

Instructions for Use

Flight Servicing Certificate - MOD Form 705(Merlin)(HC)
 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 HC Mk4/4A)
 Weapons and Expendable Stores Certificate - MOD Form 706A(Merlin)(HC)
 GPMG Expendable Stores Certificate - MOD Form 706AB(Merlin)(HC)
 Record of Fuel Uplifts Away From Parent Unit - MOD Form 706B(H)
 Flying Log and Equipment Running Log - MOD Form 724(Merlin)(HC)
 Equipment Running Log - APU - MOD Form 726(Merlin)

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

1. **General.** MOD Form 705(Merlin)(HC) 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)(HC) 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 3).** 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 had 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)(HC)), 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.
 - g. The AMMS Maintenance Logs have been downloaded to the Secure Data Recorder (SDR) iaw the Aircraft FRCs.
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 14, 15 and 16** and detailing the appropriate tradesperson to undertake and sign for the work.
- (2) Detailing an authorized tradesperson to interrogate, unload, download and transfer HUMS data as required, ensure work is signed for on the MOD Form 706(HUMS)(Merlin)(HC)(Mk4/4A).
- (3) Identifying in the spare **Lines 14, 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 **Line 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 24** 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 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 tradesperson who complete these items are to sign in the appropriate block.

2. Supervised Flight Servicing. When a tradesperson under training is carrying out a Flight Servicing, they are to be supervised by an appropriately authorized person iaw MAM-P. 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 field 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/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 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 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 24** 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 and 705E as described in **Paragraphs 13 and 15** respectively.

6. MOD Form 700C Co-ordinator (Line 29) (MAM-D Part 1 Chapter 2.2).

The MOD Form 700C Co-ordinator is to certify in **Line 29** 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 29 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 and 705E 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 current role state is recorded on the MOD Form 706 and the sheet/item is annotated at **Line 26 (if in use)**.

k. Any Flying Requirements are identified by SNOW in the 'Flying Requirement' block at **Line 31**.

l. Any Aircrew Accepted Faults are identified by SNOW in the 'Aircrew Accepted Faults' block at **Line 33**.

m. 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 29**.

8. Aircrew Acceptance Certificate (Lines 33 to 35) (MAM-D Part 1 Chapter 2.1).

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 29**.

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.

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)(HC) for Flight Servicing 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 Servicings are to discharge their duties as for engineering tradesperson (**Paragraph 5 c**).

12. **Fuel Certificate.** The current fuel state is to be recorded at **Lines 18 to 23**. The fuelling activity (refuel, defuel 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 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 MF737(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 19 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 HC Mk4/4A)

22. **General.** MOD Form 706(Merlin HC Mk4/4A) 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 Form 706(Merlin HC Mk4/4A) is 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 HC Mk4/4A) 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. On initial recording or for a configuration check, 'N/A' can be recorded for the ORN. Each line of Equipment listed shall be ticked as 'Fitted' or 'Not Fitted'. no line should be left blank. Where the Equipment listed has (Qty*) against it,

alongside the tick for being fitted shall be the quantity installed in brackets. Once complete, the name and signature of a supervisory rate (holding the appropriate authorization) shall be applied.

26. There are spare rows in the 'Equipment' column which can be utilised at local management discretion for additional Role Equipment installations deemed pertinent to Aircrew or Maintainers.

27. 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).

Expendable Stores Certificate - MOD Form 706A(Merlin)(HC) and GPMG Expendable Stores Certificate - MOD Form 706AB(Merlin)(HC)

28. **General.** MOD Forms 706A(Merlin)(HC) and 706AB(Merlin)(HC) are used to certify the fitment of expendable stores. Provision is made to record one flight on each form. Responsibilities for completion are detailed in the following paragraphs.

29. **Insertion and Removal.** MOD Forms 706A(Merlin)(HC) and 706AB(Merlin)(HC) are to be inserted and removed from the MOD Form 700C iaw the instructions for Controlled Forms on the MOD Form 799/1.

30. **Expendable Stores Loading/Down Loading/Checking.** On completion of any Loading/Down Loading/Checking operation the NCO I/C Loading/Down Loading Team is to ensure their team members initial the tasks that they carried out and complete the 'Loading/Down Loading Team' block. When the NCO I/C Loading/Down Loading Team is satisfied they are to complete their certificate in the 'Loading/Down Loading Team' block.

Compilation - Part 1 (Loading)

31. The person inserting the MOD Form 706A(Merlin)(HC) and/or MOD Form 706AB(Merlin) into the MOD Form 700C is to enter the following:

- a. Aircraft Serial Number.
- b. Aircraft Mark.
- c. Squadron or Unit.
- d. Sheet Number.

32. The tradesperson or supervisor is to complete the remaining blocks as appropriate.

Compilation - Part 2 (Load Record, Down Loading, Expenditures)

33. The tradesperson or supervisor is to enter flare/chaff cartridges quantities loaded, fired and/or down loaded in the appropriate boxes.

Note: Where flares and/or chaff cartridges are retained for future use on the Aircraft, details are to be carried forward to the appropriate blocks on the next MOD Form 706A(Merlin)(HC).

34. **General - Checking Operations.** When a load has been checked, a 'C' should be marked in the appropriate Loaded box of the station that has been checked and the tradesperson who checked the load are to identify themselves on the 'Loading Team' block.

35. **Flight Servicing Co-ordinator.** The Flight Servicing Co-ordinator is to:

- a. Remove Sheet 1 after completion and prior to Aircraft Captain's acceptance.
- b. After flight Sheet 2 is to be removed iaw the instructions for Controlled Forms on MOD Form 799/1 and attached to Sheet 1 prior to retention/disposal action under local unit management instructions.

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

36. **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.

37. 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.

38. **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.

39. **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 28.**

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

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

41. **Insertion and Removal.** MOD Forms 724(Merlin)(HC) 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:

- a. Enter the appropriate details in the headings of the new form, ie Aircraft Type, Mark etc.
- b. 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.
- c. Sign the Transfer Certificate on the new form when the above actions have been carried out.

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

Notes:

1. **Hoist.** A lift or lowering of the hoist with a load attached.
 2. **Landings.** The number of acts or instances of an Aircraft making touchdown.
 3. **Blade Fold Cycles (BFC).** A selection of the Blade fold system that results in a normal BFC. This includes Maintenance operations.
43. **Aircraft Captain.** After each flight, the Aircraft Captain 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 45** for guidance.
 - f. Salt Backlash - Enter Yes (Y) or No (N). Applicable only if operated at sea or flying over the sea at an altitude below 76.2 meters (250 feet), if an Aircraft is flown from an airfield within 4.8 kilometers (3 miles) of the sea.
 - g. Number of ECU starts.
 - h. Portion of the flight flown with ACSR inoperative or degraded and the number of Auto-rotations.

- i. Desert Hover (time spent in hover).
- j. 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).
- k. Amount of Fuel Used in Kgs.
- l. The Aircraft Captain's name in capitals.
- m. Hours, rotors engaged ground running (Applicable to SPC 16 only).
- n. Hours flown with ramp open.
- o. Hours flown with load lift >3600kg.
- p. Ramp Cycles.
- q. The number of Rescue Hoist Lifts carried out (when hoist fitted).
- r. The number of Cargo Winch Cycles (when cargo winch fitted).
- s. Number of Main Rotor starts.
- t. Number of Rotor Brake stops.
- u. AUM - Maximum of sortie.

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

- a. FMU (BL) Counter Reading.
- b. FMU (TL) Counter Reading.
- c. Manual Tail folds.

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

Example: An HC Mk4 Rotors Engaged Ground Run of 0:30 hrs. This would be recorded as a single line entry on MOD Form 724(Merlin)(HC), inserting '16' followed by hyphen eg '16-1' in the 'Sortie Profile/MEC' field, '0:30' in the Hours Run on Ground in the 'Interval Type' 'HG'.

Note: All non-flight Maintenance activity is attributable to SPC 16.

46. 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 (M4 to be used for Mk4 and Mk4A a/c) from the drop-down list.

Example: A HC Mk4A Aircrew reported code '2-1' for 'General Flying Practice', this would be entered into GOLDesp (Item Usage Update Screen) Profile Code as 'M4SPC2' along with corresponding Flying Hours. The 'Mission Effects Code' (**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**.

47. 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 Forms 724(Merlin)(HC) and 726(Merlin) (see **Paragraph 52** and AUM recording: **Table 4** and PL152 Annex B refers).
- 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.

48. GOLDesp Off-Line Procedure and Subsequent Recovery. All entries made in the Flying Log and Equipment Running Log 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)

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

50. 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:

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

51. **Flight Servicing Co-ordinator.** When the next flight servicing is a 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).

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

- a. Despatch the relevant MOD Form 726(Merlin) with the removed APU.
- b. Raise a new MOD Form 726(Merlin) iaw **Paragraph 50**, for the replacement APU.

Table 1 - Merlin HC all Mks GOLDesp Sortie Profile Codes (SPC)			
SPC/ SOIU ID	Description	SPC/ SOIU ID	Description
1	Instrument Flying Practice	9	Maritime Roles
2	General Flying Practice (Dynamic)	10	Winch/SAR/Roping
3	Composite Currency Flying	11	Trooping/Role Demo
4	Maintenance Test Flight/ Partial Test Flight	12	Load Lifting
5	Medium Level Transit/IF Transit	13	Gunnery/Sniping
6	Low Level Navigation	14	Evasion and DAS Training
7	MCT Roles	15	Environmental Training, Operational Training/Tasking Mountain Flying
8	Amphib (STOM)	16	Rotors Engaged Ground-running/Maintenance Activity

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	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 Weather Servicing Schedule
ER	Embarked and Routine	Ship based, UK Temperate maintained on 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

Table 4 - Maximum All Up Mass (MAUM) Banding				
Interval Type	Description	Master Life Task Codes	MAUM (Kg)	Task Type
W1	MAUM1	MN/HC/MAUM1	< or = to 12000	LMAUM1
W2	MAUM2	MN/HC/MAUM2	> 12000 & < or = 13500	LMAUM2
W3	MAUM3	MN/HC/MAUM3	> 13500 & < or = 14600	LMAUM3
W4	MAUM4	MN/HC/MAUM4	> 14600 & < or = 15600	LMAUM4