

Instructions for Use

MOD Form 799/4(Watchkeeper)(GCS)

(Revised Aug 23)

Sheet 1 of 2

Equipment Running Log - MOD Form 724(Watchkeeper)(GCS)

Watchkeeper GCS Technical Servicing and Operator Certificate - MOD Form 705(Watchkeeper)(GCS)

Equipment Running Log - MOD Form 724(Watchkeeper)(GCS)

1. **General.** This form is used to record GCS usage details and measurable parameters, including the generator use.
2. **Insertion and Removal of Forms.** MOD Forms 724(Watchkeeper)(GCS) are to be inserted into, and removed from the MOD Form 700C iaw the instructions for controlled forms on MOD Form 799/1. Sheet Numbers are to run from 001 to 999.
3. The following information is to be brought forward into the 'B/F Totals' column when inserting a new sheet and the Transfer Certificate is completed:
 - a. At **Line 6.** Total Generator #1 Running Hours.
 - b. At **Line 10.** Total Generator #2 Running Hours.
 - c. At **Line 14.** Total GCS Running Hours.
 - d. At **Line 18.** NBC Running Time (only recorded if NBC filters have been used).
4. **Equipment Operators.** After each use of the GCS the responsible operator is to complete the required details of MOD Form 724(Watchkeeper)(GCS) below in the next available column.
 - a. **Date.** At **Line 1** enter the date of the GCS use.
 - b. **SPC/Event.** At **Line 2** enter the appropriate Sortie Profile Code (SPC) from Table 1. If a ground run only was completed enter "**Ground Run**".
 - c. **Generator #1.** For Generator #1, at **Lines 3 to 6**, enter the following:
 - (1) **Start count on Engine counter.** At **Line 3** enter the counter reading at engine start.
 - (2) **End count on Engine counter.** At **Line 4** enter the counter reading at engine shutdown.
 - (3) **Duration.** At **Line 5** enter the duration (HH:MM) that Generator #1 was run.
Note: This must be converted from the decimal generator reading to HH:MM by multiplying anything after the decimal place by 6.
 - (4) **Total.** At **Line 6** calculate and enter the total Generator #1 Running Hours by adding the duration at **Line 5** to the total at **Line 6** in the previous column (for **Column (a)** this will be the 'B/F Total').

- d. **Generator #2.** For Generator #2 at **Lines 7 to 10** enter the following:
 - (1) **Start count on Engine counter.** At **Line 7** enter the counter reading at engine start.
 - (2) **End count on Engine counter.** At **Line 8** enter the counter reading at engine shutdown.
 - (3) **Duration.** At **Line 9** enter the duration (HH:MM) that Generator #2 was run.
Note: This must be converted from the decimal generator reading to HH:MM by multiplying anything after the decimal place by 6.
 - (4) **Total.** At **Line 10** calculate and enter the total Generator #2 Running Hours by adding the duration at **Line 9** to the total at **Line 10** in the previous column (for **Column (a)** this will be the 'B/F Total').
- e. **GCS Running Hours.** For the GCS at **Lines 11 to 14** enter the following:
 - (1) **Start Time.** At **Line 11** enter the time (HH:MM) that operation of the GCS began.
 - (2) **End Time.** At **Line 12** enter the time (HH:MM) that operation of the GCS ceased.
 - (3) **Duration.** At **Line 13** enter the duration (HH:MM) that GCS was operated for.
 - (4) **Total.** At **Line 14** calculate and enter the total GCS Running Hours by adding the duration at **Line 13** to the total at **Line 14** in the previous column (for **Column (a)** this will be the 'B/F total').
Note: GCS running hours (HH) is to be calculated from GCS Operator acceptance signature time and after use declaration time.
- f. **NBC Running Time.** (Only record if NBC filters have been used). At **Lines 15 to 18** enter the following:
 - (1) **Start time.** At **Line 15** enter the time that NBC operation started.
 - (2) **Stop time.** At **Line 16** enter the time that NBC operation stopped.
 - (3) **Duration.** At **Line 17** calculate and enter the duration (time) of GCS NBC operation.
Note: This must be converted from the decimal generator reading to HH:MM by multiplying anything after the decimal place by 6.

(4) **Total.** At **Line 18** calculate and enter the total NBC Operating Hours by adding the duration at **Line 17** to the total at **Line 18** in the previous column (for **Column (a)** this will be the 'B/F Total').

Note: If NBC Filters are not used strike through boxes in **Lines 15 to 18**.

5. **Maintainers.** Maintainers are to complete the required details when running equipments during Maintenance. If components recorded on the MOD Form 724(Watchkeeper)(GCS) are replaced, the appropriate usage values of the new item are to be entered in the next available column, "**Replaced**" is entered against the relevant item in the 'Duration' line and all unchanged values entered in the 'Total' Column. All unused boxes are to be ruled through (**see Example 1**).

6. **GOLDesp Updated.** The individual responsible for updating GOLDesp is to certify that it has been carried out by printing their name at **Line 19** and signing in **Line 20**. In addition they are to enter the Sheet Sequence Number at **Line 21**.

Example 1. This extract of a MOD Form 724(Watchkeeper)(GCS) shows a sortie being completed in **Column (a)** followed by a Generator #1 change. **Column (b)** is completed iaw **Paragraph 5** to reflect the usage of the fitted items, in this example a new item with nil life used.

Example 1

		B/F Totals	(a)	(b)
1	Date		19 Oct 13	20 Oct 13
2	SPC / Event		WB-01	
3	Generator #1 Running Hours (E1)	Start count on Engine counter	0001.50	0.00
4		End count on Engine counter	0003.00	
5		Duration	1:30	Replaced
6		Total	25:00	26:30
7	Generator #2 Running Hours (E2)	Start count on Engine counter	0001.50	
8		End count on Engine counter	0003.00	
9		Duration	1:30	:
10		Total	25:00	26:30
11	GCS Running Hours - (HH)	Start Time (HH:MM)	09:30:	:
12		End Time (HH:MM)	11:00	:
13		Duration	1:30	:
14		Total	50:00	51:30
15	NBC Running Time - (NH) (Only record when NBC Filters have been used)	Start Time	Nil	:
16		Stop Time	Nil	:
17		Duration	Nil	:
18		Total	Nil	Nil

Table 1 Sortie Profile Codes

WB-01	OPERATIONAL
WB-02	TRAINING
WB-03	TRIALS/PRODUCTION - INDUSTRY

7. **Retention and Disposal.** MOD Forms 724(Watchkeeper)(GCS) are to be retained in accordance with MAM-D Part 1, Chapter 2.3.

Technical Servicing Certificate - MOD Form 705(Watchkeeper) (GCS)

8. **General.** This form is used for:

- The certification of a Technical Servicing (TS) of the GCS.
- The certification of an Operators check of the GCS.
- The certification of deployment of the GCS.
- UAV Commander acceptance of GCS.
- Transfer of charge of the GCS, between the UAV Commander and the Maintenance Organization.

9. **Insertion and Removal.** MOD Forms 705(Watchkeeper)(GCS) are to be inserted into, and removed from the MOD Form 700C iaw the instruction for Controlled Forms on the MOD Form 799/1. The person removing the form is to ensure that the 'TS Valid Until' details and the carried forward deployment details are transferred to the new sheet as described in **Paragraph 10**. 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 Number and is used as a management aid for retention purposes.

10. **Deployment of GCS.** The individual responsible for deploying the GCS is to certify deployment by printing their name and signing at '**Deployment Block 1**'. The certification at '**Deployment Block 1**' remains valid until one of the events detailed below occurs which is deemed to invalidate the deployment signature. Whilst a deployment signature remains extant the printed name of the person that certified '**Deployment Block 1**' and the month/sheet and column reference of the extant signature are to be carried forward on any new sheets in '**Deployment Block 2**'. The deployment signature is invalidated by a change of location of GCS and will require re-certification on a new MOD Form 705(Watchkeeper)(GCS) at '**Deployment Block 1**'.

11. Technical Servicing Certificate (Lines 4 to 7). Servicing Co-ordinator

Actions. The Servicing Co-ordinator is responsible for:

- a. Entering the 'TS Commenced TDM' in boxes at **Line 4**.
- b. Ensuring that all maintainers involved in the servicing have signed for their work in the appropriate signature blocks and are authorized to do so.
- c. Entering the 'TS Valid Until TDM' at **Line 7**.

12. Operator Check Certificate (Lines 8 to 10). Servicing Co-ordinator

Actions. The Servicing Co-ordinator is responsible for:

- a. Entering the 'Operator Check Commenced TDM' in boxes at **Line 8**.
- b. Ensuring that all maintainers involved in the servicing have signed for their work in the appropriate signature blocks and are authorized to do so.
- c. Striking through **Lines 4 to 7** if TS is still valid.

Notes:

1. The Operator Check will remain valid until the post operation procedures are carried out iaw the WK IETP and the validity of the TS.
2. An Operator Check is still required on the day that a TS is completed.

13. Technical Servicing Co-ordinator Certification. The Technical Servicing Co-ordinator is to print their name in **Line 11** and sign at **Line 12** to certify that:

- a. An AML entry has been raised for each fault found during the flight servicing.
- b. The Technical Servicing or Operator Check has been completed satisfactorily.
- c. The appropriate MOD Form 705(SSC) columns have been completed.
- d. The component running hours recorded in the MOD Form 724(Watchkeeper)(GCS) have been calculated correctly.

14. Maintainers/Operators. Maintainers/Operators are to undertake the work detailed by the Servicing Co-ordinator and sign in the appropriate servicing blocks. A signature in the servicing block certifies that the servicing has been undertaken iaw the appropriate servicing schedule.

15. TS Invalidated by Maintenance. An appropriately authorized person is to determine whether a TS has been invalidated by subsequent Maintenance (see MAM-P Chapter 4.2) and either:

- a. If it has not:
 - (1) Rule through unused blocks of the current flight servicing.

(2) Endorse the next TS column (**Lines 4 to 7**) with "**No Flight Servicing Required following work at SNOW: [enter SNOW(s) of work carried out]**" and certify this entry at **Lines 11 and 12**.

Or:

- b. If it has:
 - (1) Overwrite the signature at **Line 12** with the word "**CANCELLED**" and initial the amendment.
 - (2) Rule through unused blocks of the current flight servicing.
 - (3) Endorse the next flight servicing column with "**Partial Flight Servicing To Be Carried Out following work at SNOW: [enter SNOW(s) of work carried out]**" and certify this entry at **Lines 11 and 12**.
 - (4) Inform the Flight Servicing Co-ordinator who is to restore the validity of the flight servicing by detailing those parts of the servicing(s) that are considered to have been affected.

Notes:

1. Unless the flight servicing is re-applied in total, the validity of the flight servicing is not altered by the re-application of a part.
2. On completion of either **Paragraphs 15(a) or (b)** the MOD Form 700C is to be co-ordinated iaw **Paragraph 16**.

16. MOD Form 700C Co-ordinator (Lines 17 to 19)(see MAM-D Part 1, Chapter 2.1). The MOD Form 700C Co-ordinator is to certify at **Lines 17 and 18** that the GCS is in a fit condition and ready for operation. The MOD Form 700C is not to be co-ordinated after a completed Technical Servicing has been invalidated by subsequent Maintenance, in this instance **Lines 17 to 19** are to be ruled through. The MOD Form 700 Co-ordinator's signature certifies they are satisfied that:

- a. There is no outstanding corrective or preventive maintenance work and that the MOD Format 721(GOLDesp Printout) is present at **Section 5** and is still extant with no forecast limits exceeded.
- b. No Scheduled or Out of Phase Maintenance requirements are due before the completion of the next operation.
- c. No Limitations (MOD Form 703 in **Section 2**) or Acceptable Deferred Faults (ADFs) (MOD Form 704 in **Section 3**) are due for removal/rectification before completion of the next operation.
- d. All entries in the Acceptable Deferred Husbandry Fault Log (MOD Form 704A) have been certified by an authority Level C.
- e. All hand tools have been accounted for iaw MAM-P, Chapter 4.13.1.

f. The 'Next Maintenance Due' blocks (**Lines 13 to 15**) have been correctly updated. For calendar based Maintenance insert the date and month; for hourly based Maintenance insert hours when operation becomes due.

g. The last SNOW number from the AML has been entered in **Line 16**.

17. **Ground Station Acceptance Certificate.** Completion of the Ground Station Acceptance Certificate by the air operator at **Lines 20 to 22** certifies that:

a. They accept responsibility for the GCS until the Post Mission Certificate is signed.

b. Any Limitations (MOD Form 703 in **Section 2**) on the GCS and GDT are acceptable to them for the intended period of use.

c. They are aware of any ADFs (MOD Form 704 in **Section 3**) on the GCS identified by the Maintenance Organization as being of interest to operators.

d. They are aware of the next Maintenance due for the GCS and Generators.

e. **Parts (a) and (b)** of the MOD Form 705(Watchkeeper)(SHC) have been completed and the form is in their possession for use if required.

f. The Co-ordinating Certificate (**Lines 17 & 18**) of the Servicing Certificate has been signed by the MOD Form 700C Co-ordinator.

g. They have put their name and signature in **Lines 20 and 21** respectively.

h. They have entered the TDM of the acceptance in **Line 22**.

18. Completion of the 'After Use Declaration' (**Lines 1 to 3**) certifies the condition of the GCS and that the details of any faults found have been transferred to the MOD Form 707A and GCS usage has been recorded on MOD Form 724(Watchkeeper)(GCS) **Lines 1 to 18**.

Note: **Lines 15 to 18** are only to be completed if NBC filters have been used.

19. **Retention and Disposal.** MOD Forms 705(Watchkeeper)(GCS)) are to be retained in accordance with MAM-D Part 1, Chapter 2.3.