

Instructions for Use

Maintenance Work Order - MOD Form 707B(IS) Non/Off Aircraft

Introduction

1. The MOD Form 707B(IS) (Maintenance Work Order (MWO)) is used in conjunction with the Electronic MWO (EMWO) in the Non/Off Aircraft environment to record details of work done and the signatures of the tradesperson undertaking that work. Continuation sheets, Maintenance procedures and Logistic Information Systems (LIS) pre-printed work cards may be attached to the MOD Form 707B(IS) to allow full recording and certification of all work undertaken.

Use of the MOD Form 707B(IS)

2. A MOD Form 707B(IS) is raised and completed in accordance with these Instructions for Use and the relevant MOD Poster 330 series poster.
3. A MOD Form 707B(IS) may be raised by hand when:
 - a. The LIS is off-line.
 - b. If deemed appropriate at the time by the tradesperson undertaking the task.

Raising a MOD Form 707B(IS)

4. A MOD Form 707B(IS) is raised by completing the following blocks:
 - a. Enter the Originator's Reference Number (ORN) from the MOD Form 707A(N/O/A) into the boxes: SNOW, Aircraft Number, Day, Mth, Yr.
 - b. Complete the When/How Found (WHF) box (**Table 4**).
 - c. Enter the LIS Job Control Number (LIS JCN) from the MOD Form 707A(N/O/A) (if appropriate and different from the ORN).
 - d. Leave the WIN/WUC boxes blank.
 - e. Leave Original SNOW, Aircraft No, Day, Mth, Yr boxes blank.
 - f. Leave Airframe Hours blank.
 - g. Complete the Symptom/Work Required box from the details in the Symptom/Work Required box on the MOD Form 707A(N/O/A).

Commencement of Work

5. Enter the Start Time/Date in the appropriate boxes, when work commences.

Co-ordination of the MOD Form 707B(IS) (See MAM-P, Chapter 2.4)

6. When the MOD Form 707B(IS) is to be co-ordinated, the authorized person signing the 'MWO Co-ordination Block' at **Field 4** certifies that:
 - a. The work and any associated Stage Checks, Independant Inspections and Functional Tests have been correctly documented and, if required, correctly transferred to other Maintenance documentation.
 - b. All documentation for the task is present and correct.
 - c. The MWO has been closed.
 - d. Authorized personnel have certified the work.
 - e. Any associated MOD Form 707 series paperwork is complete and attached.
 - f. As appropriate, any associated LIS data has been updated. The 'N' has been crossed in the 'Catch Up Required' block and **Field 5** has been ruled through.
 - g. If off-line procedures are in force for the LIS, the 'Y' has been crossed in the 'Catch Up Required' block and the appropriate LIS catch up procedures are applied when the LIS is available.

Post Co-ordination of the MOD Form 707B(IS)

7. When the MOD Form 707B(IS) has been co-ordinated, the related MOD Form 707A(N/O/A) entry is to be completed in accordance with the MOD Form 799(N/O/A).

LIS Co-ordination

8. When the 'Y' has been crossed in the 'Catch Up Required' block the authorized person signing the 'LIS Co-ordination Block' at **Field 5** certifies that the LIS has been updated with all necessary information, including the raising and co-ordinating of any associated EMWO(s).

Retention

9. The completed MOD Form 707B(IS) should be stored in accordance with local instructions.
10. The MOD Form 707B(IS) utilized for Non/Off Aircraft work must be retained until the MWO has been invalidated by subsequent work, or a period of 5 years, whichever is the sooner.

Table 1 Unit Codes

Originating Stn/Ship/Unit Aircraft Type Work Centre				

Table 3 - Trade Codes

GOLDesp:			
Any/Multi	A	Contractor Avionic	CV
A Tech M	M	All Corrosion	D
A Tech AV	AV	NDT	N
Contractor Mechanical	CM	Aircrew	P
Contractor NDT	CN	Survival Equipment	SE
Contractor Electrical	CL	Self-Supervised	U
Contractor Radio	CR	Weapons	W
LITS:			
A Tech M	23	Gen Tech M/Gen Tech E and Gen Tech WS	44
A Tech Av	25	CWP (working hours recorded)	57
AMM	28	CWP (working hours not recorded)	19
AI Erect	49	Synthetic Trainer	31
Other*	30	Synthetic Equipment	42
A Eng Tech	60	Surface Work	43
Aircrew/TG11 Operator	58	CIS Engineering	63
Avionics	62	Photo	40
Air Elect	36	Civillian Radio	54
Airframe/NDT	33	Civilian Non Technical	51
Propulsion	34	Airbourne Technician	64
Weapons	35	Stat/Data Analyst	65
Travel	21	Travel	21
*For use on LITS only, to be used when no other code listed is applicable.			

Table 2 Work Type Codes - Applicability within GOLDesp

Work Type	Off Aircraft Work
Preventive	Planned Maintenance tasks including bay servicing, Modifications, SI(T) embodiment, scheduled servicing and replacement of GOLDesp components when life is due. Removal of tracked components for access, SSTs, receipt/dispatch checks, and other tasks directed by DTs, will also be entered as GOLDesp preventive tasks where detailed on the part default schedule.
Corrective	Workshop/Depth originated fault rectification.
Continuation	Subsequent fault rectification on an uninstalled item generated from a parent corrective work order.
OZ	All other Maintenance under taken on items carried out in a workshop/Depth facility where a preventive task has not been created.

Table 4 - When/How/Found Codes

Normal Use/Operation*	600	ALTI/Signal	609
Flight Serv (Sims Only)*	601	Pre-Issue Accept	610
Sched Maintenance	602	Lifex	611
OOP Maint (Excl Lifex)	603	Bay Maintenance	612
Role Change	604	Before Use	613
Cannibalization	605	During Test*	614
Trans from ADF/LIM	606	During Prep	615
Modification	607	Other*	616
SI/STI	608		
*One of the following Op Effect Codes is to be added as appropriate:			
Nil	P	Major	X
Minor	W	Inoperable	Z

Note:

For GOLDesp tracked items lifing tasks are forecast against the item itself (linked to the parent Aircraft task schedule when installed). Items with such tasks are removed on a top item preventive EMWO and transferred to the Depth facility for the lifing task to be claimed and therefore re-forecast.