

Instructions for Use

Corrosion Occurrence and Top Deck Damage Register - MOD Form 704C(Puma)

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1. Introduction. MOD Form 704C(Puma) is used to register all instances of corrosion and top deck damage reported on maintenance work orders - MOD Form 707. The MOD Form 704C(Puma) sheet 2 provides a pictorial indication of the location of top deck damage recorded on the MOD Form 704C(Puma) sheet 1. The information recorded is used by higher authority to monitor damage and corrosion trends and implement corrective action which could have long term airworthiness implications. This form is only to be used for recording damage to the top deck area and corrosion found on any part of the aircraft. It is vital that the information provided is accurate and as complete as possible. Detailed instructions are given in the following paragraphs.

2. Insertion and Removal. The MOD Form 704C(Puma) is to be inserted into and removed from the MOD Form 700 in accordance with the instructions for controlled forms on MOD Form 799/1. The person inserting the 704C(Puma) is to complete the Aircraft Mark, Aircraft Serial Number and Sheet No details.

Responsibilities

3. Maintenance Work Order Supervisor. The maintenance work order supervisor is responsible for making all the entries in the sheet 1 columns and sheet 2 diagram as follows:

4. Details from Aircraft Maintenance Log (MOD Form 707A) - Column (b). Enter the SNOW, Date and Airframe Hours of the maintenance work order which placed the aircraft unserviceable. Print their name in the 'Entered by' box.

5. Severity and nature of corrosion and/or damage - Column (c). Complete as follows dependent on the occurrence to be recorded:

a. **Corrosion.** Enter a description of the corrosion found including location, zone, frame, position, dimensions, and any AP references as reported on the maintenance work order. If applicable the Structurally Significant Item (SSI) number should also be recorded.

b. **Top Deck Damage.** Enter a description of the damage found including location, zone, frame, position, dimensions, and any AP references as reported on the maintenance work order. If applicable the Structurally Significant Item (SSI) number should also be recorded.

(1) **MOD Form 704C(Puma) Sheet 2 diagram.** In addition to the description entered at paragraph 5b, the top deck damage record diagram is to be annotated with the sheet 1 serial number (column (a) and a line drawn on the diagram to its exact location.

6. Details of Affected Components - Column (d). If corrosion or damage is present on a component or pipeline enter the part number and serial number of the item. If no serial number, enter 'none'. If corrosion or damage is present on the aircraft structure identify by part/ assembly number.

7. Details of recovery action - Column (e). Enter a brief description of the actions taken to rectify the corrosion/damage, giving Topic 6A or ERI details as appropriate. Tick one of the following boxes only:

a. **Negligible.** The corrosion/damage was assessed as negligible or within limits of an appropriate maintenance manual/repair instruction, and no other action was required except removing/treating the corrosion, dressing out of the damaged area and the replacement of any surface protective finish.

b. **Eliminated.** The corrosion/damage was eliminated by replacement of the affected part or by carrying out an approved repair scheme.

c. **LIM/ADF.** Corrective action was deferred and a limitation or deferred log entry raised.

Note: To avoid duplication of information, once transferred to the LIM/ADF log, no further entries are required in the register to record any periodical reviews/inspections or the final clearance of the fault.

8 Maintenance Work Order Co-ordinator. The maintenance work order co-ordinator is to ensure that all entries are recorded on GOLDesp or other LIS systems as appropriate (eg creation of sanctions against the affected item)

Additional instructions

9. Multiple entries. Should one maintenance work order be raised to cover more than one occurrence of corrosion/damage (eg main hydraulic return pipes 4 of corroded) then each component affected is to be identified on a separate line of the register using the same maintenance work order SNOW as a reference.

10. Retention. When full, completed MOD Forms 704C(Puma) are to be retained within the F700C.

