

# Instructions for Use

## Flying Log & Fatigue Data Sheet- MOD Form 725(C17A)

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1. The MOD Form 725(C17A) is used to record details of each flight. It is essential that maximum accuracy is exercised in the completion of the Data Blocks.
2. MOD Forms 725(C17A) are to be inserted and removed from the MOD Form 700C in accordance with the instructions for Controlled Forms on MOD Form 799/1 and sheet numbers in the series are to be serialised by month and number of sheet eg JAN01.
3. The NCO IC Flight Servicing with MAM-P authorization C324 (Flight Servicing Co-ordinator) is to close the MOD Form 725(C17A) and raise a new one, as follows:
  - a. Complete 'Landings' and 'Landing Gear Cycles' Blocks on the reverse of the old form.
  - b. Carry forward from the old form the following:
    - (1) The 'Total Aircraft Hours' to the 'B/F Aircraft Hours' Field of Data Block 1.
    - (2) The 'Total Landings' and 'Total Landing Gear Cycles' to the appropriate 'B/F Total' Block on the reverse of the new form.
  - c. Complete the 'Transfer Certificate' on the reverse of the old form.

**Note:** If a Data Block is spoiled, or a part used form is closed, then the spoiled/ unused Data Block(s) are to be cancelled by inserting six "X's" in the 'Date' Field(s).

4. **Captain.** After each flight the Captain is to enter the required details in the appropriate Data Block.

#### Notes:

1. Sortie Profile Code. The Sortie Profile Code (SPC) most closely reflecting the sortie flown is to be entered on the MOD Form 725(C17A). In the event of a mixed sortie, the SPC reflecting the predominant sortie type is to be entered.
  2. Times. 'Zulu' is to be used as the standard for recording times.
5. **NCO IC Flight Servicing.** After each flight the NCO IC Flight Servicing is to:
    - a. Ensure the data is complete, realistic and logical.
    - b. Carry forward the 'Total Aircraft Hours' to the 'B/F Aircraft Hours' Field of

the next Data Block.

- c. They are also to undertake the actions detailed in **Paragraph 3** when necessary.

6. The Rectification or Documents Controller is to remove the MOD Form 725(C17A) at the end of the last sortie of the month and/or prior to the Aircraft entering Depth Maintenance. They are to ensure all relevant data is transferred forward to the new MOD Form 725(C17A).

7. **Rectification/Documents Controller.** The Rectification or Documents Controller is to forward copies of all completed MOD Form 725(C17A) to Engineering Records as soon as possible, post Boeing G081 recording actions.

8. **Engineering Records Personnel.** Engineering Records personnel are 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. The originals are then to be filed into the Aircraft Maintenance Form Record (MOD Form 700A).