Instructions for Use

Flying and Equipment Running Log - MOD Form 724(Airframe)(Wildcat)
Flying and Equipment Running Log - MOD Form 724(Engines)(Wildcat)
Flying and Equipment Running Log - MOD Form 724(WARE)(Wildcat)

1. **General.** These forms are used to record flight details and running data of specified equipment for input to GOLDesp. Specific compilation instructions are contained in the following paragraphs for each Form, however the following generic instructions should be adhered to when using MOD Form 724(Wildcat)(Airframe), 724(Wildcat)(Engines) or 724(Wildcat)(WARE).

a. The C/F Totals for each parameter on the MOD Form 724(Airframe)(Wildcat), 724(Engines)(Wildcat) and 724(WARE)(Wildcat) must match the total in the GOLDesp Item Usage Header. However, following component changes of the Main Rotor Head, Engine, Harpoon or Hoist, there will be a discrepancy between the GOLDesp Item Usage Header summary and the actual component total values on the Physical Position Details. Therefore, the Main Rotor Head, Engine, Harpoon or Hoist values recorded on the MOD Form 724(Airframe)(Wildcat), 724(Engines)(Wildcat) and 724(WARE)(Wildcat) must match life column totals recorded in the GOLDesp Physical Position Details for each component.

b. If the Aircraft has operated on continuous charge and flown multiple sorties without shutting down both engines, HUMS will record all the sorties under one operation. The parameters detailed at **Paragraphs 6 a and 6 b** (MOD Form 724(Wildcat)(Airframes)) and **Paragraphs 7 a to 7 g** (MOD Form 724(Wildcat)(Engines)) for this period of flying shall be entered onto the last entry that the HUMS operation includes with the preceding entries ruled through and **"Continuous Charge Operation"** annotated.

c. If the HUMS usage and alert data is corrupt or missing from the mDTD, engineering personnel are to download the data from the Aircraft iaw Chapter 45-00-05-00-551A-A in the CIETP and contact the HUC for assistance.

d. On engine replacement, the current MOD Form 724(Airframe)(Wildcat), 724(Engines)(Wildcat) and 724(WARE)(Wildcat) remaining entries are to be ruled through with **"Engine replaced"** annotated. All current entries are to be carried forward to a new sheet iaw **Paragraph 2** including the running data for the installed engine.

e. On Main Rotor Head or Tie Bar replacement, the current MOD Form 724(Airframe)(Wildcat), 724(Engines)(Wildcat) and 724(WARE)(Wildcat) remaining entries are to be ruled through with **"Main Rotor Head/Tie Bar Replaced"** annotated. All current entries are to be carried forward to a new sheet iaw **Paragraph 2** including the counts for the installed Main Rotor Head or Tie Bar.

f. There are 3 GOLDesp SEQ cells per flight entry to allow for Aircrew parameters on the MOD Form 724(Airframe)(Wildcat), 724(Engines)(Wildcat) and 724(WARE)(Wildcat) to be transferred to GOLDesp throughout a planned continuous charge flying period without the engineering tradesperson parameters being inputted onto the forms. On completion of the planned flying or at an opportune moment when the HUMS mDTD can be downloaded, the engineering tradesperson parameters are to be populated onto the MOD form 724(Airframe)(Wildcat), 724(Engines)(Wildcat) and 724(WARE)(Wildcat) and inputted into GOLDesp.

2. **Insertion and Removal.** MOD Forms 724(Airframe)(Wildcat), 724(Engines)(Wildcat) and 724(WARE)(Wildcat) are to be inserted into, and removed from the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1. On removing and inserting a MOD Form 724(Airframe)(Wildcat), 724(Engines)(Wildcat) and 724(WARE)(Wildcat) and signing the transfer certificate co-ordinators are to ensure that:

a. The appropriate details have been entered in the Aircraft Mark and Serial Number headings of the new form.

b. The next sheet number in the sequence has been entered in the heading of the new form (Sheet numbers in the Series 001 to 999 are to be used).

Note: Sheet numbers on MOD Forms 724(Wildcat)(Airframe), 724(Wildcat)(Engines) and 724(Wildcat)(WARE) are to run concurrently.

c. All current entries have been accurately brought forward to the appropriate sheet and that the entries match with those in GOLDesp Item Usage Header and Physical Position Details.

Notes:

1. The Task Codes as detailed in **Table 5** are available to be used to identify the actual interval type usage for the component installed. This may differ to the Airframe Usage Header due to component changes over its lifetime.

2. When bringing forward data from one side of a MF724 sheet to another, data should be cross-referred from the manually written data on a MF724, HUMS Ground Station Item Usage Summary Page, and the GOLDesp Item Usage Header (assisted by **Note 1** above). A MF724 Page Turnover Tool is available to help aid co-ordinators manage the 3 different types of data and easily identify errors with remedial rectification work to be carried out at regular intervals.

3. **Flight Servicing Co-ordinator (FSC) Responsibilities.** After each flight the FSC is to check the correctness of the details entered by the Aircrew and update GOLDesp iaw JAP(D) 100A-0409-1 (update and usage process). On completion of the day's planned flying the FSC is also to:

a. Ensure that the flight details that have been entered by the engineering tradesperson, are checked for correctness and that GOLDesp has been updated.

b. FSCs are to increment by one count the 'OP' interval type (known as 'Op if flown') in the GOLDesp Item Usage Header. This will be done when an Aircraft has flown and the next flight servicing required is an AFS (for HMA Mk2) **OR** on completion of flying (for AH Mk1).

4. **Disposal and Retention Instructions.** MOD Form 724(Wildcat)(Airframe), 724(Wildcat)(Engines) and 724(Wildcat)(WARE) are to be retained and disposed of iaw MAM-D Part 1, Chapter 2.3.

MOD Form 724(Wildcat)(Airframe)

Compilation Instructions.

5. Responsible Aircrew Member. After each sortie or ground run the Responsible Aircrew Member shall ensure that the MOD Form 724(Wildcat)(Airframe) is completed as follows (total for this flight unless otherwise stated), striking through all parameter fields not applicable to this flight. If the Aircraft has been shut down during a sortie, HUMS will record each period of flying between shut downs as separate HUMS operations. Parameters (listed in **Paragraphs 5 a to Paragraph 5 n**) for this period of flying shall be entered onto the next available line on the form with the required number of lines below ruled through, dependant on the total number of times No.1 engine was shut down. **"Aircraft shutdown during sortie"** is to be annotated.

a. **Date.** Date of flight.

b. **SPC.** Sortie Profile Code (SPC) (selected from **Tables 1 and 2** which most closely describes the sortie).

c. **EC.** Environmental Code (EC) (selected from **Table 3** which most closely describes the sortie environment).

d. **Take-Off.** Take-off time.

e. **Landing.** Landing time.

f. **Time Above 8000' DA (DA).** Duration of the flight spent above 8000' Density Altitude (DA) in HH:MM. This is ascertained from the Operating Data Manual (ODM).

g. Time above 5800Kg (MX). Duration of the flight spent above 5800Kg in HH:MM.

h. **Ground Taxi time (XJ).** Amount of time spent ground taxiing in HH:MM.

i. **Auto-Rot (AU).** Number of auturotations.

j. **Flt Cont. Auto-Rot.** Number of separate flights containing one or more autorotations (a flight is defined as wheels off, to wheels on the ground).

k. **Spot Turns (F3).** Number of spot turns greater than 30°/sec.

l. **Sub Min Pitch (F4).** Number of times sub-minimum pitch applied (this is to include the application of sub-minimum pitch to engage the Harpoon).

m. **Run, Landing (RL).** Number of running landings (a running landing is defined as any landing above 0Kts ground speed).

n. **Flying Hours.** Flying hours for that flight in HH:MM (Flying hours for recording action on the MOD Form 724(Airframe)(Wildcat) are to be taken from the Aircraft Control, Display and Navigation Unit (CDNU) Data - Flight Log page).

6. **Engineering Tradesperson.** After each sortie or ground run a responsible engineering tradesperson shall ensure that the MOD Form 724(Wildcat)(Airframe) is completed as follows (total for this flight unless otherwise stated) striking through all parameter fields not applicable for this flight,

HUMS Airframe Data.

a. **HUMS Flying Hours (HH).** Airframe hours for that operation in HH:MM.

Notes:

1. Due to HUMS recording down to the second, HUMS Flying Hours may require a correction of one additional minute to ensure the Total Flying Hours on the MOD Form 724(Airframe)(Wildcat) remains aligned with HUMS time. HUMS Flying Hours = New Cumulative Airframe Hours (HUMS) - previous Total Flying Hours (MOD Form 724(Wildcat)(Airframe).

2. If the Aircrew recorded Flying Hours have already been transferred to GOLDesp, this parameter should be transferred to GOLDesp as a correction to the GOLDesp Sheet Sequence Number.

b. **Total Flying Hours.** Cumulative Airframe Hours in HH:MM.

c. **Landing (LF).** Number of landings (HUMS Aircraft Parameter 'Number of Take-offs and Landings').

d. **RSSC (RS).** Number of Rotor Starts.

e. **TX to Hover (F1).** Number of Transitions to Hover.

f. **AoB > 45 (F2).** Number of times the angle of bank exceeded 45° (data to be recorded for each 'BANK ANGLE > +/- 45 Deg' HGS Exceedance Summary Message).

g. **Decimal Time Above 132.5% (F5).** Duration (in decimal minutes) spent above 132.5% Twin Engine Torque (data to be recorded for each 'TWIN ENG TORQ > 132.5%' HGS Exceedance). Engineering personnel are to refer

to Chapter 05-51-14-00-284A-A in the Compound Interactive Electronic Technical Publications (CIETP) for guidance on MOD Form 724 recording.

h. **Nr ((115.8 - 118)/(118 - 120)) (OS/OT).** Number of times Nr has operated in the ranges of 115.8 - 118% or 118 - 120% (data to be recorded for each 'NR > 115.8% FLIGHT POWER OFF' HGS Exceedance Summary Message). Engineering personnel are to refer to chapter 05-51-12-00-284A-A in the CIETP.

Note: Following Main Rotor Head or Tie Bar replacement, Nr counts may not match GOLDesp Item Usage Header. Therefore, when updating Nr counts (OS/OT) you must compare these figures with the GOLDesp Physical Structure for that Aircraft to ensure that they match before updating.

MOD Form 724(Wildcat)(Engines)

7. **Engineering Tradesperson.** After each sortie or ground run a responsible engineering tradesperson shall ensure that the MOD Form 724(Wildcat)(Engines) is completed as follows (total for this flight unless otherwise stated), striking through all parameter fields not applicable for this flight.

HUMS Engines Data.

a. **Hours.** No.1 and No.2 Engine Operating Hours for that operation in HH:MM.

Note: Due to HUMS recording down to the second, Engine Hours may require a correction of one additional minute to ensure the Total Hours on the MOD Form 724(Engines)(Wildcat) remains aligned with HUMS time.

Hours = New Cumulative Engine Operating Hours (HUMS) - previous Total Hours (MOD Form 724).

b. **Total Hours (E1/E2).** No.1 and No.2 Cumulative Engine Operating Hours in HH:MM.

c. **Starts (SM/SN).** Number of No.1 and No.2 Engine Starts for that operation.

d. **GG Cycles (1S/2S).** Number of No.1 and No.2 Engine Gas Generator Cycles for that operation.

e. **PT1 Cycles (1T/2T).** Number of No.1 and No.2 Engine Power Turbine 1 Cycles for that operation.

f. **PT2 Cycles (3T/4T).** Number of No.1 and No.2 Engine Power Turbine 2 Cycles for that operation. PT2 Cycles are calculated as follows:

For every flight **containing nil** auto-rotations (Flt. Cont. Auto-Rot.), PT2 Cycles will be equal to PT1 Cycles.

eg: -1 start with 2 flights (no auto-rotations) = 2 PT1 Cycles and 2 PT2 Cycles.

-1 start with 0 flights = 1 PT1 Cycle and 1 PT2 Cycle.

-1 start with 1 flight (no auto-rotations) = 1 PT1 Cycle and 1 PT2 Cycle.

-1 start with 4 flights (no auto-rotations) = 4 PT1 Cycles and 4 PT2 Cycles.

For every flight **containing** auto-rotations (Flt. Cont. Auto-Rot.), add 0.5 to the PT1 Cycle count to get PT2 Cycles as follows:

eg: -1 start with 1 flight (with 1 auto-rotation) = 1 PT1 Cycle and 1.5 PT2 Cycles.

-1 start with 1 flight (with 5 auto-rotations) = 1 PT1 Cycle and 1.5 PT2 Cycles.

-1 start with 2 flights (flight 1 has 2 auto-rotations, flight 2 has no auto-rotations) = 2 PT1 Cycles and 2.5 PT2 Cycles.

-1 start with 2 flights (flight 1 has 2 auto-rotations, flight 2 has 1 auto-rotation) = 2 PT1 Cycles and 3 PT2 Cycles.

Notes:

1. (Flt. Cont. Auto-Rot.) **must not** be confused with auto-rotations.

2. If no auto-rotations are recorded, PT2 Cycles will be equal to PT1 Cycles.

3. PT2 Cycles can only be equal or more than PT1 Cycles.

g. **HUMS OP SEQ.** Record the HUMS OP number for the flight/period of continuous charge.

GMT Engine Data.

h. **OEI Exc.** Number of No.1 and No.2 Engine excursions into either the 2 minute or 30 second One Engine Inoperable (OEI) regions following an [ENG#MAINT] WCA and subsequent interrogation of the Ground Maintenance Terminal (GMT).

i. **OEI Time (sec) (1G/1E/2G/2E).** Duration (in seconds) No.1 and No.2 Engines spent in both 2 minute and 30 second OEI regions following an [ENG#MAINT] WCA and subsequent interrogation of the Ground Maintenance Terminal (GMT).

Example 1:

Data presented by GMT.

GMT Data	Value	Description
TMEvents	9 (a)	Two minute total No. of events
TMLmTm	138.00 (b)	Two minute total time in seconds
TSEvents	4 (c)	30 second total No. of events
TSLmTm	65.00 (d)	30 second total in seconds

Completed parameters on MOD Form 724(Engines)(Wildcat) (No.2 Engine parameters similar).

No 1 Engine			
2m OEI		**30 SEC OEI**	
Exc	Time (Sec)	Exc	Time (Sec)
N°	N°	N°	N°
	1G		1E
7 (e)	110 (f)	2 (g)	60 (h)
1 (i)	13 (j)	(k)	(l)
1 (m)	15 (n)	2 (o)	5 (p)

Details of compilation calculations.

The totals given by the GMT in Example 1 is the total number of excursions occurred from all flights. in calculating the 'This Flight' totals (m) - (p), you are to subtract the B/F Totals and any previous flight totals on the current form from the new total displayed in the GMT data to give the number of excursions and times for 'This Flight', for each of the 2 min and 30 sec exceedances and times.

To Calculate (m):

GMT total - B/F total - Previous Flt totals = 9(a) - 7(e) - 1(i) - 1(m).

To Calculate (n):

GMT total - B/F total - Previous Flt totals = 138(b) - 110(f) - 13(j) = 15(n).

To Calculate (o):

GMT total - B/F total - Previous Flt totals = 4(c) - 2(g) - 0(k) = 2(o).

To Calculate (p):

GMT total - B/F total - Previous Flt totals = 65(d) - 60(h) - 0(l) = 5(p).

Notes:

1. Time spent in OEI conditions is limited to 480 seconds (2 min region) and 120 seconds (30 sec region) (CIETP Chap 05-52-03-00--284A refers).

2. Following engine replacement, engine usage may not match GOLDesp Item Usage Header. Therefore, when updating Engine usage (E1, E2, SM, SN, 1S, 2S, 1T, 2T, 3T, 4T, 1G, 1E, 2G, 2E) you must compare these figures with the GOLDesp Physical Structure for that Aircraft to ensure that they match before updating.

MOD Form 724(Wildcat)(WARE)

Compilation Instructions.

8. **Responsible Aircrew Member.** After each sortie or ground run the Responsible Aircrew Member shall ensure that the MOD Form 724(Wildcat) (WARE) is completed as follows (total for this flight unless otherwise stated), striking through all parameter fields not applicable for this flight.

a. **Spare.** This parameter is only to be populated when instructed by the WDT.

b. **GPMG Rds (RF).** Number of GPMG rounds fired.

c. **M3M (Port/Stbd) (LR/RR).** Number of M3M rounds fired from the respective position (Port/Stbd).

d. **Stingray Time (Port/Stbd) (1L/1R).** Duration of the flight spent with Stingray Torpedo fitted in the respective position (Port/Stbd).

e. **Harpoon Engagement (HE).** Number of Harpoon engagements.

f. **Hoist Max Ext (FT).** The maximum length (in feet) of cable extended during hoist operations within the period of recorded use.

g. **Hoist Total Lifts.** Cumulative Hoist Lifts.

9. **Engineering Tradesperson.** After each sortie or ground run a responsible engineering tradesperson shall ensure that the MOD Form 724(Wildcat)(WARE) is completed as follows (total for this flight unless otherwise stated), striking through all parameter fields not applicable to this flight.

a. **Hoist Time.** This is the difference between the new Hoist Total Time and the previous Total Time in HH:MM.

b. **Hoist Total Time (OH).** Duration spent using the hoist in HH:MM. Hoist hours are recorded on the hoist head and should be recorded on the MOD Form 724(Wildcat)(WARE) after flight or when carrying out any Maintenance activity on the hoist. The figure on the hoist head is recorded in decimal hours and is to be converted into minutes before inclusion in the MOD Form 724(Wildcat)(WARE).

Example 2:

Hoist Records.

0	7	5	8

75 hours and 0.8 of an hour. To convert decimal hours into minutes use **Table 4.**

Table 4. Time Conversion (Decimal Hours to Minutes)

Decimal Hours	Minutes	Decimal Hours	Minutes
.1	6	.6	36
.2	12	.7	42
.3	18	.8	48
.4	24	.9	54
.5	30	1.0	60

Hoist Total Time (OH) is: 75:48.

Notes:

1. If there is no hoist fitted, strike through the parameter fields for Hoist Total Lifts and Hoist Total Time entry boxes.

2. Following removal/fitment of the hoist, the asset serial number and **"Removed/Fitted'** statement is to be added into the 'Max Ext and Lifts' fields. Then enter the Total Lifts and Total Time for the fitted hoist in the 'Total Lifts' and 'Total Time' boxes. Strike through all remaining unused fields.

3. When updating the MF724 Hoist Total Time, you must compare the figures detailed in GOLDesp task Code WC/LLC/504300104/1 and the Rescue Hoist Assembly (RHA) hour meter. GOLDesp task WC/LLC/504300104/1 should match the RHA hour meter. If a difference exists between the RHA hour meter and GOLDesp task Code WC/LLC/504300104/1, GOLDesp task Code WC/LLC/504300104/1 hours are to be amended to reflect the physical hours on the RHA hour meter.

Note. The GOLDesp Aircraft Item Usage Header Hoist Total Time (OH) reflects the total RHA operating hours on the airframe. Following RHA replacement, amendment of GOLDesp Aircraft Item Usage Header Hoist Total Time (OH) is not allowed.

c. **Spare.** The spare parameter is only to be completed when instructed by the WDT.

d. **GOLDesp SEQ.** To be entered using the Sheet Sequence number created by entering new flight details onto GOLDesp Item Usage Header.

Table 1. AH Sortie Profile Codes

SPC	Description	Remarks
WT-01	ISTAR 1 (LL)	WT-01 is indicative of a low level ISTAR task. There is a 15 min transit phase at the start and end of the sortie. In between, there is: a landing and take-off; 2 hover events totalling 25 mins; and approx 55 mins low level manouevre below 100ft.
WT-02	ISTAR 1 (ML)	WT-02 is indicative of a medium ISTAR task. There is a period of ingress and egress at 3000ft, with a landing and take-off after 15 mins. The main portion of the sortie is flown between 2000-3000ft.
WT-03	Command Support & C2	WT-03 represents a command support sortie with time spent at 500ft and 2000ft. There are 2 landings and take-offs to represent pick up and drop off of a command team.
WT-04	Troop & Freight	WT-04 covers flight time at 2000ft and 200ft, with 4 landings and take-offs mid-sortie.
WT-05	Transit	WT-05 is indicative of a medium level transit at 3000ft, with sections flown at 500ft at the start and end of the sortie.
WT-06	Abseilling & Fast Roping	WT-06 represents an operational task. An ingress phase at 1200ft precedes a phase of low level flight at 100-150ft with 1 hover event.
WT-06T	Abseilling & Fast Roping (Training)	WT-06T reflects the use of the Aircraft as a raised platform, with multiple landings and take-offs to pick up training personnel. There are 12 mid-sortie landings and take-offs, with corresponding hover events at 80ft.
WT-07	Under Slung Loads - USLs	WT-07 assumes a load of 500kg and allows for 5 hover events for load pick-up and drop-off. Flight is conducted at 500ft.
WT-08	Deck Landing Practice - DLP	WT-08 consists of 12 practice approaches and landings and is 120 mins (with 2 mins on deck after each landing).
WT-09	IF Training	WT-09 covers the full spectrum of IF practice, including 1 practice approach.
WT-10	Training & General Handling	WT-10 provides an amalgamation of altitude spectra for all other sorties. There are 3 practice Autorotations: 2 to 150ft followed by 1 to 50ft, and 3 hover landings to acommodate, for example, sloping ground and confined area training.
WT-11	Environmental Qualification Training - EQT	WT-11 is indicative of practice circuits and landings in preparation for EQ. There are 7 mid-sortie landings and take-offs, with flight at 500ft in between.
WT-12	Air Test	WT-12 is based on the requirements of the Wildcat All Mks Flight Test Schedule at Reference C.
WT-13	Engaged Ground Run	WT-13 records RSSC, sub-min pitch and other significant fatigue events that occur during engaged ground running.

Table 2. HMA Sortie Profile Codes

SPC	Description	Remarks
WN-01	ASuW(M)	**Anti-Surface Warfare (Martlet) (Live Weapons).** This SPC consists of a rapid search and deploy phase (from an embarked platform) at 1000ft followed by multiple low-speed engagements from 500ft and below. Mission load assumed to be full FASGW(L) (20x Martlet).
WN-01T	ASuW(M)T	**Anti-Surface Warfare (Martlet) Training.** This SPC describes a typical ASuW (Martlet) training sortie from a MOB, with deploy and search phases at 3-500ft, and low-speed training attacks at 500ft, before subsequent Recovery To Base (RTB).
WN-02	FP	**Force Protection.** This SPC consists of a rapid search and deploy phase (from an embarked platform) at 1000ft followed by multiple low-speed engagements from 500ft and below. Mission load assumed to be one M3M and 600 rounds, until asymmetric FASGW(L) loads are cleared into service.
WN-03	M3M	**M3M Sniping.** This SPC describes a typical M3M or Sniping training serial, with a search/deploy phase at 1000ft followed by periods of firing from 500 ft or below, before returning to base. Mission load assumed to be M3M plus 600 rounds and/or Maritime Sniper Team.
WN-04	ASW(S)	**Anti-Submarine Warfare (Stingray).** This SPC incorporates periods of cruise, loiter and Vno attacks at altitudes between 400-1000ft. The mission load is assumed to be 2 Stingray torpedoes, or 2 Depth Charges, or one of each.
WN-04T	ASW(S)T	**Anti-Submarine Warfare (Stingray) Training.** This SPC describes a typical ASW Training sortie with periods of cruise and loiter before a number of Vno training attacks. The mission load is assumed to be 1 Training Variant Torpedo (TVT), or 1 Exercise Variant Torpedo (EVT), or 1 drill Depth Charge, with one Rotors Running Re-Arm (RRRA).
WN-05	BP	**Boarding Party (BP).** This SPC describes a typical Boarding Party (4 or 5 pax) deployment, with periods of loiter, circuits and over-watch amongst mutiple pick-ups and fast rope dispatches.
WN-06	ISR	**Intelligence,Surveillance and Reconnaissance (ISR).** This SPC provides for high (FL50) and medium level (3000ft) ISR, with periods of Loiter as part of a mixed altitude sortie.
WN-07	Loadlifting	**Loadlifting (LL).** This SPC describes a typical underslung Load-lifting sortie, with a deploy and recover phase either side of multiple pick-ups and drop-offs. A maximum underslung load of around 500Kg is assumed with 3 crew and a full fuel load.
WN-08	HDS	**Helicopter Delivery Service (HDS).** This SPC describes a typical Helicopter Delivery Service (HDS) flight with periods of cruise between 500-2000ft, an average of 3 landings and approximately 250Kg of stores or pax.
WN-09	SAR	**Search and Rescue (SAR).** This SPC describes a typical SAR sortie, with an initial search phase at 500-1000ft, followed by multiple recovery winch operations for up to 5 pax..
WN-10	MCT	**Maritime Counter Terrorism (MCT).** This SPC descibes a typical MCT deployment, over-watch support and recovery sortie.
WN-11	Transit NAV	**Transit NAV.** The SPC describes a typical high (FL40) or medium level (2000ft-500ft) transit flight with an average of 3 landings. Mission load assumed to be up to 2 pax and 200Kg of baggage.
WN-12	IFP	**Instrument Flying Practice (IFP).** This SPC describes a typical IR Test or IFP Profile with periods operating between 3000 to 6000ft followed by Low-Level IF Practice before returning for a procedural controlled approach.
WN-13	DLP	**Deck Landing Practice (DLP).** This SPC describes a typical embarked Deck Landing Practice sortie.
WN-14	GFP	**General Flying Practice (GFP).** This SPC describes a typical General Handling sortie with circuits between 500 and 2000ft and multiple approaches and landings.
WN-15	PTF	**Partial Test Flight.** This SPC describes a typical full, or partial, Maintenance Test Flight in accordance with the 5M Flight Test Schedule
WN-16	EGR	**Engaged Ground Running.** This SPC is provided to record Fatigue Significant Events (FSE) during Single Engine or Engaged Ground Runs.

Table 2. HMA Sortie Profile Codes (cont.)

SPC	Description	Remarks
WN-17	Air Display	**Air Display.** This SPC describes a typical sortie flown by the RN Wildcat Demo Team aircraft during approved flying displays, amongst periods of 500ft loiter.
WN-18	Low-Level NAV	**Low-Level Nav.** This SPC describes a typical Low-Level Navigation sortie, with a deploy and recover phase either side of 90kt cruise at 500 to 100ft.
WN-19	Winching	**Winching.** This SPC describes a typical Winching training sortie, with a deploy and recover phase either side of multiple pick-ups and drop-offs. A maximum winch load of 250Kg is assumed with 3 crew and a full fuel load.
WN-20T	ASuW(ISV)T	**Anti-Surface Warfare (Interim Sea Venom) Training.** This SPC describes a typical ASuW (Interim Sea Venom) training sortie from a MOB, with deploy and search phases at 3 -5000ft, and training attacks at 500ft, before subsequent Recovery To Base (RTB).

Table 3. Environment Codes

Code	Environment Code Description	Notes
RU	Routine - UK Temperate	This is all Temperate operations - not only UK (≥23° of the equator).
DE	Desert	Aircraft is land based. Dust or sand environment.
TR	Tropical	Operations within the Tropics (≤23° of the equator).
CO	Cold	Operations with temperatures below 0°C at ground level.
ER	Embarked and Routine (UK Temperate)	This is all embarked operations not in cold or tropical environments.
EC	Embarked and Cold	Embarked operations in combination with other environmental conditions. Land based operations in brackish or littoral (within 2 miles of coast) conditions.
ET	Embarked and Tropical	
CS	Cold and Salt/Brackish Water	
RS	Routine and Salt/Brackish Water	
TS	Tropical and Salt	

Notes:

1. Environment Code should reflect the majority of the Aircraft's operating environment for that sortie.

2. There are more codes available on GOLDesp, however only the codes listed above are to be used unless directed by the DT.

Table 5. Task Codes

Task Code	Interval Type	Task Code	Interval Type
T800/30SEC/OEI	1E	WC/5A1P4010001/11A	4T
T800/2MIN/OEI	1G	WC/T800/ECUHRS	E1
WC/5A1P4010001/2	1S	WC/T800/ECUHRS	E2
WC/5A1P4010001/10	1T	WC/PMP/6220011/50/A	OS
T800/30SEC/OEI	2E	WC/PMP/6220011/10/A	OT
T800/2MIN/OEI	2G	WC/STARTS/ECU	SM
WC/5A1P4010001/2	2S	WC/STARTS/ECU	SN
WC/5A1P4010001/10	2T	WC/LLC/504300102/1	LP
WC/5A1P4010001/11A	3T	WC/LLC/504300104/1	OH