Instructions for Use

Flight Servicing Certificate - MOD Form 705(Poseidon MRA Mk1)
Flying Log and Equipment Running Log - MOD Form 724(Poseidon MRA Mk1)
Expendable Stores Log - MOD Form 706B(Poseidon MRA Mk1)
Record of Fuel Uplifts Away From Parent Unit - MOD Form 706B(T)(Poseidon MRA Mk1)
Role State - MOD Form 706H(Poseidon MRA Mk1)

Flight Servicing Certificate - MOD Form 705(Poseidon MRA Mk1)

1. **General.** MOD Forms 705(Poseidon MRA Mk1) are used for the certification of Flight Servicings and fuel states. Provision is made to record up to 3 Flight Servicings and 4 fuel state changes on each form. Responsibilities for completion are detailed in the following paragraphs.

2. **Insertion and Removal.** MOD Forms 705(Poseidon MRA Mk1) 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 authorised person removing the form, is to ensure that the last completed Daily Inspection details on the removed form, are transferred onto the newly inserted form, into the 'Previous Daily Inspection Valid TDM (iaw Topic 2(R)1)' Row.

3. **After Flight Declaration (Lines 1 to 5).** With the exception of Continuous Charge **(Paragraph 14)** the Responsible Aircrew Member's signature returns the responsibility for the Aircraft to the engineering organisation and certifies that:

   a. **Lines 1 and 2** have been completed (deleting 'Yes' or 'No' as applicable) for whether the Aircraft has been through a Taxi-Through Rinse, had any Stores Released and has had the Weapons Bay Doors Opened at Low Level whilst they were responsible for the Aircraft.

   b. They have returned the Aircraft to the Finally Armed state in accordance with the Aircraft Flight Reference Cards/Pocket Checklist or that no explosive armament stores are fitted.

   c. Any Aircrew accepted faults, the Serial Number of Works (SNOWs) for which are listed in the 'Accepted Faults' Block **(Line 3),** are annotated in their After Flight Declaration.

   d. A MOD Form 707A entry has been raised for each fault that became evident whilst they were responsible for the Aircraft including preflight faults.

   e. The results of any Flying Requirements undertaken have been entered in the relevant Line of the MOD Form 707B(AFRC) iaw MOD Form 799/5(AFRC).

   f. The Flying Log and Equipment Running Log MOD Form 724(Poseidon MRA Mk1), Responsible Aircrew Member required fields, has been completed.

4. **Armament Clearance (Line 6).** Suitably authorised Armament Personnel are to sign in **Line 6** to certify that they have returned the Aircraft to the Initially Armed state in accordance with the approved procedure, the status of the Sonobuoy Launch System (SLS) is ascertained, or that no explosive armament stores are fitted.

5. **GHMS Download and GOLDesp Update.** The appropriately authorised individual is to certify in **Lines 7 and 8** to indicate that the GHMS data has been downloaded, MOD Form 724(Poseidon MRA Mk1) has been completed and the sortie details have been updated on GOLDesp.

6. **Flight Servicings (Lines 9 to 21) (MAM-P Chap 4.2).**

   a. **Flight Servicing Co-ordinator.** The Flight Servicing Co-ordinator is to define the type of Flight Servicing required in **Line 9** (Daily Inspection, Turnaround/Post flight, Continuous Charge) and complete the validity details in **Line 10,** details regarding validity are prescribed in the Topic 2(R)1. They are also responsible for:

      (1) Identifying in the spare **Lines 14 and 15** 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.

      (2) Entering any additional requirements in the numbered spare **Lines 14 and 15** and detailing the appropriate tradesperson to undertake and sign for the work.

      (3) Striking through any designated or spare lines not required.

(4) Ensuring that on completion of their task, all tradespersons involved in the Flight Servicing, including any delegated tasks, have signed for their work in the appropriate signature blocks and are authorised to do so.

(5) Entering the valid until TDM in **Line 21.**

b. The Flight Servicing Co-ordinator is to sign in **Line 20** to certify that they have satisfied themselves that:

(1) A MOD Form 707A entry 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) Recorded fuel state meets the figure requested for the next planned sortie.

(5) The Flying Hours and component usage are recorded in the Flying Log and Equipment Running Log MOD Form 724(Poseidon MRA Mk1) have been calculated correctly from the previous sortie details and the totals prior to that sortie.

(6) A careful check of oil state figures has been made, paying particular attention to the amount put in and consumption rates recorded on MOD Form 737A(CFM56-7B) have been calculated correctly and are within limits.

Note: If the consumption is calculated to be excessive, consult the Mechanical Trade Manager immediately.

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 as detailed on MOD Form 705(Poseidon MRA Mk1)(Sup) and, where required, oil replenishments undertaken have been recorded on MOD Forms 737 and 737A(CFM56-7B). Additionally, certification of the MOD Form 705(Poseidon MRA Mk1) by a tradesperson signifies that any hand tools, used for that aspect of the Flight Servicing they have undertaken, have been accounted for.

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

d. **Waiver of Flight Servicing.** Waiving of Flight Servicing is not authorised for Poseidon MRA Mk1.

e. **Continuous Charge.** Instructions for Continuous Charge are detailed in AP101B-9300-2(R)1.

f. **The Effect on a Flight Servicing by Subsequent Maintenance.** A person holding the appropriate Level G authorisations is to determine whether a current Flight Servicing has been invalidated by subsequent Maintenance (see MAM-P Chapter 4.2) and is to either:

(1) Rule through unused blocks of the current Flight Servicing.

(2) Endorse the next Flight Servicing block of the current MOD Form 705 (Poseidon MRA Mk1) with **"No Flight Servicing Required following work at SNOW:[Enter SNOW of any work carried out]" or "No Flight Servicing Required Following Cancelled / Aborted* Flight"** (* Delete as applicable) and certify this entry at **Line 20.**

Or:

(3) Overwrite the signature at **Line 20** 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 9 "Partial Flight Servicing to be carried out [enter details of elements to be completed]"** 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 re-applied in-toto, the validity of the Flight Servicing is not altered by the re-application of a part.

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

7. **MOD Form 700 Co-ordinator (Lines 24-27) (MAM-P Chapter 4.2).** The MOD Form 700C Co-ordinator is to certify at **Line 25** that the Aircraft is in a fit condition and ready for flight. The MOD Form 700C is not to be co-ordinated after a 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, that from examination of the MOD Form 700C, they have satisfied themself that:

a. There is no outstanding Corrective or Preventive Maintenance work.

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

e. An authorised tradesperson has certified all entries in the Acceptable Deferred Husbandry Faults Log (MOD Form 704A).

f. All hand tools have been accounted for iaw RA4808 and MAM-P Chapter 4.13.1.

g. The Flight Servicings are valid and the fuel and role states are as requested for the task.

h. The last MWO is identified by SNOW in the 'Last SNOW' Block **(Line 24).**

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' Blocks **(Line 28).**

8. **Corrective Maintenance.** Should any Corrective Maintenance be required on the Aircraft after completion of the co-ordinating signature, the procedure at **Paragraph 6 f** is to be followed, with the exception that the word **"CANCELLED"**, if applicable, is to overwrite the signature at **Line 25.**

9. **Final Arming (Lines 22 and 23).** Suitably authorised Armament Personel are to sign in **Line 23** to certify that they have Finally Armed the Aircraft in accordance with the appropriate procedure and is to enter the corresponding MOD Form 706B(Poseidon MRA Mk1) Sheet and Load No. at **Line 22.**

10. **Aircrew Acceptance Certificate (Lines 28 to 30)(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 29** and entering the relevant TDM at **Line 30.** 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 all Acceptable Deferred Faults.

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 MOD Form 706B(Poseidon MRA Mk1) is as ordered by the authorising officer and is acceptable to them for the intended flight.

e. A documentation check of the MOD Form 700C has been carried out and the Co-ordinating Certificate of MOD Form 705(Poseidon MRA Mk1) has been signed by the MOD Form 700C Co-ordinator.

f. Any flying or ground run requirements are acceptable to them and they have been adequately briefed on any special tests required.

g. If applicable, any Aircrew Accepted Faults, as entered in the Aircraft Maintenance Log (AML), are acceptable to them, and if applicable their crew, for the intended flight.

11. **Pre-Flight (Dispatch) Faults.** Refer to MOD Form 799/5.

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

13. **Documentation on MOD Form 705(Poseidon MRA Mk1) for Flight Servicings Undertaken by Aircrew.** The Responsible Aircrew Member, or other authorised Crew Member, is to undertake the duties of the Flight Servicing Co-ordinator **(Paragraphs 6 a and b)** and MOD Form 700C Co-ordinator **(Paragraph 7).** Authorised members of the Aircrew, detailed to undertake the Flight Servicings, are to discharge their duties as for engineering tradesperson **(Paragraph 6 c).**

14. **Continuous Charge.** When Continuous Charge is authorised, the following procedure is to be adhered to:

a. When a crew change occurs, the off-going Responsible Aircrew Member (having given a verbal report to the on-coming Responsible Aircrew Member) is to:

(1) Ensure the flight details have been entered into the Flying Log and Equipment Running Log - MOD Form 724(Poseidon MRA Mk1).

(2) Ensure the SNOWs of any faults that were accepted when signing the Aircrew Acceptance Certificate, are entered into **Line 3,** After Flight Declaration Accepted Faults, of MOD Form 705(Poseidon MRA Mk1).

(3) Enter any new Aircrew acceptable faults on the AML.

(4) Sign the After Flight Declaration on **Line 4** of MOD Form 705(Poseidon MRA Mk1), entering the time and date into **Line 5.** On **Line 9** the off-going Responsible Aircrew Member is to enter the words **"CONTINUOUS CHARGE"**.

b. The on-coming Responsible Aircrew Member is to accept the Aircraft from the off-going Responsible Aircrew Member, subject to a satisfactory verbal report of serviceability and a check of the MOD Form 700C.

c. The on-coming Responsible Aircrew Member accepts the Aircraft by signing the Acceptance Certificate at **Line 29** and entering the time and date into **Line 30** of the MOD Form 705(Poseidon MRA Mk1) ensuring that SNOWs for all Aircrew acceptable faults have been entered in **Line 28**, 'Aircrew Accepted Faults'.

Fuel Certificate - MOD Form 705(Poseidon MRA Mk1)

15. This certificate permits up to 4 changes of fuel state to be recorded. The tradesperson/Aircrew detailed to undertake a Refuel/Defuel/Check is to:

a. Enter the fuel remaining (Totalizer).

b. Enter the fuel load required as advised by operations personnel.

c. Indicate the type of operation being undertaken.

d. Enter the fuel remaining in each tank as indicated by the Aircraft gauges, in the 'Fuel in Tanks Before Refuel/Defuel/Check' Blocks and enter the sub-total.

e. Undertake the refuel/defuel/check iaw the relevant procedure as published in the Approved Document Set (ADS).

f. Enter the new fuel state for each tank, as indicated by the Aircraft gauges, in the 'Fuel in Tanks After Refuel/Defuel/Check', and the sub-total. Complete or delete the blocks as applicable.

g. Enter the total fuel load in the Aircraft in the heavy outlines block.

Note: This block is also to be completed after a fuel check.

h. From the readings noted in **Paragraphs 15 d and 15 f** calculate and enter in the blocks provided, the amount of fuel put in or taken out, as indicated by the Aircraft gauges.

i. When the Aircraft is refuelled/defuelled from a metered source, the indicated total put in/taken out by the source gauges is to be retrieved and converted using calculations provided to the appropriate units (lbs) and is to be entered into the block provided.

j. Any discrepancy between the indications noted in **Paragraphs 15 h and 15 i** is to be entered into the blocks provided as a quantity in lbs (+/-) and as a percentage of the fuel put in/taken out as indicated by the Aircraft gauges, using the calculations provided on MOD Form 705(Poseidon MRA Mk1).

k. If the fuel uplift was completed away from the parent unit, complete MOD Form 706B(T)(Poseidon MRA Mk1) in accordance with **Paragraph 31.**

l. Complete the 'Certification and TDM' Blocks.

Flying Log and Equipment Running Log - MOD Form 724(Poseidon MRA Mk1)

16. **General.** MOD Forms 724(Poseidon MRA Mk1) are used to record the Aircraft flight details and running metrics of specific equipments, it is essential that the data blocks are completed accurately and legibly.

17. **Insertion and Removal.** MOD Forms 724(Poseidon MRA Mk1) 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.

18. Authorised personnel are to close the MOD Form 724(Poseidon MRA Mk1) and raise a new one as follows:

a. Enter the appropriate details in the heading of the new form.

b. Carry forward the Total landings, Flying Hours and associated totals of the equipment, for which a running log is to be maintained, in to the 'B/F Totals' Row of the new form.

c. Complete the Transfer Certificate on the old form certifying that the above actions have been carried out.

Note: The signature in the Transfer Certificate also certifies that any discrepancies have been investigated and resolved.

19. **Responsible Aircrew Member.** After each flight, the Responsible Aircrew Member is to complete the relevant column fields as follows:

a. **Date.** Enter the Date that the sortie commenced.

b. **Pilots Name.** Enter the name of the Pilot in command of the Aircraft.

c. **All Up Weight (AUW) at Take-Off.** Enter the AUW of the Aircraft at Take-Off.

d. **Fuel at Start Up.** Enter the amount of fuel at Aircraft Start Up.

e. **Fuel at Shut Down.** Enter the amount of fuel remaining in the Aircraft at Shut Down.

f. **Total Fuel Used.** Calculate and enter the Total Fuel Used during the sortie.

g. **Sortie Profile Code (SPC).** Enter the applicable SPC for the sortie from those detailed in **Table 1.**

h. **Mission Effect Code (MEC).** Enter the applicable MEC for the sortie from those detailed in **Table 2.**

i. **Landings.** Enter the number of Roller and Full Stop Landings carried out during the sortie, then calculate and update the Total Landings for the sortie and running Total accordingly.

j. **Go Around.** Enter how many Go Arounds have been completed.

k. **Flight Times.** Enter the Take-Off and Landing Times, calculate and enter the Flight Hours and update the Total Flying Hours with this figure.

20. **GHMS Download Data.** Appropriately authorised engineering tradespersons are to download the Aircraft Health Monitoring System Data from the PCMICA card to the Ground Health Monitoring System iaw DAP-101B-9300-2(R)1 Leaflet 215 and update the relevant column fields as follows using the applicable data from the usage report:

a. **Flight Hours.** Check Aircrew reported flight times against those recorded on GHMS usage report and amend as necessary.

b. **OBIGGS.** Update OBIGGS Operating Times with OO hours, calculate and record Total.

c. **HPAC Operating Hours.** Update the HPAC Operating Hours with hours from S01, S02, SFW, SAP, S10 and S11 as applicable.

d. **APU Usage.** Update the APU Total Cycles and Total Hours.

21. **Sorties with In-Flight Refuelling.** The Responsible Aircrew Member notes the Sheet and Line number from the MOD Form 724(Poseidon MRA Mk1) for entry into the MOD Form 706B(T)(Poseidon MRA Mk1) which is to be completed in accordance with **Paragraph 32.**

22. **GOLDesp Update.** After each flight the NCO IC Flight Servicing is to check the correctness of the details entered and update GOLDesp iaw JAP(D) 100A-0409-1 (update and usage process), enter the sequence number and their name in the 'GOLDesp SEQ' Column. They are to certify that the GOLDesp update has been completed on the applicable Flight Servicing on MOD Form 705(Poseidon MRA Mk1) **(Paragraph 5).**

23. **GOLDesp Off-Line Procedure/Reversionary Procedures.** During Off-Line operations engineering tradespersons are to calculate and record the 'Total' usage in the relevant columns of the MOD Form 724(Poseidon MRA Mk1) against all GOLDesp input metrics. A MOD Form 726 may be used for recording of Equipment Operating Hours. These totals are to be used with the MOD Format 721(GOLDesp) or MOD Form 721B to forecast Scheduled Maintenance.

24. **GOLDesp Off-Line Procedure and Subsequent Recovery.** All entries made in the Flying Log and Equipment Running Log MOD Form 724(Poseidon MRA Mk1) 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.

Stores Carriage Log - MOD Form 724(Poseidon MRA Mk1)

25. **Carriage Times.** Where a store has been fitted to a 'Bomb Release Unit', enter the flight time the store was carried. When a store remains on the station at landing, enter the entire flight time. If no store is carried, the box is to be struck through. 'Weapons Bay (WH)' Column is to be updated using the longest carriage time from 'Stn 05 to 09, Interval Type Codes VE to VI', eg if during a sortie, one store was released from 'Stn 06' after three hours and another from 'Stn 08' after five hours; 3 hours would be recorded against 'Interval Type Code VF' and 5 hours against 'VH'. 5 hours would be the longest carriage time, therefore 5 hours would also be recorded against 'WH'.

Expendable Stores Log - MOD Form 706B(Poseidon MRA Mk1)

26. **Introduction.** MOD Forms 706B(Poseidon MRA Mk1) are used to record the Expendable Stores State of the Aircraft, provision being made to record two changes of state per sheet.

27. **Insertion and Removal.** MOD Forms 706B(Poseidon MRA Mk1) are to be inserted and removed from the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1.

28. **Expendable Stores Log.** On completion of any Loading, Unloading or Checking operation, the responsible Load Team Member is to rule through the previous load and complete the next available load as follows:

a. **Weapons Stations.** Enter the type and total quantity of stores loaded at each station in the 'Store' and 'QTY' Columns, and annotate the 'State' Columns with one of the following codes:

(1) L - Loaded

(2) U - Unloaded

(3) C - Checked

b. **Buoys.** Enter the Qty of each type of Sonobuoy loaded to the Aircraft.

c. **SUS/MLM.** Enter the Qty of each type of Sound Underwater Signal and Marine Location Marker loaded to the Aircraft.

d. **Sonobuoy Launching System.** Complete the Sonobuoy Launching System tables, identifying if Sonobuoys are loaded to the launchers as applicable.

e. **Certification.** Complete the 'TDM, Name and Signature' Block directly under the entries just made, certifying the current Expendable Stores Log Load state for the Aircraft.

Record of Fuel Uplifts Away From Parent Unit - MOD Form 706B(T)(Poseidon MRA Mk1)

29. **Introduction.** MOD Forms 706B(T)(Poseidon MRA Mk1) are used to record fuel uplifts away from the parent unit, including AAR, in order to provide information required in the event of a defuel or technical investigation.

30. **Insertion and Removal.** MOD Forms 706B(T)(Poseidon MRA Mk1) are to be inserted and removed from the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1.

31. **Completion in the Event of a Fuel Uplift Away from the Parent Unit.** MOD Forms 706B(T)(Poseidon MRA Mk1) are to be completed as follows:

a. **Column (a)** Enter date of uplift.

b. **Column (b)** Place of uplift.

c. **Column (c)** Airframe Hrs at uplift.

d. **Column (d)** Fuel Type.

e. **Column (e)** FSII fuel (delete as applicable).

f. **Column (f)** Quantity of fuel uplifted (lbs).

g. **Column (g)** Off Route Fuel Bill Number (if applicable).

h. **Column (h)** Fuel Company.

i. **Column (i)** Remarks.

Note: If block is not applicable or not used then strike through.

32. **Completion in the Event of a Fuel Uplift from AAR.** MOD Forms 706B(T) (Poseidon MRA Mk1) are to be completed as follows:

a. Enter the total number of complete AAR contacts both wet and dry this flight.

b Complete the new running total of AAR contacts.

c. The MOD Form 706B(T)(Poseidon MRA Mk1) is to be annotated with details of each AAR refuel on a separate line as follows:

(1) **Column (a)** Date of Uplift.

(2) **Column (b)** Write **"AAR"** and the 'Sheet and Sortie' number of the flight recorded in the MOD Form 724(Poseidon MRA Mk1).

(3) Strike through entries in **Columns (c) and (g).**

(4) **Column (d)** Fuel Type.

(5) **Column (e)** Delete as applicable.

(6) **Column (f)** Quantity of fuel received (lbs).

(7) **Column (h)** Enter the tanker tail number and type.

(8) **Column (i)** Enter remarks as required or strike through.

Role State - MOD Form 706H(Poseidon MRA Mk1)

33. **Introduction.** MOD Forms 706H(Poseidon MRA Mk1) are used to record the Role State of the Aircraft, provision being made to record four changes of state per sheet.

34. **Insertion and Removal.** MOD Forms 706H(Poseidon MRA Mk1) are to be inserted and removed from the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1.

35. **Completion.** The fitting and removal of role equipment is to be recorded on a Maintenance Work Order. The task supervisor is to complete the next block of the MOD Form 706H(Poseidon MRA Mk1) to show the current role state of the Aircraft. Old blocks are to be ruled through when no longer valid.

Table 1 - Poseidon MRA Mk1 Sortie Profile Codes

SPC	GOLDesp	SPC Title
1	P8-01	Pilot Training
2	P8-02	Pilot Training (AAR)
3	P8-03	Mission Training (HIGH on station)
4	P8-04	Mission Training (LOW on station)
5	P8-05	Mission Training (MIXED on station period)
6	P8-06	Operational Sortie (HIGH on station)
7	P8-07	Operational Sortie (LOW on station)
8	P8-08	Operational Sortie (MIXED on station)
9	P8-09	Operational Sortie (HIGH on station) with AAR
10	P8-10	Operational Sortie (LOW on station) with AAR
11	P8-11	Operational Sortie (MIXED on station) with AAR
12	P8-12	Transit
13	P8-13	Functional Check Flight

Full descriptions of SPCs are detailed in AP101B-9300-15S

Table 2 - GOLDesp Mission Effect Codes

MEC	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.