

Instructions for Use

Flight and Maintenance Log - MOD Form 705(AVRPAS)

1. **General.** The Flight Servicing Certificate / Flying Log (**Lines 1 - 13**) is used to declare that the Aircraft has been assembled correctly and is serviceable prior to flight; and to record flight configuration and usage. A single version and a double version of the form allows the user to tailor requirement to the working environment. Provision is made to record up to 2 flights on each single form (MOD Form 705(AVRPAS)(Single)) and 4 flights on each double form (MOD Form 705(AVRPAS)(Double)).

2. The Change of Serviceability Log (**Lines 14 - 21**) is used to record details of all faults, work required, and action taken. This section records details of the individual undertaking the work; allowing full recording and certification of work carried out.

3. The MOD Form 705(AVRPAS) is to be completed for each flight and retained in accordance with the Instruction within the MOD Form 799/1(AVRPAS)(GUI). The sheet number is to be transferred to the MOD Form 713(AVRPAS) to be used as a management aid for retention purposes by a person authorised to insert controlled forms. The authorised person is to ensure the following information is recorded on the next MOD Form 705(AVRPAS):

- a. RPAS Type (Puma AE / Puma LE / Wasp).
- b. Detachment ID (as specified within Unit SOPs).
- c. Sheet Number (eg 0001).
- d. The next Serial Number of Work (SNOW) in sequence has been entered into the 'B/F SNOW' box at **Line 14**.

4. Flight Servicing Certificate / Flying Log. The RPAS Commander is to enter the following information at **Lines 1 and 2** prior to the sortie commencing:

- a. Connected RF Link channel.
- b. Aircraft battery pre-flight voltage.
- c. Usage data for Battery(s) (no. of flights) and Servo (minutes).
- d. **Pre-Flight Declaration.** The RPAS Commander responsibilities are dependant on the type of flight for which they are assuming control. Selection of either 'Launch' or 'Mid-Air Receipt' at **Line 3** will dictate the specific signature responsibilities that are certified at **Line 5**.

(1) **Launch:** Described as when the Aircraft is launched from the ground into an airborne state. The RPAS Commander responsibilities in this case

are to ensure:

- (a) Pre-Flight Checks have been carried out and the RPAS (including GCS elements) is Fit to Fly in accordance with the relevant system Operator's Manual.
- (b) There is no outstanding Corrective or Preventative Maintenance work.
- (c) A tool check has been carried out and all tools have been accounted for and removed from the Aircraft.
- (d) There are no open work entries in the Change of Serviceability Log section of the MOD Form 705(AVRPAS).
- (e) Any applicable PTS instructions remain in date and valid.
- (f) RPAS flight configuration is correctly recorded at **Lines 2 - 13**. **"BF"** may be entered if brought forward from the previous serial of that sheet.

Note: Line 4 (Det. ID / Sheet No.) is to be struck through when Start Type is 'Launch'.

(2) **Mid-Air Receipt:** Described as when control is assumed from another detachment whilst the Aircraft is airborne. The RPAS Commander responsibilities in this case are to ensure:

- (a) The RPAS is not displaying any faults from the internal diagnostics system and that the GCS is functioning correctly in accordance with the relevant system Operator's Manual.
- (b) There is no outstanding Corrective or Preventative Maintenance work for the GCS and there are no open work entries in the Change of Serviceability Log section of their MOD Form 705(AVRPAS).
- (c) The RPAS flight configuration is correctly recorded at **Lines 2 - 13** in its entirety and is reflective of the system diagnostics screen. **"BF"** may be entered if brought forward from the previous serial of that sheet.

Note: Responsibility for the flight configuration of the Aircraft remains with the RPAS Commander conducting the launch phase.

(d) **Line 4** has been completed with the details of the hand-off detachment's MOD Form 705(AVRPAS).

e. **Post-Flight Declaration.** The RPAS Commander responsibilities are dependant on the type of flight termination that is taking place. Selection of either 'Landing' or 'Mid-Air Hand-Off' at **Line 10** will dictate the specific signature responsibilities that are certified at **Line 12:**

(1) **Landing:** Described as every time that the Air System comes to rest on the ground and flight operations have ceased. Their responsibilities in this case are:

(a) Post-Flight Checks have been carried out in accordance with the relevant Operator's Manual.

(b) Any faults have been recorded in the Change of Serviceability Log.

Note: **Line 11** (Det. ID / Sheet No.) is to be struck through when the End Type is 'Landing'.

(2) **Mid-Air Hand Off:** This is described as when responsibility for the Aircraft is assumed by another detachment whilst the Aircraft remains airborne. The RPAS Commander responsibilities in this case are to ensure:

(a) The detachment assuming control are given the applicable Maintenance forecast details for all individual Air System components.

(b) There are no faults present within the internal diagnostics system.

(c) **Line 11** has been completed with the details of the receiving detachment's MOD Form 705(AVRPAS).

5. **Flying Log.** The MO/VO is to record the following information:

a. Start and end times at **Line 8.**

b. Flight duration at **Line 9.**

c. The launch type that occurred for this flight at **Line 7.**

Note: Launch type is not applicable where **Line 3** is 'Mid-Air Receipt'.

6. **Change of Serviceability Log.** An Aircraft is placed unserviceable by raising an entry in its Change of Serviceability Log.

a. **Reporting the Fault.** The person reporting the fault, or detailing the work required, is to complete the blocks as detailed in the sub-paragraphs below:

(1) **SNOW.** The SNOW is a 4-digit number that is to run consecutively up to a maximum of 9999, before recommencing at 0001. To be entered at **Line 15.**

Note: If entering the first fault on this form, the latest SNOW can be found on the front of the form at **Line 14.**

(2) **Name.** Print the name of the person entering the Symptom / Work Required at **Line 15.**

(3) **Time / Date.** Enter the time and date when the Aircraft was placed unserviceable at **Line 16.**

(4) **Report Ref.** Where there is an occurrence that requires a DASOR or other fault report, the fault report reference must be entered at **Line 16** at the earliest available opportunity.

(5) **Symptom / Work Required.** Enter details of the fault or symptom and the work required at **Line 17.** This should include, but is not limited to:

(a) Any fault investigation to be carried out.

(b) Type of fault / damage.

(c) Repair work to be carried out.

b. **Clearing the Fault.** The authorised Operator / Maintainer taking the action certifies completion of the task by completing the blocks as detailed below:

(1) **Work Done.** Enter a synopsis of the work carried out at **Line 18.** This should include, but is not limited to:

(a) Any fault investigation carried out.

(b) Repair work carried out.

(c) Functional Test.

(d) Whether the system is assessed as serviceable or unserviceable.

(2) **Working Hrs.** Enter the amount of time taken to complete the task in the first box at **Line 19**, rounded up to the nearest 5 minutes.

(3) **TK S/N.** Enter the serial number of the FRK used to complete the Maintenance task in the second box at **Line 19.**

(4) **Time / Date.** Enter the time and date when the task was completed at **Line 20.**

(5) **Name.** Printed name of the person completing the task at **Line 21.**

(6) **Signature.** Signature of the person completing the work to be inserted into the second box at **Line 21.** This signature certifies that:

(a) All work has been completed in accordance with the relevant Operator's Manual.

(b) A tool check has been carried out and that all tools are accounted for and removed from the Aircraft.

7. **General.** Any unused whole serial or part of each serial is to be lined through (eg Flight Servicing Certificate / Flying Log is completed with no faults reported, therefore the Change of Serviceability Log is lined through for that serial).