

Instructions for Use

MOD Form 799/4(Wildcat)

(Revised Feb 23)

Sheet 1 of 3

Flight Servicing Certificate - MOD Form 705(Wildcat) Continuous Operation Crew Charge Certificate - MOD Form 705C(RN) Continuous Charge Turn Round Servicing - MOD Form 705E(Wildcat)(RN) Onboard Software Keymat Log - MOD Form 705(Wildcat)(Keymat) Armament Loading Certificate - MOD Form 705A(RN)

Flight Servicing Certificate - MOD Form 705(Wildcat)

1. **General.** This form is used for the certification of flight servicing and fuel states. Provision is made to record up to 8 flight servicings on each form. Responsibilities for completion are detailed in the following paragraphs.
 2. **Insertion and Removal.** MOD Forms 705(Wildcat) are to be inserted into, and removed from, the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1. At the beginning of each month the Sheet No. is to be reset to '1'. The new month is to be transferred to the MOD Form 713 along with the Sheet No. The person removing the form is to ensure that the following have been carried forward onto the new sheet:
 - a. The Technical Flight Servicing (TFS) or After Flight servicing (AF) TDM and Airframe hours.
 - b. The Daily Flight Servicing (DFS) or Before Flight servicing (BF) or Turn Round servicing (TR) TDM.
 - c. The Next Maintenance Due TDM or Airframe hours.
 3. **After Flight Declaration (Lines 1 to 3).** The Responsible Aircrew Member's After Flight signature certifies that:
 - a. They have returned the Aircraft to the finally armed state iaw the Aircraft Flight Reference Cards or that no explosive armament stores are fitted.
 - b. Any Aircrew accepted faults, the Serial Number of Works (SNOWs) for which are listed in the Accepted Faults block (**Line 1**), are annotated in their After Flight Declaration.
 - c. A MOD Form 707A entry has been raised for each fault 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 relevant line of the MOD Form 707B(AFRC) in accordance with MOD Form 799/5(AFRC).
 - e. The Flying and Equipment Running Logs (MOD Form 724(Wildcat) Series) Aircrew parameters have been completed correctly.
 - f. The MOD Form 737 series have been completed correctly for any oil replenishments carried out whilst they were responsible for the Aircraft.
 4. **GOLDesp Update (Line 4).** The individual updating the LIS is to certify to indicate that the previous sortie details have been entered into GOLDesp.
 5. **Flight Servicing (Lines 5 to 25) (MAM-P Chapter 4.2).**
 - a. **Flight Servicing Co-ordinator.** The Flight Servicing Co-ordinator is to define the type of flight servicing required in **Line 5** (TFS, DFS, AF, BF, or TR), and enter the commenced TDM in **Line 6**. They are also responsible for:
 - (1) Entering any additional requirements in the numbered spare (**Line 11**) and detailing the appropriate tradespersons to undertake and sign for the work.
 - (2) Identifying in the spare (**Line 11**) any items contained in the Flight Servicing Schedules, eg Night Flying Conditional, 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 task, all tradespersons 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 Flying Hours remaining prior to essential checks being carried out (**Lines 15 to 18**). (Essential checks include repeating an engine pre flight inspection within 8 flying hours iaw CIETP Chapter 71-00-09-00-281A-A General - Engines - Pre-flight Inspection).
 - (6) Entering the Flight Servicing validity, next Maintenance due and HUMS clear to (TDM and or airframe hours (AF) / engine hours (E1 / E2) as applicable) in **Lines 20 to 25**.
- Note:** Only Wildcat Army variants are authorized to use the DFS/TFS flight servicing regime. Likewise only Wildcat Navy variants are authorized to use the AF/BF/TR regime.

b. The Flight Servicing Co-ordinator is to sign in **Line 19** to certify that they are satisfied 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 planned sortie.
- (6) The flying and component running hours recorded in the MOD Form 724(Wildcat) Series 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 and any outstanding sample entries checked for clearance signal.

c. **Engineering Tradespersons.** Engineering tradespersons are to undertake the work as detailed by the Flight Servicing Co-ordinator and sign in the appropriate blocks. A signature in the flight servicing block certifies that the Flight Servicing has been undertaken iaw the appropriate flight servicing schedule and, where required, oil replenishments undertaken have been recorded on the Oil Replenishment/Sampling Record (MOD Form 737). Additionally, certification of the MOD Form 705(Wildcat) by a tradesperson signifies that any hand tools, used for that aspect of the flight servicing they have 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 tradespersons who complete these items are to sign in the appropriate block.
- 2. Supervised Flight Servicing.** When a tradesperson under training is carrying out a Flight Servicing (GCS), they are to be supervised by an appropriately authorized person iaw MAM-P. In this instance the Flight Servicing Co-ordinator is to annotate a spare line 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. **Continuous Charge (MAM-P Chapter 3.2): (Army)**

- (1) The outgoing Aircraft Commander is to:
 - (a) Record any Aircrew accepted faults (including HUMS exceedances) on the MOD Form 707A, iaw the relevant instructions on MOD Form 799/5.
 - (b) Brief the oncoming Aircraft Commander.
 - (c) Complete the After Flight Declaration (**Lines 1 to 3**) iaw Paragraph 3.
- (2) The oncoming Responsible Aircrew Member is then to:
 - (a) Enter the SNOW(s) of faults they find acceptable for the sortie in **Line 30**.
 - (b) Enter against **Lines 7 to 11** the following statement “**Continuous Charge**” and strike through any designated or spare lines that are not used.
 - (c) Accept the Aircraft (subject to satisfactory verbal report of serviceability from the previous Responsible Aircrew Member) after carrying out the normal MOD Form 700C checks (Paragraph 8), by completing **Lines 31** and **32** of the next Aircrew Acceptance Certificate.
- (3) Continuous Charge ceases when:
 - (a) Flight servicing becomes due, or
 - (b) Scheduled Maintenance operations become due, or
 - (c) A fault occurs, which is unacceptable to Aircrew.

e. **Continuous Charge (MAM-P Chapter 3.2): (Navy).** Refer to instructions for Continuous Operation Crew Charge Certificate - MOD Form 705C(RN) Paragraphs 18 to 20 inclusive, and Continuous Charge Turn Round Servicing Form - MOD Form 705E(Wildcat)(RN) Paragraphs 21 to 27 inclusive.

f. **The Effect on a Flight Servicing by Subsequent Maintenance.** An appropriately authorized person is to determine whether a current flight servicing has been invalidated by subsequent Maintenance (see MAM-P Chapter 4.2).

- (1) If it has not, endorse the next flight servicing column (**Lines 7 to 11**) with “**No Flight Servicing Required following work at SNOW:** [enter SNOW(s) of work carried out]” and certify this entry at **Line 19**.
- (2) If it has, endorse the next flight servicing column with “**Partial Flight Servicing to be carried out following work at SNOW: enter SNOW(s) of work carried out**”.

(3) 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.

(4) The tradesperson carrying out the required servicing is to sign in the appropriate block.

Notes:

1. The application of a partial flight servicing does not alter the period of validity of the previous complete flight servicing.

2. On completion of either Paragraph 5.e.(1) or 5.e.(2) above, the MOD Form 700C is to be co-ordinated iaw Paragraph 6.

6. **MOD Form 700C Co-ordinator (Line 27) (See MAM-D Part 1 Chapter 2.1).** The MOD Form 700C Co-ordinator is to certify in **Line 27** that the Aircraft is in a fit condition and ready for flight. The MOD Form 700C is not to be co-ordinated after a completed flight servicing has been invalidated by subsequent Maintenance, in these instances **Lines 27 to 32** 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 Maintenance requirements are due before the completion of the next sortie.
- 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 an appropriately authorized person.
- e. All hand tools have been accounted for iaw with MAM-P Chapter 4.13.1.
- f. The flight servicing is valid and the fuel and role states are as requested for the task.
- g. The Next Maintenance Due and HUMS clear until blocks are updated to reflect when the next preventive Maintenance operation and HUMS card replacement becomes due. For calendar based Maintenance insert TDM, for Flying Hour based Maintenance insert hours remaining until operation becomes due.
- h. The last Maintenance Work Order is identified by SNOW in the Last SNOW block (**Line 26**).
- i. Any Flying Requirements are identified by the SNOW in the Flying Requirements block (**Line 29**).

j. Any Aircrew Accepted Faults have been identified by SNOW in the Aircrew Accepted Faults block (**Lines 30**).

7. Should any corrective Maintenance be required on the Aircraft after completion of the co-ordinating signature, the procedure at Paragraph 5f is to be followed, with the exception that the word "**CANCELLED**", if applicable, is to overwrite the signature at **Line 27**.

8. **Aircrew Acceptance Certificate (Lines 30 to 32) (MAM-D Part 1 Chapter 2.1).** For normal operations the responsible Aircrew member is to accept responsibility for the Aircraft by signing and printing their name at **Line 31** entering the relevant Time/Date/Month at **Line 32**. 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 organization 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 705A(RN) or MOD Form 706A(Wildcat) 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(Wildcat) 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.
- g. If applicable, any Aircrew-accepted faults, as entered in the MOD Form 707A, are acceptable to them, and if applicable their crew, for the intended flight.

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

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

11. **Documentation on MOD Form 705(Wildcat) 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-Paragraphs 5a & b) and MOD Form 700C Co-ordinator (Paragraph 6). Authorized members of the Aircrew detailed to undertake Flight Servicing, are to discharge their duties as for engineering tradespersons (Sub-Paragraph 5c).

12. **Fuel and Replenishments.** The tradesperson/Aircrew detailed to undertake the Refuel is to:

- a. Undertake the Refuel in accordance with the appropriate Aircraft Maintenance Manual (AMM).
- b. Enter the total Aircraft fuel load in the 'Total' block.
- c. Enter their name, signature and complete the TDM block.
- d. Changes of fuel state outside of the Period Of Operation are to be annotated and certified (**Lines 12 to 14**) in the next available column, with the remaining lines ruled through.

Continuous Operation Crew Charge Certificate - MOD Form 705C(RN)

13. **General.** The MOD Form 705C(RN) is a supplement to the Flight Servicing Certificate MOD Form 705(Wildcat) for use in the Aircraft Maintenance Form (MOD Form 700C) during periods when the Aircraft is on Continuous Charge.

14. The MOD Form 705C(RN) records the responsible Aircrew member's acceptance of the Aircraft on Continuous Charge, and it makes provision, if required, for pre and post flight certification, for up to 4 crew changes during a Continuous Charge period. Allowance is also made for the outgoing Aircrew member to record minor faults (having given a verbal brief to the incoming crew), which are acceptable for the next anticipated flight.

15. When Continuous Charge operations are required, the following procedure is to be carried out:

- a. A MOD Form 705C(RN) is raised and inserted in Section 4 of MOD Form 700C immediately on top of the Flight Servicing Certificate to which it relates, entering the Airframe hours and/or TDM when next routine Maintenance is due.
- b. The responsible Aircrew member accepting the Aircraft for the first sortie of the period of Continuous Charge is to sign the Acceptance Certificate in both the MOD Form 705(Wildcat) and MOD Form 705C(RN).
- c. If crew changes take place during the period of Continuous Charge, the incoming Aircrew member is to accept the Aircraft (subject to satisfactory verbal report of serviceability from the previous Aircrew member) after the normal MOD Form 700C checks, by completing the next Acceptance Certificate of the MOD Form 705C(RN).
- d. The outgoing Aircrew member (having given a verbal report to the incoming Aircrew member and after the incoming Aircrew member has signed their acceptance of the Aircraft) is to:
 - (1) Enter their flight details in the Flying and Equipment Logs of the Aircraft's MOD Form 700.

(2) Enter any minor acceptable faults and Aircrew code in the centre column of the MOD Form 705C(RN) and complete the adjacent After Flight Certificate.

e. On cessation of the Continuous Charge period, the last responsible Aircrew member is to complete the After Flight Certificate in the MOD Form 705C (RN) and the Flight Servicing Certificate MOD Form 705(Wildcat). All faults noted on the MOD Form 705C(RN) are to be entered in the MOD Form 707A. The last Aircrew member is also to hand the correctly completed MOD Form 705E (Wildcat)(RN) to the Flight Servicing Co-ordinator for transcription to the Flight Servicing Certificate MOD Form 705(Wildcat).

Note: Cessation of Continuous Charge is when:

1. Charge is transferred back to the Maintenance organization by the responsible Aircrew member.
2. Scheduled Maintenance operations become due.
3. An After Flight servicing becomes due.
4. A fault occurs, which is not acceptable to the next responsible Aircrew member.

Continuous Charge Turn Round Servicing Form - MOD Form 705E(Wildcat)(RN)

16. **General.** The MOD Form 705E(Wildcat)(RN) is to be used by Aircrew when the Aircraft is held on Continuous Charge. It is to be carried in flight and transferred from crew to crew, it is an aide-memoir for the requirement for a TR and a reckoner for controlling Periodic Servicing.

17. The Flight Servicing Co-ordinator is to enter:

- a. Aircraft Serial Number.
- b. Corresponding MOD Form 705(Wildcat) serial number.
- c. TDM and Airframe Hours at which the AF expires.
- d. Next Maintenance Due as applicable, A/F Hrs or ECU 1/ECU 2 Hrs, after which the next hourly based routine Maintenance is due or by TDM at which the next calendar based routine Maintenance is due. Strike through boxes that are unused.
- e. Periodicities (Flying Hours) of Periodic Servicing and when first due.
- f. Details of Cumulative Hours, TR and Periodic Servicing due if the Aircraft has been operated under normal operations since the last Before Flight servicing (BF), as follows:
 - (1) Rule through 'Flight Time' Box 1 and annotate 'Cumulative' Box 1 with cumulative hours the Aircraft has flown since last BF.

(2) Enter TDM Next TR Due By, in pencil, in 'Next TR Due By TDM' box.

(3) Enter cumulative hours periodic servicing next due in 'Periodic Servicing' box.

g. Details of Periodic Servicing and Next TR Due on Flight Servicing Certificate MOD Form 705(Wildcat) on completion of Continuous Charge Operations.

18. Before each flight, the Aircrew member is to inspect the above details to ascertain when the next Maintenance is due.

19. Flying times (**actual time airborne**) are to be inserted in the upper table and cumulative flying times totalled and inserted.

20. After Periodic Servicing has been carried out, an operation's periodicity is to be added to the current cumulative flying time and this figure is to be inserted in the next Due block.

21. On completion of a flight or TR when the Aircraft is to remain on Continuous Charge, the responsible Aircrew member is to insert, in pencil, the TR validity in accordance with DAP101C-1501-2(NA)1.

22. No signatures are necessary on this form as the After Flight Certificate on MOD Forms 705(Wildcat) and 705C(RN) will signify that all necessary Flight Servicing has been carried out.

Note: Quantities of fluids replenished at Periodic Servicing are to be recorded on the MOD Form 737 on completion of the Continuous Charge period.

Onboard Software Keymat Log - MOD Form 705(Wildcat) (Keymat)

23. **General.** MOD Form 705(Wildcat)(Keymat) is used to indicate to the Aircrew the identity of any classified data fills undertaken by the maintainers.

24. **Insertion and Removal.** The MOD Form 705(Wildcat)(Keymat) is to be inserted into, and removed from, the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1.

25. On carrying out a Keymat data fill, the Maintenance supervisor is to ensure that the MOD Form 705(Wildcat)(Keymat) is completed as follows:

- a. **DTG.** Enter the DTG that the fill or erase took place.
- b. **Name/SNOW.** Personnel print their name or enter the SNOW, if maintenance carried out.
- c. **Program.** Enter the appropriate program number for each system as applicable.

d. **Classification.** Enter the security classification of the current data fill for each system.

e. **Effective until DTG.** Where applicable, the operative is to enter the expiry DTG of the code loaded in the relevant equipment box.

Example:

SNOW 1234 Date 03 FEB 12. Confidential KY100 Secure Speech program 'abcde' loaded into the comms system.

All other sub-systems of the comms system remain unclassified.

SNOW 1241 Date 04 FEB 12. Comms system declassified.

DTG	Programme No.	Saturn/H'quick	KY100	Bowman	IFF/ SIFF
Name/SNOW	Classification				
	Effective until DTG				
031115ZFEB 12	Programme No.		abcde		
1234	Classification		Confidential		
	Effective until DTG		042359FEB 12		
041630ZFEB 12	Programme No.				
1241	Classification				
	Effective until DTG				

26. The last entry should reflect the current security classification of the systems listed and the program number for the current fill (ie equipment whose codes are still current should be brought forward and annotated on the final line). The program and classification fields for those systems that are not classified are to have a diagonal line drawn through them.

27. **Disposal Instructions.** Completed forms are to be removed and destroyed iaw MOD Form 799/1.

Armament Loading Certificate - MOD Form 705A(RN)

28. **General.** This form is to be completed under normal operation whenever any change is made to the expendable stores load state. The Flight (Fit) column is to be numbered consecutively and to accord with the associated MOD Form 705(Wildcat) Sheet No.