

Instructions for Use

Flying Log and Fatigue Data Sheet - MOD Form 725(Hawk)

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1. **General.** The MOD Form 725(Hawk) is used to record details of each flight with corresponding fatigue meter readings where applicable. It is a computer input document, therefore, it is essential that the data blocks are completed accurately and legibly.
2. **Insertion and Removal.** MOD Forms 725(Hawk) are to be inserted and removed from the MOD Form 700 in accordance with the instructions for controlled forms on MOD Form 799/1 and sheet numbers in the series 0001 to 9999 are to be used.
3. **Circumstances where MOD Form 725(Hawk) needs to be closed.** It is the responsibility of the Maintenance Supervisor to close the current MOD Form 725(Hawk) and raise a new form in the following circumstances:
 - a. **Fatigue Meter and ELC Meter Replacement.** Undertake the actions at **Paragraph 4** and enter the readings of the new meters into the 'Brought Forward Readings' Block in Data Block 1.
 - b. **Mainplane, Fin or Tailplane Replacement.** Undertake the actions at **Paragraph 4** and enter the new Mainplane, Fin or Tailplane Serial Number in the Mainplane, Fin or Tailplane Serial No. Block of the new form.
 - c. **Basic Weight Change.** If the Aircraft basic weight is changed, it is the responsibility of the Maintenance Supervisor to undertake the actions at **Paragraph 4**, except that the new basic weight is to be entered on the new form.
 - d. **Change of Unit.** After the Transit flight has been updated onto RIMS, the Sheet is to be closed following the actions at **Paragraph 4**.
 - e. **End of Month.** All open MOD Form 725(Hawk) are to be closed as per actions at **Paragraph 4**. This is to include all Aircraft on Unit charge, either Serviceable or Unserviceable but after the last flown sortie of each calendar month.
4. The NCO IC Flight Servicing is to close the MOD Form 725(Hawk) and raise a new form as follows:
 - a. Complete the following blocks on the removed form:
 - (1) Complete the 'Record of Landings' Block.
 - b. Transfer the following running totals to the Brought Forward rows of the new sheet:

- (1) The Basic Aircraft Weight to the 'Basic Aircraft Weight' Block.
 - (2) The Total Aircraft Hours, inserting the value into the 'B/F Total Aircraft Hours' field in Data Block 1.
 - (3) The last Fus FI, Wing FI and Fin FI figures to the 'B/F Fus FI', 'B/F Wing FI' and 'B/F Fin FI' blocks in Data Block 1.
 - (4) The Fatigue meter readings to the 'Fatigue Meter Brought Forward Reading' block in Data Block 1.
 - (5) The ELC meter readings to the 'ELC Meter Brought Forward Reading' Block in Data Block 1.
 - (6) The Total Landings to the 'B/F Total' field of the Record of Landings' Block.
- c. Complete the Certificate on the reverse of the previous MOD Form 725(Hawk).

Note: If MOD Form 725(Hawk) is to be closed for any reason and is part used then the un-used data block(s) are to be cancelled by inserting six 'X's in the date Field(s).

5. **Responsible Aircrew Member.** After each flight, it is the responsibility of the Responsible Aircrew Member to enter the required details in the appropriate data block.
 - a. **Flight Details.** Complete 'Take Off Time' and 'Duration (Hrs/Mins)'.
 - b. **Sortie Profile Codes (SPCs).** The SPCs are defined in AP-101B-4401-15S, the Hawk TMK1/1A Statement of Operating Intent and Usage (SOIU). Enter the most appropriate SPC applicable to this flight selected from the SPC Tables on the reverse of the form. In the event of a mixed sortie, the SPC reflecting the predominant sortie type is to be entered. For those SPCs with 3 characters, the numerical code is to be entered in the first 2 Fields and the alpha code is to be entered in the third Field.
 - c. **No. of Spins.** Record the number of entries into a spin, not the number of gyrations.
 - d. **No. of Pressurizations.** A pressurization cycle is considered to have occurred when the Aircraft altitude has exceeded 25,000 ft. Additional pressurization cycles are not to be recorded until the Aircraft altitude has descended below 10,000 ft.

e. **Stores Codes.** Enter the applicable code into the 'Centre Line Stores' Take off and landing row. A list of stores codes are listed on the reverse side of the MOD Form 725(Hawk).

6. **Engineering Personnel.** After each flight, engineering personnel are to enter the required detail in the appropriate data blocks in accordance with the relevant flight servicing schedule.

a. **Flight Details.** Complete 'Total Aircraft Hours' and enter 'B/F Total Aircraft Hours' in next data block. Undertake the actions detailed in **Paragraph 5** under the instruction of the Responsible Aircrew Member; ownership of the accuracy of the data is held with the Responsible Aircrew Member in all cases.

b. **Fatigue Meter Readings.** The fatigue meter readings are to be entered in the appropriate data blocks. Any unmonitored flying is to be recorded by entering 0s in the fatigue meter data fields.

c. **Fatigue Meter Difference.** 'The Fatigue Meter Difference' Block is provided as a local management aid, as required.

d. **ELC Channels 12-16 Meter Readings.** The ELC meter readings are to be entered in the appropriate data blocks. Any unmonitored flying is to be recorded by entering '0's in the ELC meter data fields.

e. **ELC Channels 12-16 Meter Difference.** The 'ELC Meter Difference;' Block is provided as a local management aid.

f. **RIMS.** If time permits, input the MOD Form 725(Hawk) data into RIMS, as directed by Unit Management.

g. If data is entered into RIMS, complete the Fus FI, Wing FI and Fin FI Blocks.

Note: 'Fus FI' is Fwd Fuselage FI in RIMS.

h. **Unmetered Sortie (UMS).** The Hawk TMk1/1A SOIU advises that 'A target of less than 1% unmonitored flying should be sought' as a UMS incurs a severe fatigue penalty. To try and minimize this, all UMS should be reported to the AV Trade at the first opportunity to monitor trending. Any 3 consecutive UMS should be highlighted immediately to the NCO IC Flight Servicing to determine the next course of action. Each UMS should be clearly marked in RED pen on the MOD Form 725(Hawk) 'Difference' Block with the number of consecutive UMS noted next to it eg UMS(1), UMS(2), UMS(3).

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

a. Inspect the completed data blocks for correctness.

b. Ensure the MOD Form 725(Hawk) data has been inputted into RIMS, as directed by Unit Management.

c. If data is entered into the RIMS, ensure that the new Fus FI, Wing FI and Fin FI Blocks are complete on the MOD Form 725(Hawk).

d. Verify the carried forward 'Total Aircraft Hours' to the 'B/F Total Aircraft Hours' in the next data block.

e. Undertake the actions detailed in **Paragraph 3** when necessary.

f. Ensure that any part used MOD Form 725(Hawk) is closed (**Paragraph 3**) at the end of a calendar month.

8. **IC Line Control/Records Control.** On a monthly basis:

a. Ensure all open MOD Forms 725(Hawk) are closed as per **Paragraph 3**. This is to include all Aircraft on Unit charge either Serviceable or Unserviceable but after the last flown sortie of each calendar month.

b. Completed original MOD Forms 725(Hawk) to be passed to DMC.

9. **Documentation Management Cell.** Is to:

a. On receipt of a completed or closed MOD Form 725(Hawk), ensure that the data is complete, legible, logical and that any anomalies have been amended, where necessary, in red ink.

b. Completed original MOD Forms 725(Hawk) are to be retained iaw MAM-D Part 1, Chap 2.3.