Instructions for Use

Flying and Equipment Running Log - MOD Form 724(Peregrine)(UAV)
Flight Servicing Certificate - MOD Form 705(Peregrine)
Continuous Charge Certificate - MOD Form 705C(Peregrine)(UAV)
Role Equipment State - MOD Form 706(Peregrine)(UAV)

Flying and Equipment Running Log - MOD Form 724(Peregrine)(UAV)

1. **General.** This form is used to record flight details and measurable parameters, including the engine use.

2. **Insertion and Removal of Forms.** MOD Forms 724(Peregrine)(UAV) 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 completed:

Brought Forward (B/F) totals for:

a. **At Line 5.** Total Engine Wear Hours.

b. **At Line 9.** Total Engine Operating Hours.

c. **At Line 13.** Total Aircraft Flying Hours.

d. **At Line 15.** Landings Total.

4. **Equipment Operators.** After each use of the Aircraft the Responsible Operator is to complete the required details of MOD Form 724(Peregrine)(UAV) below in the next available column.

a. **Date.** At **Line 1** enter the date of the Sortie.

b. **SPC/ENVC.** At **Line 2** enter the most appropriate Sortie Profile (SPC) and at **Line 3** Environmental Code (ENVC) from **Table 1** and **Table 2.** If a dedicated ground run or Tether Test only was completed enter **"Ground Run" or "Tether Test"** as appropriate.

c. **Engine Wear Hours Duration.** At **Line 4** enter the engine wear duration figure. This must be taken from the **Mission Planning Control Workstation MPCW** and rounded up to the nearest minute. **(Including ground run).**

d. **Total Engine Wear Hours.** At **Line 5** calculate and enter the **'Total Engine Wear Hours'** by adding the duration at **Line 4** to the total at **Line 5** in the previous column (for **Column (a)** this will be the **'B/F Total'**).

e. **Engine Operating Hours Start Time.** At **Line 6** enter the time that the Air Vehicle engine was started.

f. **Engine Operating Hours Stop Time.** At **Line 7** enter the time that the Air Vehicle engine was stopped.

g. **Engine Operating Hours Duration.** At **Line 8** calculate and enter the duration between the Start and Stop times entered at **Lines 6 and 7.**

h. **Total Engine Operating Hous.** At **Line 9** calculate and enter the 'Total Engine Operating Hours' by adding the duration at **Line 8** to the total at **Line 9** in the previous column (for **Column (a)** this will be the **'B/F Total'**)

i. **Take Off (Time).** At **Line 10** enter the take off time of the sortie. If **"Ground Run" or "Tether Test"** was entered at **Line 2** enter **"N/A"**.

j. **Landing (Time).** At **Line 11** enter the landing time of the sortie. If **"Ground Run" or "Tether Test"** was entered at **Line 2** enter **"N/A".**

k. **Flight Duration.** At **Line 12** calculate and enter the duration of the sortie. This Flight Duration Figure must be taken from the **Mission Planning Control Workstation MPCW** and rounded up to the nearest minute. If **"Ground Run"** was entered at **Line 2** enter **"NIL".** (If **"Tether Test"** was entered at **Line 2**, calculate and enter the duration of the Tether Test as for a normal sortie using the **'Flight Duration'** Figure from the MPCW as above).

l. **Total Aircraft Flying Hours.** At **Line 13** calculate and enter the **'Total Aircraft Flying Hours'** by adding the duration at **Line 12** to the total at **Line 13** from the previous column (for **Column (a)** this will be the **'B/F Total'**).

m. **Landings.** At **Line 14, 'Landings (Sortie)'** enter the number of landings for this sortie.

n. **Total Landings.** At **Line 15** calculate and enter the **'Total Landings'** by adding the landings at **Line 14** to the total at **Line 15** from the previous column (for **Column (a)** this will be the **'B/F Total'**).

5. **Engineering Tradesperson.** Engineering tradespersons are to complete the required details when running equipment during Maintenance. If the engine is 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 **Line 4** and **Line 8,** 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 correctly and enter the sheet sequence number at **Line 16**, entering their name at **Line 17** and signing at **Line 18**.

Example 1

This extract of a **MOD Form 724(Peregrine)(UAV)** shows a sortie being completed in Column (a) followed by an engine change. Column (b) is completed in accordance with **Paragraph 5** to reflect the wear and usage of the fitted items.

			B/F Totals	(a)	(b)
1	Date			25/09/2025	26/09/2025
2	SPC/ ENVC			PG-04	----------
3				ET	----------
4	Engine Wear Hours (E1)	Duration		1:00	Replaced
5		Total	20:30	21:30	10:00
6	Engine Operating Hours (E2)	Start Time		09:05	----------
7		Stop Time		09:55	----------
8		Duration		0:50	Replaced
9		Total	15:00	15:50	8:00
10	Aircraft Flying Hours (HH)	Take Off (Time)		09:15	----------
11		Landing (Time)		09:50	----------
12		Flight Duration		0:35	----------
13		Total	150:35	151:10	151:10

Flight Servicing Certificate - MOD Form 705(Peregrine)

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

a. The certification of a Before First Flight Servicing (**BFFS**) and After Flight Servicing (**AFS**) (This is referred to as the Post Flight Procedure in the operations check list. Refer to the AP101C-3201 -2(N)1 for flight servicing policy of the UAV).

b. Fuel check/refuel/defuel and current fuel state.

c. UAV Operator acceptance of UAV.

d. UAV Operator transfer of charge of UAV back to the Maintenance Organization.

8. **Insertion and Removal.** MOD Forms 705(Peregrine) 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 After Flight Servicing valid until TDM details have been carried forward to the new sheet. 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.

9. **Operator After Flight Declaration (Lines 1 to 4).** The Responsible Operator's After Flight signature passes responsibility for the Aircraft to the Maintenance Organisation. The signature at **Line 3** certifies the following:

a. They have 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. The post flight checks detailed in the Peregrine ADS have been carried out.

c. Any damage/faults found have been entered in the AML.

d. That all relevant sortie details have been transferred to the MOD Form 724(Peregrine)(UAV).

10. **Flight Servicing (Lines 5 to 13).**

a. Flight Servicing Co-ordinator Actions. The Flight Servicing Co-ordinator is to define the type of flight servicing required in **Line 5** and enter the commenced TDM in **Line 6.** They are also responsible for:

(1) Ensuring that all tradespersons involved in the flight servicing, including any delegated tasks, have signed for their work in the appropriate signature blocks and are authorized to do so at **Lines 7 to 10,** UAV and GCS servicing.

(2) Entering the Servicing valid until TDM at **Line 13** as applicable.

b. **Flight Servicing Co-ordinator Certification.** The Flight Servicing Co-ordinator is to print their name at **Line 11** and sign at **Line 12** to certify they are satisfied that:

(1) An AML entry has been raised for each fault found during the flight servicing.

(2) The flight servicing has been completed satisfactorily.

(3) The appropriate MOD Form 705(SSC) columns have been completed.

(4) The next available Fuel Certificate has been completed and the recorded fuel state is sufficient for the next planned sortie.

(5) The Aircraft Flying Hours, Engine Wear Hours and Landings recorded in the MOD Form 724(Peregrine)(UAV) have been calculated correctly.

c. **Engineering Tradesperson.** Engineering tradespersons are to undertake the work detailed by the Flight Servicing Co-ordinator and sign in the appropriate flight servicing blocks. A signature in the flight servicing block certifies that the flight servicing has been undertaken iaw the appropriate flight servicing schedule and where required, oil replenishments undertaken have been recorded correctly on the Oil Replenishment Record MOD Form 737A(Peregrine)(UAV). Additionally, certification of MOD Form 705(Peregrine) by an engineering trade signifies that any hand tools used for that aspect of the flight servicing they have undertaken have been accounted for.

d. **Flight Servicing Invalidated by Maintenance.** A person holding the appropriate authorization(s) MAMP-G701 is to determine whether a current flight servicing has been invalidated by subsequent Maintenance (**see MAM-P Chapter 4.2**) and either:

(1) If a flight servicing HAS NOT been invalidated:

(a) Rule through unused blocks of the current flight servicing.

(b) Endorse the next flight servicing column (**Lines 5 to 16**) with

"No Flight Servicing Required following work at SNOW: [enter SNOW(s) of work carried out]" and certify this entry at **Line 11/12.**

Or:

(2) If a flight servicing HAS been invalidated:

(a) Overwrite the signature at **Line 12** with the word **"CANCELLED"** and initial the amendment.

(b) Rule through unused blocks of current flight servicing.

(c) 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 **Line 11/12.**

(d) 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.

(e) GCS In Use Maintenance. Should it be required that Maintenance is to be undertaken on the GCS, refer to GCS MF700C MOD Form 799/5(Peregrine)(GCS) in the appropriate MF700C.

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 **Paragraph 10 d (1) or (2)** the MOD Form 700C is to be co-ordinated iaw **Paragraph 11.**

11. **MOD Form 700 Co-ordinator (Line 18/19)(see MAM-P Part 1 Chapter 2.1).** The MOD Form 700C Co-ordinator is to certify at **Line 18/19** that the Air System is in a fit condition and ready for flight. The MOD Form 700C is not to be co-ordinated after a completed flight servicing has been invalidated by subsequent Maintenance, in this instance **Lines 18 to 24** are to be ruled through. The MOD Form 700C Co-ordinator's signature certifies that:

a. There is no outstanding corrective or preventative Maintenance work on the UAV.

b. There is no outstanding corrective or preventative Maintenance work on the GCS

c. No Scheduled or Out of Phase Maintenance requirements are due before the completion of the next sortie.

d. No Limitations (MOD Form 703) or Acceptable Deferred Faults (MOD Form 704) are due for rectification/removal before completion of next sortie.

e. All entries in the Acceptable Deferred Husbandry Log (MOD Form 704A) have been certified by an appropriately authorised person.

f. All hand tools have been accounted for.

g. The flight servicing is valid and the Fuel Certificate is as requested for the task by confirming the MOD Form 705(Peregrine) No. reference refers to the correct flight servicing column.

h. Next **'Maintenance Due'** Block has been updated to reflect when the next

preventative Maintenance operation becomes due as follows:

(1) **Line 14** Enter when the next Calendar Maintenance operation is due including the GCS.

(2) **Line 15** Enter when the next Hourly Maintenance operation is due.

i. The Flying Hours and equipment running hours recorded in the Flying and Equipment Running Log MOD Form 724(Peregrine)(UAV) have been calculated correctly from the previous sortie details and the totals prior to that sortie.

12. Should any corrective Maintenance be required on the Aircraft/equipment after completion of the co-ordinating signature, the procedure at **Paragraph 10 d** is to be followed with the exception that the word **"CANCELLED"**, if applicable, is to overwrite the signature at **Line 19.**

13. **Operator Acceptance Certificate (Lines 21 to 24).** For normal operations the Responsible Operator is to accept responsibility for the equipment by entering the relevant TDM at **Line 24** and printing and signing their name at **Lines 22 and 23.** The Operator signature certifies that:

a. Any Limitations are acceptable to them for the intended flight.

b. They are aware of any Acceptable Deferred Faults, identified by the Maintenance Organisation to be of interest to the Operator.

c. The recorded state of the Aircraft in respect of fuel, is acceptable to them for the intended flight.

d. The documentary check of the MOD Form 700C GCS has been carried out and are aware of any Acceptable Deferred Faults, identified by the Maintenance Organisation to be of interest to the Operator.

e. The documentary check of the MOD Form 700C has been carried out and the Co-ordinating Certificate (**Lines 18 to 20**) of the MOD Form 705(Peregrine) has been signed by the MOD Form 700C Co-ordinator.

f. Any flying, ground run or tether testing requirements are acceptable to them and they have been adequately briefed on any special tests required.

g. Any Operator accepted faults, as entered in the MOD Form 707A(Peregrine)(GCS), are acceptable to them for the intended flight.

h. They are aware of the KEYMAT status of the systems listed on the MOD Form 705(Peregrine)(KEYMAT) and they are acceptable for the intended flight.

Continuous Charge Certificate - MOD Form 705C(Peregrine)(UAV)

14. **General.** The MOD Form 705C(Peregrine)(UAV) is for use in the Aircraft Maintenance Form (MOD Form 700C) during periods when the Aircraft is on Continuous Charge (**see MAM-P, Chapter 3.2**).

15. The MOD Form 705C(Peregrine)(UAV) records the Responsible Operator's acceptance of the Aircraft on Continuous Charge, and it makes provision, if required, for pre and post flight certification, for up to 3 crew changes during a Continuous Charge period. Allowance is also made for the outgoing Operator to record minor faults (having given a verbal brief to the Operator), which are acceptable for the next anticipated flight.

16. **Insertion and Removal.** When Continuous Charge operations are required, the following procedure is to be carried out:

a. A MOD Form 705C(Peregrine)(UAV) is raised and inserted in **Section 4** of MOD Form 700C immediately on top of the Flight Servicing Certificate to which it relates, entering the Aircraft hours and/or TDM when next routine Maintenance is due.

b. The Responsible outgoing Operator for the first sortie is to sign the Operator's After Flight Certificate for the period of Continuous Charge and to enter any minor acceptable faults in the **'Minor Accepted Faults or Anticipated Flight'** column of the MOD Form 705C(Peregrine)(UAV).

c. If crew changes take place during the period of Continuous Charge, the incoming Operator is to accept the Aircraft (subject to satisfactory verbal report of serviceability from the previous outgoing Operator) after the normal MOD Form 700C checks, by completing the next Acceptance Certificate of the MOD Form 705C(Peregrine)(UAV).

Note:

If an Operator change is to be carried out whilst in flight/mission the MOD Form 705C(Peregrine)(UAV) is to be completed with A/C replenishment being ruled through and **"In Flight Operator Change"** entered across the rows. This will be accepted by the incoming Operator with the signing of the Operator's Acceptance Certificate. There is no requirement to fill out Flying and Equipment Logs of the Aircraft's MOD Form 700C at **Paragraph 16 d (1)** below.

d. The outgoing Operator (having given a verbal report to the incoming Operator and after the incoming Operator has signed their acceptance of the Aircraft) is to:

(1) Enter their flight details in the Flying and Equipment Logs of the Aircraft's MOD Form 700C.

(2) Enter any minor acceptable faults in the centre column of the MOD Form 705C(Peregrine)(UAV) and complete the adjacent After Flight Certificate.

(3) Due to no Aircraft turn around servicing, Aircraft Replenishment of Fuel and Engine Oil is to be carried out and certified on the Continuous Charge Certificate. These replenishments do not invalidate flight servicing, with no physical Maintenance to the Aircraft to be carried out. Quantities of

fluids replenished during the Continuous Charge period are to be recorded on the MOD Forms 705 and 737A on completion of the Continuous Charge period. If Maintenance is to be carried out the Continuous Charge is broken. The MOD Form 705C(Peregrine)(UAV) Certificate is to be withdrawn and the Operator flight Declaration entry to be carried out on the MOD Form 705(Peregrine).

Note: For occasion of pre-flight checks (PFC) during continuous charge with no operator change, the corresponding Operator After Flight Certificate declaration box is to be ruled through with the words **"PFC only"** and followed by completion of the Operator's Acceptance Certificate.

e. On cessation of the Continuous Charge period, the last Responsible Operator is to complete the After Flight Certificate in the MOD Form 705C(Peregrine)(UAV). All faults noted on the MOD Form 705C(Peregrine)(UAV) are to be entered in the MOD Form 707A(Peregrine)(GCS).

Note: Cessation of Continuous Charge is when:

1. Charge is transferred back to the Maintenance Organization by the Responsible Operator.
2. Scheduled Maintenance operations become due.
3. An After Flight Servicing becomes due.
4. A fault occurs, which is not acceptable to the next Operator.

17. **Retention and Disposal Instruction.** MOD Forms 705C(Peregrine)(UAV) are to be retained and disposed of iaw MAM-D Part 1, Chapter 2.3.

Role Equipment State - MOD Form 706(Peregrine)(UAV)

18. **General.** The MOD Form 706(Peregrine)(UAV) is used to record the Role State of the Aircraft. The last completed 'State' Box should reflect the current Role State of the Aircraft.

19. **Role State.** The fitting and removal of role equipment is to be recorded on a Maintenance Work Order. On completion of the task, the Supervisor is to complete the next 'State' Box of the MOD Form 706(Peregrine)(UAV) to show the current Role State of the Aircraft. Where many Role State changes are carried out during a period of Maintenance, only a single column need be completed, after the last role change, to reflect all changes.

20. At local management discretion the form may be used to record checks to confirm the current Role State. These checks may be aligned with flight servicing if required by utilising the MOD Forms 705(SSR) and (SSC) (Supplementary Flight Servicing Register and Certificate).

21. **TDMY SNOW and Name.** The individual completing the 'State' Box is to enter the SNOW, time, date, month and year that the Role State was completed and print their name and signature.

Table 1. Sortie Profile Codes (SPC)

PG-01	RADAR + EO - ISTAR Role
PG-02	RADAR + PC - ISTAR Role
PG-03	EO/IR - ISTAR Role
PG-04	General Flying Training/Currency
PG-05	Engine Ground Run - Engine Test

Table 2. Environment Codes (ENVC)

Code	Environment Code Description	Notes
EC	Embarked and Cold	This is all embarked operations with temperatures below 0°C at sea level.
ET	Embarked and Tropical	This is all embarked operations within the Tropics (≤23°C of the equator).
CS	Cold and Salt/Brackish Water	Littoral operations within 2 miles of coast.
TS	Tropical and Salt/Brackish Water	See above for environmental condition description.

Notes:
1. Environment Code should reflect the majority of the Aircraft's operating environment for that sortie.

2. There are more codes available on GOLDesp, however only the codes listed above are to be used unless directed by the DT.