

Compilation Guide to MOD Form 707A

To be compiled in BLACK ink to allow for a clear copy when scanned.

The Aircraft Maintenance Log (AML) is used to record details of all faults, work required and a brief description of the action taken. MOD Form 707As are to be inserted and removed from the MOD Form 700C in accordance with the instructions for Controlled Forms on the MOD Form 799/1. The person removing a form is to ensure that the next Serial Number of Work (SNOW) in the sequence has been entered on the next MOD Form 707A. An aircraft is placed unserviceable by raising an entry in its AML. The person reporting the fault, or detailing the work required, is to complete those blocks as detailed in the Instructions for Use (MOD Form 799/5) or as per the notes below.

Type: Insert the type of aircraft, eg Merlin, Lynx, Harrier.

Mk: Insert the aircraft Mk, eg Mk 1, Mk 7, GR 7.

Serial No: Enter the aircraft serial number, eg ZH 801.

SNOW: The SNOW is a 4-digit number that is to run consecutively up to a maximum of 9999. The sequence is to recommence at 0001 when the aircraft enters an appropriate Depth maintenance package as dictated by the PT (The card calling up the Depth maintenance package will have a SNOW of 0001).
Note: For an aircraft on an equalized maintenance cycle the SNOW is to continue through to 9999 before recommencement at 0001, irrespective of when scheduled maintenance occurs.

Date: Enter the date when the aircraft was placed unserviceable.

When/How Found (WHF) Code: For aircrew reported faults, including all pre-flight faults, enter the appropriate code derived from Table 1 of the MOD Form 799/5. For Groundcrew/Maintenance reported faults and work detail, insert the appropriate code relating to the entry from Table 2 of the MOD Form 799/5.

Airframe (A/F) Hrs: Enter the airframe hours, including the minutes, at which the aircraft was placed unserviceable.

Originator's Printed Name: Print the name of the person entering the symptom/work required.

Symptom/Work Required: Enter details of the unserviceability, symptom or work required.

B/F Box: When several entries are made at one time for which the details in the boxes for Date, A/F Hrs and Originator's Printed Name are the same, the details should be completed only for the first entry and for subsequent entries the 'B/F' block should be initialled. Full details are required for each first entry on a new sheet.

707B Box: The individual raising the Maintenance Work Order (MWO) or MOD Form 707B(AFRC) in accordance with the appropriate Instructions for Use is to tick the '707B' block in the AML entry.

LIS JCN Box: If an Electronic MWO (EMWO) has been raised, enter the Job Control Number (JCN) in the appropriate box (if required by the Logistic Information System (LIS)). For WOL procedures refer to AP 100N-0409 series. LITS does not require the use of this box.

Aircraft Maintenance Log										MOD Form 707A (Revised Mar 10) PPQ = 100	
Type		Mk		Serial No				Sheet No			
Fault Report / Work Required							Action Taken / Co-ordination				
SNOW	Date	WHF Code	A/F Hrs		Aircrew Accepted Fault Name/Signature						
Originator's Printed Name Symptom / Work Required:							Co-ord Printed Name:				
B/F	707B	LIS JCN									
SNOW	Date	WHF Code	A/F Hrs		Aircrew Accepted Fault Name/Signature						
Originator's Printed Name Symptom / Work Required:							Co-ord Printed Name:				
B/F	707B	LIS JCN									
SNOW	Date	WHF Code	A/F Hrs		Aircrew Accepted Fault Name/Signature						
Originator's Printed Name Symptom / Work Required:							Co-ord Printed Name:				
B/F	707B	LIS JCN									
SNOW	Date	WHF Code	A/F Hrs		Aircrew Accepted Fault Name/Signature						
Originator's Printed Name Symptom / Work Required:							Co-ord Printed Name:				
B/F	707B	LIS JCN									

Sheet No: The sheet numbers are to run consecutively from 0001 to 9999, and restarting at 0001 when 9999 is reached. Whenever a new sheet is placed into the MOD from 700C its sheet number is to be recorded on the MOD Form 713 in accordance with the MOD Form 799/1.

Action Taken / Co-ordination: The individual co-ordinating the MWO or the MOD Form 707B(AFRC), iaw the relevant instructions for use, is to:
a. Complete the 'Action Taken / Co-ordination' block of the AML entry by entering a brief synopsis of the work carried out.
b. Complete the 'Co-ord Printed Name' block of the AML entry.
Note: When an entry has been raised to allow an update to maintenance records, or LIS data, to be carried out, and providing no maintenance has been undertaken against the relevant SNOW, the individual completing the AML entry may be different to the individual co-ordinating the MWO.

Aircrew Accepted Fault Name/Signature:
Note: This field is not to be used when a MOD Form 705C is in use to record changes in aircrew during a period of continuous charge. The Aircraft Commander is to ensure an AML entry is raised for each fault that becomes apparent during flight. If the Aircraft Commander deems the fault acceptable for the next sortie he is to certify the AML entry for each aircrew accepted fault in the 'Aircrew Accepted Fault' box. If the subsequent Aircraft Commander does not accept any one of the aircrew accepted faults, the aircraft is to be placed unserviceable. On completion of the flying period any faults recorded iaw these instructions are to be rectified in the normal manner and the entry closed iaw the instructions on the MOD Form 799/5.