

Instructions for Use

Fuel Transactions - MOD Form 725A(Hercules CMk 4/5)

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1. Accurate Aircraft usage and fatigue data is imperative for maintaining structural integrity as detailed in the Statement of Operational Intent and Usage (SOIU) AP 101B-0701/0703-15S. MOD Form 725A(Hercules CMk 4/5) is used as a supplement to the MOD Form 725(Hercules CMk 4/5) to record fuel dumped in flight, fuel received during AAR, and fuel dispensed using ALARP. The form allows for recording of up to 6 transactions under each of the headings. It is essential that maximum accuracy is exercised in the completion of the data blocks.

2. MOD Forms 725A(Hercules CMk 4/5) are to be inserted and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1, except that:

- a. Sheet numbers in the series 001 to 999 are to be used.
- b. Removal is to coincide with that of the parent MOD Form 725(Hercules CMk 4/5).

3. **Raising - NCO IC Flight Servicing.** The NCO IC Flight Servicing is to raise a MOD Form 725A(Hercules CMk 4/5) for an AAR Aircraft.

4. **Post Flight - Flight Engineer.** On completion of each flight, the Flight Engineer is to complete the relevant sortie blocks, as appropriate.

Notes:

- a. **Time Fuel Received/Dispensed.** Enter the transaction start time (Zulu).
- b. **Time in Tanker's Wake.** Enter the total time spent in the tanker's wake, including dry contacts and practice.
- c. **Parent MOD Form 725 Number.** The Parent MOD Form 725(Hercules CMk 4/5) Sheet number is to be entered on the MOD Form 725A(Hercules CMk 4/5).

5. **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 Paragraphs 3 and 6 when necessary.

6. **Closing - NCO IC Flight Servicing.** When the parent MOD Form 725(Hercules CMk 4/5) is closed, the NCO IC Flight Servicing is to close the MOD Form 725A(Hercules CMk 4/5) as follows.

a. Complete the 'Record of Aircraft Hours Flown in Tanker's Wake' on the reverse of the old form.

b. Transfer the 'C/F Aircraft Hours Flown in Tanker's Wake' to the 'B/F Aircraft Hours Flown in Tanker's Wake' on the reverse of the new form.

c. Complete the 'Transfer Certificate' on the reverse of the old form.

d. Attach the MOD Form 725A(Hercules CMk 4/5) to the parent MOD Form 725(Hercules CMk 4/5).

7. **NCO IC Engineering Records.** 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. Additionally, they are to ensure that the MOD Form 725A(Hercules CMk 4/5) is dispatched with the parent MOD Form 725(Hercules CMk 4/5). They are to then complete the appropriate location based action, as follows:

a. **Any Aircraft Deployed Away From the Main Operating Base (MOB).** Completed MOD Forms 725(Hercules CMk 4/5) are to be dispatched to Engineering Records at the MOB.

b. **MOB.** Inspect **all** completed MOD Forms 725(Hercules CMk 4/5) received. The originals are to be filed into the Aircraft Log Books (MOD Form 700A).