

AIRCRAFT TYPE

MARK

R.A.F. FORM 700/E
(REVISED FEBRUARY, 1963)

SERIAL No. OF FORM

AIRCRAFT No.

AIRCRAFT SERVICING FORM

CERTIFICATE AND RECORD

(SINGLE AND TWO ENGINES)

UNIT

PERIOD OF COMMENCING 19

NEXT MAJOR SERVICING
NEXT MINOR STAR SERVICING
NEXT MINOR SERVICING
.....
.....
.....

FLYING HOURS/DATE DUE						LATITUDE

CERTIFIED THAT ALL OUTSTANDING ENTRIES HAVE BEEN BROUGHT FORWARD FROM PREVIOUS F.700 AND THAT PARTICULARS ON THIS PAGE ARE CORRECT.....N.C.O. I/C FLIGHT/TECHNICAL CONTROL. DATE.....19.....

LIST OF SECTIONS

Section No.	Title	Section No.	Title
1	“OUT OF PHASE” SERVICING TABLE	5	BEFORE/AFTER FLIGHT, PRIMARY/PRIMARY STAR SERVICING CERTIFICATE
2	LEADING PARTICULARS AND INSTALLATION DETAILS	6	CHANGE OF SERVICEABILITY AND REPAIR LOG
3	FITNESS FOR FLIGHT AND AFTER FLIGHT CERTIFICATE	7	LANDING RECORD—TYRES
4	REPLENISHMENT CERTIFICATE (PARTS 1 and 2)		

INSTRUCTIONS

Introduction

1. It is the primary responsibility of all personnel engaged in the servicing of aircraft to do their utmost to ensure that the aircraft is maintained in a serviceable condition and to comply with all the servicing regulations and instructions. Nothing in Form 700 or these instructions is to be construed as absolving such personnel from this responsibility or in any way diminishing it.

2. Form 700 is the servicing record of the aircraft and a certificate of its serviceability state. In addition to its purpose as a record of the work done on and hours flown by the aircraft, it is designed to ensure that the certificate is in a fit condition for the operation it may undertake. To this end it certifies and records :—

- (a) Certain minimum servicing as having been done.
- (b) Repair (including replacement) and modification work as having been satisfactorily completed.

In the following instructions on the compilation of Form 700 the implication of each certificate is defined.

3. The completion of the columns of Form 700, together with signature or initials as appropriate, constitutes a certificate and the following provisions of the Air Force Act therefore apply :—

By the Air Force Act it is a punishable offence to sign any certificate knowing it to be false (Section 62) or to sign any certificate in relation to an aircraft or aircraft material without ensuring the accuracy thereof (Section 50).

INSTRUCTIONS FOR USE

4. Form 700 is to be completed in ink or indelible pencil and must be treated with care and kept as clean as conditions of usage permit. Pages are not to be torn out and an entry made in error is not to be erased. Erroneous entries are to be crossed out and initialled by the person making the correction.

5. A New Form 700 is to be opened at the commencement of each minor servicing period; thereafter continuation copies are to be opened as required.

6. Forms 700 relating to any one aircraft are to be numbered consecutively throughout each servicing cycle.

PREPARATION OF FORM 700 FOR USE

Outside Front Cover and Sections 1 and 2.

7. Form 700 is to be opened by a technical officer or a responsible N.C.O. who is to insert the necessary details on the outside front cover and in Sections 1 and 2. (The completion of the details in Section 2 will be in accordance with instructions issued by the appropriate command headquarters.)

8. When recording installation details on replacement items, the original entries are to be crossed through and the details of the new item entered in the appropriate columns. The hours at installation and when reconditioning is due, are to be recorded as the airframe hours at which the installation or reconditioning occurs or is due.

9. The following details also are to be entered by the officer or N.C.O. opening the Form 700.

- (a) Brought forward totals, columns n, o and p of the Fitness for Flight and After Flight Certificate.
- (b) Tank positions and capacities of fuel, oil, coolant and water methanol mixture tanks in Part 1 of the Replenishment Certificate.
- (c) Engine position and brought forward totals of starter cartridges fired, columns s, t, u and v in Part 2 of the Replenishment Certificate.
- (d) Brought forward totals, lines 1 and 2 of column a, b, c and d for port, starboard, nose/tail headings of the Landing Record.

INSTRUCTIONS (Continued)

SECTION 3—FITNESS FOR FLIGHT AND AFTER FLIGHT CERTIFICATE

10. This certificate is to be completed by the officer or N.C.O. i/c servicing and the captain of the aircraft before and at the conclusion of each flight. It is to be used for recording all unsatisfactory characteristics or faults of any description noticed during flight, irrespective of whether or not the serviceability of the aircraft is affected thereby.

11. When the captain of the aircraft or other members of the crew have no adverse comments to make on the efficiency of the aircraft, the captain is to enter the word "satisfactory" in column f.

12. **Columns a to d.** The only persons competent to place an aircraft serviceable are the appropriate specialist officer, warrant officer or the N.C.O. i/c the servicing, repair, etc. When so doing the individual concerned is to sign column d after taking the following action dependent upon the nature of any work which may have been recorded in column e of the Change of Serviceability and Repair Log :—

(a) Repairs, Replacements, Modifications and Special Technical Instructions.

Compare column d with column e to verify that the work recorded in column e is such as to remedy the cause of the unserviceability recorded in column d and that columns a—c and f—k have been completed.

(b) Periodic Servicing.

(i) Verify that the certificate on the reverse side of each Form 2988 has been signed by the N.C.O. i/c trade, and that the necessary entry has been made on the Form 700 in accordance with paragraphs 47 and 48 below.

(ii) If any repairs have been recorded in column d of the Change of Serviceability and Repair Log as necessary during the course of the servicing, that such repairs or replacements have been completed as shown by columns e—k.

(c) Where any repair (including replacements or adjustments) modification or S.T.I. recorded in column e is such that it can effect the flying qualities or safety of the aircraft, the individual placing the aircraft serviceable is to ensure that the certificates called for in A.P.3158, Vol. 2, Leaflet No. B. 28 is entered and signed in the Form 700. He is to bring this to the notice of the pilot by making a suitable entry in column b of the Fitness for Flight and After Flight Certificate.

(d) Before each flight and before signing column d, the technical officer, warrant officer or N.C.O. i/c servicing is to complete columns a—c and ensure by inspection of the Form 700 that :—

(i) The Before Flight, After Flight, Primary or Primary Star Servicing of the aircraft has been recorded as completed as shown at the foot of the Before/After Flight and Primary/Primary Star Servicing Certificate.

(ii) There is no periodic or out of the phase servicing due, and no components due for replacement.

(iii) The aircraft is not shown as unserviceable in the Change of Serviceability and Repair Log.

(iv) The Replenishment Certificate has been completed by the airmen responsible.

(v) In column b, are entered any conditions affecting the use of the aircraft, which though not affecting its fitness for flight may effect its fully operational state.

(e) Should it be necessary to certify completion of a repair, periodic servicing or replacement in accordance with paragraph 12(a), (b) and (c), but without compliance with paragraph 12(d), an entry to that effect must be made in column b, before column d is signed.

(f) the signature in column d, constitutes a certificate that the officer or N.C.O. signing has satisfied himself on the above matters, and accepts responsibility therefore.

13. Column e, is to be signed by the captain before each flight and will be a certificate that he has verified by inspection of Form 700 that :—

(a) The Before Flight, After Flight, Primary or Primary Star Servicing of the aircraft has been recorded as completed as shown at the foot of the Before/After Flight and Primary/Primary Star Servicing Certificate.

(b) The aircraft is not shown as unserviceable in the Change of Serviceability and Repair Log.

(c) The time remaining unexpired before the next periodic servicing falls due (as shown by column n, compared with the table on the front cover) and the unexpired engine and other component times (as shown by column n compared with the table in Section 2) are sufficient to enable the proposed flight to be completed.

(d) The aircraft is correctly armed and that he is aware of the nature of the load of bombs and pyrotechnics carried.

(e) That he has checked the Replenishment Certificate and is satisfied that the replenishment as shown is adequate for the proposed flight.

(f) In cases where he is undertaking a test flight he is aware of all the work that has been done on the aircraft since its last flight.

(g) That column d has been signed by the N.C.O. i/c servicing or technical officer and that he has noted the remarks in column b, if any.

14. **Columns f—m.** When the flight is completed:—

(a) All unsatisfactory characteristics or faults are to be entered by the captain in column f (e.g. "aircraft flying port wing low"). The captain should indicate whether or not the aircraft is fit to fly before the fault is rectified.

(b) The relevant details are to be entered by the captain in columns g, h, j, k and l and he is to sign in column m.

N.B.—WHERE EJECTION SEAT(S) ARE FITTED IN THE AIRCRAFT THE CAPTAIN'S SIGNATURE IN COLUMN m CONSTITUTES A CERTIFICATE THAT HE HAS RENDERED THE EJECTION SEAT(S) SAFE.

INSTRUCTIONS (Continued)

15. **Columns n—s.** The N.C.O. i/c servicing is to check the entries in column f. When they affect the serviceability of the aircraft he is to make suitable entries in the Change of Serviceability and Repair Log and annotate column q accordingly. When the serviceability of the aircraft is not affected (as indicated by the captain's remarks in column f) and if the N.C.O. i/c servicing is in agreement, he is to enter any remedial action that has been taken in column q only. He is also to complete columns n, o, p, r and s.

16. The use of this certificate is in addition to and is not to be used in substitution of the Change of Serviceability and Repair Log. The right of the captain and other members of the air crew to place the aircraft unserviceable by an entry in the Change of Serviceability and Repair Log remains unaffected by the use of the After Flight Certificate.

17. **Column t.** The signature of the N.C.O. i/c servicing in column t will be a certificate that he has taken the action described in para. 15 above.

SECTION 4—REPLENISHMENT CERTIFICATE (PART 1)

18. Entries in the appropriate columns are to be made by the airmen responsible for replenishment as detailed in the paragraphs below.

19. **Fuel—Columns a—u.** The date is to be entered in column a and the fuel quantities put into each tank as recorded by the refuelling apparatus is to be entered in the appropriate column. The total fuel in each tank after refuelling as ascertained by gauge reading or dipstick is to be entered. The word "full" is not to be used.

20. **Total Fuel—Column v.** The total quantity of fuel in the aircraft after refuelling is to be entered as a summation of the individual tank totals.

21. **Columns w and x.** On completion of refuelling the airman responsible for refuelling is to complete column w and is to sign column x. Such signature will be a certificate that the aircraft has been refuelled as stated in columns c—v.

22. **Oil—Columns a—f.** The amount put into each tank and the total quantity in each tank after replenishment is to be entered. All tanks are to be filled to permissible capacity. On completion of oil replenishment the airman responsible is to complete column e and is to sign in column f.

23. **Coolant—Columns a—f.** The coolant system is normally filled to capacity. The amount put into each tank is to be entered. The total quantity in each tank after replenishment is to be described as "FULL." On completion of coolant replenishment the airman responsible is to complete column e and is to sign in column f.

24. **Water-Methanol Mixture—Columns a—f.** Columns a—d are to be completed on replenishment. The airman responsible is to complete column e, and is to sign in column f.

SECTION 4—REPLENISHMENT CERTIFICATE (PART 2)

25. **De-icing Fluid—Columns b—d.** On completion of replenishment the airman responsible is to complete columns b and c and sign in column d certifying that the replenishment is completed. He is to enter the date in column a if this has not already been done.

26. **Air System—Columns e—g.** On completion of replenishment the airman responsible is to complete columns e and f and is to sign in column g, certifying that the replenishment is completed. He is to enter the date in column a if this has not already been done.

27. **Oxygen—Columns h—k.** On completion of replenishment the airman responsible is to complete column h by entering the word "FULL" or "7/8th," etc., and is to complete column j, then sign in column k certifying that the replenishment is completed. He is to enter the date in column a if this has not already been done.

28. **Nitrogen—Columns l—n.** On completion of replenishment, the airman responsible is to complete columns l and m, and is to sign in column n, certifying that the replenishment is completed. He is to enter the date in column a if this has not already been done.

29. **Photographic Equipment—Columns o—q.** On completion of replenishment the airman responsible is to complete column p, and sign in column q certifying that the replenishment is completed. He is to enter the date in column a if this has not already been done.

30. **Starter Cartridges—Columns r—x.** Columns s—v are to be completed on replenishment and the airman responsible is to enter the time of replenishment in column w and is to sign in column x. (Completion of line for "Total Fired" is required when the life of the cartridge starter unit is limited by the number of shots fired.)

ARMING AND RE-ARMING CERTIFICATE

Bombs, Bombing Equipment and Pyrotechnics.

31. **Columns b—e.** On completion of checking the electrical circuits the airman responsible is to enter the time in column c and sign in column d against his trade in column b. When the bombs have been loaded the airman responsible is to enter the time in column c and sign in column d against his trade in column b. When the final electrical connections are made, the N.C.O. i/c arming team is to sign in column e. He is to enter the date in column a if this has not already been done.

Rockets, Rocket Installations, Ammunition and Pyrotechnics.

32. **Columns g—j.** On completion of checking the electrical circuits the airman responsible is to enter the time in column g and sign in column h against his trade in column f. On completion of the re-arming the airman responsible is to enter the time in column g and sign in column h against his trade in column f. When the final electrical connections are made the N.C.O. i/c arming team is to sign in column j. He is to enter the date in column a if this has not already been done.

INSTRUCTIONS (Continued)

SECTION 5—BEFORE/AFTER FLIGHT AND PRIMARY/PRIMARY STAR
SERVICING CERTIFICATE

33. The signatures on these pages are to be put against the appropriate trade shown in column a and in these instructions will be referred to as entries on Line 1, Line 2, etc.
34. **Line 1—Date.** This is to be completed by the individual holding or issuing Form 700 on each day on which a Before/After Flight or Primary/Primary Star Servicing is done.
35. **Line 2—Type of Servicing.** The type of servicing to be done is to be written in full (e.g. "Primary") by the N.C.O. i/c servicing.
36. **Lines 3—32 (and 33 if used).** The appropriate line is to be signed by the tradesman (or flying personnel) responsible for completion of the Before/After Flight or Primary/Primary Star Servicing items appropriate to the tradesman (or flying personnel) concerned. Such a signature will be a certificate that he has satisfactorily completed that section of the servicing indicated in column a in the line on which he signs and that he has reported the details of any defect discovered in accordance with paragraph 40 below.
37. **Line 34. Time Servicing Completed.** On completion of the servicing the time of completion is to be entered by the N.C.O. i/c servicing on Line 34. The N.C.O. i/c servicing must satisfy himself that :—
- There is no periodic servicing due.
 - All the relevant lines have been signed by the airmen responsible as detailed in paragraph 36 above.
 - The aircraft is not shown as unserviceable in the Change of Serviceability and Repair Log.
 - Flying and running times have been brought forward correctly on the Fitness for Flight and after Flight Certificate.
38. **Line 35.** The N.C.O. i/c servicing must then sign Line 35. Such a signature will be a certificate that he has satisfied himself as above.
39. **Column w—Checks by N.C.O. or technician i/c trade.** Column w is to be used as instructed by, and at the discretion of command headquarters.

SECTION 6—CHANGE OF SERVICEABILITY AND REPAIR LOG—ALL TRADES

40. Whenever an aircraft is unserviceable the fact must be recorded in the Change of Serviceability and Repair Log. The person placing the aircraft unserviceable must:—
- Complete columns a—d.
 - Inform the officer or N.C.O. i/c the aircraft.
- Except in the case of defects relating to periodic servicings (see para 43 below) the facts must also be recorded in columns a to d by any person who, notwithstanding that the aircraft has already been placed unserviceable, becomes aware of additional circumstances which would render it unserviceable in any case.

41. The reasons for placing an aircraft unserviceable (which include periodic servicing) are to be stated in specific and concise terms, e.g. "port wing tip damaged." Columns a—d may be used by the pilot to record any unserviceability which renders the aircraft unfit to fly.

42. **Column e.** When an aircraft is placed unserviceable for reasons other than periodic servicing (see paragraph 43 below) the N.C.O. i/c flight is to detail the appropriate tradesmen to do the work necessary to render the aircraft serviceable. Airmen so detailed are responsible for completing column e in respect of the work done by them in accordance with the following instructions:—

- Repairs (including replacements or major adjustments).** Nomenclature, serial number of part or assembly repaired or replaced and brief details of the repair.
- Modifications.** The serial number and the authority for the modification, i.e. A.P. Leaflet No. or Command Reference number.
- Special Technical Instructions.** The reference and number only.

43. **Periodic Servicing.** All periodic servicing operations are to be recorded on servicing record slips (R.A.F. Form 2988), the N.C.O. i/c trade entering the details specified in sub-paragraphs (a) (iii) and (b) (iv) below in the Change of Serviceability and Repair Log of Form 700. If inspection reveals a defect the following recording action is to be taken.

- If the tradesman discovering the defect is capable of rectifying it himself he is to:—
 - Initial the column headed "Initials 'A'" in the Servicing Record Slip (Form 2988) to show that he has done the inspectional work.
 - Enter brief details of the defect in the column headed "Details of Defects" on Form 2988, and
 - Report the defect to the N.C.O. i/c trade who is to enter details of the defect in columns a to d of the Change of Serviceability and Repair Log of Form 700 in accordance with sub-paragraph 40(a) above. (Where the rectification results in a change of serial number of a component or assembly, details of the serial numbers are to be recorded in column e of the Change of Serviceability and Repair Log.)
 - Initial the column headed "Initials 'B'" on Form 2988 on completion of the repair work.
- If the tradesman discovering the defect is not himself capable of rectifying it (e.g. the use of a rectification team is necessary) or if its repair requires another tradesman to be detailed, the inspecting tradesman is to :—
 - Initial the column headed "Initials 'A'" on the Form 2988 to show that he has done the inspectional work.
 - Enter brief details of the defect in the column headed "Details of Defects" on Form 2988.
 - Place an "X" in the column headed "Initials 'B'" on Form 2988.

(Continued inside Back Cover)

INSTRUCTIONS (Continued)

(iv) Report the defect to the N.C.O. i/c trade who is to enter details of the defect in columns a—d of the Change of Serviceability and Repair Log of Form 700 in accordance with paragraph 40(a) above.

(c) If the tradesman discovers a defect which is not related to any scheduled item, he is to report the facts in accordance with paragraph 40 above.

Thus in all cases where rectification work is recorded on the Form 2988, there is to be a corresponding entry in the Form 700.

44. Entries in column e will be taken to cover all operations incidental to the work recorded and in cases where dismantling of parts is necessary to gain access to any part or parts, the work will not be recorded as satisfactorily completed unless and until the parts so disturbed have been correctly re-assembled.

45. **Columns f, g, h and j.** These columns are to be completed by the airmen responsible for the repair (including replacements) or modifications. The airman's signature in column g is a certificate that he has satisfactorily completed the work specified in column e (including incidental displacements and replacements).

46. The N.C.O. or technician i/c trade who is in charge of the repair, replacement or modification work, is responsible for:—

- (a) Progressively inspecting all repair (including replacement) or modification work.
- (b) On completion of repair (including replacement) or modification work (where the work is such as to permit of inspection either by visual or manual checks) verifying that the work has been satisfactorily completed.
- (c) Placing the aircraft unserviceable in the Change of Serviceability and Repair Log for independent checks in accordance with A.P. 3158, Vol. 2, Leaflet B.28, if the work done has disturbed engine or flying controls, or associated functional equipment in any way.

47. **Column k.** The N.C.O. or technician i/c is to sign column k and the significance of such a signature is that he has checked the work as above and that it is satisfactory and that he has made an entry requiring independent checks, if these are applicable.

48. In the case of periodic servicing, the N.C.O. i/c trade is to sign the certificate on the reverse side of each Servicing Record Slip (Form 2988). In addition he is to ensure that the repairs required by the servicing have been entered in the Change of Serviceability and Repair Log and have been completed as above.

49. **Columns l and m.** Columns l and m are to be used only for recording the number of men and the total man hours employed on repairs, replacements, modifications and special technical instructions embodied during second line servicing, where details of these costings are required for a specific task.

SECTION 7—LANDINGS RECORD—TYRES

50. The appropriate column of this record is to be completed in the following manner each time a wheel is changed :—

- (a) Enter on line 3 the total aircraft landings completed to date, obtained from column o of the Fitness for Flight and After Flight Certificate.
- (b) Enter on line 4 the total landings made by the unserviceable tyre, obtained by subtracting the figure on line 2 from the figure on line 3, and adding the difference to the figure on line 1.
- (c) Enter on the next line 1 the landings already made by the serviceable tyre fitted.
- (d) Enter on the next line 2 the total aircraft landings completed to date.

51. All columns of this record are to be completed, in the manner described in sub-paras. 50(a) and (b) above, when the Form 700 is closed. The total landings made by all tyres are to be entered on the last line 4; these figures are to be carried forward to the first line 1 of the new Form 700.

SECTION 3.

FITNESS FOR FLIGHT AND

DATE	CERTIFICATE OF SERVICEABILITY			ACCEPTANCE CERTIFICATE	CAPTAIN'S AFTER FLIGHT CERTIFICATE Enter full details of defects. Avoid use of word "U/S" Insert "Satisfactory" if no defects are observed or reported.	Line No.
	Conditions Affecting Use of Aircraft	Time	Signature of Officer or N.C.O. i/c Servicing	Captain's Signature		
(a)	(b)	(c)	(d)	(e)	(f)	X
_____	_____	_____	_____	_____	_____	1
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						3
						4
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AFTER FLIGHT CERTIFICATE

SECTION 3.

Line No.	FLIGHT DETAILS					CAPTAIN'S SIGNATURE	Total Aircraft Hours	Total Landings	A.P.U. Total Running Time	CERTIFICATE BY N.C.O. I/C SERVICING			
	Time Up	Time Down	Duration	No. of Landings	A.P.U. Running Time					ACTION TAKEN	DATE	TIME	SIGNATURE
X	(g)	(h)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)
1	Totals brought forward from previous F.700 →												
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SECT. 3

SECT. 4

SECT. 5

SECT. 6 AND 7

SECTION 3.

FITNESS FOR FLIGHT AND

DATE	CERTIFICATE OF SERVICEABILITY			ACCEPTANCE CERTIFICATE	CAPTAIN'S AFTER FLIGHT CERTIFICATE Enter full details of defects. Avoid use of word "U/S" Insert "Satisfactory" if no defects are observed or reported.	No. Line
	Conditions Affecting Use of Aircraft	Time	Signature of Officer or N.C.O. i/c Servicing	Captain's Signature		
(a)	(b)	(c)	(d)	(e)	(f)	X
						1
						2
						3
						4
						5
						6
						7
						8
						9
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						11
						12
						13
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AFTER FLIGHT CERTIFICATE

SECTION 3.

Line No.	FLIGHT DETAILS					CAPTAIN'S SIGNATURE	Total Aircraft Hours	Total Landings	A.P.U. Total Running Time	CERTIFICATE BY N.C.O. I/C SERVICING			
	Time Up	Time Down	Duration	No. of Landings	A.P.U. Running Time					ACTION TAKEN	DATE	TIME	SIGNATURE
X	(g)	(h)	(i)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)
1	Totals brought forward from previous F.700 →												
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SECT. 4

SECT. 5

SECT. 6 AND 7

SECTION 3.

FITNESS FOR FLIGHT AND

DATE	CERTIFICATE OF SERVICEABILITY			ACCEPTANCE CERTIFICATE	CAPTAIN'S AFTER FLIGHT CERTIFICATE Enter full details of defects. Avoid use of word "U/S" Insert "Satisfactory" if no defects are observed or reported.	Line No.
	Conditions Affecting Use of Aircraft	Time	Signature of Officer or N.C.O. i/c Servicing	Captain's Signature		
(a)	(b)	(c)	(d)	(e)	(f)	X
_____	_____	_____	_____	_____	_____	1
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AFTER FLIGHT CERTIFICATE

SECTION 3.

Line No.	FLIGHT DETAILS					CAPTAIN'S SIGNATURE	Total Aircraft Hours	Total Landings	A.P.U. Total Running Time	CERTIFICATE BY N.C.O. I/C SERVICING			
	Time Up	Time Down	Duration	No. of Landings	A.P.U. Running Time					ACTION TAKEN	DATE	TIME	SIGNATURE
X	(g)	(h)	(i)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)
1	Totals brought forward from previous F.700 →												
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SECT. 4

SECT. 5

SECT. 6 AND 7

OIL							COOLANT (INCLUDING INTER-COOLER)						WATER METHANOL MIXTURE							
Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE
Capacity (Pints)	X	X	X	X			Capacity (Pints)	X	X	X	X			Capacity (Pints)	X	X	X	X		
—	(a)	(b)	(c)	(d)	(e)	(f)	—	(a)	(b)	(c)	(d)	(e)	(f)	—	(a)	(b)	(c)	(d)	(e)	(f)
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						

SECT.
4

SECT.
5

SECT.
6
AND
7

FUEL																				Total Capacity	Time	SIGNATURE OF AIRMAN RESPONSIBLE	
Tank Positions																				Total Fuel			
Capacity (GALLS./LBS.)																					Total Fuel	Time	SIGNATURE OF AIRMAN RESPONSIBLE
Date	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Total Fuel			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)
	Put In																						
	Total																						
	Put In																						
	Total																						
	Put In																						
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	Put In																						
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	Put In																						
	Total																						
	Put In																						
	Total																						
	Put In																						
	Total																						

OIL							COOLANT (INCLUDING INTER-COOLER)						WATER METHANOL MIXTURE							
Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE
Capacity (Pints)	X	X	X	X			Capacity (Pints)	X	X	X	X			Capacity (Pints)	X	X	X	X		
—	(a)	(b)	(c)	(d)	(e)	(f)	—	(a)	(b)	(c)	(d)	(e)	(f)	—	(a)	(b)	(c)	(d)	(e)	(f)
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						

SECT.
5

SECT.
6
AND
7

CERTIFICATE (PART 2)

SECTION 4. ARMING AND RE-ARMING CERTIFICATE

STARTER CARTRIDGES						
X Total Fired Brought Forward →	Engine Position				Time	Signature of Airman Responsible
	(s)	(t)	(u)	(v)		
(r)	(s)	(t)	(u)	(v)	(w)	(x)
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						

Date	BOMBS, BOMBING EQUIPMENT AND PYROTECHNICS				ROCKETS, ROCKET INSTALLATIONS, AMMUNITION AND PYROTECHNICS			
	Trade	Time	Signatures of Airmen Responsible	Signature of N.C.O. i/c Arming Team	Trade	Time	Signatures of Airmen Responsible	Signature of N.C.O. i/c Arming Team
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			

SECT.
5

SECT.
6
AND
7

FUEL																				Total Capacity	Time	SIGNATURE OF AIRMAN RESPONSIBLE	
Tank Positions																			Total Fuel				
Capacity (GALLS./LBS.)																							
Date	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)
	Put In																						
	Total																						
	Put In																						
	Total																						
	Put In																						
	Total																						
	Put In																						
	Total																						
	Put In																						
	Total																						
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	Total																						
	Put In																						
	Total																						
	Put In																						
	Total																						
	Put In																						
	Total																						
	Put In																						
	Total																						

OIL							COOLANT (INCLUDING INTER-COOLER)							WATER METHANOL MIXTURE							
Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	
Capacity (Pints)	X	X	X	X			Capacity (Pints)	X	X	X	X			Capacity (Pints)	X	X	X	X			
—	(a)	(b)	(c)	(d)	(e)	(f)	—	(a)	(b)	(c)	(d)	(e)	(f)	—	(a)	(b)	(c)	(d)	(e)	(f)	
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							
Put In							Put In							Put In							
Total							Total							Total							

SECT.
5

SECT.
6
AND
7

OIL						COOLANT (INCLUDING INTER-COOLER)						WATER METHANOL MIXTURE								
Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE
Capacity (Pints)	X	X	X	X			Capacity (Pints)	X	X	X	X			Capacity (Pints)	X	X	X	X		
—	(a)	(b)	(c)	(d)	(e)	(f)	—	(a)	(b)	(c)	(d)	(e)	(f)	—	(a)	(b)	(c)	(d)	(e)	(f)
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						

SECT.
5

SECT.
6
AND
7

OIL						COOLANT (INCLUDING INTER-COOLER)						WATER METHANOL MIXTURE								
Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE	Tank No.					Time	SIGNATURE OF AIRMAN RESPONSIBLE
Capacity (Pints)	X	X	X	X			Capacity (Pints)	X	X	X	X			Capacity (Pints)	X	X	X	X		
—	(a)	(b)	(c)	(d)	(e)	(f)	—	(a)	(b)	(c)	(d)	(e)	(f)	—	(a)	(b)	(c)	(d)	(e)	(f)
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						
Put In							Put In							Put In						
Total							Total							Total						

SECT.
5

SECT.
6
AND
7

CERTIFICATE (PART 2)

STARTER CARTRIDGES						
X Total Fired Brought Forward →	Engine Position				Time (w)	Signature of Airman Responsible (x)
	(s)	(t)	(u)	(v)		
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						
Put In						
Total Fired						

SECTION 4. ARMING AND RE-ARMING CERTIFICATE

Date	BOMBS, BOMBING EQUIPMENT AND PYROTECHNICS				ROCKETS, ROCKET INSTALLATIONS, AMMUNITION AND PYROTECHNICS			
	Trade	Time	Signatures of Airmen Responsible	Signature of N.C.O. i/c Arming Team	Trade	Time	Signatures of Airmen Responsible	Signature of N.C.O. i/c Arming Team
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			
	Arm.				Arm.			
	Elect.				Elect.			

SECT.
5

SECT.
6
AND
7

SECTION 5.

BEFORE/AFTER FLIGHT AND PRIMARY/

Line No.	CERTIFIED THAT I HAVE MADE OR SUPERVISED THE SERVICING ENTERED ON LINE 2 IN ACCORDANCE WITH MY DUTIES AS DEFINED IN											Line No.
1	Date											1
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(k)	(l)	
2	Type of Servicing											2
3	Airframe											3
4	Airframe											4
5	Airframe											5
6	Airframe											6
7	Engine No. 1											7
8	Engine No. 1											8
9	Engine No. 2											9
10	Engine No. 2											10
11	Engine No. 3											11
12	Engine No. 3											12
13	Engine No. 4											13
14	Engine No. 4											14
15	Nav. Instruments											15
16	Gen. Instruments											16
17	Electrics											17
18	Electrics											18
19	Electrics											19
20	Electrics											20
21	Wireless											21
22	Wireless											22
23	Radar											23
24	Radar											24
25	Radar											25
26	Radar											26
27	Arm. (Guns)											27
28	Arm. (Bombs)											28
29	Arm. (Turrets)											29
30	Arm. (Ejection Seat)											30
31	Photographic											31
32	Safety Equipment											32
33												33
34	Time Servicing Completed											34
35	Signature of N.C.O. I/c Servicing											35

SIGNATURES OF AIRMEN RESPONSIBLE

PRIMARY STAR SERVICING CERTIFICATE

SECTION 5.

Line No.	UNIT SERVICING ORDERS, PART I, AND THE APPROPRIATE AIRCRAFT SERVICING SCHEDULE										Checks by N.C.O. or Technician I/c Trade			Line No.
	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)			
1											Items	Date	Initials	1
2														2
3														3
4														4
5														5
6														6
7														7
8														8
9														9
10														10
11														11
12														12
13														13
14														14
15														15
16														16
17														17
18														18
19														19
20														20
21														21
22														22
23														23
24														24
25														25
26														26
27														27
28														28
29														29
30														30
31														31
32														32
33														33
34														34
35														35

SECT.
5

SECT.
6
AND
7

CERTIFIED THAT I HAVE MADE OR SUPERVISED THE SERVICING ENTERED ON LINE 2 IN ACCORDANCE WITH MY DUTIES AS DEFINED IN												Line No.
1	Date	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(k)	(l)	1
2	(a)											2
3	Airframe											3
4	Airframe											4
5	Airframe											5
6	Airframe											6
7	Engine No. 1											7
8	Engine No. 1											8
9	Engine No. 2											9
10	Engine No. 2											10
11	Engine No. 3											11
12	Engine No. 3											12
13	Engine No. 4											13
14	Engine No. 4											14
15	Nav. Instruments											15
16	Gen. Instruments											16
17	Electrics											17
18	Electrics											18
19	Electrics											19
20	Electrics											20
21	Wireless											21
22	Wireless											22
23	Radar											23
24	Radar											24
25	Radar											25
26	Radar											26
27	Arm. (Guns)											27
28	Arm. (Bombs)											28
29	Arm. (Turrets)											29
30	Arm. (Ejection Seat)											30
31	Photographic											31
32	Safety Equipment											32
33												33
34	Time Servicing Completed											34
35	Signature of N.C.O. i/c Servicing											35

SIGNATURES OF AIRMEN RESPONSIBLE

PRIMARY STAR SERVICING CERTIFICATE

SECTION 5.

Line No.	UNIT SERVICING ORDERS, PART I, AND THE APPROPRIATE AIRCRAFT SERVICING SCHEDULE										Checks by N.C.O. or Technician i/c Trade			Line No.
	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)			
1											Items	Date	Initials	1
2														2
3														3
4														4
5														5
6														6
7														7
8														8
9														9
10														10
11														11
12														12
13														13
14														14
15														15
16														16
17														17
18														18
19														19
20														20
21														21
22														22
23														23
24														24
25														25
26														26
27														27
28														28
29														29
30														30
31														31
32														32
33														33
34														34
35														35

SECT.
6
AND
7

CERTIFIED THAT I HAVE MADE OR SUPERVISED THE SERVICING ENTERED ON LINE 2 IN ACCORDANCE WITH MY DUTIES AS DEFINED IN												Line No.	
Line No.	Date	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(k)	(l)	Line No.
1													1
2													2
3													3
4													4
5													5
6													6
7													7
8													8
9													9
10													10
11													11
12													12
13													13
14													14
15													15
16													16
17													17
18													18
19													19
20													20
21													21
22													22
23													23
24													24
25													25
26													26
27													27
28													28
29													29
30													30
31													31
32													32
33													33
34													34
35													35

SIGNATURES OF ARMEN RESPONSIBLE

Airframe
Airframe
Airframe
Airframe
Engine No. 1
Engine No. 1
Engine No. 2
Engine No. 2
Engine No. 3
Engine No. 3
Engine No. 4
Engine No. 4
Nav. Instruments
Gen. Instruments
Electrics
Electrics
Electrics
Electrics
Wireless
Wireless
Radar
Radar
Radar
Radar
Arm. (Guns)
Arm. (Bombs)
Arm. (Turrets)
Arm. (Ejection Seat)
Photographic
Safety Equipment

Time Servicing Completed
Signature of N.C.O. i/c Servicing

PRIMARY STAR SERVICING CERTIFICATE

SECTION 5.

Line No.	UNIT SERVICING ORDERS, PART I, AND THE APPROPRIATE AIRCRAFT SERVICING SCHEDULE										Checks by N.C.O. or Technician I/c Trade			Line No.	
	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)				
1											Items	Date	Initials	1	
2															2
3															3
4															4
5															5
6															6
7															7
8															8
9															9
10															10
11															11
12															12
13															13
14															14
15															15
16															16
17															17
18															18
19															19
20															20
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22															22
23															23
24															24
25															25
26															26
27															27
28															28
29															29
30															30
31															31
32															32
33															33
34															34
35															35

SECT.
6
AND
7

Line No.	CERTIFIED THAT I HAVE MADE OR SUPERVISED THE SERVICING ENTERED ON LINE 2 IN ACCORDANCE WITH MY DUTIES AS DEFINED IN											Line No.
1	Date	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(k)	(l)	1
2	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(k)	(l)	2
2	Type of Servicing											2
3	Airframe											3
4	Airframe											4
5	Airframe											5
6	Airframe											6
7	Engine No. 1											7
8	Engine No. 1											8
9	Engine No. 2											9
10	Engine No. 2											10
11	Engine No. 3											11
12	Engine No. 3											12
13	Engine No. 4											13
14	Engine No. 4											14
15	Nav. Instruments											15
16	Gen. Instruments											16
17	Electrics											17
18	Electrics											18
19	Electrics											19
20	Electrics											20
21	Wireless											21
22	Wireless											22
23	Radar											23
24	Radar											24
25	Radar											25
26	Radar											26
27	Arm. (Guns)											27
28	Arm. (Bombs)											28
29	Arm. (Turrets)											29
30	Arm. (Ejection Seat)											30
31	Photographic											31
32	Safety Equipment											32
33												33
34	Time Servicing Completed											34
35	Signature of N.C.O. i/c Servicing											35

SIGNATURES OF ARMEN RESPONSIBLE

PRIMARY STAR SERVICING CERTIFICATE

SECTION 5.

Line No.	UNIT SERVICING ORDERS, PART I, AND THE APPROPRIATE AIRCRAFT SERVICING SCHEDULE										Checks by N.C.O. or Technician i/c Trade			Line No.
	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)			
1											Items	Date	Initials	1
2														2
3														3
4														4
5														5
6														6
7														7
8														8
9														9
10														10
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28														28
29														29
30														30
31														31
32														32
33														33
34														34
35														35

SECT.
6
AND
7

CERTIFIED THAT I HAVE MADE OR SUPERVISED THE SERVICING ENTERED ON LINE 2 IN ACCORDANCE WITH MY DUTIES AS DEFINED IN													
Line No.	Date	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(k)	(l)	Line No.
1		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(k)	(l)	1
2		Type of Servicing											2
3		Airframe											3
4		Airframe											4
5		Airframe											5
6		Airframe											6
7		Engine No. 1											7
8		Engine No. 1											8
9		Engine No. 2											9
10		Engine No. 2											10
11		Engine No. 3											11
12		Engine No. 3											12
13		Engine No. 4											13
14		Engine No. 4											14
15		Nav. Instruments											15
16		Gen. Instruments											16
17		Electrics											17
18		Electrics											18
19		Electrics											19
20		Electrics											20
21		Wireless											21
22		Wireless											22
23		Radar											23
24		Radar											24
25		Radar											25
26		Radar											26
27		Arm. (Guns)											27
28		Arm. (Bombs)											28
29		Arm. (Turrets)											29
30		Arm. (Ejection Seat)											30
31		Photographic											31
32		Safety Equipment											32
33													33
34		Time Servicing Completed											34
35		Signature of N.C.O. i/c Servicing											35

SIGNATURES OF AIRMEN RESPONSIBLE

PRIMARY STAR SERVICING CERTIFICATE

SECTION 5.

Line No.	UNIT SERVICING ORDERS, PART I, AND THE APPROPRIATE AIRCRAFT SERVICING SCHEDULE										Checks by N.C.O. or Technician I/c Trade			Line No.	
	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)				
1											Items	Date	Initials	1	
2															2
3															3
4															4
5															5
6															6
7															7
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32															32
33															33
34															34
35															35

SECT.
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AND
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SECTION 5.

BEFORE/AFTER FLIGHT AND PRIMARY/

CERTIFIED THAT I HAVE MADE OR SUPERVISED THE SERVICING ENTERED ON LINE 2 IN ACCORDANCE WITH MY DUTIES AS DEFINED IN												
Line No.	Date	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(k)	(l)	Line No.
1	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(k)	(l)	1
2	Type of Servicing											2
3	Airframe											3
4	Airframe											4
5	Airframe											5
6	Airframe											6
7	Engine No. 1											7
8	Engine No. 1											8
9	Engine No. 2											9
10	Engine No. 2											10
11	Engine No. 3											11
12	Engine No. 3											12
13	Engine No. 4											13
14	Engine No. 4											14
15	Nav. Instruments											15
16	Gen. Instruments											16
17	Electrics											17
18	Electrics											18
19	Electrics											19
20	Electrics											20
21	Wireless											21
22	Wireless											22
23	Radar											23
24	Radar											24
25	Radar											25
26	Radar											26
27	Arm. (Guns)											27
28	Arm. (Bombs)											28
29	Arm. (Turrets)											29
30	Arm. (Ejection Seat)											30
31	Photographic											31
32	Safety Equipment											32
33												33
34	Time Servicing Completed											34
35	Signature of N.C.O. i/c Servicing											35

SIGNATURES OF AIRMEN RESPONSIBLE

PRIMARY STAR SERVICING CERTIFICATE

SECTION 5.

Line No.	UNIT SERVICING ORDERS, PART I, AND THE APPROPRIATE AIRCRAFT SERVICING SCHEDULE										Checks by N.C.O. or Technician i/c Trade			Line No.
	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)			1
2											Items	Date	Initials	2
3														3
4														4
5														5
6														6
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31														31
32														32
33														33
34														34
35														35

SECT.
6
AND
7

SECTION 6.

CHANGE OF SERVICEABILITY

PUT UNSERVICEABLE				Line No.
DATE	TIME	BY WHOM FOUND	REASON FOR PLACING UNSERVICEABLE	
(a)	(b)	(c)	(d)	
				1
				2
				3
				4
				5
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				33

AND REPAIR LOG—ALL TRADES

SECTION 6.

Line No.	REPAIRS, REPLACEMENTS, MODIFICATIONS AND SPECIAL TECHNICAL INSTRUCTIONS (Quote Serial Number of Part or assembly removed and replaced)	Trades Concerned	Work Completed and Certified			Work Inspected and Passed by		
			Signature of Airman concerned	Date	Time	Signature of N.C.O. or Technician i/c Trade	No. of Men	Total Man Hours
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
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14								
15								
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SECT.
6
AND
7

SECTION 6.

CHANGE OF SERVICEABILITY

PUT UNSERVICEABLE				Line No.
DATE	TIME	BY WHOM FOUND	REASON FOR PLACING UNSERVICEABLE	
(a)	(b)	(c)	(d)	
				1
				2
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				30
				31
				32
				33

SECTION 6.

CHANGE OF SERVICEABILITY

PUT UNSERVICEABLE				Line No.
DATE	TIME	BY WHOM FOUND	REASON FOR PLACING UNSERVICEABLE	
(a)	(b)	(c)	(d)	
				1
				2
				3
				4
				5
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				29
				30
				31
				32
				33

SECTION 6.

CHANGE OF SERVICEABILITY

PUT UNSERVICEABLE				Line No.
DATE	TIME	BY WHOM FOUND	REASON FOR PLACING UNSERVICEABLE	
(a)	(b)	(c)	(d)	
				1
				2
				3
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				6
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