

# Instructions for Use

## Flying Log and Equipment Running Log - MOD Form 724(Historic Single)

## Engine Ground Running Log - MOD Form 724A(Historic Single)

## Flight Servicing/Fuel Certificate - MOD Form 705(Historic Single)

### Flying Log and Equipment Running Log - MOD Form 724(Historic Single)

1. **General.** The MOD Form 724(Historic Single) is used to record flight details and running data of specified equipment.
2. **Insertion and Removal.** MOD Forms 724(Historic Single) are to be inserted and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1.
3. The NCO IC Flight Servicing is to close the MOD Form 724(Historic Single) and raise a new one as follows:
  - a. Carry forward to the new form the total Aircraft hours, the overall total landings and Flying Hours since winter Maintenance. The details of any equipment for which a running log is maintained and the associated totals are also to be carried forward.
  - b. Complete the 'Transfer Certificate' on the old form.
4. **Captain.** After each flight, the Captain is to complete the required details.
 

**Note: Sortie Profile Code.** The Sortie Profile Code (SPC) most closely reflecting the sortie flown is to be entered on the MOD Form 724(Historic Single). In the event of a mixed sortie, the SPC reflecting the predominant sortie type is to be entered. In all cases, where displays and/or flypasts are included in the sortie, the number of displays and flypasts are to be recorded in the appropriate column.
5. **Engineering Tradespersons.** After each flight, the tradespersons are to enter the usage of any equipment listed in the Equipment Running Log that are operated on the ground during maintenance and this usage is required to be recorded.
6. **NCO IC Flight Servicing.** After each flight the NCO IC Flight Servicing is to:
  - a. Ensure that details of equipments for which life histories are required are shown on the form.
  - b. Complete the 'Flying Hours Since Winter Maintenance' column.
  - c. Ensure the data is complete, realistic and logical.
  - d. Ensure that when an equipment is changed, a line is drawn across the form and the new totals entered.
  - e. Undertake the actions of **Para 3** when required.
7. **Retention and Disposal.** MOD Forms 724(Historic Single) are to be retained and disposed of iaw MAM-D Part 1 Chapter 2.3.

### Engine Ground Running Log - MOD Form 724A(Historic Single)

8. **General.** The MOD Form 724A(Historic Single) is used to record all engine ground running (EGR) data.
9. **Insertion and Removal.** MOD Forms 724A(Historic Single) are to be inserted and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1.
10. **NCO IC Engine Ground Run (EGR).** The NCO IC EGR is to:
  - a. Close the MOD Form 724A(Historic Single) and raise a new one as follows:
    - (1) Carry forward to the new form the Aircraft serial number, total engine ground running hours and the serial number for the fitted engine.
    - (2) Complete the 'Transfer Certificate' on the old form.
  - b. On engine change, ensure that the date of the engine change and the new Engine Serial Number (ESN) is appended to the right of the previous ESN, and the next line in the Table annotated '**Engine changed**' and struck through.
  - c. Ensure the data entered is complete and accurate after each EGR.
11. **Retention and Disposal.** MOD Forms 724A(Historic Single) are to be retained and disposed of iaw MAM-D Part 1 Chapter 2.3.

### Flight Servicing/Fuel Certificate - MOD Form 705(Historic Single)

12. **General.** The MOD Form 705(Historic Single) is used for the certification of flight servicings and fuel states. Provision is made to record up to 10 flight servicings on each form. Responsibilities for completion are detailed in the following paragraphs.
13. **Insertion and Removal.** MOD Forms 705(Historic Single) are to be inserted into, and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1, excepting that the person removing the form is to ensure that the last A/F Commenced TDM has been carried forward to the next MOD Form 705(Historic Single) 'Previous After Flight Commenced TDM' block.
14. **Captain's After Flight Declaration (Lines 1 to 3).** The Captain's after flight signature returns the responsibility for the Aircraft to the engineering organization and certifies that:

- a. They have accepted those faults, the SNOWs for which are listed in the 'Pre-flight Accepted Faults' block (**Line 1**) against their after flight declaration.
- b. An Aircraft Maintenance Log (AML) entry (MOD Form 707A) has been raised for each fault that became evident whilst they are responsible for the Aircraft.
- c. A new AML entry has been raised for each SNOW listed in the 'Pre-flight Accepted Faults' block (**Line 1**) against their after flight declaration, excepting when the original SNOW is actioned in accordance with MOD Form 799/5 for a fault which was eliminated before flight but the system was not proved.
- d. The results of any flying requirements undertaken have been entered in the Aircraft Flying Requirements Certificate (MOD Form 707B(AFRC)) in accordance with MOD Form 799/5(AFRC).
- e. The appropriate Flying Log and Equipment Running Log has been completed (MOD Form 724(Historic Single) or MOD Form 725(Chipmunk)).
- f. Where applicable, the Oil Replenishment/Sampling Record (MOD Form 737) has been completed for any oil replenishments carried out whilst they were responsible for the Aircraft.

**15. Flight Servicings (Lines 4 to 14).**

- a. **NCO IC Flight Servicing.** The NCO IC Flight Servicing is to define the type of flight servicing required in **Line 4** and enter the commenced TDM in **Line 5**. They are also responsible for:
  - (1) Entering any additional requirements in the 'Spare' **Lines 11 and 12** and detailing the appropriate tradespersons to undertake and sign for the work.
  - (2) Identifying in the 'Spare' **Lines 11 and 12** any items contained in the Flight Servicing Schedules, eg replenishments 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 tradesperson involved in the flight servicing, including any delegated tasks, have signed for their work in the appropriate signature blocks (**Lines 6-12**) and are authorized to do so.
  - (5) Entering the 'Valid Until TDM' in **Line 14**, except for After Flight servicings when **Line 14** is to be ruled through.
- b. The NCO IC Flight Servicing is to sign in **Line 13** to certify that they are satisfied that:
  - (1) An AML entry (MOD Form 707A(ADP)) 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) The recorded fuel state meets the figure requested for the next

planned sortie.

(5) The Flying Hours and component running hours recorded in the Flying Log and/or Equipment Running Log have been calculated correctly from the previous sortie details and the totals prior to that sortie.

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

- c. **Engineering Tradespersons.** Engineering tradespersons are to undertake the work as detailed by the NCO IC Flight Servicing and sign in the appropriate flight servicing blocks (**Lines 6-12**). A signature in the 'Flight Servicing Certificate' block certifies that the flight servicing has been undertaken in accordance with the appropriate Flight Servicing Schedule and, where required, oil replenishments undertaken have been recorded on the Oil Replenishment/Sampling Record (MOD Form 737).

**Note: Delegated Flight Servicing Items.** When delegated flight servicing items are specified separately on the Flight Servicing Certificate, the tradespersons who complete these items are to sign in the appropriate block.

d. **Waiver of Flight Servicing.** Historic single engined Aircraft are not cleared for the waiving of flight servicing.

e. **Continuous Charge.** Operations involving Continuous Charge for Historic single engined Aircraft are cleared iaw the Aircraft Topic 2(R)1, Leaflet 1.

f. **Flight Servicing Invalidated by Subsequent Maintenance.** An appropriately authorized individual is to determine whether the flight servicing has been invalidated by subsequent Maintenance (see MAM-P Chapter 4.2) and either:

If it has not:

- (1) Rule through unused blocks of the current flight servicing.
- (2) Endorse the next flight servicing block of the current MOD Form 705 with '**No Flight Servicing Required following work at SNOW: [enter SNOW(s) of work carried out]**' and certify this entry.

Or if it has:

- (3) Overwrite the signature at **Line 13** 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 4 'Partial Flight Servicing to be carried out'** and certify the entry.
- (6) Inform the Flight Servicing Co-ordinator who is to restore the validity of the flight servicing(s) that are considered to be 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 in accordance with **Para 16**.

16. **MOD Form 700C Co-ordinator (Line 17)**. The MOD Form 700C Co-ordinator is to certify in **Line 17** that the Aircraft is in a fit condition and ready for flight. The MOD Form 700C is not to be co-ordinated after an After Flight servicing, or when a completed Flight Servicing has been invalidated by subsequent Maintenance, in these instances **Lines 16 to 21** are to be ruled through. The MOD Form 700C Co-ordinator's signature certifies they are satisfied that the Aircraft is serviceable in accordance with RA4813 and MAM-D Part 1 Chapter 2.1, including that:

- a. No limitations or acceptable deferred faults are due for rectification or removal.
- b. The Flying Hours and component running hours recorded in the Flying Log and Equipment Running Logs have been calculated correctly from the previous sortie details and the totals prior to that sortie.
- c. No corrective Maintenance work is outstanding.
- d. No Scheduled or Out of Phase Maintenance or component replacements are due or will become due during the planned sortie.
- e. An authorized tradesperson has certified all entries in the Acceptable Deferred Husbandry Log (MOD Form 704A).
- f. All hand tools have been accounted for in accordance with RA4808 and MAM-P Chapter 4.13.1.
- g. The appropriate flight servicings have been completed and certified and the fuel state is as requested for the task.
- h. Any flying requirements are identified by SNOW in the 'Flying Requirements' block (**Line 15**).
- i. The last Maintenance Work Order is identified by SNOW in the 'Last SNOW' block (**Line 16**).
- j. Any Aircrew accepted faults are identified by SNOW in the 'Aircrew Accepted Faults' block (**Line 18**).

17. Should any corrective Maintenance be required on the Aircraft after completion of the Co-ordinating signature, the procedure at **Para 15f** is to be followed, with the exception that the word '**CANCELLED**', if applicable, is to overwrite the signature at **Line 17**.

18. **Captain's Acceptance Certificate (Lines 18 to 21)**. The Captain is to accept responsibility for the Aircraft by signing and printing their name at **Lines 19 and 20** after ensuring that the MOD Form 705(Historic Single) has been co-ordinated at **Line 17**. The Captain's signature certifies that:

- a. Any limitations recorded on the MOD Form 703 are acceptable to them for the intended sortie.
- b. Where a SNOW appears in the Flying Requirements block (**Line 15**) the

requirements are acceptable to them and they have been adequately briefed on any special tests required.

- c. They are aware of the Modification, SI(T) state shown in the MOD Form 703A1 and 703A2.
- d. They are aware of all acceptable deferred faults recorded on the MOD Form 704.
- e. The recorded state of the Aircraft in respect of fuel etc is acceptable to them for the intended sortie.
- f. The documentary check of the MOD Form 700C has been carried out and the Co-ordinating Certificate of the Flight Servicing Certificate has been signed by the MOD Form 700C Co-ordinator.
- g. They accept any Aircrew accepted faults identified by the SNOW in the 'Aircrew Accepted Faults' block (**Line 18**).

19. **Pre-Flight Faults**. Should a fault become apparent after the Captain has accepted the Aircraft, they are to be informed immediately by the person reporting the fault. If the fault is not eliminated or the affected system not proved and the Captain elects to accept the fault, the Maintenance Work Order Co-ordinator is to enter the SNOW of that Work Order in the 'Pre-flight Accepted Faults' block (**Line 1**) in the next 'Captain's After Flight Declaration' block.

20. **Aircrew Accepted Faults**. When an Aircraft Captain elects to accept a fault during a TR, by signing the 'Aircrew Accepted' block on the relevant MOD Form 707A entry, the MOD Form 700C Co-ordinator is to enter the SNOW of that Work Order in the 'Aircrew Accepted Faults' block (**Line 18**) of the next 'Captain's Acceptance Certificate' block.

21. **Documentation on MOD Form 705(Historic Single) for Flight Servicings Undertaken by Aircrew**. The Captain, or other authorized crew member, is to undertake the duties of the NCO IC Flight Servicing (**sub-Para 15a & b**) and MOD Form 700C Co-ordinator (**Para 16**). Authorized members of the Aircrew detailed to undertake the flight servicings are to discharge their duties as for engineering tradesperson (**sub-Para 15c**).

#### **Fuel Certificate.**

22. The tradesperson/Aircrew detailed to undertake a refuel is to:

- a. Undertake the refuel in accordance with the appropriate procedure.
- b. Enter the fuel put in and total in the 'Put In' and 'Total' blocks.
- c. Complete the 'TDM' block.
- d. Sign the certificate to certify that the Aircraft has been refuelled in accordance with the appropriate procedure.

23. **Retention and disposal**. MOD Forms 705(Historic Single) are to be retained and disposed of iaw MAM-D Part 1 Chapter 2.3.