

Instructions for Use

Flying Log & Equipment Running Log - MOD Form 724(Dakota)

Engine Ground Running Log - MOD Form 724A(Dakota)

Flight Servicing Certificate - MOD Form 705(Dakota)

Flying Log & Equipment Running Log - MOD Form 724(Dakota)

1. **General.** The MOD Form 724(Dakota) is used to record flight details and running data of specified equipment.
2. **Insertion and Removal.** MOD Forms 724(Dakota) are to be inserted into and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1.
3. The NCO IC Flight Servicing is to close the MOD Form 724(Dakota) and raise a new one as follows:
 - a. **New Form (Front).** Complete the 'B/F Totals' line.
 - b. **New Form (Reverse).** Transcribe the hand-written column headers from the old form, ensuring that all required equipments are recorded, and complete the 'B/F Totals' line.
 - c. **Old Form.** Ensure the data is complete, realistic and logical and complete the 'C/F Totals' line and 'Transfer Certificate'.
4. **Captain.** After each flight, the Captain is to action the form, as follows:
 - a. **Flying Log (Front).** Complete the next available Flight No. line.

Note: Sortie Profile Code. The Sortie Profile Code (SPC) most closely reflecting the sortie flown is to be entered on the MOD Form 724(Dakota). In the event of a mixed sortie, the SPC reflecting the predominant sortie type is to be entered. In all cases, where displays and/or flypasts are included in the sortie, the number of displays and flypasts are to be recorded in the appropriate column.
 - b. **Equipment Running Log (Reverse).** Enter appropriate equipment running details in the next available line.
5. **Engineering Tradespersons - Equipment Running Log (Reverse).** After each flight, tradespersons is to enter appropriate equipment ground Maintenance running details in the next available line.
6. NCO IC Flight Servicing. After each flight the NCO IC Flight Servicing is to:
 - a. Complete the 'Flying Hours Since Winter Maintenance' column.
 - b. Ensure the data is complete, realistic and logical.

c. Ensure that, when an equipment is replaced, a line is ruled across the form and the new totals entered.

d. Undertake the actions of **Paragraph 3** when required.

7. **Retention and Disposal.** MOD Forms 724(Dakota) are to be retained and disposed of iaw MAM-D Part 1 Chapter 2.3.

Engine Ground Running Log - MOD Form 724A(Dakota)

8. **General.** The MOD Form 724A(Dakota) is used to record all engine ground running (EGR) data.
9. **Insertion and Removal.** MOD Forms 724A(Dakota) are to be inserted and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1.
10. NCO IC Engine Ground Run (EGR). The NCO IC EGR is to:
 - a. Close the MOD Form 724A(Dakota) and raise a new one as follows:
 - (1) Carry Forward to the new form the Aircraft serial number, total engine ground running hours for the No.1 and No.2 engines, and the serial numbers for the fitted engines.
 - (2) Complete the transfer certificate on the old form.
 - b. On engine change, ensure that the date of the engine change and the new Engine Serial Number (ESN) is appended underneath the first ESN, and the next line in the Table annotated "Engine No. changed" and struck through.
 - c. Ensure the data entered is complete and accurate after each EGR.
11. **Retention and Disposal.** MOD Forms 724A(Dakota) are to be retained and disposed of iaw MAM-D Part 1 Chapter 2.3.

Flight Servicing Certificate - MOD Form 705(Dakota)

12. **General.** The MOD Form 705(Dakota) is used for the certification of flight servicings and fuel states. Provision is made to record up to 10 flight servicings on each form. Responsibilities for completion are detailed in the following paragraphs.
13. **Insertion and Removal of MOD Forms 705(Dakota).** MOD Forms 705(Dakota) are to be inserted into and removed from the MOD Form 700 in

accordance with the instructions for controlled forms on MOD Form 799/1, except that the person removing the form is to ensure that the last A/F Commenced TDM has been carried forward to the 'Previous After Flight Commenced TDM' block on the new form.

14. Captain's After Flight Declaration (Lines 1 to 3). The Captain's After Flight signature returns responsibility for the Aircraft to the Engineering Organization and certifies that:

- a. They have accepted those faults, the SNOWs for which are listed in the 'Pre-Flight Accepted Faults' block (**Line 1**) against their After Flight declaration.
- b. An Aircraft Maintenance Log (AML) entry (MOD Form 707A) has been raised for each fault that became evident whilst they were responsible for the Aircraft.
- c. A new AML entry has been raised for each SNOW listed in the 'Pre-Flight Accepted Faults' block (**Line 1**) against their After Flight declaration, except when the original SNOW is actioned in accordance with MOD Form 799/5 for a fault which was eliminated before flight but the system was not proved.
- d. The results of any Flying Requirements undertaken have been entered in the Aircraft Flying Requirements Certificate (MOD Form 707B(AFRC)) in accordance with MOD Form 799/5(AFRC).
- e. The Flying Log and Equipment Running Log (MOD Form 724(Dakota)) has been completed.
- f. Where applicable, the Oil Replenishment Record (MOD Form 737) has been completed for any oil replenishments carried out whilst they were responsible for the Aircraft.

15. Flight Servicings (Lines 4 to 13).

- a. **NCO IC Flight Servicing.** The NCO IC Flight Servicing is to define the type of Flight Servicing required in **Line 4** and enter the commenced TDM in **Line 5**. They are also responsible for:
 - (1) Entering any additional requirement in the spare line at **Line 11** and detailing the appropriate tradesperson to undertake and sign for the work.
 - (2) Identifying in the spare line any item contained in the Flight Servicing Schedules, eg replenishments which they have delegated to a tradesperson other than those directed to undertake the Flight Servicing.
 - (3) Striking through any designated or spare lines not required.
 - (4) Ensuring that, on completion of their task, all tradespersons involved in the Flight Servicing, including any delegated tasks, have signed for their work in the appropriate signature blocks and are qualified to do so.
 - (5) Entering the 'Valid Until TDM' in **Line 13**, except for After Flight servicings when **Line 13** is to be ruled through.

b. The NCO IC Flight Servicing is to sign in **Line 12** to certify that they are satisfied that:

- (1) An AML entry (MOD Form 707A) has been raised for each fault found during the Flight Servicing.
- (2) The Flight Servicing has been completed satisfactorily.
- (3) The appropriate MOD Form 705(SSC) columns have been completed.
- (4) The recorded fuel state meets the figure requested for the next planned sortie.
- (5) The Flying Hours and component running hours recorded in the Flying Log and/or Equipment Running Log have been calculated correctly from the previous sortie details and the totals prior to that sortie.
- (6) A careful check of oil state figures has been made, paying particular attention to the amount put in.

c. **Engineering Tradespersons.** Engineering tradespersons are to undertake the work as detailed by the NCO IC Flight Servicing and sign in the appropriate Flight Servicing blocks. A signature in the Flight Servicing Certificate block certifies that the Flight Servicing has been undertaken in accordance with the appropriate Flight Servicing Schedule and that, where required, oil replenishments undertaken have been recorded on the Oil Replenishment Record (MOD Form 737A).

Note: Delegated Flight Servicing Items. When delegated Flight Servicing items are specified separately on the Flight Servicing Certificate, the tradespersons who complete these items are to sign in the appropriate block.

d. **Waiver of Flight Servicing.** Dakota Aircraft are not cleared for the waiving of Flight Servicing.

e. **Continuous Charge.** Operations involving Continuous Charge for Dakota Aircraft are cleared iaw the Aircraft Topic 2(R)1, Leaflet 1.

f. **Flight Servicing Invalidated by Subsequent Maintenance.** An appropriately authorized person is to determine whether the flight servicing has been invalidated by subsequent Maintenance (see MAM-P Chapter 4.2) and either:

If it has not:

- (1) Rule through unused blocks of the current flight servicing.
- (2) Endorse the next flight servicing block of the current MOD Form 705 with "No Flight Servicing Required following work at SNOW [enter SNOW(s) of work carried out]" and certify the entry.

Or if it has:

- (3) Overwrite the signature at **Line 12** with the word "CANCELLED" and

initial the amendment.

(4) Rule through unused blocks of the current flight servicing.

(5) In the next available column, enter at **Line 4**, "Partial Flight Servicing to be carried out" and certify the entry.

(6) Inform the Flight Servicing Co-ordinator who is to restore the validity of the Flight Servicing(s) that are considered to be affected.

Notes:

1. Unless the flight servicing is re-applied in-toto, the validity of the flight servicing is not altered by the re-application of a part.

2. On completion of either of the above, the MOD Form 700C is to be co-ordinated in accordance with **Paragraph 14**.

16. **MOD Form 700C Co-ordinator (Line 16)**. The MOD Form 700C Co-ordinator is to certify in **Line 16** that the Aircraft is in a fit condition and ready for flight. The MOD Form 700C is not to be co-ordinated after an After Flight servicing, or when a completed Flight Servicing has been invalidated by subsequent Maintenance. In these instances **Lines 15 to 19** are to be ruled through. The MOD Form 700C Co-ordinator's signature certifies they are satisfied that the Aircraft is Serviceable in accordance with RA4813 and MAM-D Part 1 Chapter 2.1, including that:

- a. No Limitations or Acceptable Deferred Faults are due for rectification or removal.
- b. The Flying Hours and Component Running Hours recorded in the Flying Log and Equipment Running Logs have been calculated correctly from the previous sortie details and the totals prior to that sortie.
- c. No Corrective Maintenance work is outstanding.
- d. No Scheduled or Out of Phase Maintenance or component replacements are due or will become due during the planned sortie.
- e. An authorized tradesperson has certified all entries in the Acceptable Deferred Husbandry log (MOD Form 704A).
- f. All hand tools have been accounted for in accordance with RA4808 and MAM-P Chapter 4.13.1.
- g. The appropriate Flight Servicings have been completed and certified and the fuel state is as requested for the task.
- h. Any Flying Requirements are identified by SNOW in the '**Flying Requirements**' block (**Line 14**).

i. The last Maintenance Work Order is identified by SNOW in the '**Last SNOW**' block (**Line 15**).

j. Any Aircrew Accepted Faults are identified by SNOW in the '**Aircrew Accepted Faults**' block (**Line 17**).

17. Should any Corrective Maintenance be required on the Aircraft after completion of the Co-ordinating signature, the procedure at **Paragraph 13 f** is to be followed, with the exception that the word "CANCELLED", if applicable, is to overwrite the signature at **Line 16**.

18. **Captains Acceptance Certificate (Lines 17 to 19)**. The Captain is to accept responsibility for the Aircraft by signing and printing their name at **Lines 18 and 19** after ensuring that the MOD Form 705(Dakota) has been Co-ordinated at **Line 16**. The Captain's signature certifies that:

- a. Any Limitations recorded on the MOD Form 703 are acceptable to them for the intended sortie.
- b. Where a SNOW appears in the '**Flying Requirements**' block (**Line 14**) the requirements are acceptable to them and they have been adequately briefed on any special tests required.
- c. They are aware of the Modification, SI(T) state shown in the MOD Form 703A1 and 703A2.
- d. They are aware of all Acceptable Deferred Faults recorded on the MOD Form 704.
- e. The recorded state of the Aircraft in respect of fuel etc is acceptable to them for the intended sortie.
- f. The documentary check of the MOD Form 700C has been carried out and the Co-ordinating Certificate of the Flight Servicing Certificate has been signed by the MOD Form 700C Co-ordinator.
- g. They accept any Aircrew Accepted Faults identified by the SNOW in the '**Aircrew Accepted Faults**' block (**Line 17**).

19. **Pre-Flight Faults**. Should a fault become apparent after the Captain has accepted the Aircraft, they are to be informed immediately by the person reporting the fault. If the fault is not eliminated or the affected system not proved and the Captain elects to accept the fault, the Maintenance Work Order Co-ordinator is to enter the SNOW of that Work Order in the '**Pre-Flight Accepted Faults**' block (**Line 1**) in the next '**Captain's After Flight Declaration**' block.

20. **Aircrew Accepted Faults.** When an Aircraft Captain elects to accept a fault during a TR, by signing the '**Aircrew Accepted**' block on the relevant AML entry, the MOD Form 700C Co-ordinator is to enter the SNOW of that Work Order in the '**Aircrew Accepted Faults**' block (**Line 17**) of the next '**Captain's Acceptance Certificate**' block.

21. **Flight Servicing Undertaken by Aircrew.** The Captain, or other authorized crew member, is to undertake the duties of the NCO IC Flight Servicing (**Paragraph 13 a & b**) and MOD Form 700C Co-ordinator (**Paragraph 14**). Authorized members of the Aircrew detailed to undertake the Flight Servicing are to discharge their duties as for engineering tradesperson (**Paragraph 13 c**).

22. **Fuel Certificate.** The tradesperson/Aircrew detailed to undertake a refuel is to:

- a. Undertake the refuel in accordance with the appropriate procedure.
- b. Enter the fuel put in and total in the '**Put In**' and '**Total**' blocks.
- c. Sign the certificate to certify that the Aircraft has been refuelled in accordance with the appropriate procedure.

23. **Retention and Disposal.** MOD Forms 705(Dakota) are to be retained and disposed of iaw MAM-D Part 1 Chapter 2.3.