

# Instructions for Use

## MOD Forms 735 - 754 Series

### Engineering Record Cards

MOD Form 799(ERC)

(Established Oct 19)

PPQ = 10

(Sheet 1 of 8)

#### MOD Forms 735 - 754 Series

1. **General.** This form details the instructions for use of component technical records within the MOD F735 to MOD F754 Series. Refer to MAM-D Chapter 3.3 for general information on Engineering Record Cards (ERCs).
2. The following paragraphs detail the specific compilation instructions for each of the forms within the MOD Forms 735 - 754 series.

#### MOD Form 735(NVG) - Night Vision Goggle(NVG) - Record Card

3. **General.** The MOD Form 735(NVG) is used for the generation and maintenance of historical records for Night Vision Goggles (NVG) and Image Intensifier Tubes. The form is used by the maintainer to control the scheduled maintenance of the NVG.
4. **Origination.** The person raising MOD Form 735(NVG) must carry out the following:
  - a. Enter '1' of '1' in the 'Card Serial Number' section. Ensure the first number is in ink and the second in pencil.
  - b. Enter the NVG type details.
  - c. Complete **Blocks 1 and 2** if the information is available.
  - d. Enter the Serial Number and NATO Stock Number (NSN) details of the NVG.
  - e. Complete **Block 3** with details of transfers.
  - e. Complete **Block 4** if the information is available. This block is designed for maintainers to record a brief maintenance history of the NVG.
  - f. Complete **Blocks 5 and 6** for Modifications, Servicing Instructions (Technical) (SI(T)) and miscellaneous instructions that are already embodied. The date and Originator's Reference Number (ORN) columns are also to be completed.
5. **Continued Use.**
  - a. **Blocks 1 and 6** must be updated whenever there is an occurrence that affects the relevant block.
  - b. The 'Maintenance Due' section must be annotated in pencil with the date that the next scheduled maintenance is due.

c. As soon as one section of the MOD Form 735(NVG) is full, a continuation MOD Form 735(NVG) must be raised and numbered sequentially, eg '2 of 2'. The previous MOD Form 735(NVG) is then to be closed by ruling through all unused spaces and the pencilled element of the card serial number of this and all preceding MOD Forms 735(NVG) must be amended accordingly.

6. **Retention and Disposal.** MOD Forms 735(NVG) must be retained for the Service life of the associated NVG and thereafter must be archived for a period of twelve months.

#### MOD Form 735 – Fiche Matricule d'Equipment/Component Log Card

7. **General.** The MOD Form 735 is used for recording the life history of components fitted to aircraft of Anglo-French manufacture. As the MOD Form 735 contains an inspection and Test Certificate, there is no requirement to raise an additional MOD Form 753.

This log card consists of eleven sections listed below; a detailed explanation is given only where the section heading is not self-explanatory.

Table 1. MOD Form 735 Guide to Sections.

Section	Description
1	Identification of equipment.
2	Contract number.
3	Inspection and test certificate.
4	Life guarantees.
5	Remarks. Manufacturing concessions must be recorded here.
6	Modifications embodied.
7	Special Technical Instructions.
8	Servicing Instructions.
9	Reconditioning. This section has five columns (see below) and is used to record major repairs and reconditioning. Column 1 – Type. Column 2 – Repair unit. Column 3 – Date completed. Column 4 – Life consumed. Enter, in appropriate units, total life consumed since new on completion of work (test included). Column 5 – Remarks. To contain information that the maintenance organization considers necessary for the user.

10	<p>Authorized life. The authorized life of a component can be given in a variety of life measurement units (LMUs).</p> <p>Column 1 – Units. Enter the Aircraft AP number Topic 5A1.</p> <p>Column 2 – Type. Enter the type of LMUs, eg flying hours, calendar times, firings, landings, fatigue units.</p> <p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. All entries in Section 10 must be made by the users.</li> <li>2. Columns under Periodic Maintenance are used to record the authority for the authorized life quoted, eg Topic 5K and AL No. Before using the component, the user unit must ensure that the quoted life is still current.</li> </ol>
11	<p>Transfers, installations, repairs and replacements. Any transfer, installation, removal, bay maintenance or repairs must each be recorded on a separate line of the log card. The six columns are detailed below.</p> <p><b>Note:</b> Transfer and installation details are not to be completed when a component is transferred whilst installed in an aircraft, ECU or other support installation.</p> <p>Column 1 – Unit. Give the name of the unit, establishment or manufacturer that, in the case of transfer, despatched the assembly; alternatively, in the case of installation, removal or movement within a unit, the unit which handles the assemblies.</p> <p>Column 2 – Transfer date. Give the effective date of the installation, removal, etc.</p> <p>Column 3 – Location. Give the location which may be either the unit, establishment or manufacturer to which the individual assembly is sent in the case of a transfer; the number, type and mark of the support installation on or from which the assembly is either mounted or removed; or a sub–unit, for example a workshop or stores.</p> <p>Column 4 – Life consumed. This part of the log card is divided into the three parts detailed below; the life consumed in each part must be given in the LMUs shown in Section 10.</p> <p>Part 1 – Support Installation. Enter the life consumed of the support installation on or from which the component is installed or removed at the time of the actions.</p> <p>Part 2 – Item Part. When a component is removed from an aircraft or assembly, the life consumed whilst on that aircraft or assembly must be entered in this column.</p>

	<p>Column 5 – Authority for Transfer Give the authority for transfer, reason for removal or details of repairs carried out. For installation, annotate column ‘<b>Installation</b>’.</p> <p>Column 6 – Job Card Serial No/Serial Number Of Work (SNOW). Enter as applicable.</p> <p><b>Note:</b> A series of spare boxes at the bottom of <b>Block 11</b> must be used to show section, reference, description and serial number of the component. When fitted in a ‘Kardex’-type tray, this information will be on the visible edge.</p>
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## MOD Form 735A – Component Record Card

8. **General.** MOD Form 735A has ten sections and provision is made to record the information contained within the following paragraphs under this heading:

### Notes:

1. With reference to the front page of the record card, attention is drawn to the instructions for the use of ERCs regarding the serial numbering of forms (see MAM-D PART 1 Chapter 3.3).
2. The MOD Form 753 (Inspection Test and Modification Certificate) is affixed to the centre page of the record card.
9. **Compilation.**
  - a. **Section 1 - Authorized Life.** Under this heading there are four blocks. In the first, enter the number of the relevant AP Topic 5A1 only.
  - b. **Section 2 – Transfers and Installation Details.** Transfers, installations and removals must each be recorded on a separate line of the record card.

Date. Enter the effective date of the transfer, installation, removal, etc.

Unit from. Enter the name of the unit, workshop, establishment or manufacturer which:

  - (1) Despatches the component in cases of component transfer.
  - (2) Installs/removes component on/from support installation.

**Note:** Transfer and installation details are not to be completed when a component is transferred whilst installed in an Aircraft, ECU or other support installation.

Unit to/installed in/removed from. Enter the location after movement, which may be:

  - (3) The unit, establishment or manufacturer to which the individual component is sent in the case of transfer.

(4) The type and serial number of the support installation to which the component is mounted or from which it is removed.

(5) A sub-unit; for example a workshop or store.

**Note:** Only enter the unit/ship/air station workshop: do not enter a sub-unit, ie the hydraulic bay of a mechanical workshop.

Life consumed. This part is divided into the three sub-columns below. The life consumed in each part must be given in relevant Life Measurement Units (LMUs), eg hours, landings, shots, etc.

(6) Support Installation – Enter life consumed of the support installation on/from which the component is installed/removed.

(7) Component Part – When a component is removed from a support installation, the life consumed whilst on that installation must be entered in this column. When instructed by the Delivery Team (DT), life consumed since bay servicing is also to be entered in this column.

(8) Component Total – Enter the total life consumed since new or reconditioning (refer to MAM-D PART 1 Chapter 3.3).

Authority for transfer/reason for removal. Give the authority for transfer or reason for removal. For installation, annotate column 'Installation'. Where applicable, enter the short title of the Aircraft DT authorizing the transfer, followed by the reference.

c. **Section 3 – Modifications.** Enter the modification numbers for those Design Modifications embodied on this equipment by the user with date or reference. When a Design Modification is removed, draw a diagonal line through the modification number.

d. **Section 4 – Special Technical Instruction (STI).** Enter the STIs embodied on this equipment, with date or reference. If entered for record purposes only, record the STI on one line and bracket together directly below with the reason, for example:

**(STI/ELEC/44B)**  
**(NA Post-Mod 192)**

e. **Section 5 – Servicing Instruction (SI).** Enter each SI actually carried out on the equipment and the date at initial application.

f. **Section 6 – Service Modifications.** Enter Service Modifications embodied on this equipment with date or reference. Legacy Naval Service or other Command Modifications will also be recorded in this section.

g. **Section 7 – Miscellaneous Instructions.** Enter Urgent Technical Instructions (UTIs)/Routine Technical Instructions (RTIs) and any other miscellaneous instructions embodied on this equipment. Legacy Naval and Local Technical Instructions will also have been recorded in this section.

h. **Section 8 – Items Fitted Subject to a Fatigue Life.** Enter all information necessary for the user to record 'Life Consumed' information for items fitted to the main component where required as below:

(1) Serial number. Enter the serial number of the item.

(2) Description. Give item description.

(3) Authorized Life. Refer to the relevant Aircraft Topic 5A1.

(4) Life consumed at fitment. Divided into three sub-columns:

(a) Date – the date the item is fitted.

(b) Component – enter the life consumed of the main component on which the item is fitted.

(c) Item – the total life consumed by the item at fitting.

(5) Life consumed at removal. Divided into three sub-columns:

(a) Date – the date item is removed from the main component.

(b) Component – enter the life consumed by the main component when the item is removed.

(c) Item - enter total life consumed by the item on removal.

i. **Section 9 - Component Details.** Enter details of the component. These details become a visible edge when fitted in a 'Kardex'-type tray. A component can be built up from a number of items, each of which has its own life. The life of the component at any one time will be dictated by the item with the least life remaining (ie the 'Limiting Item'). When a time-expired item has been replaced, the item with the least life remaining will become the limiting item. This cycle will continue until the component itself becomes life expired. For this reason the 'Limiting Item' and 'Due Removal' blocks must always be completed in pencil, along with the 'Installed In' block.

j. **Section 10 – Maintenance, Major Repairs and Reconditioning.** This block is used to enter brief details of the following:

(1) Maintenance. Work carried out on a component in the course of fault rectification or investigation. The recording of adjustments that alter basic settings and the removal and replacement of sub-components.

(2) Major repairs. Work that is outside the resources of a squadron or unit backed by station/carrier facilities and is normally carried out by Aircraft yards and civilian contractors.

(3) Reconditioning. A comprehensive examination and restoration of material to a specified standard.

(4) Manufacturing concessions. These must be recorded in this section as follows:

(a) Date.

(b) Across the next three columns, insert:

**“MANUFACTURING CONCESSION No. .... APPLIES”.**

(c) In ‘Work Detail’ column, insert brief details of concession.

#### Notes:

1. For Major Repairs, the life consumed column must show life used since last reconditioning (should the component not have been reconditioned, enter total life since new).

2. For Reconditioning, the life consumed column must show life used since new.

### MOD Form 735A(Supp) – Component Record Card (Supplement)

10. **General.** MOD Form 735A(Supp) consists of a form serial number header together with two sections. Provision is made to record the information contained within the following paragraphs. With reference to the front page of the record card, attention is drawn to the instructions for the use of ERCs regarding the serial numbering of forms (see MAM-D Chapter 3.3).

11. **Form Serial Number.** The form serial number, starting in sequence at No.1, must be entered by the person raising the form. When full, a new form must be raised and the ‘**Continued on Form Serial No: ...**’ block must be completed.

**Note:** The person raising the first MOD Form 735A(Supp) must annotate on the relevant MOD Form 735A, underneath the Component Record Card header, the statement ‘**MOD Form 735A(Supp) attached**’. If the component has more than one MOD Form 735A, each one must be annotated with this statement.

#### 12. Compilation.

a. **Section 1 – Component Details.** Enter component details in the appropriate blocks as required.

(1) IPSAT Serial No. These initials stand for Identifiable Parts Serialisation And Tracking, and is the unique component serial numbering system used by GKN Westlands to ensure traceability within the company. For a component with no IPSAT number, rule through this box.

(2) Batch No. If applicable, enter the manufacturer’s batch number: if not, rule through this box.

b. **Section 2 – Component Life Record.** Entries must be recorded, in the relevant columns, whenever the component is installed or removed from a parent assembly, or if transferred as part of the parent assembly, as follows:

(1) Component Installed In. On installation, enter the description and serial number (in columns (a) and (b) respectively) of the parent assembly in which the component is installed.

(2) Component Life Consumed At Installation. Enter the component Maximum Fatigue Life (normal related) in column (c), and in column (d), the component hours consumed at installation (normal related).

(3) Component Life Consumed At Removal. Enter the actual hours consumed by the component whilst fitted to the parent assembly and the Penalty Factor Number (PFN) in columns (e) and (f) respectively. It should be noted that the PFN will vary depending on the mark and role of the Aircraft to which the assembly is fitted and is listed in the CLR. Enter the Hours Normal Related (column (g)), by multiplying the hours consumed by the component whilst fitted (e) by the PFN (f).

(4) Total Life Consumed. Enter in the Total Hours Consumed (Normal Related) column the figures obtained by adding the numbers in columns (d) and (g).

c. **Remaining Life.** To establish the remaining life of the component complete the following calculation:

$$\frac{\text{Max fatigue life} - \text{Hours at installation}}{\text{Penalty Factor Number}} = \text{Hours Available}$$

or:

$$\frac{\text{Column (c)} - \text{Column (d)}}{\text{Column (f)}} = \text{Hours Available.}$$

### MOD Form 735B – Engineering Log Card/Flugzeug Geräte Laufkarte/Scheda Indentita Accessorio

13. **General.** MOD Form 735B is used for recording the life history of equipments fitted to Aircraft of Tri-national (British/German/Italian) manufacture and consists of 11 sections detailed below.

**Note:** MOD Form 753 is not required for components using MOD Form 735B, as the ERC contains an Inspection and Test Certificate.

#### 14. Compilation.

a. **Section 1 – Identification of Equipment.** Personnel raising MOD Forms 735 must enter the equipment’s:

- (1) Description
- (2) NATO St/Reference Number
- (3) Part Number
- (4) Mark or Type
- (5) Serial Number
- (6) Supplier

b. **Section 2 – Contract Number.** Provision is made to record the contract of manufacture and also for two subsequent repairs or reconditioning. These must be completed by contractors or Depth maintenance organizations.

c. **Section 3 – Inspection Certificate.** Provision is made to record an inspection and test following manufacture and also after two subsequent repairs or reconditioning. These must be completed by contractors or Depth maintenance organizations.

d. **Section 4 – Weight.** Provision is made to record the equipment's weight following manufacture and also after two subsequent repairs or re-conditionings. These must be completed by contractors or Depth maintenance organizations.

e. **Section 5 – Authorized Life.** The authorized life of the equipment must be entered, including the relevant Life Measurement Unit (LMU) eg hours, landings. When an item of equipment has two or more LMUs, all lives must be entered.

f. **Section 6 – Life Guarantees.** Provision is made to record guarantees following manufacture and also after two subsequent repairs or reconditionings. These must be completed by contractors or Depth maintenance organizations.

g. **Section 7 – Remarks.** Enter any relevant remarks, including any manufacturing concessions that are applicable.

h. **Section 8 – Transfer and Installation Details.** Transfers, installations and removals must each be recorded on a separate line as follows:

**Note:** An entry is not required when the equipment is transferred as part of the support assembly.

- (1) Date. Enter effective date of the transfer, installation, etc.
- (2) From Unit-Inst No. Enter:
  - (a) In the case of a transfer, the Unit, Station, Establishment or Manufacturer from which the equipment is transferred.

(b) In the case of an installation, the Unit, Station, Establishment or Manufacturer which handles the equipment.

(c) In the case of a removal, the type and number of the support installation from which the equipment is removed.

(3) To Unit-Inst No. Enter the location after transfer, installation, removal which may be:

(a) In the case of a transfer, the Unit, Establishment or Manufacturer to which the equipment is sent.

(b) The type and number of the support installation to which the equipment is fitted.

(c) A sub-unit, eg workshop or store.

(4) Life Used. This part of the section is divided into three sub-columns. Life consumed in each part must be given in the relevant LMUs (eg hours, landings, shots) as follows:

(a) Support Installation. When the equipment is fitted to a support installation, the support installation's consumed life must be entered in this column.

(b) Equipment LMU. When a component is fitted to a support installation, its consumed life (including factored hours, if applicable) since new or reconditioning, must be entered in this column. This figure is entered in the 'Life used at installation' column of MOD Form 728 located within Section 7 of the Aircraft's MOD Form 700, for those platforms not tracking equipment using an LIS. On removal from the support installation, the life used whilst fitted to that installation must be added to the entry at fitment and the total entered in this column. When the equipment is reconditioned (as detailed in Section 9) this column must revert to zero.

(c) Equipment Total. When the equipment is fitted to a support installation, its total consumed life (including, if applicable, factored hours) since new must be entered in this column. On removal from the support installation, the life used whilst fitted to that installation must be added to the entry at fitment and the total entered in this column. Reconditioning an item has no effect on the life recorded in this column; this column will therefore never return to zero.

(5) Reason for Change - Authority. Enter the authority for transfer, reason for change, and where applicable, the Maintenance Work Order (MWO) ORN.

(6) Certification. This column is not for Service use.

i. **Section 9 – Reconditioning – Repairs – Maintenance.** Maintenance, repairs and reconditioning must be recorded by entering the:

(1) Date. Date work completed.

(2) Unit and Location. Unit and location, eg Hydraulic bay completing the work.

(3) Job No. MWO ORN.

(4) Work Details. Details of the work completed, including information on items removed or replaced.

(5) Certification. No Service use.

j. **Section 10 – Engineering Changes.** Modifications (Design and Service), Service Instructions (Technical) (SI(T)) and Miscellaneous Instructions must be recorded by entering the:

(1) Date. Issue date of the modification, SI(T) or Miscellaneous Instruction.

(2) Change/Type No. Type of change and identifying number, eg Mod 123, STI 246, SI 345.

(3) Date Completed. Date work completed.

(4) Inspection. MWO ORN.

(5) Maint Officer. This column is not for UK use.

(6) Unit and Location. Unit and Section completing the work.

k. **Section 11 – Major Components Fitted.** Serial-numbered major components that can be removed or replaced by the user must be recorded by entering:

(1) Part No. Component part number.

(2) Serial No. Component serial number.

(3) Description. A brief description of the component.

(4) Auth Life. The authorized life, including the LMU, of the component.

**Note:** This entry must be made in pencil to allow for subsequent changes in authorized life.

(5) Life Used at Fitment / Life Used at Removal. These two columns are each sub-divided into four columns and must be completed by entering the:

(a) **Date**. Date at fitment or removal.

(b) **Equip**. Equipment usage at fitment or removal of the component.

(c) **Component / TSCO**. Component life consumed since last reconditioning or complete overhaul at fitment or removal.

(d) **Component / TT**. Total component life consumed since new at fitment or removal.

l. **Visible Edge**. Equipment details must be entered by the person raising an MOD Form 735B.

(1) **Installed in**. This block must be completed in pencil when the equipment is fitted to a support installation.

(2) **FDR**. An equipment can be built of a number of components, each of which has its own life. The life of the equipment will be limited by the component with the least life remaining (The limiting component). When a life-expired component is replaced, the item with the least life remaining becomes the limiting component. This cycle is repeated until the equipment itself becomes life expired. For this reason, the limiting component, and when it is due replacement, must be entered in the 'FDR / Equip' and 'FDR / LMU' blocks in pencil.

## MOD Form 735C – Transfer and Installation Details Continuation Sheet

15. **General.** MOD Form 735C is a continuation sheet to MOD Form 735B (Tri-nation ERC) for recording transfers between units and installation in, or removal from, support installations or Aircraft, including the life consumed.

### Notes:

1. Personnel raising MOD Form 735C must enter the 'Sheet No' in the header detail. Numbers must run consecutively, starting with number 1. The MOD Form 735C must be retained with the parent MOD Form 735B.

2. Transfers, installations and removals must each be recorded on a separate line as detailed in paragraph 13 of the MOD Form 735B.

## MOD Forms 735(BOLNAGB), 735(BOLPV) and 735(NITPV)

16. **General.** MOD Forms 735(BOLNAGB), 735(BOLPV) and 735(NITPV) are used for recording maintenance actions and generating historical records for BOL 304/304A NAGB Structure/Pressure Vessel and LAU 7A Receiver and are used by the maintainer to control the scheduled maintenance of the BOL 304/304A and LAU 7A.

17. **Compilation.** The person raising an MOD Form 735(BOLNAGB), 735(BOLPV) or 735(NITPV) must carry out the following:

a. Enter '1' in the 'Sheet No' section.

b. Enter the header details.

c. Complete the Modification Record and SI(T) Record blocks for modifications and instructions that are already embodied; the date columns must also be completed.

d. Complete the Maintenance Record if the information is available (note that this block is designed for maintainers to record a brief maintenance history).

18. **Continued Use.** Blocks must be updated whenever there is an occurrence that affects the relevant block.

a. On receipt of a completed MOD Form 739(BOLNAGB), 739(BOL 304) or 739(LAU7), the applicable MOD Form 735(BOLNAGB), 735(BOLPV) or 735(NITPV) must be updated.

b. As soon as one section of an MOD Form 735(BOLNAGB), 735(BOLPV) or 735(NITPV) is full, a continuation MOD Form 735(BOLNAGB), 735(BOLPV) or 735(NITPV) must be raised and numbered sequentially, eg '2'. The previous MOD Form 735(BOLNAGB), 735(BOLPV) or 735(NITV) must then be closed by ruling through all unused spaces.

### MOD Form 744 – Airframe Record Card

19. **General.** MOD Form 744 consists of five sections contained within the front, centre and back pages. Provision is made to record the information contained within the following paragraphs.

**Note:** With reference to the front page of the record card, attention is drawn to the instructions for the use of ERCs regarding the serial numbering of forms (see MAM-D PART 1 Chapter 3.3). The Inspection Test and Modification Certificate (MOD Form 753) and the 'Y' list, if available, are affixed at the centre page.

a. **Section 1 – Date first issued to service.** Record the date the airframe was first issued into service.

b. **Section 2 – Airframe Record.** Record the MOD Form numbers, the title and serial numbers of cards associated with the airframe record, for example:

**745/Serviceing and Repair Record/1, etc.**

**Note:** It is advisable to leave spaces between entries to allow for continuation cards. Component and assembly record cards (MOD Forms 735, 735A, 749 and 750) must not be entered on the Airframe Record Card.

c. **Section 3 – Transfer Details.** Records the movement of the airframe between manufacturers and units.

d. **Section 4 – Aircraft details.** Records the Aircraft type, mark and serial number.

e. **Section 5 – Aircraft Accident Record.** Enter all accidents (as defined in the RA1400 series) in which the airframe has been involved. Under 'Report Number' enter the SNOW or ORN if no accident signal reference is available. This block must also be used to record any hazardous incidents in which the airframe has been involved, eg lightning strike, overtorque, etc.

### MOD Form 745 – Maintenance and Repair Record Card

20. **General.** MOD Form 745 provides a record of scheduled maintenance and significant repairs completed on equipment. It consists of seven sections and provision is made to record the information contained within the following paragraphs. Attention is drawn to the instructions for the use of ERCs regarding the serial numbering of forms (see MAM-D PART 1 Chapter 3.3).

a. **Record of Repairs, Important Rectifications and Reconditioning.** This section is used to record brief details of:

(1) Repairs. Work that is outside the resources of a squadron or unit backed by ship or air station facilities and is normally carried out by 1710 NAS Repair, Defence Support Group (DSG), or a civilian contractor.

(2) Important Rectifications. Work carried out to the airframe structure to preserve and maintain material in a serviceable condition.

(3) Reconditioning. A comprehensive examination and restoration of material to a specified standard.

#### Notes:

1. The '**Reference No**' block must be used to record the ORN of the MWO or the contract number under which the work was undertaken.

2. The 'Work Centre' must be the unit or company completing the task.

3. Any modification concessions applicable to major repair or reconditioning programmes must be entered in this section.

4. All repairs to the airframe structure, eg skin replacement, oversize tail pylon bushes, etc, must be entered in this section.

5. Any repairs or rectifications carried out as a result of hazardous incidents or accidents must be entered in this section. The work details column must include the authority for the work carried out. Entries must include standard repair categories and codes.

b. **Record of Maintenance (Not used by RN).** This is a record of scheduled maintenance completed. This section may also be used to forecast scheduled maintenance. Each scheduled maintenance due on the equipment

must be entered in a separate column. The 'Due' and 'Extended to' blocks may be completed in pencil to allow for changes in periods between maintenance or further extensions.

c. **Faults Deferred for Major Repair / Reconditioning Programmes (Not applicable to the RAF).** This section must be used for recording longstanding deferred faults that have been assessed as not impairing the operational capability or safety of the Aircraft and which do not require rectification until a major repair programme or component replacement makes it cost-effective. The transfer must be authorized by the Local Quality Assurance Coordinator (LQAC) or his deputy. The date must be the original date of entry in the Acceptable Deferred Faults Log (ADF Log or MOD Form 704).

d. **Aircraft Type or Item Description.** Enter details of the Aircraft type, mark and serial number.

e. **Record of Changes in Classification or Periods of Storage.** Enter changes in classification or periods of storage of the airframe.

f. **Major Maintenance or Periodic Base Maintenance.** Enter brief details.

g. **Record of Suspension of Maintenance.** When scheduled maintenance is suspended, the ORN of the work order must be entered in the 'In' column. On resumption, the work order ORN for the resumption must be entered in the 'Out' column and the period for which the maintenance was suspended must be entered in the 'Period' column.

## MOD Form 746 – Modification Embodiment Record Card

21. **General.** MOD Form 746 consists of two sections and provision is made to record the information contained within the following paragraphs. Attention is drawn to the instructions for the use of ERCs regarding the serial numbering of forms (see MAM-D PART 1 Chapter 3.3).

a. **Section 1 – Modifications Embodied.** This section provides a record of the embodiment and removal of modifications as described below: All modifications embodied by personnel to an Aircraft or equipment at a Forward organization must be recorded in this section.

(1) The modification number and MOD Form 707 series SNOW (or date if SNOW is unavailable), must be recorded in the space provided.

(2) Partial embodiments are recorded as above, but a suffix, for example a, b, or c, will follow the modification number. Further partial embodiments of the same modification with a different suffix and SNOW must be recorded as separate entries.

(3) Should a modification be removed, the original modification number entry must be ruled through with a diagonal line from top left to bottom right and the modification number entered again in the next available

space, with the SNOW or date when removed if SNOW unavailable. All entries referring to removal of a modification must be in red ink.

(4) If the modification is applicable to a particular item of equipment that has its own ERC, it must be recorded as above on its own ERC and also on the airframe MOD Form 746.

b. **Section 2 – Aircraft Details.** Enter details of the Aircraft type, mark and serial number.

## MOD Form 746C – Multiple Assembly Modification State Record Card

22. **General.** MOD Form 746C is used for nominated Line Replacement Units (LRUs) to record compliance with miscellaneous technical instructions and the modification states of sub-assemblies.

23. **Compilation.** The instructions for the use of this MOD Form are as follows:

a. Raise a MOD Form 746C for each nominated equipment held.

b. Complete Section 3 only.

c. File cards in the Aircraft MOD Form 700D or attach them to the relevant unit if uninstalled.

d. Complete Sections 1 and 2 on receipt of the LRU by a Forward organization workshop as follows:

(1) **Section 1.** Record all technical instructions embodied.

(2) **Section 2.** Enter reference number, title, serial number and modification state of each sub-assembly within the LRU. Enter the serial number in pencil to allow for changes of a sub-assembly. Record Last Inspection date and Elapsed Time Indicator in pencil in the respective boxes.

**Note:** Whenever a modification is embodied on a sub-assembly, strike through the appropriate record number. Should it be required to change the information in Section 2, other than for any modification additions and serial number changes, delete the whole entry and enter the new information on an unused line.

## MOD Form 747 – SI / STI Record Card

24. **General.** MOD Form 747 has four sections and provision is made to record the following information. Attention is drawn to the instructions for the use of ERCs regarding the serial numbering of forms (see MAM-D PART 1 Chapter 3.3).

a. **Section 1 – Servicing Instruction Record.** This section is used to record the initial satisfaction of Servicing Instructions (SIs).

(1) Compliance with an SI must be recorded vertically down the columns



by entering the number of the Instruction in the 'SI No' box, and either the date or MOD Form 707 series SNOW in the 'Date/Reference' box.

(2) When an instruction is not applicable, due to modification state, etc, the number must be recorded and **“Not Applicable”** (NA) (with brief reasons) annotated in the 'Date/Reference' column.

(3) If an SI is applicable to a particular equipment that has its own ERC, it must be recorded, as above, on its own ERC and also on the airframe MOD Form 747. On the airframe MOD Form 747, instead of the date/ SNOW, the title of the equipment must be recorded, eg, for 'SI LYNX 6/99' write **“Tail Rotor Gearbox”** in the 'Date/Reference' box.

b. **Section 2 –1 Special Technical Instruction Record.** This section is used to record Special Technical Instructions. They must be recorded using the same principles as for SIs (see above)

c. **Section 3 – Aircraft Details.** Enter Aircraft details in the appropriate space.

d. **Section 4 – Other Categories of Special Technical Instructions.** Enter the title of the category, eg Electrical, Armament, etc, at the top of each column. Record compliance as for Sections 1 and 2 above.

### MOD Form 748 – Miscellaneous Record Card

25. **General.** MOD Form 748 has four sections and provision is made to record the information contained in the following paragraphs. Attention is drawn to the instructions for the use of ERCs regarding the serial numbering of forms (see MAM-D PART 1 Chapter 3.3).

a. **Section 1 - Service Modifications.** This section is used to record Service Modifications, Special Order Only (SOO) and legacy Naval Service Modifications (NSM).

(1) SOO modifications must be recorded in vertical columns starting from the top right hand corner, NSMs from the top left hand corner. The modification number and date or MOD Form 707 series SNOW must be recorded in the space provided.

(2) Partial embodiments are recorded as above, but a suffix (a, b or c, etc) will follow the modification number. Further partial embodiment of the same modification with a different suffix and SNOW must be recorded as separate entries.

(3) Should a modification be removed, the original modification number

entry must be ruled through with a diagonal line from top left to bottom right and the modification number entered in the next available space with the date or SNOW appertaining to its removal. All entries referring to removal of a modification must be made in red ink.

b. **Section 2 – Signal Instructions (UTI/RTI).** This section is used to record all signal instructions that have been complied with. Each vertical column is used for one Authority. Enter the signal number and the date of compliance or the MOD Form 707 series SNOW.

c. **Section 3 – Aircraft Details.** Enter relevant Aircraft details in the appropriate spaces.

d. **Section 4 – Miscellaneous Instructions (UTI/RTI/LTI etc).** This section is used to record the initial satisfaction of a miscellaneous instruction. The compliance with an instruction must be recorded vertically down the columns by entering the title and number and date of the MOD Form 707 series SNOW. If a miscellaneous instruction is applicable to a particular equipment which has its own ERC, it must be recorded as above on its own ERC and also on the airframe MOD Form 748; however, instead of the date/SNOW, the title of the equipment must be recorded, eg for 'RTI/LYNX 6/08', write **“Airframe Rescue Hoist”** in the 'Date/Reference' box.

### MOD Form 749 – Assembly Record Card

26. **General.** MOD Form 749 card consists of eleven sections contained within the front, centre and back pages. Provision is made to record the information contained within the following paragraphs under this heading.

**Note:** With reference to the front page of the record card, attention is drawn to the instructions for the serial numbering of forms (see MAM-D PART 1 Chapter 3.3). The Inspection Test and Modification Certificate (MOD Form 753) is attached at the centre page.

a. **Section 1 – Authorized Life.** Under this heading there are four blocks. In the first, enter the number of the relevant Air Publication Topic – 5A1 only.

b. **Section 2 – Transfer and Installation Details.** Transfers, installations and removals must each be recorded on a separate line on the record card.

**Note:** Transfer and installation details must not be completed when a component is transferred whilst installed in an Aircraft, ECU, or other support installation.

(1) Date. Enter the effective date of the transfer, installation or removal, etc.

(2) Unit From. Enter the name of the unit, workshop, establishment or manufacturer that despatches the assembly in the case of transfer of the assembly; or installs or removes the assembly on or from the support installation.

**Note:** Only enter the unit, ship or air station workshop; do not enter a sub-unit, eg the hydraulic bay of a mechanical workshop.

(3) Unit to/Installed in/Removed from. Enter the location after movement that may be:

- (a) The unit, establishment or manufacturer to which the assembly is sent in the case of transfer.
- (b) The type and serial number of the support installation to which the assembly is mounted or removed, eg ZF236, ECU 990000.
- (c) A sub-unit, eg workshop or store.

(4) Life consumed. This part of the record card is divided into three sub-columns; the life consumed in each part must be given in the relevant LMUs:

- (a) Support Installation – Enter the life consumed of the support installation on or from which the assembly is installed or removed.
- (b) Assembly Part – When an assembly is removed from its support installation, the life consumed whilst on that support installation must be entered in this column. When instructed by the PT, life consumed since bay maintenance must also be entered in this column.
- (c) Assembly Total – Enter total life consumed since new or reconditioning.

(5) Authority for Transfer/Reason for Removal. Give the authority for transfer or reason for removal and, for installation, annotate the column “**Installation**”. Where applicable, enter the short title of the DT authorizing the transfer, followed by the reference.

c. **Section 3 – Modification**. Enter the modification numbers for those embodied on the assembly by the user with date or reference. When a modification is removed, draw a diagonal line through the modification number. It should be noted that the embodiment or removal of a modification may entail action in Section 11.

d. **Section 4 – Special Technical Instructions (STIs)**. Enter the STI embodied on this assembly, with date or reference. If entered for record purposes only, record the STI on one line and bracket together directly below with the reason, for example:

(STI/GEM/55B)  
(NA Post-Mod 192)

e. **Section 5 – Servicing Instructions (SIs)**. Enter each SI actually carried out on this assembly and the date at initial application.

f. **Section 6 – Service Mods**. Enter Service Modifications embodied on this assembly, with date or reference. Legacy Naval Service or other Command Modifications will be found recorded in this section.

g. **Section 7 – Miscellaneous Instructions**. Enter Routine, Urgent Technical and other miscellaneous Instructions embodied on this assembly. Legacy Naval and Local Technical Instructions will be found recorded in this section.

h. **Section 8 – Components fitted**. Give details of those lifed components fitted to an assembly that may be service replacements and/or components for which a Component Record Card is maintained.

- (1) Serial number. Enter the serial number of the component.
- (2) Description. Give component description.
- (3) Authorized Life. Enter “**Topic – 5A1**”.
- (4) Life Consumed at Fitment. Divided into these three sub-columns:
  - (a) Date – Enter the date of fitting component.
  - (b) Assembly – Enter the life consumed of the assembly onto which the component is fitted. It should be noted that, when MOD Form 749 is used in conjunction with MOD Form 750, this column refers to a module of the ECU.
  - (c) Component – Total life consumed by component at fitting.
- (5) Life Consumed at Removal. Also divided into three sub-columns:
  - (a) Date – Date the component is removed from the assembly.
  - (b) Assembly – Enter the life consumed by the assembly when the component is removed.
  - (c) Component – Enter the total life consumed by the component on removal.

i. **Section 9 – Assembly Details**. Assembly details must be entered here, this becoming the visible edge when inserted in a ‘Kardex’ type tray. An assembly can be built up from a number of components, each of which has its own life. The life of the assembly at any given time will be dictated by the component with the least life remaining (ie the ‘Limiting Component’). When a time-expired component has been replaced, the component with the least life remaining will become the limiting component. This cycle will continue until the assembly itself is life expired. For this reason the two blocks ‘Limiting Component’ and ‘Due Removal’ should always be completed in pencil on the card or on the Kardex ½” matt white signal strip.

j. **Section 10 – Maintenance, Major Repairs and Reconditioning.** This block is used to enter brief details of the following:

(1) Maintenance. Work carried out on an assembly in the course of fault rectification or investigation; also the recording of adjustments that alter basic settings and the removal and replacement of components.

(2) Major repairs. Work that is normally outside the resources of a squadron or unit backed by ship or air station facilities and normally carried out by DSG and civilian contractors.

(3) Reconditioning. A comprehensive examination and restoration of material to a specified standard.

(4) Manufacturing concessions. These must be recorded in this section as follows:

(a) Date.

(b) Across the next three columns, insert:

**“MANUFACTURING CONCESSION NO..... APPLIES”.**

In the work detail column, insert brief details of the concession.

**Notes:**

1. For major repairs and reconditioning the life consumed column must show life consumed since new.

2. The size of the column headed ‘Job No’ is insufficient to cater for the full recording of ORNs; therefore some overlap to the ‘Assembly Life Consumed’ column is accepted.

k. **Section 11 – Weight and Moment Changes.** This block is only applicable to non-modular aero-engines or ECUs and is self-explanatory.

## **MOD Form 749A – Gun History Log**

27. **General.** MOD Form 749A consists of eleven sections with provision for the recording of the information contained within the following paragraphs under this heading.

a. **Section 1 – Equipment Reference Number and Description.** This block is self-explanatory.

b. **Section 2 – AP Reference, Manufacturer’s Serial Number, Date Taken Into Use.** This block is self-explanatory.

c. **Section 3 – Transfer Details.** Enter the following information:

(1) Date. Enter effective date of transfer, installation or removal.

(2) Unit From. Enter unit, ship, air station, workshop or pod serial number from which the gun is transferred.

(3.) Unit To. Enter unit, ship, air station, workshop or pod serial number to which the gun is transferred.

(4) Unit Serial No/Position. Enter pod serial number.

d. **Section 4 – Affix MOD Form 753.** Affix the Inspection, Test and Modification certificate to this Section.

e. **Section 5 – Modifications – Service Embodiment.** The procedures for the embodiment or removal of modifications are as follows:

(1) Modifications embodied. Record modifications embodied by Service personnel in this section. Enter the modification number and date of embodiment or ORN. Partial embodiments are recorded as above with a suffix (a, b or c, etc) following the modification number. Further partial embodiments of the same modification with a different suffix and date or ORN must be recorded as separate entries.

(2) Modifications removed. On removing a modification, rule through the modification number diagonally and re-enter the modification number and removal date or ORN in the next available block. All entries referring to modification removal must be made in red ink.

f. **Section 6 – SI’s (Initial Satisfaction).** Record the initial satisfaction of Servicing Instructions (SI) in this section. Enter the SI number with reference to the MWO SNOW and date.

g. **Section 7 – STI’s Satisfied.** Record Technical Instructions in this section using the same principles as for SIs (above).

h. **Section 8 – Miscellaneous Instructions.** Record miscellaneous instructions and signals, etc, using same principles as for SIs (above).

i. **Section 9 – Maintenance and Rectification.** Enter details as required, including all after-firing inspections. This section will constitute a lifing record for the gun.

j. **Section 10 – Components Replaced.** Enter the replacement of components as required.

k. **Section 11 – Inspection Certificate – Depot Repair.** Not for Service use, only to be used by DSG.

## MOD Form 749B – Assembly Record Card

28. **General.** MOD Form 749B consists of eleven sections with provision for recording information contained within the following paragraphs under this heading. Attention is drawn to the instructions for the use of ERCs regarding the serial numbering of forms (see MAM-D PART 1 Chapter 3.3). This form differs from the MOD Form 749 in content and layout to allow for the recording of assemblies with different lifing parameters and complexity.

- a. **Section 1 – Authorized Life.** Under this heading there are four blocks. In the first, enter the number of the relevant Air Publication Topic 5A1 only.
- b. **Section 2 – Transfer and Installation Details.** Transfers, installations and removals must each be recorded on a separate line on the record card.

**Note:** Transfer and installation details must not be completed when a component is transferred whilst installed in an Aircraft.

- (1) Date. Enter the effective date of the transfer, installation or removal, etc.
- (2) Unit From. Enter the name of the unit, workshop, establishment or manufacturer that despatches the assembly, in the case of transfer of the assembly, or installs, or removes the assembly on, or from, the support installation.

**Note:** Only enter the unit/ship/air station workshop; do not enter a sub-unit, eg the hydraulic bay of a mechanical workshop.

- (3) Unit To/Installed In/Removed From. Enter the location after movement that may be:
  - (a) The unit, establishment or manufacturer to which the assembly is sent in the case of transfer.
  - (b) The type and serial number of the support installation in which the assembly is installed, or from which it is removed.
  - (c) A sub-unit, eg workshop or store.
- (4) A/C Mark & Role. Insert the mark and role of the Aircraft to or from which the assembly is fitted or removed.
  - (a) Support Installation. Enter the life consumed of the support installation on or from which the assembly is installed or removed.
  - (b) Whilst Fitted to A/C at Col (d). When an assembly is removed from its support installation, enter the life consumed whilst on that support installation (Column (4)).
  - (c) Total. Enter the total life consumed by the assembly since new or reconditioned.

(d) Total Percentage Life Consumed. The percentage of 'recondition life' used during an installation must be calculated from the authorized life for the mark and role of the Aircraft to which the assembly is fitted. A running cumulative total percentage recondition life used must be maintained in this column.

(e) Authority for Transfer/Reason for Removal. Give the authority for transfer or reason for removal and, for installation, annotate the column 'Installation'. Where applicable, enter the short title of the DT authorizing the transfer, followed by the reference.

c. **Section 3 – Maintenance, Major Repairs and Reconditioning.** This block is used to enter brief details of:

- (1) Maintenance. Work carried out on an assembly in the course of fault rectification or investigation; also, the recording of adjustments that alter basic settings and removal and replacement of components.
- (2) Major Repairs. Work that is normally outside the resources of a squadron or unit backed by ship or air station facilities and normally carried out by DSG and civilian contractors.
- (3) Reconditioning. A comprehensive examination and restoration of material to a specified standard.
- (4) Manufacturing Concessions. These must be recorded in this section as follows:

- (a) Date.
- (b) Across the next three columns, insert:

**“MANUFACTURING CONCESSION No. .... APPLIES”**.
- (c) In the 'Work Details' column, insert brief details of the concession.

### Notes:

1. For major repairs and reconditioning, the 'Assy Life Consumed' column must show assembly life consumed since new.
2. The size of the column headed 'Work/Task No' is insufficient to cater for the full recording of ORNs; therefore some overlap to the 'Assy Life Consumed' column is accepted.

d. **Section 4 – Repair Organization Remarks.** To be completed by Depth Organizations when necessary – only for information details that are not recorded elsewhere.

e. **Section 5 – Visible edge.** Enter details (sect/ref, description, serial number and limiting item details) to give a visible edge when card is fitted in the card index file.

f. **Section 6 – Modifications.** Enter the modification numbers for those embodied on the assembly by the user, with date or reference. When a modification is removed, draw a diagonal line through the modification number. It should be noted the embodiment or removal of a modification may entail action in Section 11.

g. **Section 7 – Technical Instruction (TI).** Enter the TI embodied on the assembly, with date or reference. If entered for record purposes only, record the STI on one line and bracket together directly below with the reason, for example:

**(RTI/GEM/55B)**  
**(NA Post-Mod 192)**

h. **Section 8 – Servicing Instruction (SI).** Enter each SI carried out on this assembly and the date, at initial application.

i. **Section 9 – Service MODS.** Enter Service Modifications embodied on this assembly, with date or reference.

j. **Section 10 – Miscellaneous Instructions.** Enter miscellaneous instructions embodied on this assembly.

k. **Section 11 – Weight and Moment Changes.** This block is only applicable to non-modular aero-engines or ECUs and is self-explanatory.

### **MOD Form 749B(Supp) – Assembly Record Card (Supplement)**

29. **General.** MOD Form 749B(Supp) records the details of all lifed components that make up a specific assembly as described below. It consists of a header detail to cross-refer the sheet to the parent MOD Form 749B and a table for recording the lifed components fitted to the assembly. Attention is drawn to the instructions for the use of ERCs regarding the serial numbering of forms (see MAM-D PART 1 Chapter 3.3).

30. **Compilation.** The nine columns of the form contain the following information:

- a. Serial No. Enter the serial number of the component.
- b. Description. Give component description.
- c. Maximum Fatigue Life (Normal). Enter the normal figure for each component as detailed in the relevant Air Publication Topic 5A1.
- d. Life Consumed at Fitment – Assembly. Enter the life consumed of the assembly at fitment of the component.
- e. Life Consumed at Fitment – Component (Normal Related). Life usage at fitment related to the normal figure as detailed in the CRL must be entered as a cumulative total.

f. Life Consumed at Removal – During Fitment – Actual. Enter life consumed by the component whilst fitted to the assembly.

g. Life Consumed at Removal – During Fitment – PFN. Enter the Penalty Factoring Number (PFN), where applicable. The PFN will vary depending on the mark and role of the Aircraft to which the assembly is fitted. PFNs are available from the CRL.

h. Life Consumed at Removal – During Fitment – Normal Related. Obtain this figure by multiplying the hours expended on the component during fitment by the PFN of the mark and role of the Aircraft to which the assembly is fitted.

i. Total on Removal (Normal Related). Obtain this figure by adding the numbers in columns (d) and (g).

#### **Notes:**

1. An assembly can be built of a number of components, each of which has its own life. The life of the assembly at any given time will be dictated by the component with the least life remaining (ie the limiting item). When a life-expired component has been replaced, the component with the least life remaining will become the limiting item. This cycle will continue until the assembly itself is life expired. For this reason the two blocks 'Limiting Item' and 'Due Removal' on the card should always be completed in pencil.

2. To establish the limiting life. Life at fitment, column (e), of each component is subtracted from the maximum fatigue life (normal), in column (c), and the resultant figure is divided, where applicable, by the PFN for that item on the mark/role Aircraft to which the assembly is to be fitted. The component with the lower hours available is compared with reconditioning life remaining and the limiting item block is endorsed accordingly.

### **MOD Form 749(ECLS) – Engine Cyclic Life Supplement**

31. **General.** Engine Low Cycle Fatigue (LCF) consumption is used by the engine overhaul contractor as a basis for reusing rotating components; to ensure both economy and safety, accurate and complete recording is essential. On each occasion that an engine is rejected, the cyclic log card must be updated by calculating the cyclic life consumed during its installation and then calculating the new total. Each installation and removal of the engine must be recorded on a separate line of the log. This card must be attached to the Engine Log Card (MOD Form 749).

**Note:** For Astazou XVID engines, when an engine is rejected, the cyclic log card must be updated by calculating the cyclic life consumed during its installation. This is achieved by multiplying the number of engine starts during that period by 1.06. A start is achieved when engine rpm has risen above the point where the start warning light is extinguished.

32. **Compilation.** Provision is made to record the date, engine hours since the last recondition and cyclic life consumed. The column headed 'Cyclic Life Consumed' is sub-divided into two columns headed Part and Total. Entries must be made by entering the date, together with:

- a. Engine Hours Since Last Recondition The actual number of engine hours run as a cumulative total since the last reconditioning.
- b. Cyclic Life Consumed - Part The number of cycles consumed for each period of engine running between installation and removal (see Note).
- c. Cyclic Life Consumed - Total The sum of all cycles consumed during the engine running that are recorded in the 'Part' column since the last engine reconditioning (see Note).

**Note:** If the previous cyclic life is not known, a separate entry (in red ink) of "NK" must be made in the 'Cyclic Life Consumed' columns and any further entries in the 'Total' column must be suffixed NK, eg '105 + NK'.

### MOD Form 750 – Modular Engine Change Unit Record Card

33. **General.** MOD Form 750 consists of the six sections, detailed below, held on a front, centre and back page. With reference to the front page, attention is drawn to the instructions for the use of ERCs regarding the serial numbering of forms (see MAM-D PART 1 Chapter 3.3). Where the term 'Support Installation' is used on the record card, it must be interpreted as the airframe.

- a. **Section 1 – Authorized Life.** Under this heading, there are four blocks. In the first, enter the number of the relevant Air Publication, followed by the authorized life of the ECU including the relevant Life Measurement Unit (LMU), eg hours, cycles, etc.
- b. **Section 2 - STI's, SI's and Miscellaneous Instructions.** These sections are used to record embodiment of those instructions applicable to the ECU as a whole (eg a common fuel line between several modules and components). Modifications applicable to a specific assembly or component and for which separate record cards are available must be recorded on the relevant record card.
- c. **Section 4 – Transfer and Installation Details.** Transfers, installations and removals must be recorded on a separate line on the record card as detailed below. Space has been provided to attach the MOD Form 753 (Inspection, Test and Modification Certificate).

- (1) Date. Enter effective date of transfer, installation or removal.
- (2) Unit From. Enter unit, establishment or manufacturer that dispatches (in the case of transfer), installs or removes the ECU.
- (3) Unit to/Installed in/Removed from. Enter unit, establishment or manufacturer to which the ECU is sent (in the case of transfer), the type

and number of the support installation to which the ECU was fitted or removed, or the sub-unit (workshop or store).

(4) Life Consumed. Enter the relevant life consumed details (LMUs), for example the hours or cycles for the support installation, ECU part (life consumed whilst on that installation) and the ECU total (life since new or reconditioned).

(5) Authority for Transfer/Reason for Removal. Enter the reason for transfer or removal. For an installation, annotate the column "Installation".

d. **Section 5.** Details of the section and reference numbers, description and mark, serial number, limiting assembly component and due removal date entries must be printed along this bottom edge.

e. **Section 6 – Record of Modules and Components.** This section gives details of those lifed components and/or components for which an MOD Form 735, 735A or 749 is maintained that are fitted to the ECU, each having its own record card and recorded in this section in the blocks provided.

#### Notes:

1. A modular engine change unit can be built up from a number of modules, assemblies and components each of which has its own life. The life of the ECU at any given time will be dictated by the module or assembly component with the least life remaining (ie the limiting assy/comp). When a life-expired item has been replaced, the item with the least life remaining will become the limiting assy/comp. For this reason the two blocks 'Limiting Assy/Comp' and 'Due Removal' on the card must always be completed in pencil.
2. In the event of a record card being raised by a Service unit, Section 1 must be completed by the unit raising the card.

### MOD Form 750A – Engine Installation Record

34. **General.** MOD Form 750A and 750A(HerculesCMk4/5) are used when directed by a DT to:

- a. Provide in one document a statement of the life of an engine and its modules/components extracted from the ERCs.
- b. Record details of the engine's installation in an Aircraft.

**Note:** When MOD Form 750A and 750A(HerculesCMk4/5) is in use, the DT may waive the requirement for ERCs to accompany engines, except where they are being transferred to another unit's responsibility.

35. **Sections.** The MOD Form 750A and 750A(HerculesCMk4/5) consists of seven sections, which are detailed below:

- a. **Section 1.** Engine Details and lifing.

- b. **Section 2.** Module Serial Numbers.
- c. **Section 3.** Component Details (lifed components fitted).
- d. **Section 4.** Associated Component Details (eg items transferred between engines during installations).
- e. **Section 5.** Installation (Aircraft installation details).
- f. **Section 6.** Remarks.
- g. **Section 7.** Certificates (of NCO IC/Supervisor Engine Bay and NCO IC/Supervisor Engine Change Team).

**36. Compilation.**

- a. **NCO IC/Supervisor Engine Bay.** The NCO IC/Supervisor Engine Bay must :
  - (1) Raise MOD Form 750A or 750A(HerculesCMk4/5) as appropriate when an engine is made serviceable by completing Sections 1, 2 and columns (a) to (g) (750A) or columns (a) to (i) (750A(HerculesCMk4/5)) of Section 3.
  - (2) Then complete the certificate in Section 7 and attach the completed form to the engine's MOD Form 731.
- b. **NCO IC Engine Change Team.** The NCO IC Engine Change Team must:
  - (1) Complete the following:
    - (a) Column (h) (750A) or (j) (750A(HerculesCMk4/5)) of Section 3.
    - (b) Columns (a) to (h) of Section 4.
    - (c) Section 5.
  - (2) Use the information contained on the form to update the Aircraft's MOD Form 700, Sections 6 and/or 7.
  - (3) Complete the certificate in Section 7 of the form.
  - (4) Attach the completed form to the MWO for the engine change.

**MOD Form 751 – Aircraft Basic Weight and Moment Record Card**

36. **General.** MOD Form 751 has one section and must be used for recording the Aircraft basic weight and moment and the basic C of G position. It must be compiled in accordance with RA 4256, MAM-P Chapter 4.19 and AP 119W-0001-1 (Principles of Aircraft Weighing and C of G Determination).

37. **Compilation.** The initial figures must be obtained from existing weight and C of G records, by weighing or computing. Subsequent entries made necessary by the embodiment of modifications, component replacement or changes in the basic equipment, etc. that affect the weight and balance configuration must be recorded as single line entries; group entries covering more than one of these events are not permitted. When an Aircraft is re-weighed, details must be recorded in red ink, irrespective of whether or not the figures agree with the previous computed figures. The Aircraft type, mark and serial number must be annotated at the top of the first page.

**MOD Form 752 – Equipment Usage Record Card**

38. **General.** MOD Form 752 has been designed not only to record flying times but any other LMU as required, eg landings, hours run, shots fired, etc. It can also be used as an equipment location record. Up to three different LMUs may be recorded for any item of equipment. Provision is made to record the LMU, date, usage on that date, the total usage up to that date, and if required, the location on that date.

**MOD Form 753 – Inspection Test and Modification Certificate**

39. **General.** MOD Form 753 is affixed to Section 1 of the airframe or component record card. It must be raised after new construction, conversion, or repair or rectification of an Aircraft, or component for which a record card is required at the contractors, or repair establishment concerned, with the following exceptions:

- a. Equipment of Anglo/French origin, which utilizes MOD Form 735 for its ERC.
- b. Tri-national equipment that utilizes MOD Form 735B for its ERC.
- c. RB199 engines and accessories that utilize MOD Forms 750 (HR1) to (HR7) for their ERCs.

40. **Origination.** The MOD Form 753 must be raised by engine repair workshops, Aircraft maintenance groups and DSG for the testing or modification carried out at Forward, Depth and by contractor's working parties for modification programmes.

41. **Compilation.** The completion and attachment of the MOD Form 753 for work carried out in the Service is the responsibility of the Quality Assurance Officer or Air Engineer Officer, as appropriate. The Inspection Test and Modification Certificate consists of a number of sections, and when completed, certifies that:

- a. The inspection and test of the equipment have been completed.
- b. Complete anti-corrosion treatment has been undertaken when applicable.

- c. Modifications listed in the 'Modifications Embodied' section have been satisfactorily embodied (see Notes 2, 3 and 4).
- d. Modifications listed in the 'Modifications Removed' block have been removed (see Notes 2 and 4).
- e. Technical Instructions listed in the 'Technical Instructions fulfilled' block have been satisfied (see Note 3).
- f. The certificate also certifies:
  - (1) The total time flown or run whilst at the unit, when applicable.
  - (2) The weight and C of G position of engines or ECUs.

**Notes:**

1. 'Technical Instructions' for the purpose of this leaflet refer to Special Instructions (Technical) (SI(T))
2. Modifications for the purpose of this leaflet refer to Design Modifications, Service Modifications and legacy Service Engineered Aircraft Radio Installation and Service Engineered Modifications, as appropriate.
3. In the case of new Aircraft, the airframe 'Y' Standard may be quoted, plus any variation from that standard.
4. The recording of modifications and SI(T) on the MOD Form 753 does not remove the requirement to record them on the appropriate ERCs.

## **MOD Form 754 – Record Card for Bags Re-Usable (WVR) for Aero–Engines/ECU's**

42 **General.** MOD Form 754 must be raised for each new or reconditioned Water Vapour Resistant (WVR) Bag. Compilation of the form is considered self-explanatory. On initial fitment of the bag to the engine or ECU at the engine contractor's works and on every occasion when a bag is opened, refitted or humidity checked either by the engine or Aircraft contractor, the appropriate details must be recorded on the record card:

**Notes:**

1. On manufacture or reconditioning, the card must be signed and stamped by an inspector authorized for the purpose.
2. The card must accompany the appropriate bag during all movements and must be placed in the external pocket provided for this purpose.