

# Instructions for Use

## Fuel Uplifts Undertaken Away From Parent Unit - MOD Form 706B(T)

## Equipment Running Log - MOD Form 726

### Fuel Uplifts Undertaken Away From Parent Unit - MOD Form 706B(T)

1. The MOD Form 706B(T) 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. When fuel containing FSII is not available, fuel not containing FSII may be uplifted for up to 14 days, providing that:
  - a. Where fuel heaters are not fitted, the risk of ice forming in the fuel is acceptable to the operational commander.
  - b. The period without FSII is immediately followed by an equivalent period with FSII.
  - c. Unblended fuel is not uplifted if the Aircraft task itinerary entails ground stops in excess of 72 hours with unblended fuel in the tanks.
4. When any of the conditions at **Paragraph 3** are exceeded, the Air Engineer is to report this to the Engineering Personnel at the debrief.
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.

<u>Fuels with FSII</u>	<u>Fuels without FSII</u>	<u>Wide Cut Fuels</u>
AVTUR/FSII-F34-JP8	AVTUR-F35	AVTAG/FSII-F40-JP4
AVTAG/FSII-F40-JP4	AVCAT-F43	JET B
AVCAT/FSII-F44-JP4	JET A ) FSII (AL-41)	
	JET A1) Added at	
	JET B ) Dulles and Gander	

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8. 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 8 c**).
  - Note: Tanker Aircraft.** Mk17 HDU Operating Hours are defined as total time from selection of hose trailed until hose restored on Aircraft.
  - 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.