

Instructions for Use

Corrosion Register - MOD Form 704C(Hawk)

Introduction - MOD Form 704C(Hawk)

1. MOD Form 704C(Hawk) is used to register all instances of corrosion reported on maintenance work orders - MOD Form 707B(ADP). The information recorded is used by higher authority to monitor corrosion trends and implement corrective action which could have long term airworthiness implications. The importance of the accuracy of the information supplied cannot be over emphasized. Detailed instructions are given in the following paragraphs.

2. **Insertion and Removal of MOD Form 704C(Hawk).** MOD Form 704C(Hawk) are 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 a MOD Form 704C(Hawk) is to complete the Aircraft Type, Mk, Serial No and Sheet No details.

Responsibilities

3. All entries in the columns are to be made by the Maintenance Work Order Co-ordinator on job closure.

4. **SNOW / Date.** Enter the SNOW / Date of the Maintenance Work Order which placed the aircraft unserviceable with the corrosion.

5. **When / How Found.** Enter when / how the corrosion was found as reported on the maintenance work order. (eg: After Flight Servicing).

6. **Corrosion Details.** Enter a brief description of the location, zone, frame, position etc of the corrosion as reported on the maintenance work order, including Component Nomenclature and NSN/Sect Ref. Detail any relevant measurements, dimensions, AP references, part numbers if required, Topic 6A details, Repair Scheme Number (RIS).

7. **Component Serial No.** If the corrosion is on a component or pipeline as opposed to the aircraft structure, enter removed component serial number (If applicable) and fitted component serial number, annotating 'Refurb Y/N' as appropriate, (i.e. If Component has been recovered from corrosion, it must be annotated as a Refurbished item by putting a 'Y' in the appropriate box, if it is a new item, or has not been subject to corrosion recovery action, an 'N' should be placed in the box). If no serial number, enter "none". Strike through the component columns if the corrosion was on the aircraft structure.

8. **Action Taken.** Enter a brief description of the action taken to rectify the corrosion and tick one only of the following boxes:

- a. Negligible. The corrosion was assessed as negligible or within limits of an appropriate maintenance manual / approved repair scheme, and no further action was required except removing / treating the corrosion and the replacement of any surface protective finish.
- b. Eliminated. The corrosion was eliminated by the replacement of the affected part or by carrying out an approved repair scheme.
- c. Lim / ADF. Corrective action was deferred and a limitation or acceptable deferred fault log entry raised.

- Notes:**
1. 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 for the final clearance of the fault.
 2. If an item (ie. Gun barrel) is removed due to corrosion but not replaced and the fault transferred to the Lim or ADF log, the correct box would be "eliminated" not "Lim / ADF" as the new item once fitted will be serviceable.
 3. Role / detachable equipment (ie. External jettison fuel tank) found corroded, removed and no replacement required for the next sortie would be "eliminated".

Additional Instructions

9. All instances of corrosion reported on a maintenance work order are to be entered on the MOD Form 704C(Hawk) with the exception of:

- a. System faults such as intermittent elect indication where investigation reveals the fault to be minor surface corrosion to micro switches / contactors etc, which is rectified by cleaning in-situ, **unless** the item corroded or its parent component needs to be replaced as a result of the corrosion.

b. System faults such as stiff and erratic mechanical operation where investigation reveals the fault to be minor surface corrosion to bearings / bolts etc, which is rectified by cleaning in-situ, **unless** the item corroded or its parent component needs to be replaced as a result of the corrosion.

10. **Multiple Entries.** Should one maintenance work order be raised to cover more than one occurrence of component corrosion (ie. Main hydraulic system return pipes x 4 off corroded) then each component affected is to be identified in a separate line on the corrosion register using the same maintenance work order SNOW as a reference.

11. **Retention.** When full, completed MOD Forms 704C(Hawk) are to be returned to the engineering records section responsible for the aircraft, for retention with the aircrafts archives. MOD Forms 704C(Hawk) are to be segregated from archived documentation and retained for the life of the aircraft fleet. Authority for final disposal rests with the individual aircraft Support / Engineering Authority.