

# Instructions for Use

## Rotors Engaged Ground Running Flight Servicing Certificate - MOD Form 705B(H)

1. **General.** The MOD Form 705B(H) is to be used to record the preparation of a helicopter for a rotors engaged ground run.

**Note:** This form is not to be used when the helicopter will take-off immediately after the ground run.

2. **Insertion and Removal.** The MOD Form 705B(H) is to be inserted and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1. Additionally, the MOD Form 705B(H) will adopt the next MOD Form 705 serial number, followed by the annotation 'B'. Upon removal of the MOD Form 705B(H), any subsequent flight servicing is to be recorded on the original MOD Form 705, a new MOD Form 705, or a new MOD Form 705B(H), as applicable.

3. **Raising a MOD Form 705B(H).** The Flight Servicing Co-ordinator is to raise a MOD Form 705B(H) as follows:

- a. Enter the commenced time, date and month (TDM) for the flight servicing in **Fields 1 and 2**, as applicable.
- b. Detail the appropriate elements of the flight servicing required in the 'Trade/Area/Group/Tradesperson' column(s) of **Fields 1 and 2** as applicable.
- c. Any associated checks, as detailed on the MOD Form 705(SSR), are to be raised on the MOD Form 705(SSC), as applicable.

4. **Partial Flight Servicing.** If any elements of the flight servicing cannot be carried out due to the material condition of the Aircraft, an appropriately authorized person may authorize a Partial Flight Servicing. In this instance, all elements of the flight servicing not carried out are to be listed in the 'Partial Flight Servicing (List of Items 'Not Carried Out')' column adjacent to the applicable 'Trade/Area/Group/Tradesperson' entry. Each 'in use' Partial Flight Servicing block is to be certified by an appropriately authorized person.

5. **Outstanding Maintenance.** An entry is to be raised on the originating Maintenance Work Order (MWO) for each activity that requires a ground run as follows:

- a. On the Certificate of Work, in the 'Work Required' column, the following is to be entered:

**'Engaged Ground Run required for \_\_\_\_\_'** (insert details of work required).

b. Once a MOD Form 705B(H) has been raised, on the Certificate of Work, in the 'Work Done' column, the following is to be entered:

**'Requirements recorded at MOD FORM 705B(H) Sheet \_\_\_\_\_'** (enter serial number of MOD Form F705B(H)).

c. The requirement(s) for the ground run are then to be entered in the 'Ground Run Required For' block, **Field 5** and the details of the MWO entered into **Field 4** on the reverse of the form.

d. Upon completion of the ground run the results must be recorded on the relevant MWO.

6. **Engineering Tradespersons.** Engineering tradespersons are to undertake the appropriate elements of the flight servicing and sign the applicable 'Trade/Area/Group/Tradesperson' entry in **Fields 1 and 2**. Before certification, they are to ensure that any items which have not been undertaken are detailed and certified in accordance with **Paragraph 4**. A signature in the flight servicing block certifies that:

- a. The flight servicing has been undertaken in accordance with the appropriate Flight Servicing Schedule.
- b. Where required, oil replenishments undertaken have been recorded on the appropriate MOD Form or the IS equivalent has been completed.
- c. Any hand tools, used for the aspect of the flight servicing they have undertaken, have been accounted for.

7. **Refuel/Defuel/Check.** The tradesperson undertaking the refuel/defuel/check is to:

- a. Undertake the operation in accordance with the appropriate Aircraft Maintenance Manual (AMM).
- b. Enter the total Aircraft fuel load, name and signature in **Field 3**.

8. **MOD Form 700 Co-ordinator.** The MOD Form 700 Co-ordinator is to complete the Co-ordinators Certificate at **Field 6** to certify the Aircraft is in a fit condition for the ground run and can safely take-off if ground resonance is experienced. They also certify that they are aware of any limitations imposed by other extraneous equipment associated with the ground run. A signature in the Co-ordinators Certificate certifies that they have satisfied themselves that:

- a. The flight servicing has been completed satisfactorily and certified on the MOD Form 705B(H) and any items listed as not being carried out in the 'Partial Flight Servicing' block will not affect the safety of the Aircraft.
- b. The appropriate MOD Form 705(SSC) columns have been completed.
- c. All Independent Inspections and tests of Control Systems have been completed, unless the reason for the ground run is to complete an Independent Inspection.
- d. All outstanding MWOs have been listed on the rear of the MOD Form 705B(H) at **Field 4**, or raised as entries on MOD Forms 703/704, and will not affect the safety of the Aircraft.
- e. The reason(s) for the ground run have been entered in the 'Ground Run Required For' block, **Field 5**.
- f. The fuel state is as requested for the ground run.

9. **Authorized Ground Runner Acceptance Certificate.** The authorized person is to accept responsibility for the Aircraft by signing and printing their name in the Ground Run (G/R) Acceptance Certificate, **Field 7**, after ensuring that the MOD Form 700 Co-ordinator has signed the Co-ordinators Certificate. The G/R acceptance signature certifies that the authorized person:

- a. Has examined the list of outstanding MWOs in **Field 4** on the rear of the MOD Form 705B(H) and is satisfied that the Aircraft is fit to take-off if ground resonance is experienced during the ground run.
- b. Is aware of the limitations imposed at **Paragraph 9 a** and by other extraneous equipment associated with the ground run.
- c. Accepts that the fuel state is satisfactory for the ground run.
- d. Is aware of, and accepts, the condition of the Aircraft detailed on the MOD Form 703/704 series forms.
- e. Is aware of the requirement for the ground run as detailed in **Field 5**.

10. **After Ground Run Declaration.** The After Ground Run Declaration signature, at **Field 7**, returns the responsibility for the Aircraft to the Engineering Organization and certifies that:

- a. The individual has entered the duration of the ground run in the 'G/R Duration' block.
- b. An Aircraft Maintenance Log (AML) entry (MOD Form 707A) has been raised for each fault that became evident whilst they were responsible for the Aircraft.

**Note:** Faults can be raised by the Authorized Ground Runner or an engineering tradesperson.

11. **Further Ground Run following an unsatisfactory Ground Run.** If appropriate, to prevent unnecessary re-listing of MWOs on the rear of the MOD Form 705B(H), an entry may be made cross-referencing to the original MWOs listed on the MOD Form 705B(H).

**Note:** This is only applicable when there are no changes to the list of Uncoordinated Work Orders.

12. **Continuation Sheets.** If there is insufficient space to list the ground run required at **Field 5**, or the uncoordinated MWOs at **Field 4**, a new MOD Form 705B(H) may be raised in accordance with **Paragraph 2**, transferring the header detail from the original sheet and crossing through **Fields 1, 2, 3, 6** and **7**. The MOD Form 705B(H) serial number will be the next in sequence from the original MOD Form 705B(H) (eg Original - JAN/01B, Continuation - JAN/02B). The last line of **Field 4** and/or **Field 5** of the original MOD Form 705B(H) is to cross-reference the new MOD Form 705B(H) raised.