

# Instructions for Use

## Record of Fuel Uplifts Away from Parent Unit - MOD Form 706B(H) Equipment Running Log - MOD Form 726

### Record of Fuel Uplifts Away from Parent Unit - MOD Form 706B(H)

1. The MOD Form 706B(H) is used to record all fuel uplifts away from the Parent Unit. Where, due to operational circumstances, (eg field operations), it would cause unnecessary delays to complete the MOD Form 706B(H), the Aircraft Captain may waive the requirement to enter the fuel uplifts at that time, but the MOD Form 706B(H) is to be completed on completion of the mission/return to base.
2. Helicopter engines are not at risk from fuel not containing lubricity additives. When fuel containing FSII is not available, fuel not containing FSII may be uplifted for up to 14 days, provided that the period without FSII is immediately followed by an equivalent period of fuel with FSII.
3. **Insertion and Removal of MOD Form 706B(H).** The MOD Form 706B(H) is to be inserted and removed from the MOD Form 700 in accordance with the instructions for controlled forms on MOD Form 799/1. The person removing the old form is to ensure that the details of the last uplift of Non FSII fuel have been carried forward to the next MOD Form 706B(H), 'Non FSII Fuel' block.
4. **Person Undertaking Refuel.** The person undertaking the refuel is to complete the next line on the MOD Form 706B(H), unless the requirement has been waived in accordance with **Paragraph 1.**

### Equipment Running Log - MOD Form 726

5. Personnel are to enter in this log any equipment for which a record of 'Running Times' is required. 'Running Times' may be recorded as Hours, Starts, Shots etc. Responsibilities for the upkeep of this log are as follows:
  - a. **Captain.** If applicable, the Captain is to complete this log after each sortie. (see also **Paragraph 6 c**).
  - b. **Engineering Tradespersons.** Engineering tradespersons are to enter the running times of any equipment that is operated during Maintenance.
  - c. **Flight Servicing Co-ordinator.** If it is impracticable for the Captain to supply the equipment running times, (eg time clocks or counters fitted to the equipments), the Flight Servicing Co-ordinator is to detail the appropriate tradesperson to record the information. On completion of the page in use, the Flight Servicing Co-ordinator is to correctly carry forward all progressive totals to a new page.
  - d. **MOD Form 707A Co-ordinator.** If one of the listed equipments is replaced, the MOD Form 707A Co-ordinator is to:
    - (1) Rule through the complete line following the last entry.
    - (2) Enter the new running time total for the replacement item in the appropriate column after the ruled line.
    - (3) Carry forward the running time totals for the remaining equipments to the new line.