

Instructions for Use

Reaper GCS Servicing Certificate - MOD Form 705(Reaper)(GCS MCE)

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1. **General.** This form is used for:
 - a. Aircraft Captain acceptance of the GCS.
 - b. Aircraft Captain acceptance of the AV.
 - c. Transfer of charge of the GCS and AV, between the Aircraft Captain(s) and the Maintenance Organization.
 - d. Aircraft Captain after use declaration

Note: This includes acceptance by all Aircraft Captains required to take over the GCS and AV during the mission.

2. **Insertion and Removal.** MOD Forms 705(Reaper)(GCS MCE) are to be inserted into, and removed from, the 781 binder, and archived iaw USAF guidelines. The person inserting a new form is to enter the following on the new sheet:
 - a. The GCS Serial number.
 - b. The Sheet/Month No (eg Mar/01 Mar/02).

a. The GCS Serial number.

b. The Sheet/Month No (eg Mar/01 Mar/02).

At the beginning of each month, the Sheet No. is to be reset back to '1'.

3. **Acceptance Certificate.** The first Aircraft Captain for a period of use is to enter the AV tail number, their name, signature and TDMY in the certificate at **lines 3 to 5** to certify that:
 - a. They accept responsibility for the GCS and AV until the 'After Use Declaration' is signed (see Paragraph 5), or it is handed over to another operator in accordance with SOPs.
 - b. The GCS BPO/PR is valid.
 - c. Entries in the GCS 781K Section D are acceptable and will not place excessive limitation on the operation of the AV.
 - d. They are aware of the GCS Next Maintenance Due (USAF Form 781K section C. Calendar and hourly insp. Schedule) for the GCS and this will not impact the required sortie.
 - e. There is a red line which has been initialed, which identifies the last JCN entry on the GCS Form 781A.
 - f. The exceptional release has been signed for on the GCS 781H.

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b. The GCS BPO/PR is valid.

c. Entries in the GCS 781K Section D are acceptable and will not place excessive limitation on the operation of the AV.

d. They are aware of the GCS Next Maintenance Due (USAF Form 781K section C. Calendar and hourly insp. Schedule) for the GCS and this will not impact the required sortie.

e. There is a red line which has been initialed, which identifies the last JCN entry on the GCS Form 781A.

f. The exceptional release has been signed for on the GCS 781H.

g. An AV handover will occur from the previous Aircraft Captain. This is to include the same information detailed in sub-Paragraphs 3b - 3f, but for the AV.

4. **Additional Aircraft Captain Acceptance.** All Aircraft Captains that are required to take charge of the GCS are to enter the AV Tail number (if required), their name, signature and TDMY in the next available certificates at **lines 6 to 23** to certify the same checks as the initial Aircraft Captain, have been carried out iaw Paragraph 3.

Note: If the last acceptance row of a column has been used and further operators are required to certify acceptance, then rows 2 to 4 of the next column are to be struck through and the Aircraft Captain Acceptance Certificates completed as required. The 'After Flight Declaration' is then completed in the new column.

5. **After Use Declaration.** At the end of a period of use, the final Aircraft Captain is to transfer responsibility for the GCS to the Maintenance Organization by completion of the 'After Use Declaration' (**lines 24 to 26**). Completion of the 'After Use Declaration' certifies that:
 - a. The details of any faults found have been transferred to Maintenance Organization documentation as required.
 - b. Suitable verbal debriefs have been conducted where required.
 - c. The Reaper GCS In-Flight Log continuation sheets have been passed to the Maintenance Organization.
 - d. All AV faults have been briefed to the LRE crew.

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b. Suitable verbal debriefs have been conducted where required.

c. The Reaper GCS In-Flight Log continuation sheets have been passed to the Maintenance Organization.

d. All AV faults have been briefed to the LRE crew.