

Instructions for Use

Flying Log - MOD Form 725(C17A)

Flying Log - MOD Form 725(C17A)

1. The MOD Form 725(C17A) is used to record details of each flight. It is essential that maximum accuracy is exercised in the completion of the data blocks.

2. MOD Forms 725(C17A) are to be inserted and removed from the MOD Form 700 in accordance with the instructions for controlled forms on MOD Form 799/1 and sheet numbers in the series 001 to 999 are to be used.

3. The NCO IC Flight Servicing is to close the MOD Form 725 and raise a new one, as follows:

- a. Complete Landings and Landing Gear Cycles blocks on the reverse of the old form.
- b. Carry forward from the old form the following:
 - (1) The Total Aircraft Hours to the B/F Aircraft Hours field of Data Block 1.
 - (2) The Total Landings and Total Landing Gear Cycles to the appropriate B/F Total block on the reverse of the new form.
- c. Complete the Transfer Certificate on the reverse of the old form.

Note: If a Data Block is spoiled, or a part used form is closed, then the spoiled/unused Data Block(s) are to be cancelled by inserting six X's in the date field(s).

4. **Captain.** After each flight the Captain is to enter the required details in the appropriate Data Block.

Notes: 1. Sortie Profile Code. The Sortie Profile Code (SPC) most closely reflecting the sortie flown is to be entered on the MOD Form 725(C17A). In the event of a mixed sortie, the SPC reflecting the predominant sortie type is to be entered.

2. Times. 'Zulu' is to be used as the standard for recording times.

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

- a. Ensure the Data is complete, realistic and logical.
- b. Carry forward the Total Aircraft Hours to the B/F Aircraft Hours field of the next Data Block.
- c. He is also to undertake the actions detailed in Para 3 when necessary.

6. The Rectification or Documents Controller is to remove the MOD Form 725(C17A) at the end of the last sortie of the month and/or prior to the aircraft entering Depth Maintenance. He is to ensure all relevant data is transferred forward to the new MOD Form 725(C17A).

7. **Rectification/Documents Controller.** The Rectification or Documents Controller is to forward copies of all completed MOD Form 725(C17A) to Engineering Records as soon as possible, post Boeing G081 recording actions.

8. **NCO IC Engineering Records.** The NCO IC Engineering Records is to complete the Inspection Certificate on the reverse of the form after he has assured that the recorded information is complete and mathematically correct, and that any anomalies have been amended in RED INK. The originals are then to be filed into the Aircraft Log Books (MOD Forms 700A).