Instructions for Use
Flight Servicing Certificate - MOD Form 705(Apache)
Flying and Equipment Running Log- MOD Form 724(Apache)
Record of All Refuel/Defuel - MOD Form 706B(H)(Apache)

Flight Servicing Certificate - MOD Form 705(Apache)

1.   This form is used for the certification of Flight Servicings and fuel states. Provision is made to record up to 6 Flight Servicings on each form. Responsibilities for completion are detailed in the following paragraphs.

2.   **Insertion and Removal of MOD Forms 705(Apache).** MOD Forms 705(Apache) are to be inserted into, and removed from, the MOD Form 700C in accordance with (iaw) the instructions for controlled forms on MOD Form 799/1. The person removing the form is to ensure that the last TFS and DFS valid until TDM/Airframe hours and Next Maintenance Due details have been carried forward. At the beginning of each month the Sheet No. is to be reset back to '1'. The indicated month is to be transferred to the MOD Form 713 along with the Sheet No. and is used as a management aid for retention purposes.

3.   **After Flight Declaration (Lines 1 to 4)**. The Responsible Aircrew Member's after flight signature returns the responsibility for the Aircraft to the engineering organization and certifies that:

a. They have returned the Aircraft to the finally armed state iaw the Aircraft Flight Reference Cards or that no explosive armament stores are fitted.

b. They have accepted those faults, the Serial Number of Work (SNOW) for which are listed in the pre-flight Accepted Faults block (**Line 1**) against their after flight declaration.

c. An Aircraft Maintenance Log (MOD Form 707A) entry has been raised for each fault that became evident whilst they were responsible for the Aircraft, including pre-flight faults.

d. The results of any Flying Requirements undertaken have been entered in the MOD Form 707B(AFRC) iaw MOD Form 799/5(AFRC).

e. The Flying and Equipment Running Log (MOD Form 724(Apache)) differences and totals columns have been completed and usage is consistent with the SPC flown.

f. Where applicable, the oil replenishment record (MOD Form 737) has been completed for any oil replenishments carried out whilst they were responsible for the Aircraft.

4.   **Flight Servicings (Lines 5 to 21) (MAM-P Chapter 4.2).**

a. **Flight Servicing Co-ordinator**. The Flight Servicing Co-ordinator is to define the type of Flight Servicing required in **Line 5**, eg Daily or Technical Flight Servicing, and enter the Commenced TDM in **Line 6**. They are also responsible for:

(1)   Entering any additional requirements in the numbered spare **Lines 14-15** and detailing the appropriate tradespersons to undertake and sign for the work.

(2)   Identifying in the spare **Lines 14-15** any items contained in the Flight Servicing Schedules, eg oxygen replenishment, which they have delegated to tradespersons other than those directed to undertake the Flight Servicing.

(3)   Striking through any designated or spare lines not required.

(4)   Ensuring that on completion of their task, all tradespersons involved in the Flight Servicing, including any delegated tasks, have signed for their work in the appropriate signature blocks and are authorized to do so.

(5)   Entering, if applicable, the Flight Hours when the next ECU oil level check is due, Normal fill - 7.5 hours, Operation/pre-deployment flying training - 12.5 hours.

(6)   Entering the valid until TDM and Airframe hours in **Lines 18 to 21**.

b. The Flight Servicing Co-ordinator is to sign in **Lines 16/17** to certify that they have satisfied themselves that:

(1)   A MOD Form 707A entry has been raised for each fault found during the Flight Servicing.

(2)   The Flight Servicing has been completed satisfactorily.

(3)   The appropriate MOD Form 705(SSC) columns have been completed.

(4)   If applicable, Flight Servicing details have been updated in the Logistic Information System (LIS).

(5)   The Fuel Check has been completed satisfactorily.

(6)   The Flying Hours and equipment running hours from the previous sortie have been recorded in the MOD Form 724(Apache), a corresponding Item Usage Update has taken place in GOLDesp and the GOLDesp Sequence Number for that update has been annotated on the MOD Form 724(Apache).

(7)   A careful check of oil state figures has been made, paying particular attention to the amount put in.

c. **Engineering Tradesperson**. Engineering tradespersons are to undertake the work as detailed by the Flight Servicing Co-ordinator and sign in the appropriate Flight Servicing blocks. A signature in the Flight Servicing block certifies that the Flight Servicing has been undertaken iaw the appropriate Flight Servicing Schedule and, where required, oil replenishments undertaken have been recorded on the Oil Replenishment/Sampling Record (MOD Form 737) and the Equipment Running Log (MOD Form 724(Apache)) or LIS equivalent has been completed. Additionally, certification of the MOD Form 705(Apache) by a tradesperson signifies that any hand tools, used for that aspect of the Flight Servicing they have undertaken, have been accounted for.

Notes:

1. **Delegated Flight Servicing Tasks**. When delegated Flight Servicing Tasks are specified separately on the Flight Servicing Certificate, the tradesperson who complete these tasks are to sign in the appropriate block.

2. **Supervised Flight Servicing**. When a tradesperson holding auth MAMP-A100 or A101 is undertaking Flight Servicing, the appropriate amount of supervision is to be provided iaw MAM-P Chapter 2.1. In this instance the Flight Servicing Co-ordinator is to annotate a spare line(s) with the wording **'2nd Sig [insert details of the element of the Flight Servicing(s) being supervised]'**. The tradesperson undertaking the Flight Servicing is to complete the appropriate Flight Servicing field as normal and the individual undertaking the supervisory aspects of the Flight Servicing is to sign the block identified by the Flight Servicing Co-ordinator.

d. **Waiver of Flight Servicing**. When operational circumstances demand, and provided the conditions of MAM-P Chapter 4.2 are met, Flight Servicing between successive flights may be waived. The statement:

> **'Flight Servicing waived by: FLC/Authority Level J/auth MAMP-J952 holder/Aircraft Commander*: [Insert Name].' *Delete as applicable**

is to be entered in the Flight Servicing block on the relevant MOD Form 705(Apache). This entry is to be counter-signed by the Authority Level J, person holding auth MAMP-J952 or the Aircraft Commander. Any mandatory checks detailed in the Topic 2(N/A/R)1 are to be carried out.

e. **Continuous Charge.** (MAM-P Chapter 3.2). The outgoing Aircraft Commander is to:

(1)   Record any Aircrew accepted faults on the MOD Form 707A, as stated on MOD Form 799/5.

(2)   Enter against **Line 5** the following statement: **'Continuous Charge'** onto the MOD Form 705(Apache) and strike through any designated or spare lines that are not required.

(3)   Brief the oncoming Aircraft Commander.

(4)   Complete the After Flight Declaration **(Line 1 to 4)** certifying that Paragraph 3 has been completed.

f.   The oncoming Responsible Aircrew Member is then to:

(1)   Accept the Aircraft (subject to satisfactory verbal report of serviceability from the previous Responsible Aircrew Member) after the normal MOD Form 700C checks (Paragraph 7), by completing the next Aircrew Acceptance Certificate of the MOD Form 705(Apache).

(2)   On cessation of the Continuous Charge period, the last Responsible Aircrew Member is to complete the After Flight Declaration **(Lines 1 to 4)** of the next column of the MOD Form 705(Apache). Cessation of Continuous Charge is when:

(a)   Charge is transferred back to the Maintenance Organization by the Responsible Aircrew Member.

(b)   Scheduled Maintenance operations become due.

(c)   A Daily or Technical Flight Servicing becomes due.

(d)   A fault occurs, which is not acceptable to the next Responsible Aircrew Member.

g. **Flight Servicing Invalidated by Subsequent Maintenance.** A person holding the appropriate authorization(s) MAMP-G701 is to determine whether a current Flight Servicing has been invalidated by subsequent Maintenance (see MAM-P Chapter 4.2) and is to either:

(1)   Rule through unused blocks of the current Flight Servicing.

(2)   Endorse the next Flight Servicing block of the current MOD Form 705(Apache) with '**No Flight Servicing Required following work at SNOW: [enter SNOW(s) of work carried out]**' and certify this entry.

Or:

(3)   Overwrite the signature at **Line 16/17** with the word '**CANCELLED**' and initial the amendment.

(4)   Rule through unused blocks of the current Flight Servicing.

(5)   In the next available column, enter at **Line 5 'Partial Flight Servicing to be carried out'** and certify this entry.

(6)   Inform the Flight Servicing Co-ordinator who is to restore the validity of the Flight Servicing(s) by detailing those parts of the servicing(s) that are considered to have been affected.

Notes:

1. Unless the Flight Servicing is re-applied in-toto, the validity of the Flight Servicing is not altered by the re-application of a part.

2. On completion of either of the above the MOD Form 700C is to be co-ordinated iaw Paragraph 5.

5.   **MOD Form 700C Co-ordinator (Lines 25/26)** (See MAM-D Part 1 Chapter 2.1). The MOD Form 700C Co-ordinator is to certify in **lines 25/26** that the Aircraft is in a fit condition and ready for flight. The MOD Form 700C is not to be

co-ordinated when a completed Flight Servicing has been invalidated by subsequent Maintenance, in these instances **Lines 25 to 32** are to be ruled through. The MOD Form 700C Co-ordinator's signature certifies that:

a. There is no outstanding corrective or preventive Maintenance work.

b. A Life Limiting Inquiry has been carried out in GOLDesp to establish:

(1)   That no Scheduled or Out of Phase Maintenance requirements are due before completion of the next sortie.

(2)   That no Limitations in Section 2, or Acceptable Deferred Faults in Section 3, are due for rectification/removal before the completion of the next sortie.

(3)   When the next Flying Hour, calendar based, and 30mm rounds fired based operations are due. These are to be inserted in the 'Next Sched Maint Due' block. For calendar based activities insert TDM, for Flying Hour based activities insert hours remaining until activity becomes due, and for rounds fired based operations insert rounds remaining until activity becomes due.

c. All entries in the Acceptable Deferred Husbandry Log (MOD Form 704A) have been certified by a 2nd signatory authorized person.

d. All hand tools have been accounted for iaw MAM-P Chapter 4.13.1.

e. The Flight Servicing is valid and the fuel and role states are as requested for the task.

f. The last Maintenance Work Order is identified by SNOW in the Last SNOW block (**Line 24**).

g. Any Flying Requirements are identified by the SNOW in the Flying Requirements block (**Line 28**)**.**

h. Any Aircrew Accepted Faults have been identified by SNOW in the Aircrew Accepted Faults block **(Line 29).**

Note: When operating off-line from GOLDesp the MOD Form 700C Co-ordinator will need to examine the hard copy MOD Forms/Formats in Sections 2, 3 and 5 to determine the information provided by the GOLDesp Life limiting Inquiry.

6.   Should any corrective Maintenance be required on the Aircraft after completion of the co-ordinating signature, the procedure at Paragraph 4g is to be followed, with the exception that the word '**CANCELLED**', if applicable, is to overwrite the signature at **Lines 25/26.**

7. **Aircrew Acceptance Certificate (Lines 29 to 32)** (MAM-D Part 1 Chapter 2.1). For normal operations the Responsible Aircrew Member is to accept responsibility for the Aircraft by signing and printing their name at **Lines 30/31**

entering the relevant Time/Date/Month at **Line 32**. The Responsible Aircrew Member's signature certifies that:

a. Any Limitations are acceptable to them, and if applicable their crew, for the intended flight.

b. They are aware of any Acceptable Deferred Faults, identified by the Maintenance Organization to be of interest to aircrew.

c. The recorded state of the Aircraft in respect of fuel, oxygen, etc, is acceptable to them for the intended flight.

d. The armament state of the Aircraft, as certified on the appropriate MOD Form 706A(Apache) is as ordered by the authorizing officer.

e. The documentary check of the MOD Form 700C has been carried out and the Co-ordinating Certificate of MOD Form 705(Apache) has been signed by the MOD Form 700C Co-ordinator.

f. Any flying or ground run requirements are acceptable to them and they have been adequately briefed on any special tests required.

g. If applicable, any aircrew-accepted faults, as entered in the Aircraft Maintenance Log, are acceptable to them, and if applicable, their crew, for the intended flight.

h. They are accepting ownership of the Crypto fits iaw details annotated on the MOD Form 705(AAC)(KEYMAT), subject to a physical serial check on the fitted equipment on the Aircraft.

8.   **Pre-Flight Faults**. Refer to MOD Form 799/5.

9.   **Aircrew Accepted Faults**. Refer to MOD Form 799/5.

10. **Documentation on MOD Form 705(Apache) for Flight Servicings Undertaken by Aircrew.** The Responsible Aircrew Member or other authorized crewmember is to undertake the duties of the Flight Servicing Co-ordinator (sub-Paragraphs 4a & 4b) and MOD Form 700C Co-ordinator (Paragraph 5). Authorized members of the aircrew detailed to undertake the Flight Servicings are to discharge their duties as for engineering tradesperson (sub-Paragraph 4c).

Fuel and Replenishments.

11. The tradesperson detailed to undertake the Fuel Check is to:

a. Undertake the Check iaw the appropriate Aircraft Maintenance Manual (AMM).

b. Enter the amount of fuel in each tank and Total Fuel.

c. Enter the Type of Fuel.

d. Enter their name & complete the TDM block.

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

12. This form is used to record Aircraft and Equipment usage for input to GOLDesp. The usage metrics recorded are the GOLDesp Master Lives, which are cumulative counters against the Airframe and are not affected by component changes. The data recorded on this form is to be transcribed into GOLDesp iaw the procedures at JAP 100A-0409-1. Each individual sortie/APU run/Ground run (seven per side) recorded on the MOD Form 724(Apache) requires a seperate GOLDesp sequence. The recorded metrics may be amended to match Apache Delivery Team recording requirements. Responsibilities for completion are detailed in the following paragraphs.

Insertion and Removal of MOD Forms 724(Apache).

13. MOD Forms 724(Apache) are to be inserted into, and removed from the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1.

Completion of Form.

14. To close the form, ratify the Equipment Running Totals, with those recorded in GOLDesp to ensure each sequence is correct, and enter the ratified figures in the last 'Total' column. Carry the ratified figures forward to the new form. Complete the Transfer Certificate. The signature in the Transfer Certificate certifies that any discrepancies have been investigated and resolved. Remove the form to the MOD Form 700A.

Responsible Aircrew Member.

15. After each sortie, Period of Operation (not exceeding 24 Hours) or ground run the Responsible Aircrew Member is to:

a. Complete **Lines 1 to 7** with the appropriate Date, SPC (See Table 1), the Environment Code (see Table 2), the Mission Effect Code (see Table 3), the Take off and Landing times and the sortie duration.

b. Complete **Lines 8 to 19** with the usage during the period of operation.

I**t is essential that all fields 1 to 19 are accurately completed for each sortie.**

Notes:

1. Sortie Profile Code (SPC). Enter the SPC from Table 1 that is most appropriate for the sortie carried out.

2. Environment Code. This code reflects the Maintenance Regime under which the platform is being operated. Enter the Environment Code from Table 2 directed by the Apache Delivery Team, or, in consultation with the engineering tradespersons, the code that reflects the current Maintenance regime.

3. Display Fly Hours. Record any time spent Display Flying. That is SPC 10 less any transit or other flight time.

4. Flying Hours. This is Aircrew Recorded Flying Hours. This figure is also recorded at **Line 11** in order to assist validation and input to GOLDesp. This includes time recorded as Display Flying. Note that flight time for Maintenance purposes is time in taxi plus time in the air and should not include time spent at MPOG.

5. Desert Landings. Record the number of landings at an unprepared Desert Landing Site.

6. Embarked Landings. Record the number of landings carried out on a Ship.

7. Landings. Record the total number of landings carried out, including Desert and Embarked Landings.

8. Period of Operation (OP). Increment once per day if Aircraft flown in a Salt or Brackish water environment.

9. PTO Clutch Hours. Total elapsed time from APU start to Aircraft shut down (APU/Engines off).

10. MAUM. Aircrew are to record the Maximun All Up Mass for each sortie.

Engineering Tradespersons.

16. If, after a sortie, Period of Operation or ground run, it is impracticable for the Aircrew to supply equipment running times (eg time clocks or counters fitted to equipment) then the appropriate tradespersons are to record the information.

GOLDesp Off-Line Procedure / Reversionary Procedures.

17. During off-line operations engineering tradespersons are to calculate and record the Total usage in the relevant column of the MOD Form 724 against all GOLDesp input metrics. These totals are to be used with the MOD Form 721 (generated iaw JAP 100A-0409-1) to forecast Aircraft Servicing.

GOLDesp Off-Line Recovery.

18. All GOLDesp catch-up entries are to be carried out in strict chronological order to determine actual usage for GOLDesp. This is to be compared against all entries in the Flying and Equipment Running Log and any corrections are to be made in conjunction with the work recorded in the MOD Form 707A (Aircraft Maintenance Log) iaw JAP 100A-0409-1.

Record of All Refuel/Defuel - MOD Form 706B(H)(Apache)

19. The MOD Form 706B(H)(Apache) is used to record all refuel/defuel. Where, due to operational circumstances, (eg field operations), it would cause un-necessary delays to complete the MOD Form 706B(H)(Apache), the Aircraft Captain may waive the requirement to enter the fuel uplifts at that time, but the MOD Form 706B(H)(Apache) is to be completed on completion of the mission/return to base.

20. Helicopter engines are not at risk from fuel not containing lubricity additives. When fuel containing FSII is not available, fuel not containing FSII may be uplifted

for up to 14 days, provided that the period without FSII is immediately followed by an equivalent period of fuel with FSII.

21. **Insertion and Removal of MOD Form 706B(H)(Apache).** The MOD Form 706B(H)(Apache) is to be inserted and removed from the MOD Form 700 iaw the instructions for controlled forms on MOD Form 799/1. The person removing the old form is to ensure that the details of the last 2 refuels fuel have been carried forward to the next MOD Form 706B(H)(Apache).

22. **Person Undertaking Refuel.** The person undertaking the refuel is to complete the next line on the MOD Form 706B(H)(Apache), unless the requirement has been waived iaw Paragraph 19.

Table 1 – Apache Sortie Profile Codes

Sortie Profile Code	Description	Notes
AH/1	Transit / Aviation Escort	Generally consists of a climb to a cruising height, predominantly straight and level flight then descent to landing. Includes dedicated rotor track and balance sorties.
AH/2	Transit (Low Level)	As above, but all flying carried out at low level (<150 ft Above Ground Level (AGL)).
AH/3	Battle Position (BP) Ops	Generally consist of ingress and egress transit to an area, followed by NAP Of the Earth (NOE) flight into a static BP, in order to engage enemy target.
AH/4	Ground Escort	Providing top cover to both foot patrols and vehicle convoys.
AH/5	General Flying Practice (GFP)	Includes some of the more demanding manoeuvres not always flown in other sortie profiles, such as auto-rotations, quick-stops and wingovers. Does include IF or training for specific roles (e.g. BP Ops.).
AH/6	Instrument Flying (IF)	Covers specific IF training and assessment flying.
AH/7	Flight Test	Includes the full -5M Flight Test and any other Test Flights not adequately characterised by any other SPC.
AH/8	Ground Suppression	Engagement of ground targets using Apache attack flight profiles which may include diving fire.
AH/9	Environmental Training (ET)	Aircrew Training profiles flown for desert operations. It incorporates numerous take-offs and landings in a dust environment.
AH/10	Display Flying	Display Flying is only carried out by authorized SQEP personnel.
AH/11	APU Test	To be used for an APU functional/operational test and can be conducted by either aircrew or maintenance personnel.
AH/12	Ground Run - Engines Operating	This covers single engine operation and ground runs where both engines are operating, Rotor Brake is selected to OFF and rotor rotating.

Table 2 – Environment Codes

Environment Code	Environment CodeDescription	Notes	Delivery Team Mandated Use
CO	Cold Weather	Aircraft is land based, maintained on a Cold Weather (extreme cold, snow + ice) Servicing Schedule.	
CS	Cold + Salt / Brackish Water	Aircraft is land based, maintained on a Cold Weather + Salt Water Servicing Schedule.	
DE	Desert	Aircraft is land based, maintained on a Desert (sand, dust) Servicing Schedule.	Afghanistan, Arizona
EC	Embarked + Cold	Aircraft is ship based, maintained on a Cold Weather + Embarked Servicing Schedule.	
ET	Embarked + Tropical	Aircraft is ship based, maintained on Tropical + Embarked Servicing Schedule.	
ER	Embarked + Routine (UK Temperate)	Aircraft is ship based, maintained on Routine + Embarked Servicing Schedule.	
RS	Routine + Salt / Brackish Water	Aircraft is land based, maintained on Routine + Salt Water Servicing Schedule.	
RU	Routine (UK Temperate)	Aircraft is land based, maintained on Routine Servicing Schedule.	Wattisham, Middle Wallop, Yeovil
TR	Tropical	Aircraft is land based, maintained on a Tropical (hot + humid) Servicing Schedule.	
TS	Tropical + Salt / Brackish Water	Aircraft is land based, maintained on a Tropical + Salt Water Servicing Schedule.	

Table 3 – Mission Effect Codes

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