

Instructions for Use

MOD Form 799/4(Merlin HM)(GOLDesp)

(Revised Nov 25)

Sheet 1 of 4

Flight Servicing Certificate - MOD Form 705(Merlin)(HM)
Continuous Operation Crew Charge Certificate - MOD Form 705C(RN)
Continuous Charge Turn Round Servicing Certificate - MOD Form 705E(Merlin)(RN)
Role Equipment State - MOD Form 706(Merlin HM Mk 2)
Record of Fuel Uplifts Away From Parent Unit - MOD Form 706B(H)
Flying Log and Equipment Running Log - MOD Form 724(Merlin)(HM)
Equipment Running Log - APU - MOD Form 726(Merlin)

Flight Servicing Certificate - MOD Form 705(Merlin)(HM)

1. **General.** MOD Form 705(Merlin)(HM) is used for the certification of flight servicings and fuel states. Provision is made to record up to 8 flight servicings on each form. Responsibilities for completion are detailed in the following paragraphs.
2. **Insertion and Removal.** MOD Forms 705(Merlin)(HM) are to be inserted and removed from the MOD Form 700C iaw the instructions for Controlled Forms on MOD Form 799/1, except that the person removing the form is to ensure that the last 'After Flight Servicing (AF)' and the '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 passes responsibility for the Aircraft to the Engineering Organization or, during a period of Continuous Charge, directly to the oncoming Aircrew, and certifies that:
 - a. They have returned the Aircraft to the Finally Armed state iaw the Aircraft Flight Reference Cards (FRC) or that no explosive armament stores are fitted.
 - b. They have accepted those faults, the Serial Number of Work (SNOWs) for which are listed in the 'Accepted Faults' Block (**Line 1**) against their after flight declaration.
 - c. An Aircraft Maintenance Log entry (AML) (MOD Form 707A) 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. Either, the relevant Flying Log and Equipment Running Log (MOD Form 724(Merlin)(HM)), Equipment Running Log - APU (MOD Form 726(Merlin)) or

GOLDesp has been completed and a MOD Form 707A entry has been raised for any discrepancy or limit exceedence.

f. Where applicable the Record of Fuel Uplifts (MOD Form 706B(H)) and the Oil Replenishment Record (MOD Form 737(RTM)) has been completed for any refuels undertaken or oil replenishments carried out whilst they were responsible for the Aircraft.

4. **GOLDesp Update (Line 5) (if applicable).** The individual is to certify in **Line 5** to indicate that the previous sortie details have been entered into GOLDesp.
5. **Flight Servicings (Lines 6 to 25).**

a. **Flight Servicing Co-ordinator.** The Flight Servicing Co-ordinator is to define the type of flight servicing required in **Line 6** and enter the 'Commenced Time Day Month (TDM)' in **Line 7**. They are also responsible for:

- (1) Entering any additional requirements in the numbered spare **Lines 15 and 16** and detailing the appropriate tradespersons to undertake and sign for the work.
- (2) Detailing an authorized tradesperson to undertake a Aircraft Data Transfer Media (A-DTM) preparation and/or download as required and ensure work is signed for on the MOD Form 706C(HUMS)(Merlin)(HM) (Mk2).
- (3) Identifying in the spare **Lines 15 and 16**, any items contained in the Flight Servicing Schedules (eg Hydraulic Oil replenishment) which they have delegated to tradespersons other than those directed to undertake the flight servicing.
- (4) Striking through any designated or spare lines not required.
- (5) Ensuring that, on completion of their tasks, 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.

(6) Enter the 'Servicing Valid Until TDM/Airframe Hours' at **Lines 24 and 25**, as defined in accordance with the Flight Servicing Validity policy in the Topic 2(N), making sure to refer to the 'Filled To' level annotated on the MOD Form 737(RTM) in order to determine the 'Servicing Valid Until Airframe Hours' Metric.

b. The Flight Servicing Co-ordinator is to sign in **Line 23** to certify that they have satisfied themselves that:

(1) An AML entry (MOD Form 707A) 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 GOLDesp.

(5) Recorded fuel state meets the figure requested for the next planned sortie.

(6) The Flying Hours and component running hours recorded in the Flying Log and Equipment Running Log MOD Form 724(Merlin)(HM) have been calculated correctly from the previous sortie details and the totals prior to that sortie.

(7) 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 Flight Servicing Co-ordinator and sign in the appropriate flight servicing blocks. A signature in the 'Flight Servicing Certificate' 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 Record (MOD Form 737(RTM)). Additional certification of the MOD Form 705 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 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.

2. Supervised Flight Servicing. When a tradesperson holding Auth MAMP-A101 is undertaking a 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 block 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/MAMP-J952 auth holder/Aircraft Commander*: [Insert Name]." *Delete as applicable

is to be entered in the flight servicing block on the relevant MOD Form 705. 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) are to be carried out.

e. **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 either:

(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:

(3) Overwrite the signature at **Line 23** 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.

(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 completed in-total, the validity of the original flight servicing TDM is not altered by the re-application of the partial service.

2. On completion of either of the above the MOD Form 700C is to be co-ordinated iaw **Paragraph 6**.

f. **Continuous Charge (MAM-P, Chapter 3.2).** Continuous Charge procedures will use the MOD Forms 705C(RN) and 705E(Merlin)(HM) as described in **Paragraphs 13 and 15** respectively.

6. **MOD Form 700C Co-ordinator (Line 30) (MAM-P, Chapter 4.2).** The MOD Form 700C Co-ordinator is to certify in **Line 30** that the Aircraft is cleared for flight. The MOD Form 700C is not to be co-ordinated after an AF servicing or when a completed flight servicing has been invalidated by subsequent Maintenance, in these instances **Lines 30 to 35** are to be ruled through. The MOD Form 700C Co-ordinator's signature certifies they have satisfied themselves that:

- a. A life limiting enquiry has been carried out to establish:
 - (1) No scheduled or out of phase Maintenance is due before completion of the next planned sortie.
 - (2) No Limitations or Deferments are due before completion of the next planned sortie.
 - (3) When the next flying/calendar or other interval based activities are due.
- b. No scheduled or out of phase Maintenance requirements are due before the Aircraft is next expected to land.
- c. No Limitations in **Section 2** or Acceptable Deferred Faults in **Section 3** are due for rectification/removal before completion of the next sortie.
- d. All entries in the Acceptable Deferred Husbandry Log (MOD Form 704A) have been certified by a person with 2nd signatory authorization.
- e. All hand tools have been accounted for iaw MAM-P, Chapter 4.13.1.
- f. They have raised MOD Forms 705C(RM) and 705E(Merlin)(HM) if the Aircraft is to be taken on Continuous Charge.
- g. The flight servicings are valid and the fuel and role states are as requested for the task.
- h. The next 'Maintenance Due' Block at **Line 27** has been updated to reflect when the next Preventive Maintenance operation becomes due. For calendar based Maintenance insert TDM, for Flying Hours based Maintenance insert hours remaining until operation becomes due.
- i. The last Maintenance Work Order is identified by SNOW in the 'Last SNOW' Block **Line 28**.
- j. The A-DTM is in a condition required for use appropriate to the Aircraft Mk and the sheet/line number of the MOD Form 706C(HUMS)(Merlin)(HM)(Mk2) entry is annotated at **Line 29**.
- k. The current role state is recorded on the MOD Form 706 and the sheet/item is annotated at **Line 26**.
- l. Any Flying Requirements are identified by SNOW in the 'Flying Requirement' Block at **Line 32**.

m. Any Aircrew accepted faults are identified by SNOW in the 'Aircrew Accepted Faults' Block at **Line 33**.

n. Associated GOLDesp data had been updated.

7. Should any Corrective Maintenance be required on the Aircraft after completion of the co-ordinating signature, the procedure at **Paragraph 5 e** is to be followed, with the exception that the word "**CANCELLED**", if applicable, is to overwrite the signature at **Line 30**.

8. **Aircrew Acceptance Certificate (Lines 33 to 35) (MAM-P, Chapter 4.2).** For normal operations the Responsible Aircrew Member is to accept responsibility for the Aircraft by signing and printing their name at **Line 34** and entering the relevant 'TDM' at **Line 35**. 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 705 or MOD Form 706, 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 has been signed by the MOD Form 700C Co-ordinator at **Line 30**.
- f. Any flying or ground run requirements are acceptable to them and they have been adequately briefed on the relevant fields of the associated MOD Form 707B(AFRC).
- g. If applicable, any Aircrew accepted faults, as entered in the Aircraft Maintenance Log (MOD Form 707A), are acceptable to them, and if applicable their crew, for the intended flight.
- h. Custody of the HUMS A-DTM is accepted from the Maintenance Organization by the Responsible Aircrew Member.

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

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

11. **Documentation on MOD Form 705(Merlin)(HM) for Flight Servicings Undertaken by Aircrew.** The Responsible Aircrew Member or other authorized crew member is to undertake the duties of the Flight Servicing Co-ordinator (**Paragraphs 5 a and b**) and MOD Form 700C Co-ordinator (**Paragraph 6**).

Authorized members of the Aircrew detailed to undertake the flight servicing are to discharge their duties as for engineering tradespersons (**Paragraph 5 c**).

12. **Fuel Certificate.** The current fuel state is to be recorded at **Lines 18 to 22**. The fuelling activity (refuel, de-fuel or check) that has taken place is to be indicated at **Line 17** by striking through the non-applicable items.

Continuous Operation Crew Charge Certificate - MOD Form 705C(RN)

13. **General.** MOD Form 705C(RN) is a supplement to the Flight Servicing Certificate for use in the MOD Form 700C during periods when the Aircraft is on Continuous Charge (**MAM-P, Chapter 3.2**). It records the Responsible Aircrew Member's acceptance of the Aircraft on Continuous Charge, and makes provision, if required, for pre and post flight certification, for up to 4 crew changes during a Continuous Charge period. Allowance is also made for the outgoing Aircrew Member to record minor faults (having given a verbal brief to the incoming crew), which are acceptable for the next anticipated flight.

14. **Insertion and Removal.** When Continuous Charge operations are required, the following procedure is to be carried out:

- a. A MOD Form 705C(RN) is raised and inserted in **Section 4** of MOD Form 700C immediately on top of the Flight Servicing Certificate to which it relates, entering the airframe hours and/or TDM when next routine Maintenance is due.
- b. The Responsible Aircrew Member accepting the Aircraft for the first sortie of the period of Continuous Charge is to sign the Acceptance Certificate in both the Flight Servicing Certificate and MOD Form 705C(RN).
- c. If crew changes take place during the period of Continuous Charge, the incoming Aircrew Member is to accept the Aircraft (subject to satisfactory verbal report of serviceability from the previous Aircrew Member) after the normal MOD Form 700C checks, by completing the next Acceptance Certificate of the MOD Form 705C(RN).

Note: The incoming first pilot is also to check the Aircraft Management Computer In Built Check Out System (AMC IBCOS) Fault Log to determine whether any stored faults affect the planned sortie.

d. The outgoing Aircrew Member (having given a verbal report to the incoming Aircrew Member and after the incoming Aircrew Member has signed their acceptance of the Aircraft) is to:

- (1) Enter their flight details in the Flying and Equipment Logs of the Aircraft MOD Form 700C.
- (2) Enter any minor acceptable faults and Aircrew code in the centre column of the MOD Form 705C(RN) and complete the adjacent After Flight Certificate.

Note: Faults recorded in the AMC IBCOS Fault Log need not be entered in the MOD Form 705C(RN). AMC IBCOS faults will be reviewed by Maintenance staff on completion of the period of operation.

e. On cessation of the Continuous Charge period, the last responsible Aircrew Member is to complete the After Flight Certificate in the MOD Form 705C(RN) and the Flight Servicing Certificate. All faults noted on the MOD Form 705C(RN) are to be entered in the MOD Form 707A. The last Aircrew Member is also to hand the correctly completed MOD Form 705E(Merlin)(RN) to the Flight Servicing Co-ordinator for transcription to the Flight Servicing Certificate.

Continuous Charge Turn Round Servicing Form - MOD Form 705E(Merlin)(RN)

15. **General.** MOD Form 705E(Merlin)(RN) is to be used by Aircrew when the Aircraft is held on Continuous Charge. It is to be carried in flight and transferred from crew to crew.

16. The Flight Servicing Co-ordinator is to enter:

- a. Aircraft Serial Number.
- b. Corresponding MOD Form 705(Merlin)(HM) serial number.
- c. TDM at which the AF Servicing expires.
- d. Time in Flying Hours after which the next hourly based routine Maintenance is due.
- e. TDM at which the next calendar based routine Maintenance is due.
- f. Enter in pencil the:
 - (1) Time in Flying Hours, after which the next TR Servicing is due (refer to Topic 2(N) for Flight Servicing Validity policy and MOD Form 737(RTM) for engine oil level).
 - (2) TDM at which the next TR Servicing is due (if the Aircraft is not flown).

17. Before each flight, the Aircrew Member is to inspect the above details to ascertain when the next Maintenance or AF Servicing is due. Neither of these must be exceeded during the period of Aircrew charge.

18. Flying times (actual time airborne) are to be inserted in the upper table and cumulative flying times totalled and inserted.

19. If either the cumulative flying time is expected to exceed the Flying Hours at which the TR Servicing is due after the next flight, or a period of operation ends, a TR Servicing must be carried out.

20. After a TR Servicing has been carried out, any Engine Oil Replenishment must be detailed in the lower table and the 'Filled to' level deleted as appropriate. **Paragraph 16 f** must then be repeated.

21. No signatures are necessary on this form as the After Flight Certificate on the Flight Servicing Certificate and MOD Form 705C(RN) will signify that all necessary Flight Servicing has been carried out.

Note: Quantities of fluids replenished during the Continuous Charge period are to be recorded on the MOD Forms 737(RTM) and 737 on completion of the Continuous Charge period.

Role Equipment State - MOD Form 706(Merlin HM Mk2)

22. **General.** MOD Form 706(Merlin HM Mk2) is used to record the Role Equipment State of the Aircraft. Provision is made to record 8 changes of role state.

23. **Insertion and Removal.** MOD Forms 706(Merlin HM Mk2) are to be inserted and removed from the MOD Form 700C iaw the instructions for Uncontrolled Forms on MOD Form 799/1.

24. **Role Equipment State.** The fitting and removal of Role Equipment is to be recorded on a Maintenance Work Order. On completion of the task, the supervisor is to complete the next column of the MOD Form 706(Merlin HM Mk2) to show the current role state of the Aircraft. Unused blocks are to be ruled through. Where many role state changes are carried out during a period of Maintenance only a single column need be completed, after the last role change, to reflect all changes.

25. At local management discretion, the form may be used to record checks to confirm the current role state. These checks may be aligned with flight servicing if required by utilising the MOD Forms 705(SSR) and 705(SSC) (Supplementary Flight Servicing Register and Certificate).

Record of Fuel Uplifts Away From Parent Unit - MOD Form 706B(H)

26. **General.** MOD Form 706B(H) is used to record all fuel uplifts away from the Parent Unit. Where, due to operational circumstances, (eg field operations), it would cause unnecessary delays to complete the MOD Form 706B(H), the Aircraft Captain may waive the requirement to enter the fuel uplifts at that time, but the MOD Form 706B(H) is to be completed on completion of the mission/return to base.

27. Helicopter engines are not at risk from fuel not containing lubricity additives. When fuel containing Fuel System Icing Inhibitor (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.

28. **Insertion and Removal.** MOD Form 706B(H) is to be inserted and removed from the MOD Form 700C 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 uplift of non FSII fuel have been carried forward to the next MOD Form 706B(H), 'Non FSII Fuel' Block.

29. **Person Undertaking Refuel.** The person undertaking the refuel is to complete the next line on the MOD Form 706B(H), unless the requirement has been waived iaw **Paragraph 26.**

Flying Log and Equipment Running Log - MOD Form 724(Merlin)(HM)

30. **General.** MOD Form 724(Merlin)(HM) is used to record flight details and running data of specified equipments.

31. **Insertion and Removal.** MOD Forms 724(Merlin)(HM) are to be inserted and removed from the MOD Form 700C iaw the instructions for Controlled Forms on MOD Form 799/1. In addition the following actions to close a form and raise a new one are to be carried out:

- Enter the appropriate details in the headings of the new form, ie Aircraft Type, Mark etc.
- Carry forward to the new form the Total Flying Hours and details with associated totals of the equipments for which a running log is to be maintained.
- Sign the transfer certificate on the new form when the above actions have been carried out.

32. **Flying Hours.** Flying hours for recording action on the MOD Form 724(Merlin)(HM) are to be taken from the Aircraft Common Control Unit (CCU).

Notes:

- Hoist.** A lift or lowering of the hoist with a load attached. Record lifting only.
- Active Dipping Sonar (ADS).** As read from the ADS counter.
- Landings.** The number of acts or instances of an Aircraft making touchdown.
- Blade Fold Cycles (BFC).** A selection of the Blade fold system that results in a normal blade fold. This includes Maintenance operations. Record blade fold only.
- Deck Lock.** A selection of the Deck Lock system that results in a normal Deck Lock operation. This includes Maintenance operations.

33. **Handling Pilot.** After each flight, the handling pilot shall ensure that the following are completed (total for this flight unless otherwise stated):

- a. Date of flight.
- b. Take Off and Landing Time.
- c. Flying Hours for that flight.
- d. A/C Total Flying Hours.
- e. Sortie Profile Code (SPC) number (**Table 1**) and Mission Effect Code (MEC) (**Table 2**). Refer to **Paragraph 35** for guidance.
- f. Number of ECU starts.
- g. Desert Hover (time spent in hover).
- h. The number of Landings On Land, the number of Landings On Land with ground speed above 15 knots, and the number of Landings On Ship/In Desert (rule through On Ship/In Desert as required).
- i. Portion of the flight flown with ACSR inoperative or degraded and the number of Auto-rotations.
- j. Deck handling and the number of deck lock engagements.
- k. Number of CROWSNEST (CN) Radar Deployment Mechanism (RDM) counts as detailed:
 - (1) For every full Deploy/Stow (DS) cycle a count of 1 should be recorded against D/S **and** Lock (LCK) interval types.
 - (2) For every movement to the Maintenance position and back to the stowed/locked position, a count of 0.5 should be recorded against D/S **and** LCK interval types.
 - (3) For the inspection procedure of the lock actuators, a count of 0.5 should be recorded against LCK interval type **only**.
- l. Amount of Fuel Used in Kgs.
- m. The Aircraft Captain's name in capitals.
- n. Hours, rotors engaged ground running (applicable to SPC 9 only).
- o. IRCM running hours.
- p. Number of Main Rotor starts.
- q. Number of Rotor brake stops.
- r. The number of Rescue hoist Lifts carried out (when hoist fitted).
- s. Hours flown with load lift (any load weight).
- t. EMRU Stingray carriage Hours.

34. Engineering Tradespersons. Engineering tradespersons are to enter the usage of equipments that are operated on the ground during servicing and require this usage to be recorded. The engineering tradesperson completing the internal

or avionic part of the AFS is to complete (total since last AF Servicing unless otherwise stated):

- a. Manual Tail folds.
- b. FMU (BL) Counter Reading.
- c. FMU (TL) Counter Reading.
- d. Op Code 4R ADS Dip Cycle Counts.

35. GOLDesp Sortie Profile and Mission Effect Codes. In order to maintain Continuing Airworthiness and Structural Integrity of the Aircraft, the handling pilot must be familiar with the criteria for each SOI/U Sortie Profile for the appropriate Aircraft Mk. The handling pilot must accurately classify each sortie with the appropriate SPC from **Table 1** and the MEC from **Table 2**.

Example: An HM Mk2 Aircrew reported code '1-1' for 'Medium and Low Level Handling & Instrument flying' practice with a 'technical fault', would be entered into GOLDesp (Item Usage Update Screen) Profile Code as **"M2SPC1"** along with corresponding Flying Hours. The MEC (**Table 2**) to be entered in this case would be **"1"**. An Environmental Code appropriate to the local operating conditions should be made referring to **Table 3**.

36. Flight Servicing Co-ordinator. The person updating the Aircraft's usage record in GOLDesp must record the Aircrew reported SPC number and its associated Flying Hours. The entry must be prefixed with the Merlin End Item Acronym Code (ie M2) from the drop-down list.

Example: An HM Mk2 Rotors Engaged Ground Run of 0:35 hrs. This would be entered into the GOLDesp (Item Usage Update Screen) Profile Code as **"M2SPC9"** with **"0:35"** entered against Rotors Engaged Ground Run, 'Interval Type' 'HG'.

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

- a. Ensure that details of equipments for which life histories are required are recorded on the relevant MOD Form 724(Merlin)(HM) and 726(Merlin) (**see Paragraph 42**).
- b. If the next flight servicing required is an AF Servicing, the FSC is to increment 'OP if flown' count in GOLDesp by one.
- c. The FSC's final signature post flight certifies that they have entered all Aircraft and equipment details into GOLDesp iaw JAP(D) 100A-0409-1 (update and usage process) and entered the sequence number in the GOLDesp SEQ column.

38. GOLDesp Off-Line Procedure and Subsequent Recovery. All entries made in the Flying Log and Equipment Running Log MOD Form 724(Merlin)(HM) are

to be entered into GOLDesp during the recovery to On-Line working. Care is to be taken to ensure that this is carried out in conjunction with the generation and completion of a GOLDesp MWO for MOD Form 707A entries at the correct date/usage counts.

Equipment Running Log – APU - MOD Form 726(Merlin)

39. **General.** MOD Form 726(Merlin) is used to record running data of the APU.

40. **Insertion and Removal.** MOD Forms 726(Merlin) are to be inserted and removed from the MOD Form 700C iaw the instructions for Controlled Forms on MOD Form 799/1. Sheet numbers are to run from 001 to 999. In addition the following actions to close a form and raise a new one are to be carried out:

- Enter the appropriate details in the headings of the new form, ie Aircraft Serial Number and APU Serial Number.
- Carry forward to the new form the titles and associated totals of equipments for which a running log is to be maintained.

41. **Flight Servicing Co-ordinator.** When the next flight servicing is an AF Servicing, the FSC is to check the correctness of the details entered and ensure that lifing details recorded by the APU counter are correctly transferred to MOD Form 726(Merlin) and into GOLDesp iaw JAP(D) 100A-0409-1 (update and usage process).

42. **Component Replacement.** When an APU is replaced, the supervisor is to:

- Despatch the relevant MOD Form 726(Merlin) with the removed APU.
- Raise a new MOD Form 726(Merlin) iaw **Paragraph 40**, for the replacement APU.

Table 1 – Merlin HM Mk2 GOLDesp Sortie Profile Codes (SPC)

SPC/ SOIU ID	Description	SPC/ SOIU ID	Description
1	General handling/Instrument Flying Practice	6	Medium Level Transit/HDS
2	Anti-Submarine Warfare - Active	7	Partial Test Flight
3	Surveillance, Passive - ASW and ASUW	8	Air Display and Practice
4	Load Lifting	9	Rotors Engaged Ground Running/Maintenance Activity
5	Winching Transfers	10	Crowsnest Airborne Surveillance and Control

Table 2 - Merlin GOLDesp Mission Effect Code (MEC)

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

Table 3 – Environment Codes

Enviro Code	Description	Notes
CO	Cold Weather	Land based, maintained on a Cold Weather Servicing Schedule
CS	Cold and Salt/Brackish Water	Land based, maintained on a Cold Weather and Salt Water Servicing Schedule
DE	Desert	Land based, maintained on a Desert Servicing Schedule
EC	Cold Weather	Ship based, maintained on a Cold Weather and Embarked Servicing Schedule
ET	Tropical Weather	Ship based, maintained on a Tropical and Embarked Servicing Schedule
ER	Embarked and Routine	Ship based UK Temperate maintained on a Routine Servicing Schedule
RS	Routine and Salt/Brackish Water	Land based maintained on a Routine and Salt Water Servicing Schedule
RU	Routine	Land based UK Temperate, maintained on a Routine Servicing Schedule
TR	Tropical	Land based, maintained on a Tropical (hot and humid) Servicing Schedule
TS	Tropic and Salt/Brackish Water	Land based maintained on a Routine and Salt Water Servicing Schedule