

Instructions for Use

Flying Log and Fatigue Data Sheet - MOD Form 725(Hawk TMk 2)

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1. This form is used to record details of each flight. It is a computer input document, therefore, it is essential that the data blocks are completed accurately and legibly.
 2. MOD Forms 725(Hawk TMk 2) are to be inserted and removed from the MOD Form 700 in accordance with the instructions for controlled forms on MOD Form 799/1(Hawk TMk 2) and sheet numbers in the series 0001 to 9999 are to be used.
 3. The Authorised Supervisor is to close the MOD Form 725(Hawk TMk 2) and raise a new form as follows:
 - a. Complete the following blocks on the old form:
 - (1) Enter X in the Mainplane and Fin Serial No No Change boxes if no change has taken place.
 - (2) Record of Landings.
 - b. Carry forward from the old form the following:
 - (1) The Total Aircraft Hours to the B/F Total Aircraft Hours field of Data Block 1.
 - (2) The last Fus FI, Wing FI and Fin FI figures to the B/F Fus FI, B/F Wing FI and B/F Fin FI blocks.
 - (3) The Basic Aircraft Weight to the Basic Aircraft Weight block.
 - (4) The Total Landings to the B/F Total field of the Record of Landings Block.
 - c. Complete the 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. **Mainplane or Fin Replacement.** When a mainplane or fin is replaced, the maintenance supervisor is to close the current MOD Form 725(Hawk TMk 2) and raise a new form as follows:

- a. **Mainplane or Fin.** Undertake the actions of para 3, and enter the new Mainplane or Fin Serial No in the Mainplane or Fin Serial No block of the new form.

5. **Basic Weight Change.** If the aircraft basic weight is changed, the maintenance supervisor is to undertake the actions of para 3, except that the new basic weight is to be entered on the new form.

6. **Captain.** After each flight the Captain is to enter the required detail in the appropriate Data Block.

- Notes:**
1. **Sortie Profile Codes (SPCs).** The SPCs are defined in AP-101B-4402-15S, the Hawk Statement of Operating Intent (SOI). The SPC most closely reflecting the sortie flown is to be entered on the MOD Form 725(Hawk TMk 2). In the event of a mixed sortie, the SPC reflecting the predominant sortie type is to be entered.
 2. **Stores Codes.** The codes are listed on the reverse of the form.
 3. **No of Spins.** Record the number of entries into a spin, not the number of gyrations.
 4. **Pressurizations.** A pressurization is to be recorded whenever the aircraft altitude increases by 25,000ft or more.
 7. **Engineering Personnel.** After each flight, engineering personnel are to enter the required detail in the appropriate Data Blocks in accordance with the relevant flight servicing schedule.
 8. **Authorised Supervisor.** After each flight the Authorised Supervisor is to:
 - a. Inspect the completed Data Block for correctness.
 - b. Input the MOD Form 725(Hawk TMk 2) data into the relevant electronic management system, as directed by the Unit Management.
 - c. If data are input into the Electronic Management system, complete the Fus FI, Wing FI and Fin FI blocks.
 - d. Carry forward the Total Aircraft Hours to the B/F Total Aircraft Hours of the next Data Block.
 - e. Undertake the actions detailed in para 3 when necessary.
 - f. Ensure that any part used MOD Form 725(Hawk TMk 2) is closed (para 3) at the

end of a calendar month and when it is anticipated that an aircraft will not be flown within the next seven days.

9. **Authorised Supervisor Engineering Records.** The Authorised Supervisor Engineering Records is to:

- a. On receipt of a completed or closed MOD Form 725(Hawk TMk 2), ensure that the data are complete, legible and logical and that any anomalies have been amended, where necessary, in red ink, (correcting fluids may be used prior to red ink amendment).
- b. File a photocopy of the MOD Form 725(Hawk TMk 2) in the Aircraft Log Book (MOD Form 700A).