

Instructions for Use

GCS Flight Servicing Certificate - MOD Form 705(Protector RG-1)(GCS)

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1. **General.** MOD Form 705(Protector RG-1)(GCS) is used for the certification of Flight Servicing on the Ground Control System (GSC), Ops Check Servicing and Pre-Sortie Initialize. Provision is made to record up to 4 Flight Servicing (GCS) Certificates on each side of the form. Responsibilities for completion are detailed in the following paragraphs.
2. **Insertion and Removal.** MOD Forms 705(Protector RG-1)(GCS) 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 Post Flight servicing 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 Air System Commander after flight signature passes responsibility for the Ground Control System to the engineering organization and certifies that:
 - a. 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.
 - b. An Aircraft Maintenance Log (AML) (MOD Form 707A) entry has been raised for each fault that became evident whilst responsible for the GCS, including pre-flight faults and RPAS In-Flight Log faults reported on MOD Forms 777H(Protector RG-1)(GCS) and 777HC(Protector RG-1)(GCS) iaw MOD Form 799/4C(Protector RG-1)(GCS).
4. **GOLDesp Update (Line 4) (if applicable).** The individual is to certify in **Line 4** to indicate that the previous sortie/usage details have been entered in to GOLDesp.
5. **Flight Servicings (GCS), Ops Check and Pre-Sortie (Lines 5 to 19).**
 - a. **Flight Servicing (GCS) Co-Ordinator.** The Flight Servicing (GCS) Co-Ordinator is to define the type of Flight Servicing (GCS) required in **Line 5** and enter the commenced Time Day Month (TDM) in **Line 6**. They are also responsible for:
 - (1) Entering any additional requirements in the numbered spare **Lines 15 to 19** and detailing the appropriate tradesperson to undertake and sign for the work.
 - (2) Identifying in the spare **Lines 15 to 19**, any items contained in the Flight Servicing (GCS) Schedules which they have delegated to a tradesperson other than those directed to undertake the Flight Servicing (GCS).
 - (3) Striking through any designated or spare lines not required.
 - (4) Ensuring that, on completion of their tasks, all tradespersons involved in the Flight Servicing (GCS) (including any delegated tasks) have signed for their work in the appropriate signature blocks and are authorized to do so.
 - (5) Enter the 'Servicing Valid Until TDM / Airframe Hours' at **Line 21**, as defined iaw the Flight Servicing (GCS) Validity policy in the Topic 2(R)1, in order to determine the Servicing Valid Until TDM.
 - b. The Flight Servicing (GCS) Co-Ordinator is to sign in **Line 20** 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 (GCS).
 - (2) The Flight Servicing (GCS) has been completed satisfactorily.
 - (3) The appropriate MOD Form 705(SSC) columns have been completed.
 - (4) If applicable, Flight Servicing (GCS) details have been updated in GOLDesp.
 - (5) The use hours and component running hours recorded.
 - c. **Engineering Tradespersons.** Engineering tradespersons are to undertake the work as detailed by the Flight Servicing (GCS) Co-Ordinator and sign in the appropriate Flight Servicing (GCS) blocks. A signature in the Flight Servicing (GCS) Certificate block certifies that the Flight Servicing (GCS) has been undertaken iaw the appropriate GSC Servicing Schedule. Additionally, certification of the MOD Form 705 by a tradesperson signifies that any hand tools, used for that aspect of the Flight Servicing (GCS) they have undertaken, have been accounted for.

Notes:

1. Delegated Flight Servicing (GCS) Items. When delegated Flight Servicing (GCS) items are specified separately on the Flight Servicing (GCS) Certificate, the tradesperson who complete these items are to sign in the appropriate block.

2. Supervised Flight Servicing (GCS). When a tradesperson under training is carrying out a Flight Servicing (GCS), they are to be supervised by an appropriately authorized person iaw MAM-P. In this instance the Flight Servicing (GCS) Coordinator is to annotate a spare line(s) with the wording:

“2nd Sig [insert details of the element of the Flight Servicing (GCS)(s) being supervised]”.

The tradesperson undertaking the Flight Servicing (GCS) is to complete the appropriate Flight Servicing (GCS) field as normal and the individual undertaking the supervisory aspects of the Flight Servicing (GCS) is to sign the block identified by the Flight Servicing (GCS) Co-Ordinator.

d. Waiver of Flight Servicing (GCS). When operational circumstances demand and provided the conditions of MAM-P Chapter 4.2 Paragraph 10 are met, Flight Servicing (GCS) between successive sorties may be waived. The statement:

“Flight Servicing (GCS) waived by: Authority Level J/Aircraft Commander*: [InsertName]” (* Delete as applicable).

is to be entered in the Flight Servicing (GCS) block on the relevant MOD Form 705. This entry is to be counter-signed by the authority level J, appropriately authorized person, or the Aircraft Commander. Any mandatory checks detailed in the Topic 2(R)1 are to be carried out.

e. Flight Servicing (GCS) Invalidated by Subsequent Maintenance. A person holding the appropriate authorization(s) is to determine whether a current Flight Servicing (GCS) has been invalidated by subsequent Maintenance (see MAM-P Chapter 4.2 Paragraph 11) and either:

No Flight Servicing (GCS) Required.

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

(2) Endorse the next Flight Servicing (GCS) block of the current MOD Form 705 with:

“No Flight Servicing (GCS) Required Following Work at SNOW(s): [Enter SNOW(s) of any work carried out]” and certify this entry.

Or:

“No Flight Servicing (GCS) Required Following Cancelled / Aborted* Flight” (* Delete as applicable).

f. Partial Flight Servicing (GCS). If a partial Flight Servicing (GCS) will restore the currency of the existing Flight Servicing (GCS), the FSC is to be annotated with the following statement and signed by an individual authorized:

“Partial Flight Servicing (GCS) to be carried out: [enter details of elements to be completed]”.

In addition, the Tradesperson who carries out this work is to sign the FSC.

6. MOD Form 700C Co-Ordinator Lines 24, 25 (MAM-P Chapter 4.2

Paragraph 13.3). The MOD Form 700C Co-Ordinator is to certify in **Lines 24, 25** that the GCS is cleared for use. The MOD Form 700C is not to be co-ordinated after a Post Flight Servicing or when a completed Flight Servicing (GCS) has been invalidated by subsequent Maintenance, in these instances **Lines 26 to 28** 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 (MOD Form 703) in Section 2 or Acceptable Deferred Faults (MOD Form 704) 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 Paragraph 2.

f. The Flight Servicing (GCS) are valid and the role states are as requested for the task.

g. The next ‘Maintenance Due’ block 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 Maintenance becomes due.

h. The last Maintenance Work Order is identified by SNOW in the ‘Last SNOW’ block **Line 23**.

i. The DTC is in a condition required for use appropriate to the GCS.

j. Any Aircrew Accepted Faults are identified by SNOW in the ‘Aircrew Accepted Faults’ block at **Line 26**.

- k. Associated GOLDesp data had been updated **Line 4**.
7. Should any corrective Maintenance be required on the GCS after completion of the Co-Ordinating signature, the procedure at Paragraph 5e is to be followed, with the exception that the word '**CANCELLED**', if applicable, is to overwrite the signature at **Line 24**.
8. **Aircrew Acceptance Certificate (Lines 26 to 28) (MAM-P Chapter 4.2 Para-graph 13.4)**. For normal operations the Air System Commander is to accept responsibility for the Ground Control System by signing and printing their name at **Line 27** and entering the relevant TDM at **Line 28**. The Responsible Aircrew signature certifies that:
- Any Limitations (MOD Form 703) are acceptable to them, and if applicable their crew, for the intended flight.
 - They are aware of any Acceptable Deferred Faults (MOD Form 704), identified by the Maintenance Organization to be of interest to Aircrew.
 - The recorded state of the GCS is acceptable to them for the intended Remotely Piloted Air System (RPAS) flight.
 - 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 24**.
 - Any flying or ground control systems requirements are acceptable to them and they have been adequately briefed on the relevant fields of the associated MOD Form 707B(AFRC). If applicable, any Aircrew-accepted faults, as entered in the AML (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