LITS Forecast Package - MOD Format 721B(Aircraft Type)(LITS)
Supplementary Maintenance Register - MOD Form 727C
Supplementary Maintenance Record - MOD Form 727D

LITS Forecast Package - MOD Format 721B(Aircraft Type)(LITS)

1.   The LITS Forecast Package (MOD Format 721B(Aircraft Type)(LITS)) provides a summary of all maintenance and component replacements due during a specified period. The LITS Forecast is produced as a 'package' and may be used in replacement of the MOD Form 721B. The summary is extracted from the LITS EPMS database using Actuate Report eMP020_## (where ## is a 2 digit Aircraft code).

2.   The forecast limits have a set default value. However, these can be amended as determined by Unit Engineering Management.

3.   Using the LITS Forecast Package, the MOD Form 700C Co-ordinator is to declare the Aircraft fit to fly. The LITS Forecast Package is NOT to be used to declare the Aircraft fit to fly if ANY of the limits shown in the 'Forecast Limits' Block, (located on the second page of the report) have been exceeded.

4.   The LITS Forecast Package is produced by running the Aircraft specific LITS Actuate Report eMP020. The default values displayed can be changed to suit a specific requirement as necessary.

Features of the MOD Format 721B(Aircraft Type)(LITS)

5.   The LITS Forecast Package is to be managed as a 'whole package' as produced by using Actuate Report eMP020_##(where ## is a 2 digit Aircraft code). The cover page includes:

   a.   The Name of the Report.

   b.   Aircraft Tail Number

   c.   A space to allocate the next MOD Format 721B(Aircraft Type)(LITS) Package number (as determined by the Register of Controlled Forms).

   d.   A certificate signature block and accompanying statement.

   e.   The number of pages 'making up' the package.

   f.   A unique Time/Day/Month (TDM) stamp in the top right hand corner of each page.

Note: This TDM stamp is repeated on each page of the report and uniquely identifies each page as part of the controlled package.

6.   The main body of the LITS Forecast Package includes the following:

   a.   Scheduled Maintenance Task (SMT) code and the task descriptions.

   b.   Frequency (Firm Interval) of the item.

   c.   LITS equipment type and serial number with a spare space for recording replacement item's serial number.

   d.   The life or calender date at which the item is due and any percentage extensions applied.

   e.   A unique Time/Day/Number (TDN) stamp in the top right hand corner of each page.

7.   The LITS Forecast Package will list all LMUs selected and any maintenance activity during selected Forecast Limits. The LMUs are listed on the second page of the report in a Forecast Limits table. Additionally, any LMU not specifically listed in the table which is applied to the Aircraft or any assets fitted will automatically forecast to the limit set against Unspecified LMUs.

8.   The second and third pages from the end of the report are printed 'blank' and allow for any non-LITS managed activity to be recorded. These blank pages can also be used as an overspill during routine operation of the Aircraft. The final printed page of the report contains a statement to indicate the end of the report.

Use of the Forecast Sheet

9.   On receipt of the LITS Forecast Package (MOD Format 721B(Aircraft Type)(LITS)) the MOD Form 700C Co-ordinator is to insert the 'Package' into Section 5 of the MOD Form 700. The Register of controlled forms is to be annotated to reflect that a MOD Format 721B(Aircraft Type)(LITS) is now in use and the 'Package' should be assigned the next number in sequence.

Note: Individual pages within the LITS Forecast are NOT to be signed in. Configuration is maintained via the Time/Date/Month (TDM) stamp and page numbering.

10.   The Package number is to be annotated on the coversheet of the LITS Forecast Package as determined by the Register of Controlled Forms.

11.   Any non-LITS managed items/activities are to be entered on the blank pages provided at the rear of the LITS Forecast Package.

12. When an item becomes due, the MOD Form 700C Co-ordinator is to:

 a. Place the Aircraft unserviceable and raise the relevant MWO Log entry.

 b. Once the MWO has been co-ordinated the SNOW of the MWO is to be entered in the SNOW field.

 c. Enter the new forecast value as determined by LITS in the next 'Due At' field.

 Note: For lower level assets the remaining life for the task is to be added to the current airframe hours for the aircarft to give an Aircraft flying hour forecast value.

 d. Strike a diagonal line through the last completed SNOW/'Due' block.

13. When a component is **changed** as part of the maintenance activity, the new item's serial number is to be entered in the empty block beneath the Equipment type. The previous serial number is to be neatly struck through.

14. Once a row becomes completely filled or a 3rd serial number replacement is needed, the MOD Form 700C Co-ordinator can either:

 a. Raise a manual entry on the next available line on the spare blank page(s) at the back of the LITS Forecast Package or

 b. Raise a new LITS Forecast Package using Actuate Report eMP020_## (where ## is a 2 digit Aircraft code).

15. When an item is granted an extension, using RED INK, the MOD Form 700C Co-ordinator is to strike through the 'Due' block, enter the authorizing SNOW in the 'SNOW' block and the re-forecast in the next column.

Fault Component Replacement

16. When a faulty component is replaced by a part lifed item that will become due a change/maintenance activity within the forecast period, the MWO co-ordinator is to ensure that an entry is made on the Forecast Package.

Removal and Disposal of the LITS Forecast Package

17. Upon receipt of the next LITS Forecast Package the MOD Form 700C Co-ordinator is to cross check the items listed before removing the form in accordance with the instructions for controlled forms on MOD Form 799/1 and returning the old sheet/ Package to the responsible engineering organization.

18. Once the checks have been completed and any non-LITS managed items are manually recorded at the rear of the report, the MOD Form 700C Co-ordinator is to sign the Engineering Organisation Certificate on page 1 of the Forecast Package.

19. On receipt of the old Forecast Package, the responsible engineering organization is to check the actioned entries against LITS before disposing of the sheet in accordance with the instructions for the disposal of forms on the MOD Form 799/1.

Supplementary Maintenance Register - MOD Form 727C

20. The SM Register is to be used to register all non Master Maintenance List (MML) controlled maintenance activities eg SI(T) etc, which are out-of-phase with scheduled maintenance.

 a. The SM Register Life Measurement Unit (LMU) Block is provided to detail the LMU concerned, ie flying hours, calendar time, landings etc. The LMU block is only to be completed when all entries on the SM Register refer to a common LMU.

 b. Compilation of the form is the responsibility of Unit Management.

 c. All entries must be qualified by a maintenance activity designation (eg SI(T), 703/704, Unit/Sqn instruction etc) which must always appear in the 'Authority' column.

 d. Where LIS is used to control the short forecast, units may register the SM on LIS to be printed on the MOD Form 721B(Platform)LIS instead of using the MOD Form 727C.

 Notes:

 On NO Account are Local CLR No/OOP codes to be Allocated.

 1. Where maintenance activities are at Flight Servicing frequency they are to be called up on MOD Form 705(SSR) - Supplementary Flight Servicing Register.

 2. Where maintenance activities are in phase with scheduled maintenance they are to be called up on the Supplementary Maintenance Card in the appropriate maintenance schedule.

Supplementary Maintenance Record (SM Record (MOD Form 727D))

21. The SM Record is to be positioned opposite, and used in conjunction with the SM Register to control all non MML activities. (See also NOTE below). A 'Strike Off' facility is provided to permit the form to be used to control high or low frequency activities. If an item is extended, the 'Due at' column is to be struck through and the SNOW entered in the 'SNOW' column using RED INK. The revised 'Due at' is then to be entered in the next 'Due at' column using RED INK.

Note: Relevant Chapters/Pages of the CLR, SOOPMR and SM Registers that detail Miscellaneous LMU's (ie those randomly occurring items which do not have their own finite frequency and therefore cannot be forecast) may be lodged in Section 5 of the MOD Form 700. Associated MOD Forms 727 and 728 series, are not required in this case.