailed in the Topic 2(N/A/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) Rule through **Line 4** and enter, onto the MOD Form 705(Chinook), against **Line 6** the statement **"Continuous Charge".** Record the new 'Next Maint Due' at **Line 17,** then 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 accept the Aircraft (subject to satisfactory verbal report of serviceability from the previous Responsible Aircrew Member) after the normal MOD Form 700C checks **(Paragraph 8)** by completing the next Acceptance Certificate of the MOD Form 705(Chinook).

Note: Cessation of Continuous Charge is when:

(a) Charge is transferred back to the Maintenance Organisation 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.

f. **Flight Servicing Invalidated by Subsequent Maintenance.** A person holding the appropriate Authorisation MAM-P Level G 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(Chinook) with **"No Flight Servicing Required following work at SNOW:** [enter SNOW(s) of work carried out]**"** and certify this entry.

Or:

(3) Overwrite the signature at **Line 15** with the word **"CANCELLED"** and initial the amendment.

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

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

(6) 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 in accordance with **Paragraph 8.**

7. **Mission Software (Line 18).** The MOD Form 700C Co-ordinator is to ensure **Line 18** is correctly annotated with the corresponding MOD Form 703B Part 2 sheet number if the relevant mission software is installed on the Aircraft.

8. **MOD Form 700 Co-ordinator (Line 24).** The MOD Form 700C Co-ordinator is to certify in **Line 24** 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 24 to 29** are to be ruled through. The MOD Form 700C Co-ordinator signature certifies they have satisfied themself 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 holder of appropriate authorisation MAM-P Level C.

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

f. There is not more than one sample of each type per component MOD Form 737(Chinook) requiring signal response.

g. The flight servicings are valid and the fuel and role states are as requested for the task.

h. The last Maintenance Work Order is identified by SNOW in the 'Last SNOW' Block **(Line 22).**

i. Any flying requirements are identified by SNOW in the 'Flying Requirements' Block **(Line 26).**

j. Any Aircrew accepted faults are identified by SNOW in the 'Accepted Faults' Block **(Line 27).**

9. **Corrective Maintenance.** 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",** if applicable, is to overwrite the signature at **Line 24.**

10. **Final Arming (Line 23).** The tradesperson responsible is to sign in **Line 23** to certify that they have Finally Armed the Aircraft in accordance with the appropriate procedure. The MOD Form 700C Co-ordinator or the tradesperson responsible for arming is to enter the corresponding MOD Form 706A sheet number at **Line 19.**

11. **Aircrew Acceptance Certificate (Lines 27 to 29)(MAM-D Part 1 Chapter 2.1).** The Responsible Aircrew member is to accept responsibility for the Aircraft by signing and printing their name at **Line 28** and entering the relevant Time/Date Month at **Line 29.** 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 Organisation 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(Chinook) or MOD Form 706 is as ordered by the authorising officer.

e. The documentary check of the MOD Form 700C has been carried out and the Co-ordinating Certificate of MOD Form 705(Chinook) 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.

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

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

14. **Documentation on MOD Form 705(Chinook) for Flight Servicings Undertaken by Aircrew.** The Responsible Aircrew Member or other authorised crew member is to undertake the duties of the Flight Servicing Co-ordinator **(Paragraphs 6 a & b)** and MOD Form 700C Co-ordinator **(Paragraph 8).** Authorised members of the Aircrew detailed to undertake the flight servicings are to discharge their duties as for engineering tradesperson **(Paragraph 6 c).**

Fuel Certificate - Reverse of MOD Form 705(Chinook) - Refuel/ Defuel Recording & Discrepancy Check

15. This certificate permits up to 8 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 total fuel remaining (**A**) as indicated by the Aircraft gauges in the 'Fuel Remaining' Block.

c. Undertake the refuel/defuel/check in accordance with the appropriate Aircraft AP (CH-A-12-10-28-00A-211A/B-A).

d. Enter the total Aircraft fuel load (**C**) in the 'Total A/C' Block.

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

e. When the Aircraft is refuelled or defuelled from/by a metered source, enter the amount of fuel put in or taken out (**B**) as indicated by the source, in the 'Fuel Put in/Taken Out (Source Gauges)' Block.

Note: For Single Point Refuels IETMs (CH-A-12-10-28-00A-211A-A). There is no requirement for the fuel discrepancies to be recorded for partially or selectively refilling Aircraft fuel tanks or any ferry tank(s), in this case the 'Discrepancy %' Box is to be clearly struck through.

f. Calculate the discrepancy between the amount entered at **C**, and the total of the amounts entered at **A** and **B**. This 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. Care is to be made if the metered source is not in Kgs and appropriate conversion is to be made.

$$\% \ \frac{C - (A + B)}{C - A} \times 100$$

Note: The maximum permitted discrepancy figure and the action to be taken if this figure is exceeded are contained in IETMs (CH-A-12-10-28-00A-211A-A).

Provided the discrepancy entered at **f** is ≤ ± 6% for Mk 6/6A and ≤ ± 3% for Mk5 the 'Signature' Block is to be completed by the responsible tradesperson.

However, for discrepancies > ± 6% but ≤ ± 10% for Mk 6/6A and > ±3% but ≤ ± 5% for Mk5, an appropriate authorisation MAM-P Level G holder can complete the 'Signature' Block. They are to raise a MOD Form 704 iaw the instructions on MOD Form 799/3 to allow Aircraft to complete planned period of operation prior to further investigation.

Note: When the appropriate authorisation MAM-P Level G holder is signing off increased discrepancy value they should consider slight errors in specific gravity values, tradesperson misreading gauges, and lower fuel levels that can spike the discrepancy value which is not accounted for in the calculations.

g. If applicable, enter the ferry tank(s) fuel quantity in the 'Ferry (Qty)' Block.

h. Enter the total Aircraft + ferry tank quantity in the 'Total A/C + Ferry' Block.

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

i. Enter the type of fuel in the 'Type' Block.

j. Complete the MOD Form 706B(H) in accordance with the instructions on MOD Form 799/4A(H).

k. Sign the certificate and complete the 'TDM' Block.

Oil Replenishment / Sampling Record - MOD Form 737(Chinook)

16. The MOD Form 737(Chinook) can be used for either:

a. The recording of oil replenishments and sampling (Magnetic Debris Probes (MDP)) Grease and Oil, for items not subject to examination under a Spectrometric Oil Analysis Programme (SOAP).

or

b. The recording of oil replenishments and sampling for items being examined under a SOAP. When subject to a SOAP examination it is to be used in conjunction with the appropriate Spectrometric Oil Analysis Programme Sampling Sheet (see **Paragraphs 19 to 22**).

A MOD Form 737(Chinook) must be inserted for all components that require sampling to include MDP, Grease and Oil Sampling as follows:

(1) Forward Transmission

(2) Combining Transmission

(3) Aft Transmission

(4) No.1 ECU Transmission

(5) No.2 ECU Transmission

(6) Aft Vertical Shaft

(7) No.1 ECU

(8) No.2 ECU

(9) APU

(10) Fwd Swashplate

(11) Aft Swashplate

17. Certification for replenishment is to be made on MOD Forms 705(Chinook), 707B(ADP) or 707B(IS), and for MDP, Grease and Oil Sampling on MOD Forms 707B(ADP), and 707B(IS).

18. The MOD Form 737(Chinook) is to be completed as follows:

a. Enter the component details in the appropriate columns.

b. **Every** oil replenishment is to be recorded as follows:

(1) Enter the DTG, Place and current Airframe hours.

(2) Enter the Replenishment Rig Serial Number used.

(3) Enter the Batch Number(s) of the oil used.

(4) Enter the amount of oil added, in either litres or pints.

(5) Enter the Total content in the tank after replenishment.

(6) Complete the 'Name' Column.

c. Ensure each oil change is recorded (see **Note 1**).

19. When a sample is taken from an item subject to a sampling programme, SOAP or non-SOAP, the MOD Form 737(Chinook) is to be completed as follows:

a. Complete the 'DTG', 'Place' and 'Airframe Hours' Columns.

b. Indicate that a sample has been taken by writing **"SAMPLE"** across the 'Oil Replenishment' Column. Annotate whether the sample was 'Hot' or 'Cold' by deleting as appropriate. Enter the tradesperson's name in the 'Name' Column and annotate details of the samples in the 'Remarks' Column, eg Activity number and/or SNOW.

c. In the corresponding line of the 'Component Sample Signal Details' Block, complete the 'Component Running Hours' and 'WDMS Sample Ser No.' Columns.

d. On receiving the Component Sample Signal Details they are to be annotated in the column for Clearance Signal/Additional Information to include **"Satis"** or **"Fail"** as detailed in the signal.

20. **Component Replacement.** When a component is replaced, the Maintenance Work Order Co-ordinator is to raise a new MOD Form 737(Chinook) and enter details of the new component and any unchanged component. If subject to a SOAP examination, the Last Sample Details and Oil Added since last sample are to be brought forward from the previous form, which may then be removed from the MOD Form 700C.

Spectrometric Oil Analysis Programme Sample Form - MOD Form 730(1710NAS)

21. The MOD Form 730(1710NAS) is an Optical Mark Reader (OMR) computer data form and is to be completed whenever oil samples are taken from components subject to a Spectrometric Oil Analysis Programme. It is to accompany the transit bottles containing the oil samples. The details of oil samples from six components from one Aircraft can be recorded on the MOD Form 730(1710NAS) (see **Note 3**).

SOAP Sample Label - MOD Form 730C

22. The MOD Form 730C is a stick-on label for oil sample bottles and is to be

used in conjunction with MOD Forms 730(1710NAS). The details relating to the component from which the sample was taken, are to be entered on MOD Form 730C which is to be identified by a bottle number taken from its associated MOD Form 730(1710NAS) (see **Note 3**).

Notes:

1. Any work carried out on oil wetted systems subject to SOAP examination, including any Maintenance, modification or component replacement, is to be recorded. Enter the DTG, Place, Airframe Hours, Component Running Hours and make an entry in the remaining columns.

2. If a sample is due, it is to be taken **before** any oil replenishment is undertaken.

3. Notification of the introduction/withdrawal of a Spectrometric Oil Analysis Programme together with the instructions for the compilation of the MOD Form 730(1710NAS) and 730C will be given by MOD through Command Headquarters.