Instructions for Use

RPAS In-flight Log - MOD Form 777H(Protector RG-1)(GCS)
RPAS In-flight Log Continuation - MOD Form 777HC(Protector RG-1)(GCS)

RPAS In-flight Log - MOD Forms 777H(Protector RG-1)(GCS) 777HC(Protector RG-1)(GCS) Continuation Sheet.

1. **General.** The MOD Forms 777H/777HC(Protector RG-1)(GCS) are used to record the details of Remotely Piloted Air System (RPAS) faults/symptoms that occur during the sortie and to assist in the handover of the Air Vehicle (AV) and Ground Control System (GCS) between Air System Commanders. Additionally, it provides a confirmation that MOD Form 707A entries have been raised post mission in the relevant (Protector RG-1) AV or GCS MOD Form 700C. The recorded information falls into one of the following categories:

   a. Details of faults that occur with the AV or GCS that are acceptable to the Air System Commander for that mission without rectification.

   b. Details of faults that occur with the GCS that require in flight rectification.

   c. Details of faults that occur that are not acceptable for continued operation of the AV or GCS.

2. **MOD Form 700C Co-Ordinator.** The MOD Form 700C Co-Ordinator is to raise the MOD Form 777H(Protector RG-1)(GCS) RPAS In-Flight Log for issue to the responsible Air System Commander at GCS acceptance by entering the Month/Sheet & Column number of the acceptance being certified, from the MOD Form 705(Protector RG-1)(GCS). MOD Form 777HC(Protector RG-1)(GCS) RPAS In-Flight Log Continuation Sheets will be used as required by the Air System Commander/Operator.

3. **Air System Commander.** The initial responsible Air System Commander is to ensure they receive the MOD Form 777H(Protector RG-1)(GCS) from the MOD Form 700C Co-Ordinator as they sign the GCS acceptance certificate (MOD Form 705(Protector RG-1)(GCS). Subsequent Air System Commanders are to ensure that they receive the MOD Form 777H(Protector RG-1)(GCS) and any continuation sheets MOD Form 777HC(Protector RG-1)(GCS) from the off-going Air System Commander along with a verbal handover brief.

4. **Air System Maintenance Whilst Under Aircrew Charge (Preflight Maintenance). Reference (MAM-P Chapter 4.1).** When the Responsible Aircrew Member has accepted responsibility for the Air System (including Continuous Charge), no further Maintenance activities are normally undertaken. However, if a Fault becomes apparent after the Aircrew Acceptance Certificate has been signed, limited Corrective Maintenance activity and role changes may be authorized by an appropriately authorized individual, providing the following criteria has been met:

   a. The work carried out is at the specific request of the Responsible Aircrew Member.

   b. The Responsible Aircrew Member remains in charge of the Air System.

   c. The level of Maintenance activity required is within the permitted limits defined in the associated Technical Information, where applicable.

   d. The work can be completed in less time than a certified turn-round servicing.

   e. The work boundaries can be precisely defined.

   Notes:

   1. If all associated remedial action (eg functional test of the affected system) cannot be completed, this requirement is to be recorded in the Limitation Log or Acceptable Deferred Fault Log, as applicable.

   2. Recording action for pre-flight Maintenance can be found in the MAM-D Part 1 Chapter 2.1 Maintenance Recording - General Principles.

5. **Air System Commanders Completion.** The Air System Commander/ Operator is to complete the MOD Form 777H/777HC(Protector RG-1)(GCS) when necessary, as follows:

   a. **Fault/Symptoms Acceptable to Air System Commander.** When a fault or symptoms occur on the AV or GCS that are acceptable to the Air System Commander/Operator for the mission, with no rectification necessary, the details are to be entered as follows:

      (1) **Column (a).** Enter the date and time of the entry in Zulu.

      (2) **Columns (b) and (c).** Tick the appropriate column to indicate whether the fault is believed to be with the AV, GCS or Both.

      (3) **Column (d).** Enter the Beyond Line Of Sight (BLOS) or ISS Reference if fault is believed not to be with the AV or GCS.

      (4) **Column (e).** Enter a full description of the fault or symptom.

(5) **Column (f).** The Captain is to print their name and sign beneath to certify acceptance of the fault/symptoms.

b. **Fault/Symptoms Requiring In Flight Rectification of GCS.** When a fault or symptoms occur on the GCS that require in-flight rectification, then the details are to be entered as follows:

(1) **Column (a).** Enter the date and time of the entry in Zulu.

(2) **Columns (b) and (c).** Tick column (c) indicating fault is on the GCS.

(3) **Column (e).** Enter a full description of the fault or symptom and work carried out along with a statement stating in use rectification was authorized.

(4) **Column (f).** The Air System Commander is to print their name and sign beneath to certify acceptance of the fault rectification.

c. **Faults Not Acceptable for Continued Operation.** When a fault or symptoms occur on the AV or GCS that is not acceptable for continued use, SOPs are to be followed and details entered as follows:

(1) **Column (a).** Enter the date and time of the entry in Zulu.

(2) **Columns (b) and (c).** Tick the appropriate column to indicate whether the fault is believed to be with the AV, GCS or Both.

(3) **Column (e).** Enter a full description of the fault or symptom. This information is to be transferred to the relevant MOD Form 707A (Protector RG-1) AV or GCS MOD Form 700C for rectification.

d. **Separating Entries.** Each entry is to be separated by a ruled line from columns (a) to (g). When the MOD Form 777H(Protector RG-1)(GCS) is full a MOD Form 777HC(Protector RG-1)(GCS) Continuation Sheet is to be raised as described at Paragraph 6. **X** and initial the appropriate number box **(1-5)** at the top of the originator MOD Form 777H.

6. **Raising MOD Form 777HC(Protector RG-1)(GCS) Continuation Sheets.** Once MOD Form 777H(Protector RG-1)(GCS) is full then a MOD Form 777HC(Protector RG-1)(GCS) Continuation Sheet is to be raised as required. AV Ser No. Date MF77H Raised, MSN No. and GCS Ser No. details from the MOD Form 777H(Protector RG-1)(GCS) are to be transferred to the MOD Form 777HC(Protector RG-1)(GCS) Continuation Sheet. The Continuation Sheet is to be numbered to reflect the **X** and initial indicated on the MOD Form 777H(Protector RG-1)(GCS).

7. **Post Mission.** The responsible Air System Commander completing the After Flight Declaration (MOD Form 705(Protector RG-1)(GCS) is to return the MOD Form 777H(Protector RG-1)(GCS) and any MOD Form 777HC(Protector RG-1)(GCS) Continuation Sheets used to the MOD Form 700C Co-Ordinator. The MOD Form 700C Co-Ordinator will sign the MOD Form 705(Protector RG-1)(GCS) **Lines 12 to 14** to indicate acceptance of RPAS In-Flight Log MOD Forms 777H/777HC(Protector RG-1)(GCS) sheets.

8. **MOD Form 700 Co-Ordinator Completion.** Post mission the MOD Form 700C Co-Ordinator is to review the MOD Forms 777H/777HC(Protector RG-1)(GCS) and ensure a MOD Form 707A entry has been raised for each outstanding fault/symptom in the relevant (Protector RG-1) AV or GCS MOD Form 700C. Initializing column (g) to confirm each fault/symptom transfer.

9. **Form Retention.** Completed MOD Form 777H/777HC(Protector RG-1)(GCS) sheets are to be retained as detailed in the Topic 2(R)1. They are to be stored and disposed of in accordance with the regulations detailed in JSP 440.