

# Instructions for Use

## Fuel Uplifts Undertaken Away From Parent Unit - MOD Form 706B(Hercules CMk 4/5) Equipment Running Log - MOD Form 726 Oil Replenishment Record - MOD Form 737A

### Fuel Uplifts Undertaken Away From Parent Unit - MOD Form 706B(Hercules CMk 4/5)

1. The MOD Form 706B(Hercules CMk 4/5) is used to record all fuel uplifts undertaken when an Aircraft is away from its parent unit.
2. The various fuels available at military/civil airfields worldwide, together with details of FSII and/or lubricity additives contained therein are detailed in AP100E - 05. Aircraft authorized to use this form are not at risk from fuel not containing Lubricity Additives.
3. Fuel not containing FSII (Unblended) may be uplifted for up to a total of 14 days, provided that:
  - a. Due to the enhanced risk of ice forming within the fuel system, the use of unblended fuel is to be accepted by the Operational Commander.
  - b. A uplift of blended fuel to all tanks is carried out at the earliest opportunity.
  - c. A 704 ADF is to be raised to detail the length of time unblended fuel uplift occurred with a 14 day backstop date.
4. When the conditions at para 3 are exceeded refer to AP101B-0704/0705-2(R)1 Leaflet 30 for required actions.
5. FSII is supplied as AL-41, NATO S1745, or is the major constituent of AL-48 which also contains a lubricity agent Hitec E515. Blending instructions for fuel additives are detailed in AP100E-05 and in Unit Engineering Orders.
6. Refuelling with passengers on board is prohibited when widecut fuel is being uplifted or has been uplifted within the last 20 Flying Hours

### 7. Fuel types:

Blended Fuels (with FSII)	Unblended Fuels (without FSII)	Wide Cut Fuel
AVTUR/FSII-F34 (JP8)	AVTUR-F35 (JETA-1)	AVTAG/FSII-F40 (JP4)
AVTUR/FSII-F40 (JP4)	AVCAT-F43	JET-B
AVCAT/FSII-F44 (JP4)	JET A	
JET A/FSII-F24	JET B	
	TS1 (GOST 10227)	
	Note: If these fuels are correctly blended iaw Para 5, then they are acceptable for unrestricted use. The additive percentage must be confirmed and recorded.	

8. **Post Flight - NCO IC Flight Servicing.** After each flight the NCO IC Flight Servicing is to:
  - a. Ensure the Data is complete, realistic and logical.
  - b. Undertake the actions detailed in Para 9 when necessary.
9. **Closing - NCO IC Flight Servicing.** When a MOD Form 706B(Hercules CMk 4/5) is closed, the NCO IC Flight Servicing is to transfer details of the last Wide Cut Fuel upload to the new form and complete the 'Transfer Certificate' on the old form accordingly.
10. **NCO IC Engineering Records.** On receipt of a closed MOD Form 706B(Hercules CMk 4/5) the NCO IC Engineering Records is to complete the Inspection Certificate on the reverse of the form after they have assured that the recorded information is complete and mathematically correct, and that any anomalies have been amended in RED INK.

## Equipment Running Log - MOD Form 726

11. Personnel are to enter in this log any equipment for which a record of 'Running times' is required as instructed by the TAA. 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 sub-para c).
- b. **Engineering Tradespersons.** Engineering Tradespersons are to enter the running times of equipment that are operated during maintenance.
- c. **NCO IC Flight Servicing.** If it is impracticable for the Captain to supply the equipment running times, (eg time clocks or counters fitted to the equipments) the NCO IC Flight Servicing is to detail the appropriate tradesperson to record the information. On completion of the page in use, the NCO IC Flight Servicing is to correctly carry forward all progressive totals to a new page.
- d. **Maintenance Work Order Co-ordinator.** If one of the listed equipments is replaced, the Maintenance Work Order 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.

## Oil Replenishment Record - MOD Form 737A

12. The MOD Form 737A is used to record oil replenishments and is to be completed as follows:

- a. Enter the component details in the appropriate columns.
- b. Ensure each oil replenishment is recorded.
- c. Ensure each oil change is recorded.