Instructions for Use

Flying and Equipment Running Log - MOD Form 724(Chinook)

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1. **General.** The MOD Form 724(Chinook) is used to record flight details and running data of specified equipment.

2. **Insertion and Removal.** MOD Forms 724(Chinook) are to be inserted and removed from the MOD Form 700 in accordance with the instructions for controlled forms on MOD Form 799/1. Sheet numbers in the Series 001 to 999 are to be used.

3. Authorized personnel are to close the MOD Form 724(Chinook) and raise a new one as follows:

    a. Transfer the following running totals from the Carried Forward Totals ('C/F Totals') row of the new sheet:

        (1) Total Flying Hours.

        (2) APU Starts.

        (3) Fuel Used (Kg).

        (4) No. 1 Engine Emergency Power details as follows:

            (a) Aircraft (AC) Total.

            (b) Engine (Eng) Total.

        (5) No. 2 Engine Emergency Power details as follows:

            (a) Aircraft (AC) Total.

            (b) Engine (Eng) Total.

    b. Ensure the B/F Totals agree with those recorded in GOLDesp. Refer to **Paragraph 4 k** for fuel used. Complete the Transfer Certificate of the removed form and the header details of the new form being inserted.

    Note: The signature in the Transfer Certificate certifies that any discrepancies have been investigated and resolved.

4. **Responsible Aircrew Member.** After each flight or ground run, the Responsible Aircrew Member is to ensure that the following is clearly and correctly entered (**Table 4** shows an example of a partially completed MOD Form 724(Chinook)):

    a. **Date.** Enter the date of the flight/ground run (DD/MM/YY).

    b. **Flight Times Data.** Enter the first Take-Off and last Landing times of the flight, the Flying Hours and the Total Flying Hours (HH:MM).

Note: For a ground run, enter the Total Flying Hours as stated in the previous row in the 'Total Flying Hours' box.

    c. **Sortie Profile Codes.** Enter the most appropriate Sortie Profile Code(s) applicable to this flight selected from **Table 1**, up to a maximum of 3. If fewer than 3 SPCs are relevant, enter **"N/A"** in any SPC boxes not used.

Note: Only one SPC can be transferred into GOLDesp. If more than 1 SPC is utilised, select the SPC from the **'SPCs Damage Ranking Table'** below.

SPCs Damage Ranking Table

Damage Ranking	Title/Description - SPC#
1	Air Display - SPC 4
2	Shipborne and Embarked Operations - SPC 3
3	Operational Tasking - SPC 1
4	Training - SPC 2
5	Maintenance Test Flight - SPC 5

    d. **Time in profile.** Enter the Flying Hours for each recorded SPC (HH:MM). The total of the Flying Hours for all recorded SPCs must equal the Flying Hours recorded in the Flight Times Data.

    e. **Environment Code.** In conjunction with the engineering tradesperson, enter the Environment Code from **Table 2** for the most applicable environment description and Maintenance regime, unless previously mandated by the Delivery Team. If more than 1 Environment Codes are applicable, detail the Environment Code that has primacy by the most time utilised in that environment.

Notes:

1. Refer to **Table 1,** Topic 2(R)1 Leaflet 065 for specific Maintenance policies associated with the Environment Codes.

2. The definition of the "Salt/Brackish Water" environment differs for the Airframe (A) and Propulsion (P) and is provided in the Topic 2(R)1 Leaflet 068.

f. **Components Affected (To be used only when the CS, RS and TS Environment Codes are selected).** Enter the components affected as follows:

    (1) Enter **A** if the environment meets the "Salt/Brackish Water" environment definition for **Airframe only**, as provided below:

    Between 1000ft and 2000ft above sea level and within 2 miles of a body of salt water.

    (2) Enter **P** if the environment meets the "Salt/Brackish Water" environment definition for **Propulsion only**, as provided below:

    Within 1000ft above sea level and between 2 and 10 miles of a body of salt water.

    (3) Enter **AP** if the environment meets the "Salt/Brackish Water" environment definition for **Airframe and Propulsion**, as provided below:

    Within 1000ft above sea level and within 2 miles of a body of salt water.

Note: Only the main codes CS, RS and TS can be transferred into GOLDesp.

g. **Mission Effect Code.** Enter the applicable Mission Effect Code from **Table 3.**

h. **Landings.** Enter the number of Landings carried out for that flight.

i. **APU Starts.** Enter the number of APU starts carried out for that flight/ ground run and calculate the total.

j. **Internal Winch Retractions.** Enter the number of Internal Winch Retractions for that flight.

k. **Fuel Used.** Enter the fuel used on that flight in Kgs and calculate and enter the total fuel used that month in Kgs. This value is to be reset to zero at the beginning of each month and will differ from the total on GOLDesp.

Note: For a ground run, enter the Total Fuel Used as stated in the previous row in the 'Total Fuel Used' box.

l. **No. 1 Engine Emergency Power.** Enter the emergency power data as follows:

    (1) **AC Total.** Enter in hours and decimal minutes the Aircraft Total as indicated on the Emergency Power Panel.

    (2) **This Flight.** Calculate and enter the emergency power usage for This Flight by subtracting the previous AC Total from the current AC Total.

    (3) **Eng Total.** Calculate and enter the total engine emergency power usage by adding the figure entered at 'This Flight' to the previous Engine Total.

m. **No. 2 Engine Emergency Power.** Enter the emergency power data as follows:

    (1) **AC Total.** Enter in hours and decimal minutes the Aircraft Total as indicated on the Emergency Power Panel.

    (2) **This Flight.** Calculate and enter the emergency power usage for This Flight by subtracting the previous Aircraft Total from the current Aircraft Total.

    (3) **Eng Total.** Calculate and enter the total engine emergency power usage by adding the figure entered at 'This Flight' to the previous Engine Total.

Note: The Total figures on GOLDesp are the engine totals.

n. **Hoist Lifts (When Fitted).** Enter the number of Hoist Lifts or lowering with a load attached for that flight for that flight. If hoist is not used enter **"NIL"**.

o. **Centre Hook Lifts.** Enter the number of Centre Hook Lifts for that flight. If Centre Hook is not used enter **"NIL"**.

p. **Manual Release Under Load.** Enter the number of manual cargo releases for that flight when each cargo hook was under load during this flight. See AP101C-0500-5A1 for Aircraft and hook inspections required post operation of the cargo hook manual release system whilst under load.

q. **ALQ157 Transmit Hrs.** Enter the number of AN/ALQ157 hours spent transmitting for that flight. If ALQ157 Sources are not used enter **"NIL"**.

r. **Name of Captain.** Enter the Aircraft Captain's Name and Service Number in capitals.

5. **Engineering Tradespersons.** After any ground or Maintenance use, Engineering Tradespersons are to complete rows for equipment for which a running log is maintained with the required details. If, after flight, it is impractical for the Responsible Aircrew Member to supply equipment running times then the appropriate tradesperson is to record this information.

6. **NCO IC Flight Servicing.** After each flight the NCO IC Flight Servicing is to:

a. Ensure the data is complete, realistic and logical. (**Table 4** shows an example of a partially completed MOD Form 724(Chinook)).

b. Ensure that when any equipment is changed, the actions described at **Paragraph 7** have been completed.

c.   Ensure that the details of any sortie have been entered into GOLDesp and the 'Sequence Number' column has been updated with the sortie sequence numbers from GOLDesp.

d.   If a flight was entered in **Row 14,** the details specified at **Paragraphs 3 a (1) to (5)** are to be copied in the 'C/F Totals' row and are to be transferred to the 'B/F Totals' row of the new sheet.

7.   **Equipment Removal/Fitment.** Following removal/fitment of either a AN/ALQ157 Source, hoist, cargo hook, APU or engine, the task supervisor is to complete the next available row as detailed below:

a.   Enter the Total Flying Hours as stated in the previous row in the 'Total Flying Hours' box.

b.   Enter the total Fuel Used as stated in the previous row in the 'Total' box.

c.   Enter the No. 1 Engine Emergency Power AC Total as stated in the previous row in the 'AC Total' box.

d.   Enter the No. 2 Engine Emergency Power AC Total as stated in the previous row in the 'AC Total' box.

e.   For any of the following affected data: APU Starts, Emergency Power No. 1 and 2, Hoist Lifts and Manual Release Under Load, enter the details as follows:

(1) In the appropriate 'This Flight' box enter either, **"REM"** for a removal only or **"FIT"** for a replacement following by the asset serial number. Enter the new usage value for the fitted item in the 'Total' box where applicable. If no item fitted enter **"N/A"** in 'Total' box where applicable.

(2) For equipment not affected enter the total from the previous row in the 'Total' box where applicable.

f.   Strike through all unused boxes.

8.   **GOLDesp Off-Line Procedure/Reversionary Procedures.** During Off-Line operations, engineering tradespersons are to calculate and record the Total usage in the relevant cells of the MOD form 724(Chinook) against all GOLDesp input metrics. These totals are to be used with the MOD Form 721(GOLDesp) or MOD Form 721B to forecast Aircraft servicing.

9.   **GOLDesp Off-Line Recovery.** All entries made in the Flying and Equipment Running Log are to be entered into GOLDesp during the recovery to On-Line working. Care is to be taken to ensure that this is carried out in conjunction with the generation and completion of a GOLDesp MWO for MOD Form 707A entries at the correct date/usage counts.

Table 1 - Sortie Profile Codes (SPCs)

Note: For the recording of GOLDesp Sortie Profile Codes, replace # with the mark of Aircraft, eg C6-01 = Chinook Mk6 SPC 1.

SPC	GOLDesp	Title	Remarks
1	C#-01	Operational Tasking	Any flight that is carried out under an operational name and doesn't fall under SPC 3, 4 and 5.
2	C#-02	Training	Any flight that doesn't fall under SPC 1, 3, 4 and 5. This includes training for operations, exercises, mission rehearsals and examinations.
3	C#-03	Shipborne and Embarked Operations	This includes any training or operational sortie where deck landing/take-off or VERTREP to a maritime platform are carried out.
4	C#-04	Air Display	Used for Air Displays and Display practice. Due to the high fatigue effects of Air Display a discrete MOD Form 724 entry should be raised for Air Display and Display practice, ie if a flight includes time in other Sortie Profiles (SPCs) then the time spent in Air Display should be recorded as a discrete sortie on the MOD Form 724 (for penalty factor application in GOLDesp).
5	C#-05	Maintenance Test Flight	Any flight that contains elements of the Flight Test Schedule.

Table 2 - GOLDesp Environment Codes

Code	Description	DT Direction
		The Maintenance activities associated with the listed Environment Codes, should be carried out, in consultation with the Unit Engineering Management (OC ELW/SEngOs) and/or the Senior Deploying Engineer (DEngO/DESO).
CO	Cold Weather (below +4 deg C).	**Refer to Table 1, Topic 2(R)1 - Leaflet 065 for the Associated Environment Maintenance Policies.**
CS	Cold + Salt/Brackish Water (below +4 deg C).	
DE	Desert.	
EC	Embarked + Cold (below +4 deg C).	
ER	Embarked + Routine (Temperate).	
ET	Embarked + Tropical.	
RS	Routine (Temperate) + Salt/Brackish Water.	
RU	Routine (Temperate).	
TR	Tropical.	
TS	Tropical + Salt/Brackish Water.	
VA	Volcanic Ash Cloud.	

Table 3 - GOLDesp Mission Effect Codes

Code	Description
0	Task not completed - non technical reason.
1	Task completed - nil or minor technical faults.
2	Task completed - effectiveness degraded due to technical fault (would not lead to an operational abort).
3	Task completed - effectiveness degraded due to technical fault (would lead to an operational abort).
4	Sortie aborted - technical fault.

Table 4 - Chinook Example of a Partially Completed MOD Form 724(Chinook)

Interval Type	Date	Flight Times - Take Off	Flight Times - Landing	Flight Times - Flying Hours	Flight Times - Total Flying Hours	Sortie Profile Code - Time in Profile			Environment Code - Components Affected	Mission Effect Code	Landings - This Flight	APU Starts - This Flight	APU Starts - Total	Internal Winch Retractions - This Flight	Fuel Used (Kg) - This Flight	Fuel Used (Kg) - Total
					HH						LU	AP		WR	FK	
B/F Totals					3000:30							50			0	
1	09/08/17	09:00	11:00	02:00	3002:30	2 / 01:00	N/A / 01:00	N/A / N/A	RS P	1	3	3	53	1	6000	6000
2					3002:30	:	:	:				FIT#97 1234	NIL			6000
3	10/08/17	15:00	16:30	01:30	3004:00	2 / 01:30	N/A / N/A	N/A / N/A	CO	2	5	1	1	1	4500	10500
4	11/08/17				3004:00	:	:	:				1	2	1		10500
5	12/08/17	10:00	11:00	01:00	3005:00	2 / 01:00	N/A / N/A	N/A / N/A	RS AP	1	1	1	3	1	2000	12500
6		:	:	:	:	:	:	:								

Example shows a new form entered on the first of the month with Total Fuel Used reset to Zero in B/F Total.

- *Row 1 records a flight* of 2hr 0min duration, conducting Training (SPC-2) in an environment, which meets the "Routine (Temperate)+Salt/Brackish Water" Environment (RS) definition for the Engines (P) only. Emergency Power Panel showed readings of 0.8 for No.1 ECU and 1.6 for No.2 ECU, 1 manual release was carried out with a load attached to the Centre Hook only. The No.1 ECU Emergency Power Engine Total and total Centre Hook Manual releases have reached their limits causing them to be replaced.
- *Row 2 records an APU, No.1 ECU and Centre Hook change* - APU serial number 971234 fitted with Nil Starts used. ECU serial number G71234 fitted with Nil emergency power accumulated. CentreHook ODI/BB/0123 fitted with Nil manual releases recorded.
- *Row 3 records a flight* of 1hr 30min duration, conducting Training (SPC-2) in an environment which meets the "Cold Weather" Environment (CO) definition with no other occurrences.
- *Row 4 records a Ground Run* with 1 APU Start and 1 Rotor Stop.
- *Row 5 records a flight* of 1hr 0min duration, conducting Training (SPC-2) in an environment which meets the "Routine (Temperate) +Salt/BrackishWater" Environment (RS) definition for both Airframe (A) and Engine (P). Emergency Power Panel showed readings of 0.8 for No.1 ECU and 1.9 for No.2 ECU.

Interval Type	Date				Total Flying Hours
7					
8					
9					
10					
11					
12					
13					
14					
C/F Totals					:

	Emergency Power No. 1			Emergency Power No. 2			Hoist Lifts	Centre Hook Lifts	Manual Release Under Load			ALQ157 Transmit Hrs	Captain	GOLDesp Sequence Number
	AC Total Hrs/10ths	This Flight Hrs/10ths	Eng Total Hrs/10ths	AC Total Hrs/10ths	This Flight Hrs/10ths	Eng Total Hrs/10ths	This Flight	This Flight	This Flight			This Flight	Name Service Number	
									Aft	Cntr	Fwd	:		
Interval Type		EA			EB		LP	CH	Aft 1H	Cntr 2H	Fwd 3H	HJ		
B/F Totals	0.5		0.2	1.6		0.0								
1	0.8	0.3	0.5	1.6	0.0	0.0	1	1	0	1	0	03:00	JONES Z123456	Seq 0123
2	0.8	FIT#G7 1234	0.0	1.6	.	0.0				FIT#ODI/ BB/0123		:		
3	0.8	0.0	0.0	1.6	0.0	0.0	NIL	NIL	0	0	0	02:00	SMITH A123445	Seq 0124
4	.	.	.	.	.	.						:	HILL Z123457	Seq 0125
5	0.8	0.0	0.0	1.9	0.3	0.3	NIL	NIL	0	0	0	01:30	SMITH A123445	Seq 0126
6	.	.	.	.	.	.						:		
7	.	.	.	.	.	.						:		
8	.	.	.	.	.	.						:		
9	.	.	.	.	.	.						:		
10	.	.	.	.	.	.						:		
11	.	.	.	.	.	.						:		
12	.	.	.	.	.	.						:		
13	.	.	.	.	.	.						:		
14	.	.	.	.	.	.						:		
C/F Totals	.		.	.		.								