

# Instructions for Use

MOD Form 799/4(RC-135W)

(Revised Aug 25)

Sheet 1 of 4

## Flying Servicing Certificate - MOD Form 705(RC-135W)

## Flying and Equipment Running Log - MOD Form 725(RC-135W)

## Hydraulic System Supplementary Record - MOD Form 726HSSR(RC-135W)

### Flight Servicing Certificate - MOD Form 705(RC-135W)

1. **General.** The MOD Form 705(RC-135W) is used for the certification of flight servicing and recording of Aircraft fuel and LOX states. Provision is made to record up to 4 flight servicings, 4 fuel state changes, and 4 LOX state changes on each form. Responsibility for completion is detailed in the following paragraphs.

2. **Insertion and Removal of MOD Form 705(RC-135W).** MOD Forms 705(RC-135W) are to be inserted and removed from the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1. 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. The authorized person removing the form, is to ensure that the last Pre-Flight validity details have been carried forward to the next MOD Form 705(RC-135W) 'Pre-Flight Valid Until TDM' Block, remove the completed form and retain iaw the retention policy stated in MAM-D Part 1 Chapter 2.3.

3. **After Flight Declaration (Lines 1 to 5).** With the exception of Continuous Charge (**Paragraph 6**), the Aircraft Commander's after flight signature returns the responsibility for the Aircraft to the Maintenance Organization and certifies that:

- a. 'JFS Used' and 'Receptacle Used' Blocks have been annotated correctly.
- b. All Aircrew accepted faults as detailed in the 'Accepted Faults' Block were deemed acceptable.
- c. A 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 'Aircraft Flying Requirements Certificate' (MOD Form 707B(AFRC)) iaw MOD Form 799/5(AFRC).
- e. The Flying and Equipment Running Log MOD Form 725(RC-135W) has been completed.

4. **Flight Servicings (Lines 6 to 20) (MAM-P, Chapter 4.2 Paragraph 13.2).**

a. **Flight Servicing Co-ordinator.** The Flight Servicing Co-ordinator is to define the type of flight servicing required in **Line 6** (PR, TH, QT, TH\$ or Partial Flight Servicing (see **Paragraph 4 f**)) and complete the 'TDM' details in

**Line 18**, the time is in line with the flight servicing's completion as laid down in Topic 2(R)1. They are also responsible for:

- (1) Identify, at **Lines 16 or 17**, any items contained within the Flight Servicing Schedules, which they have delegated to tradespersons other than those directed to undertake the flight servicing.
- (2) Striking through any designated or spare lines not required.
- (3) Raising applicable Supplementary Flight Servicing Register tasks iaw MOD Form 799/4(RC-135W).
- (4) Ensure, iaw 2(R)1, Leaflet 103, the applicable PPMWO has been raised to capture the use of any tools, equipment and consumables.
- (5) The required informaion is to be checked and transferred from the Flying and Equipment Running Log (MOD Form 725(RC-135W)) to the RC-135W Engine and JFS Running Log (MOD Form 726(RC-135W)) per MOD Form 799/4(RC-135W) (**Paragraph 21**).
- (6) Complete the 'Servicing Valid Until TDM' (**Line 20**). If the flight servicing being carried out is a 'Quick Turn' or 'Thru Flight', the 'Valid Until TDM' is to reflect that of the current Preflight. If the Preflight has expired, **Line 20** is to be lined through.

b. **Flight Servicing Co-ordinator Responsibilities.** The Flight Servicing Co-ordinator is to print name and sign in **Line 19** to certify the 'Flight Servicing Certificate' and confirm they are satisfied that:

- (1) A MOD Form 707A entry has been raised for each fault found during the flight servicing.
- (2) The Flight Servicing Team has been supervised during the task and its associated operations to ensure all elements of the flight servicing have been carried out.
- (3) The appropriate columns have been completed in the Supplementary Flight Servicing Certificate (MOD Form 705(SSC)).
- (4) All aspects of the flight servicing have been undertaken and signed for (**Lines 7 to 15**) following the guidelines per AP101B-8400-2(R)1.
- (5) Aircraft fuel state(s) and replenishment(s) have been recorded and signed for on the reverse side of the MOD Form 705(RC-135W).

(6) Aircraft LOX state(s) and replenishment(s) have been recorded and signed for on the reverse side of the MOD Form 705(RC-135W).

(7) A PPMWO has been completed, recording all calibrated tools, equipment, fuels/lubricants used during the flight servicing, where appropriate.

(8) Mission System debrief has been carried out post flight, iaw the tasks detailed in the Topic 2(R)1, by a tradesperson with the suitable security clearance and signed at **Line 12**.

(9) Aircraft Urinal and Toilet Servicing has been carried out by authorized personnel and signed on **Line 13**. If the Toilet Servicing is conducted whilst deployed and it is carried out by the Host Nation, authorized personnel are to ensure H&S is adhered to and sign on **Line 13** to state the task was completed.

(10) DDTU Download has been carried out by an authorised tradesperson and signed for at **Line 14**.

(11) The Flight Servicing Supervisor signing at **Line 15** is an individual holding MAMP Auth C317.

(12) Any additional tasks identified at **Line 16 or 17** have been carried out and signed for, if applicable.

(13) If an FSCC has been carried out, it is to be signed for at **Line 16 or 17** in the 'Spare' Column and annotate "**FSCC Tradesperson(A-E)**" specifying which element of the servicing it was carried out against.

(14) The Flying Hours and component usage have been recorded, in the Flying Log and Equipment Running Log MOD Form 725(RC-135W) and the RC-135W Engine and JFS Running Log MOD Form 726(RC-135W), have been calculated correctly from the previous sortie details and totals prior to that sortie.

(15) The Hydraulic Accumulator Pressures and Oil States have been recorded using the Hydraulic System Supplementary Record MOD Form 726HSSR(RC-135W). Any abnormalities are to be reported to the on shift Mechanical Team Leader.

(16) Engine oil replenishments have been recorded using Oil Replenishment/Sampling Record for CFM56/F108-CF-201 Turbo Fan Engines MOD Form 737(RC-135W) per MOD Form 799/4(SOAP)(RC-135W), noting the requirement to record "**Nil**" where replenishment has not been required. Any abnormalities are to be reported to the on shift Mechanical Team Leader.

**c. Engineering Tradespersons.** Engineering tradespersons are to undertake the work as detailed by the Flight Servicing Co-ordinator and sign in the appropriate blocks. 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 AP101B-8400-2(R)1. It also signifies that the Hydraulic System Supplementary Record MOD Form 726HSSR(RC-135W) and Oil Replenishment/Sampling Record for CFM56/F108-CF-201 Turbo Fan Engines (MOD Form 737(RC-135W)) forms have been updated, noting the requirement for the 'Oil Added' Block to be annotated "**Nil**" where engine oil has not been added. Additionally, certification on the MOD Form 705(RC-135W) by a tradesperson signifies that any hand tools used for that aspect of the flight servicing have been accounted for and a PPMWO has been completed, recording all calibrated tools, equipment, fuels/lubricants used for the flight servicing, where appropriate.

#### **Notes:**

**1. Delegated Flight Servicing Items.** When delegating, Flight Servicing Schedules are to be specified separately on the Flight Servicing Certificate, the tradesperson who is delegated to carry out these items is to sign in the appropriate block.

**2. Fuel and LOX Replenishment (Ref. Paragraph 13).** Tradespersons carrying out fuel and LOX replenishments are to complete the appropriate certificate on the reverse of the Flight Servicing Certificate MOD Form 705(RC-135W).

**d. The Flight Servicing Supervisor (Line 15).** The Flight Servicing Supervisor is responsible for supervising flight line tasks signed for at **Lines 7 to 14** and is to hold MAMP-C317. The supervisor is to sign **Line 15**.

**e. Waiver of Flight Servicing.** Waiving of flight servicing is not authorized for UK RC-135W, refer to AP-101B-8400-2(R)1.

**f. The Effect on a Flight Servicing by Subsequent Maintenance.** A person holding the appropriate authorization (MAMP-G701) is to determine whether a current flight servicing has been invalidated by subsequent Maintenance (**see MAM-P, Chapter 4.2 Paragraph 11.3**) and is to either:

(1) **No Further Flight Servicing Required.** Where the decision is no further flight servicing is required, the MAMP-G701 holder is to rule through unused blocks of the current flight servicing.

(2) Endorse the next 'Flight Servicing' Block of the current Flight Servicing Certificate MOD Form 705(RC-135W) with the following statement,

**"No Flight Servicing Required following work at SNOW:[enter SNOW(s) of work carried out]"**

and certify this entry at **Line 19**.

Or:

(3) **Partial Flight Servicing Required.** Where the decision is to carry out a partial flight servicing, the MAMP-G701 holder is to overwrite

the signature at **Line 19** 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 6** “**Partial Flight Servicing to be carried out**” and certify this entry at **Line 17**. The scope of Partial Flight Servicing is to be determined by MAMP Auth G701 holder, annotating the required scope at **Lines 7 to 13**.

(6) Inform the Flight Servicing Co-ordinator who is to restore the validity of the flight servicing(s) by tasking a team to carry out those parts of the servicing(s) that are considered to have been affected as specified at **Lines 7 to 13**.

**Notes:**

1. Unless the flight servicing is re-applied in total, the validity of the flight servicing is not altered by the re-application of a partial flight servicing.

2. On completion of either of the above the MOD Form 700C is to be Co-ordinated iaw **Paragraph 7**.

5. **Water Sediment Check (Lines 21 and 22)**. Provision is made for a water sediment check to be recorded at Pre Flight. The validity of a water sediment check maybe carried forward if the Aircraft has either not flown or been refuelled since the last water sediment check.

6. **Continuous Charge**. Recording of Flight Servicing activity (including Aircraft refuels), Maintenance tasks and transfer of Aircraft Commander throughout periods of Continuous Charge are to use extant MOD Form 700 paperwork, following MAM-D and Instructions for Use (MOD Form 799 series) guidelines.

a. The initial flight when undertaking Continuous Charge operations will have the Flight Servicing Certificate (FSC) completed per extant procedures. On completion of the initial sortie, the Aircraft Commander will complete the MOD Form 725(Flying and Equipment Running Log) and MOD Form 726(RC-135W Engine and JFS Running Log) before commencing the next flight or transferring the Aircraft to the oncoming Aircraft Commander. Should faults be identified during the initial sortie, they are to be raised on the MOD Form 707A (Aircraft Maintenance Log) and, if considered acceptable for further sorties under Continuous Charge operations, the off-going Aircraft Commander is to sign the MOD Form 707A 'Aircrew Accepted Fault' Block. Aircrew Accepted Fault SNOW(s) are also to be annotated on the MOD Form 705(RC-135W) Accepted Faults within the 'Aircrew Accepted Faults' Block (**Line 28**). Should a fault be identified which is not deemed acceptable for the next sortie, the Aircraft is to be returned to the MMO.

b. Subsequent Flights. Where Continuous Charge operations includes a change of Aircraft Commander, the off-going Aircraft Commander will complete the next column MOD Form 705(RC-135W) After Flight Declaration detailing the time of 'leaving the Aircraft'. Noted that there may be a time gap between the time signed for leaving the Aircraft and the oncoming Aircraft Commander signing acceptance.

c. Once signed the After Flight Declaration, diagonally strike through **Lines 6 to 26** and annotate with the wording “**Continuous Charge**”. Where DDTU download and/or toilet servicing are required, the column will be completed as previously described, however **Lines 6 to 12** and **15 to 26** only will be diagonally scored through, enabling **Lines 13 (Toilet) & 14 (DDTU)** to be signed.

d. Even though the off-going Aircraft Commander has signed the Aircraft post flight declaration, IAW RA 2210 'The Aircraft Commander may physically leave the Air System, but they retain responsibility for the Air System until they are no longer the Aircraft Commander'. Directing which line tasks are to be carried out during this period of Continuous Charge.

e. The on-coming Aircraft Commander will review the Aircrew Accepted Faults detailed on the MOD Form 707A, if satisfied the Aircraft Commander is to annotate the 'Aircrew Accepted Faults SNOW/s' at MOD Form 705(RC-135W) (**Line 28**). They will then accept responsibility for the Aircraft by signing the MOD Form 705(RC-135W) Aircrew Acceptance Certificate (**Line 29**).

f. Where there has been a requirement to undertake a ground refuel and/or engine oil level check, these tasks should be recorded using extant procedures.

g. Where the Aircraft Commander remains the same as the previous flight, there is no requirement for the Aircraft Commander's After Flight Declaration to be made, however any Maintenance completed will need to be annotated and any fuel and LOX changes to be annotated on the reverse of the MOD Form 705(RC-135W) Flight Servicing Certificate (FSC).

h. The period of Continuous Charge finishes when the final Aircraft Commander completes the After Flight Declaration on the current MOD Form 705(RC-135W) Flight Servicing Certificate (**Lines 3 to 5**).

7. **MOD Form 700 Co-ordinator (Lines 24 and 25)(MAM-P, Chapter 4.2 Paragraph 13.3)**. The MOD Form 700C Co-ordinator is to certify at **Line 24** that the Aircraft is in a fit condition and ready for flight. The MOD Form 700C is not to be Co-ordinated after a flight servicing has been invalidated by subsequent Maintenance, in these instances **Lines 24 to 30** are to be lined through. The MOD Form 700C Co-ordinator's signature certifies they are satisfied that:

- a. There is no outstanding corrective or preventive Maintenance work.
  - b. No Limitations in **Section 2** or Acceptable Deferred Faults in **Section 3** of the MOD Form 700C are due for rectification/removal before completion of the next planned sortie.
  - c. No Scheduled or Out of Phase Maintenance requirements are due or will become due during the next planned sortie.
  - d. All entries in the Acceptable Deferred Husbandary Faults Log MOD Form 704A have been certified by a person holding Authorization MAMP-E516.
  - e. All hand tools have been accounted for iaw MAM-P, Chapter 4.13.1.
  - f. The appropriate Flight Servicing is valid, and Fuel and LOX Certificate has been completed in full, with both tradesperson's and supervisor's signature, if a replenishment has been carried out. They are to ensure that the recorded fuel and LOX states meet the requirements of the next tasking.
  - g. The Flying Hours and component usage are recorded in the Flying and Equipment Running Log MOD Form 725(RC-135W) and the Engine and JFS Running Log MOD Form 726(RC-135W) have been calculated correctly from the previous sortie details and the totals prior to that sortie.
  - h. The last MWO is identified by SNOW in the 'Last SNOW' Block (**Line 23**).
  - i. Any Flying Requirements are identified by SNOW in the 'Flying Requirements' Block (**Line 27**).
  - j. Any Aircrew Accepted Faults are identified by SNOW in the 'Aircrew Accepted Faults' Block (**Line 28**) if the servicing carried out was a Quick Turn.
8. **Subsequent Maintenance After MOD Form 700C Co-ordination.** Should any corrective Maintenance be required on the Aircraft after completion of the co-ordinating signature, the procedure at **Paragraph 4 f** is to be followed, with the exception that the word "**CANCELLED**", if applicable, is to overwrite the signature at **Line 24**.
9. **Dispatch Check (Line 26).** A Dispatch Check is to be undertaken when directed by Unit Management, iaw local instructions.
10. **Aircrew Acceptance Certificate (Lines 28 to 30)(MAM-P Chapter 4.2 Paragraph 13.4).** For normal operations the Aircraft Commander is to accept responsibility for the Aircraft by signing and printing their name at **Line 29** and complete the 'TDM' Column at **Line 30**. The Aircraft Commander's signature certifies that:
- a. Any Limitations are acceptable to them, and if applicable their crew, for the intended sortie.
  - b. They are aware of any Acceptable Deferred Faults, identified by the Maintenance Organization in the MOD Form 700C, to be of interest to Aircrew.

- c. The recorded state of the Aircraft in respect of fuel, LOX (reverse of the MOD Form 705(RC-135W)), is acceptable to them for the intended sortie.
  - d. The document check of the MOD Form 700C has been carried out and the corresponding 'Co-ordinating' Column of the Flight Servicing Certificate MOD Form 705(RC-135W) has been signed.
  - e. Any flying and/or ground run requirements are acceptable to them and they have been adequately briefed on any special tests required. For flying requirements, they have completed the relevant fields of the associated MOD Form 707B(AFRC).
  - f. If applicable, any Aircrew accepted faults, as entered in the Aircraft Maintenance Log (AML), are acceptable to them, and if applicable to their crew, for the intended sortie.
11. **Pre-Flight (Dispatch) Faults.** Refer to MOD Form 799/5.
12. **Aircrew Acceptable Faults.** Refer to MOD Form 799/5.
13. **Fuel and LOX Certificate (Reverse of MOD Form 705(RC-135W)).** The certificate permits up to 4 changes of fuel and/or LOX states to be recorded.
- a. **Fuelling Certificate.** Any change of fuel state shall be captured in this area, including post EGR. The tradespersons/Aircrew detailed to undertake either a Refuel or Defuel are to complete **Paragraph 13 a** in complete. If a fuel state check is to be carried out, then **Paragraph 13 a (5), (7), (11) and (12)** are to be complete:
    - (1) Enter fuel required for the next tasking in the top row - 'Fuel Load Required'.
    - (2) Before a Refuel/Defuel operation has commenced a note of the remaining fuel in each individual tank as indicated by the Aircraft Multi-Function Display (MFD) is to be made, this figure is to be entered into the relevant block on the Fuel Certificate in the 'Fuel in tanks **before**' Column and enter the total Pounds (lbs) at (a).
    - (3) In addition, the fuel density provided by the MFD is to be documented on the Fuel Certificate for recording purposes. This figure is to be entered into the 'Fuel Density (MFD)' Block.
    - (4) The tradesperson/Aircrew is to make a note of the total fuel delivered by the metered source. They are then to complete the 'Fuel put in\*/taken out\* (**metered source**)' Column (d) as follows:
      - (a) Enter the Fuel Type and Specific Gravity (SG).
      - (b) Dependent on the metered source unit of measure, complete the appropriate conversion to ascertain the delivered fuel total in lbs. If the metered source unit of measure is already in lbs, then enter the value into the conversion table at (d).

(c) Any unused blocks or rows are to be lined through.

(5) Once a Refuel, Defuel or check has been carried out a note of the fuel contents in each tank as indicated by the MFD is to be made, this figure is to be entered in the 'Fuel in tanks **after** Refuel\*/Defuel\*/Check' Column and then enter the total in lbs at **(b)**.

(6) Calculate the fuel load put in/taken out figure **(c)** by subtracting figure **(a)**, fuel load before Refuel/Defuel, from figure **(b)**, fuel load after Refuel/Defuel, ie **c = b - a**.

(7) Record the Standard Fuel Load Chart (SFLC) reference used in TO 1C-135-5-1, Section 4, Appendix K. The SFLC used is to be circled on the Fuel Certificate and all others are to be struck through.

(8) Input the Technical Order reference Para and Change No. used during the fuelling operation.

(9) Calculate the discrepancy between the fuel delivered by the 'Metered Source' **(d)** and the fuel load put in/taken out figure **(c)**. This figure is calculated as follows: Discrepancy = **c - d**. This figure is to be entered in the discrepancy field and is to be annotated as a plus (+) or minus (-) figure.

**Note:** The fuel discrepancy must not exceed +/-4000lbs. If this value is exceeded, then the remedial action contained in the TO 1C-135-2-2-2 is to be taken.

(10) Complete the Fuel Uplifts Undertaken Away from Parent Unit MOD Form 706B(T)(RC-135W) for any fuel uplifts iaw MOD Form 799/4A(RC-135W), if applicable.

(11) Both Inside and Outside Person to print name and sign the certificate in the 'Signature' Block and complete the 'TDM'.

(12) Flight Servicing Co-ordinator is to sign the 'Supervisor's' Block certifying they have supervised the fuelling action carried out. Alternatively, if an Independent Supervisor was present, they are to sign the 'Supervisor's' Block.

b. **LOX Certificate.** The tradesperson detailed to undertake either a replenishment or check of the LOX system is to:

(1) Input the Technical Order reference Para and Change No. used during LOX operation.

(2) Record the Quantities of LOX indicated by the MFD for each pot and the system total.

(3) Complete the 'TDM' Block.

(4) If applicable, record the Serial No. of the LOX trolley used in this LOX operation.

(5) Print name and sign the certificate in the 'Tradesperson's Signature' Block.

(6) Flight Servicing Co-ordinator is to sign the 'Supervisor's' Block, certifying they have supervised the LOX operation carried out. Alternatively, if an Independent Supervisor was present, they are to sign the 'Supervisor's' Block.

### **Flying and Equipment Running Log - MOD Form 725(RC-135W)**

14. **General.** MOD Forms 725(RC-135W) are used to record the Aircraft flight details and measurable parameters. It is essential that the data blocks are completed accurately and legibly.

15. **Insertion and Removal.** MOD Forms 725(RC-135W) are to be inserted and removed from the MOD Form 700C iaw the instructions for the controlled forms on the MOD Form 799/1. Sheet numbers in the series 001 to 999 are to be used.

16. Authorized personnel are to close the MOD Form 725(RC-135W) and raise a new one as follows:

a. Raise the next MOD Form 725(RC-135), populating the 'Sheet No.' Field with the next number in the series.

b. Enter the Aircraft Serial No.

c. Undertake the actions in **Paragraph 19**.

d. Complete the Transfer Certificate on the reverse of the old form.

e. Remove the completed form and retain iaw the retention stated in the MAM-D Part 1 Chapter 2.3

17. **Aircraft Commander.** After each sortie the Aircraft Commander is to complete the required flight details, ensuring that the data recorded is as accurate as reasonably possible. The Aircraft Commander is to complete the MOD Form 725(RC-135W) as follows:

a. **Flight Details Block:**

(1) Enter the date the flight began.

(2) Enter the 'Take Off and Landing Time', this is to be recorded in Zulu time.

(3) Complete the 'Flight Duration' in hours and decimal hours, then calculate and enter the value in the 'Total Aircraft Hours' Field.

**Note:** Flying Hours are to be recorded in hour decimal format, this is determined using the following conversion chart.

Minutes	Hour/10 <sup>ths</sup>	Minutes	Hour/10 <sup>ths</sup>
1 thru 2	0.0	34 thru 39	0.6
3 thru 8	0.1	40 thru 45	0.7
9 thru 14	0.2	46 thru 51	0.8
15 thru 20	0.3	52 thru 57	0.9
21 thru 26	0.4	58 thru 60	Next Whole Number
27 thru 33	0.5		

(4) Calculate and record the 'Total Aircraft Hours' by adding the 'Flight Duration' to the 'B/F Aircraft Hours'.

(5) Enter the number of 'Engine Starts' for each individual engine.

(6) If used, enter the number of 'JFS Starts'. If unused strike through this box.

**Note:** If the JFS is used, the Maintenance Organization must be notified.

(7) Record all 'Cabin Pressurizations' that occurred during the sortie and then calculate and enter the 'Total Pressurizations'.

(8) Record all 'AAR Contacts' for this sortie and then calculate and enter the 'Total AAR Contacts'.

**b. Weight (lbs) Block:**

(1) Record the 'Total Fuel at Take-Off' amount in lbs.

(2) Enter the total amount of fuel received via AAR operations in lbs, if applicable, in the 'Fuel Received' Field.

(3) Record the 'Fuel Qty Jettisoned' in lbs, during the sortie, if applicable.

(4) Annotate the relevant box(es) with a cross to indicate locations of any fuel jettisoned. (see example below).

Example: Fuel jettison over sea at 20,000ft. (L-Land, S-Sea)

Jettison Location	L		S	X	Above 10000 Ft	X
-------------------	---	--	---	---	-------------------	---

**c. Landings Block:**

(1) Enter the number of 'Rollers this Flight' and calculate and record the 'Total Rollers'.

(2) Enter the total number of 'Full Stops this Flight' and calculate and record the 'Total Full Stops'.

**d. Remaining Rows:**

(1) Enter the total 'Number of O<sup>2</sup> Drills' carried out this sortie.

(2) Record the 'LOX Qty Cease Flying' in Litres.

(3) Using the SPC Table below, complete the 'Flt Sortie Codes'.

**SPC Table**

SPC	Description
11	Transit/Mission (no AAR)
12	Transit/Mission (single AAR)
13	Transit/Mission (multiple AAR)
14	General Handling/Pilot Training (no AAR)
15	General Handling/Pilot Training (with AAR)
16	Functional Check Flight

**Note:** If 2 or more SPCs were achieved during the sortie then only enter the SPC in which the majority of the SPC took place.

(4) Enter the number of 'Overshoots/go-arounds' for each SPC.

(5) Record the 'Sortie Length (Hrs)' in hours for each SPC.

(6) Enter the number of 'Rollers' for each SPC.

(7) Enter the 'Station of Landing'.

(8) The 'Captain's Name' is then to be recorded in block capitals.

18. During any period away from the Parent Unit, the authorized Aircraft Commander is to assume the role of the NCO Flight Servicing and carry out their role and responsibilities as detailed in **Paragraph 19**.

19. **NCO Flight Servicing.** After flight, the NCO Flight Servicing is to ensure the MOD Form 725(RC-135W) is complete and the data entered is realistic and logical and is to carry forward/check the following details:

**Flight Details block:**

a. 'Total Aircraft Hours' to 'B/F (FDR) Aircraft Hours'.

b. 'Total Pressurizations' to 'B/F Pressurizations' of the 'Flight Details' Block.

c. 'Total Fuel at Landing' check complete.

d. 'Total AAR Contacts' to 'B/F AAR Contacts'.

**Landings:**

e. 'Total Rollers' to 'B/F Rollers'.

f. 'Total Full Stop' to 'B/F Full Stop'.

20. **Ground Pressurizations.** If there is a requirement to carry out a cabin pressurization on the ground for Maintenance purposes, then this event is to be recorded on the MOD Form 725(RC-135W). The tradesperson/Aircrew are to complete the following fields on the next available block:

- a. Enter the date of the pressurization in the 'Flight Details' Block.
- b. Enter the number of pressurization events in the 'Pressurizations this Flight Field and calculate the 'Total Pressurizations'.
- c. Enter either the Engineering Supervisor's or Aircrew's name in the 'Captain's Name' Field in block capitals.
- d. Strike through any unused fields.
- e. Undertake the actions in **Paragraph 19 a-f.**

**Note:** All instances of engine starts and JFS starts during ground pressurization(s) are to be recorded on the RC-135W Engine and JFS Running Log MOD Form 726(RC-135W) by the Engineering Supervisor or Aircrew.

21. **Flight Servicing Co-ordinator.** The Flight Servicing Co-ordinator is responsible for:

- a. Ensuring the Flying Hours are recorded correctly on the Flying and Equipment Running Log MOD Form 725(RC-135W). All the entries are to be checked to ensure that calculations are correct from the previous inputs. The following information is to be transferred from the MOD Form 725(RC-135W) and entered onto the RC-135W Engine and JFS Running Log MOD Form 726(RC135W):
  - (1) Flight Duration. This figure is to be entered in the 'Aircraft Sortie Duration' Column and then the 'Total Running Hours' for each engine is to be calculated and entered into the relevant column. 'B/F (FDR) Aircraft Hours' is to be taken directly from the DDTU download when possible.
  - (2) Engine starts are to be transferred to the appropriate engine column and the total calculated.

### **Hydraulic System Supplementary Record - MOD Form 726HSSR(RC-135W)**

22. **General.** MOD Forms 726HSSR(RC-135W) are to be used to record accumulator pressures, reservoir contents levels, surge tank contents post flight and system differentials and will assist with the detection of hydraulic system faults.

23. **Insertion and Removal of MOD Forms 726HSSR(RC-135W).** MOD Forms 726HSSR(RC-135W) are to be inserted into, and removed from, the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1.

24. **Responsibilities.** MOD Forms 726HSSR(RC-135W) are to be completed as follows:

- a. **Flight Line Tradesperson.** When carrying out a flight servicing the next available row of the MOD Form 726HSSR(RC-135W) is to be populated. They are to record the associated MOD Form 705(RC-135W) sheet and line number, on which the servicing was carried out, in the work order details.
- b. **Aircraft Technician.** When carrying out a replenishment identified post Aircraft servicing or Scheduled Maintenance, the relevant accumulator and/or hydraulic reservoir quantities are to be documented on the next available row of the MOD Form 726HSSR(RC-135W). They are to record the SNOW associated with the task in the work order row.

25. **Retention Instructions.** The authorized individual removing the form is to ensure that the previously completed MOD Form 726HSSR(RC-135W) is removed and forwarded to the Engineering Record Section iaw MOD Form 799/1, and that a copy is sent to the Mechanical Trade Manager. The Mechanical Trade Manager is then to retain this copy of the form until receipt of the next completed form.