

# Instructions for Use

## Flight Servicing Certificate - MOD Form 705(Tornado IDS) Role Equipment & Expendable Stores - MOD Form 706(Tornado IDS)

1. **Flight Servicing Certificate - MOD Form 705(Tornado IDS).** This form 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 of MOD Forms 705(Tornado IDS).** MOD Forms 705(Tornado IDS) 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:
  - a. The last After Flight servicing (AF) valid until TDM details have been carried forward.
3. **After Flight Declaration (lines 1 to 6).** The responsible aircrew member's After Flight signature returns the responsibility for the aircraft to the engineering organization and certifies that:
  - a. He has 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. The aircraft assisted escape system safety devices are set to the safe for parking conditions.
  - c. He had accepted those faults, the Serial Number of Works (SNOWs) for which are listed in the Pre-flight Accepted Faults block **line 4**, against his After Flight declaration.
  - d. An Aircraft Maintenance Log (AML - MOD Form 707A) entry has been raised for each fault that became evident whilst he was 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) in accordance with MOD 799/5(AFRC).
  - f. Either, post sortie feedback and equipment running data has been entered in to LITS using menu-step AT3502 or MOD Form 725 SF(LITS)(Tornado IDS) has been completed iaw its Instructions For Use. 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 exceedence.
  - g. Where applicable the record of fuel uplifts (MOD Form 706B(H)) and the oil replenishment record (MOD Form 737) have been completed for any refuels undertaken or oil replenishments carried out whilst he was responsible for the aircraft.
  - h. **CSAS/SPILS Bite Check Flying Requirement.** He has indicated at **line 1** whether a CSAS/SPILS bite check was carried out, and if satisfactory or unsatisfactory, and the BITE check was carried out before-flight or after-flight (delete as applicable).
  - i. The equipment used blocks in **lines 2 and 3** have been completed.
4. **Armament Clearance (line 7).** The tradesman 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 individual updating LITS is to certify **line 8** to indicate that the previous sortie details have been entered as appropriate.
6. **CMP Recording (line 11).** The tradesman responsible is to sign in **line 11** to certify that he has entered the results of the post flight CMP check on the MOD Form 726CMP(Tornado) iaw the instructions on the MOD Form 799/4B(Tornado).
7. **Flight Servicings (line 9 to 22) (MAP-01 Chapter 2.8).**
  - 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, Daily Flight Servicing, Essential Check, etc and enter the commenced TDM in **line 10**. He is also responsible for:
    - (1) Entering any additional requirements in the numbered spare **lines 18 to 20** and detailing the appropriate trade to undertake and sign for the work.
    - (2) Identifying in the spare **lines 18 to 20** any items contained in the Flight Servicing Schedules, eg oxygen replenishment, which he has delegated to tradesmen 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 tradesmen involved in the flight servicing, including any delegated tasks, have signed for their work in the appropriate signature blocks and are authorized to do so.

(5) Entering the valid until TDM in **line 22**.

(6) Ensuring that, when the CSAS/SPILS BITE **line 23** entry is '6/6', or when the date corresponds to the due date, an AML entry for a Flying Requirement stating "CSAS/SPILS BITE check required by the completion of the next sortie" is raised.

(7) When a CSAS/SPILS BITE check Flying Requirement was not completed he must raise an AML entry from the entry that called up the Flying Requirement. This entry **must** be cleared **before** the flight is undertaken.

(8) If the CSAS/SPILS BITE due date **line 23** is **prior** to the current date, then he must raise the relevant paperwork to ensure that the BITE is completed **before** the next flight is commenced. This would normally be a Maintenance Work Order (MWO), but, if squadron commitments dictate otherwise, a Flying Requirement may be used providing it is completed **before** the flight is undertaken.

b. **The Flight Servicing Co-ordinator** is to sign in **line 21** to certify that he has satisfied himself 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 LIS.
- (5) Recorded fuel state meets the figure requested for the next plan 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 Tradesmen.** Engineering tradesmen 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 block certifies that the flight servicing has been undertaken in accordance with the appropriate flight servicing schedule and, where required, oil replenishment undertaken have been recorded on the Oil Replenishment/Sampling Record (MOD Form 737) and the Equipment Running Log (MOD Form 726) or LIS equivalent has been completed. Additional certification of the MOD Form 705 by a tradesman signifies that any hand tools, used for that aspect of the flight servicing he has 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 tradesmen who complete these items are to sign in the appropriate box.

(2) **Supervised Flight Servicings.** When a tradesman holding auth MAP-A449 is undertaking flight servicing, the appropriate amount of supervision is to be provided in accordance with MAP-01 Chapter 4.3. 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 tradesman 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.** Waiving of Flight Servicing is not authorized on Tornado IDS aircraft (AP 101B-4100-2(R)1 Leaflet 001A Para 23e).

e. **Continuous Charge (MAP-01 Chapter 2.9).** In addition to MAP-01 Chapter 2.9, continuous charge is to be conducted in accordance with AP 101B-4100-2(R)1 Leaflet 001A Para 36.

f. **Flight Servicing Invalidated by Subsequent Maintenance.** A person holding auths MAP-G14, G16 or G17 is to determine whether the flight servicing has been invalidated (see MAP-01 Chapter 2.8) 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 21** 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 9 'Partial Flight Servicing to be carried out'** and certify the entry.
- (4) Inform the Flight Servicing Co-ordinator who is to restore the validity of the flight servicing(s) that are considered to be 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 Para 8

8. **MOD Form 700C Co-ordinator (line 25) (See MAP-01 Chapter 7.2.)** The MOD Form 700C Co-ordinator is to certify in **line 25** that the aircraft is clear for flight. The MOD Form 700C is not to be co-ordinated after an After Flight service, or when a completed flight servicing has been invalidated by subsequent maintenance, in these instances **lines 25 to 31** are to be ruled through. The MOD Form 700C Co-ordinator's signature certifies that:

- a. There is no outstanding corrective or preventive maintenance work.
- b. No Scheduled or Out of Phase requirements are due before the completion of the next sortie.
- c. No Limitation 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 MAP-C182.
- e. All hand tools have been accounted for in accordance with MAP-01 Chapter 6.1.1.
- 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 24**.
- h. Any Flying Requirements are identified by the SNOW in the Flying Requirements block **line 28**.
- i. Any Aircrew Accepted Faults have been identified by SNOW in the Aircrew Accepted Faults block **line 29**.
- j. The CSAS/SPILS BITE **line 23** shows the number of flights since the last CSAS/SPILS BITE check and the date at which the next BITE is due (7 days from last check).
- k. MOD Form 710 Military Airworthiness Certificate (when issued) is valid for next sortie.

**Notes:**

- (1) If a BITE check was carried out and indicated BF at **line 1**, then the next **line 24** entry must be recorded as 1/6.
- (2) If a BITE check was carried out After Flight **line 1**, or a BITE check was carried out by the engineering tradesmen since the aircraft last landed, then the next **line 23** entry must be recorded as 0/6.

(3) After each flight when a BITE check was not carried out, the next **line 23** entry must be incremented by 1 (ie Last entry was 1/6. Next will be 2/6).

(4) When the **line 23** entry is '6/6', or when the current date corresponds to the due date, the NCO IC Flight Servicing is to raise a Maintenance Work Order (MOD Form 707A(ADP) entry) for a Flying Requirement stating "CSAS/SPILS BITE check required by the completion of the next sortie".

9. Should any corrective maintenance be required on the aircraft after completion of the co-ordinating signature, the procedure at Para 7f is to be followed, with the exception that the word "**CANCELLED**", if applicable, is to overwrite the signature at **line 25**.

10. **Final Arming (line 27)**. The tradesman responsible is to sign in **line 27** to certify that either he has finally armed the aircraft iaw the appropriate procedure or that no stores are fitted.

11. **Aircrew Acceptance Certificate (lines 29 to 31) (MAP-01 Chapter 7.2)**. For normal operations the responsible aircrew member is to accept responsibility for the aircraft by signing and printing his name at **lines 30** and entering the relevant Time/Date/Month at **line 31**. The responsible aircrew member's signature certifies that:

- a. Any limitations are acceptable to him, and if applicable his crew, for the intended flight.
- b. He is 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 him 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 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 him and he has been adequately briefed on any special tests required. For flying requirements he has 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 him, and if applicable to his crew, for the intended flight.

h. He has ascertained from the CSAS/SPILS BITE **line 23** whether a CSAS/SPILS BITE check is required (a check is to be undertaken when the number in **line 23** is 6/6 or the date coincides with, or precedes, the date of the sortie a Flying Requirement will have been raised to **(this effect this Flying Requirement may be certified as part of the After Flight Declaration in place of raising a F707B(AFRC))**).

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 (Tornado IDS) 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 (Sub-Para 7a & b) and MOD Form 700C Co-ordinator (Para 8). Authorized members of the aircrew detailed to undertake the Flight Servicing are to discharge their duties as for engineering tradesmen (Sub-Para 6c).

15. **Fuel Certificate - Reverse of MOD Form 705(Tornado IDS).** This certificate permits up to 8 changes of fuel state to be recorded. The tradesmen/aircrew detailed to undertake a Refuel/Defuel/Check is to:

- a. Indicate the type of operation being undertaken.
- b. Enter the total fuel remaining as indicated by the aircraft gauges in the 'Fuel Remaining' block, including the fin contents.
- c. Undertake the refuel/defuel/check in accordance with the appropriate Topic 1CB.
- d. Indicate whether the fin is full or empty and enter the total fuel load, including the fin contents, in the 'Final State' block.

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

e. From the readings noted in b and d calculate and enter in the 'Calculated' block the amount of fuel put in or taken out.

f. 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 Kgs, is to be entered in the 'Metered Source' block.

g. The discrepancy between the indications noted in e and f is to be entered in the 'Discrepancy' block as a quantity and as a percentage of the fuel put in or taken out as indicated by the aircraft gauges (Para 15e).

**Note:** The maximum permitted discrepancy figure, and the action to be taken if this figure is exceeded, are contained in the Safety and Maintenance Notes.

h. Enter the type of fuel in the 'Type' block.

i. Sign the certificate and complete the TDM block.

**Note:** If the aircraft is refuelled with fuel not containing Fuel System Icing Inhibitor (FSII), then an entry is to be made on MOD Form 706B iaw the instructions given on MOD Form 799/4A.

#### **Chaff States - Reverse of MOD Form 705(Tornado IDS)**

16. This section is used to record changes of Chaff States.

17. The tradesman detailed to undertake a change of chaff state is to complete the next available 'Chaff' block, as appropriate.

#### **Role and Expendable Stores State - MOD Form 706(Tornado IDS)**

18. This form is used to record the Role Equipment and Expendable Stores State of the aircraft. Provision is made to record 8 changes of each state on each form. The person raising a new form is to enter the Aircraft Serial No and the next Page No in sequence, and ensure that the current aircraft state is recorded in the 1st 'Role Equipment State' and 'Expendable Stores State' blocks. The old form may then be removed and disposed of in accordance with the instructions on MOD Form 799/1.

19. **Role Equipment State.** The fitting and removal of role equipment is to be recorded on a Maintenance Work Order. The task supervisor is to complete the next column of the MOD Form 706(Tornado IDS) to show the current role state of the aircraft.

20. **Expendable Stores State.** On completion of any loading, unloading or checking operation, the weapons NCO is to complete the next available block, which is to reflect the current loaded state, annotating the 'Action Taken' (Act) column with one of the following codes:

- a. **L** - Loaded.
- b. **U** - Unloaded.
- c. **C** - Checked.
- d. **F** - Full (BOL only)
- e. **P** - Partial (BOL only)

21. **Flare State.** Flare states are to be recorded against the relevant station as appropriate.