

Instructions for Use

Forecast Sheet - MOD Form 721B

1. The Forecast Sheet (MOD Form 721B) provides a summary of all maintenance and component replacements due during a specified period. The summary is extracted from the Maintenance and Component Replacement Control Document (M&CRCD)(MOD Form 700 Section 7).
2. The forecast limits are to be determined by Unit Engineering Management.
3. Using the Forecast Sheet, the MOD Form 700 Co-ordinator is permitted to declare the aircraft fit to fly without recourse to the M&CRCD. The Forecast Sheet is **NOT** to be used to declare the aircraft fit to fly if **ANY** of the limits shown in the 'Forecast Limit Block' have been exceeded.
4. The M&CRCD is **NOT** to be carried in the aircraft unless:
 - a. The aircraft is being transferred to another unit or line of maintenance.
 - b. The aircraft is expected to be operating away from its parent unit for a period greater than the forecast limits.

Raising the Forecast Sheet.

5. The responsible engineering organization is to raise the Forecast Sheet by entering:
 - a. The Aircraft Type, Mark and Serial No.
 - b. Details of any component replacement or maintenance shown in the M&CRCD as being due within the forecast period as follows:
 - (1) The Life Measurement Unit (LMU) (eg Shots).
 - (2) The CLR No/OOP Code or SMR Page/Line and description.
 - (3) The Frequency of the item.
 - (4) The life at which the item is due.

Note: Items may be grouped by LMU or High/Low Frequency.
 - c. Forecast limits for **ALL** the LMUs affecting the aircraft in the forecast limit block and complete the certificate, on each sheet raised.

- d. When an additional item(s) requires forecasting, the responsible engineering organisation is to carry out the actions in para 5b and complete the certificate in the next block.

Use of the Forecast Sheet.

6. On receipt of the Forecast Sheet the MOD Form 700 Co-ordinator is to insert the sheet into Section 5 of the MOD Form 700, in accordance with the instructions for controlled forms on MOD Form 799/1.
7. When an Item becomes due:
 - a. The MOD Form 700 Co-ordinator is to ensure the aircraft is placed unserviceable and a Maintenance Work Order Log entry (MOD Form 707A) is raised.
 - b. The Co-ordinator of the subsequent Maintenance Work Order is to ensure the SNOW of the Maintenance Work Order is entered in the SNOW block and the item is re-forecast in the next column 'Due' block.

Note: If an item is actioned at a different life to that in the 'Due' column it is to be re-forecast from the life at which it was actioned.

8. When an Item is granted an extension, using RED INK, the MWO Co-ordinator is to ensure the 'Due' block is struck through, the authorizing SNOW is entered in the SNOW block and the item is re-forecast in the next column.

Faulty Component Replacement.

9. When a faulty component is replaced by a part lifed item that will become due a change within the forecast period, the Maintenance Work Order Co-ordinator is to ensure that an entry is made on the Forecast Sheet.

Removal and Disposal of the Forecast Sheet.

10. Upon receipt of the next Forecast Sheet the MOD Form 700 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 to the responsible engineering organization.
11. On receipt of the old Forecast Sheet the responsible engineering organization is to check the actioned entries against the M&CRCD before disposing of the sheet in accordance with the instructions for the disposal of forms on the MOD Form 799/1.