

# Instructions for Use

## Maintenance Work Order - MOD Form 707B(IS)

MOD Form 799/5A(IS)

(Revised Aug 23)

Sheet 1 of 2

### Introduction (see MAM-D Part 1, Chapter 2.1)

1. **General.** The MOD Form 707B(IS) Maintenance Work Order (MWO) is available as an electronic format produced by an authorized Logistic Information System (LIS) or as a hard copy form. The form's use is prescribed in the following circumstances:

- a. As a LIS generated Electronic Maintenance Work Order (EMWO).
  - b. As a Pre-Printed Maintenance Work Order (PPMWO) generated by LIS or as an enabled MOD Format.
  - c. As a hardcopy form offering the ability to Maintenance Organizations to generate Maintenance Work Orders (MWO) when LIS are off-line.
2. The MOD Form/Format 707B(IS) is used to record details of all work done and provides details of the tradespersons undertaking the work. Continuation sheets and Maintenance procedures may be attached to the MOD Form 707B(IS) to allow full recording and certification of all work undertaken.
3. **Use of the MOD Form 707B(IS).** A MOD Form 707B(IS) is raised and completed iaw these Instructions for Use and the relevant MOD Form 330 or 335 series poster.
4. A MOD Form 707B(IS) may be raised by hand when:
- a. The LIS is off-line.
  - b. It is deemed appropriate to the task to be undertaken.

5. **Completing a MOD Form 707B(IS).** The MOD Form 707B(IS) is to be raised by completing the following blocks:

- a. Enter the SNOW, Military Aircraft Serial Number and Date transferred from the entry raised on the MOD Form 707A.
- b. Enter the When/How Found (WHF) Code. The WHF Code is transferred from the MOD Form 707A entry. Where the code is a 3 digit WHF Code (Ground) these digits are to be entered in the last 3 boxes in this field only. All other boxes are to be left blank.
- 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. Enter the Work Ident Number (WIN) (only when the LIS off-line (not applicable to GOLDesp)). If the symptom was found during Preventive Maintenance, enter a Schedule Identity Number (SIN). If the SIN is only 6

digits, enter '0' in the 5th box to produce 7 digit WIN. If the Aircraft is not on Preventive Maintenance or has no SIN, enter a code derived from the Aircraft Maintenance Manual (AMM) (2 digits System, 2 digits Sub System +3 trailing zeros).

- e. **For Airseeker only,** enter the Work Unit Code (WUC) for the last assembly, sub-assembly or item identified in **Area 1**, or for a 'No Fault Found', enter the code for the Main Equipment/System.
- f. Enter the Original SNOW. The only occasions that this block is used are when the work required is being carried out to clear/re-defer an existing Acceptable Deferred Fault (ADF) or Limitations Log entry, or further work is required post a flying requirement that has been completed unsatisfactorily. The Original Reference Number (ORN) of the original ADF/Limitations Log entry, or of the work requiring the flying requirement, is to be entered in this block.
- g. Enter the Airframe Hours. The Airframe Hours, including the minutes or decimal hours, are transferred from the MOD Form 707A entry.
- h. Enter brief details of the Symptom/Work Required as given on the MOD Form 707A entry.

6. **Commencement of Work.** Enter the Start Time/Date in the appropriate boxes, when work commences.

7. **Flying Requirements (See MAM-P, Chapter 3.1).** Flying requirements and recording of checks/requirements immediately prior to take off are to be recorded in accordance with MOD Form 799/5(AFRC).

8. **Rotors Engaged Ground Running Requirements (See MAM-D Part 1, Chapter 2.1).** Rotors engaged ground running requirements are to be raised in accordance with MOD Form 799/4B(H).

9. **Co-ordination of the MOD Form 707B(IS) (See MAM-P, Chapter 2.4).** When the MOD Form 707B(IS) is to be closed, the authorized person signing the 'MWO Co-ordination Block' at **Field 4** is responsible for the correct completion of the form and certifies that:

- a. The documented work and any associated stage checks, Independent Inspections and functional tests have been correctly certified and, if required, transferred to other Maintenance documentation. **(See Note).**
- b. All documentation for the task is present and correct.

- c. The MWO has been closed.
- d. As appropriate, any associated LIS data has been updated. The related EMWO has been closed with the 'N' crossed in the 'Catch Up Required' block and **Field 5** ruled through.
- e. If off-line procedures are in force for the LIS, the 'Y' has been crossed in the 'Catch Up Required' block and the appropriate catch up procedures are applied when the LIS is available.

**Note:** The responsibilities of the 3rd signature may be expanded by Duty Holders or local senior engineering managers and this should be defined in low-level orders. Where 3rd signature responsibilities are expanded it may be necessary for appropriate training before their authorization.

**10. Post Co-ordination of the MOD Form 707B(IS).** When the MOD Form 707B(IS) has been co-ordinated, only then, is the related MOD Form 707A entry to be certified as co-ordinated iaw the MOD Form 799/5.

**11. LIS Co-ordination.** Where 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).

**Table 1  
Unit Codes**

<b>Originating Stn/Ship/Unit Aircraft Type Work Centre</b>				

**Table 2  
Work Type Codes - Applicability within GOLDesp**

Work Type	On Aircraft Work
<b>Preventive</b>	Planned Maintenance tasks including Modifications, SI(T) embodiment, scheduled servicing and replacement of GOLDesp components when life due. Role changes, removal of components for access, SSTs, receipt/dispatch and other routine but unscheduled work will also be entered using the appropriate GOLDesp preventive task. <b>(See Notes 1 and 2).</b>
<b>Corrective</b>	All Aircraft rectification including clearing limitations/deferments, and Cannibalization. <b>(See Notes 1 and 2).</b>

**Notes:**

1. For non GOLDesp tracked items the lifing is forecast and claimed against the parent Aircraft.
2. For GOLDesp tracked items the lifing is forecast against the item itself (linked to the parent Aircraft task schedule when installed). The task will be complied with on a preventive EMWO but the item must first be removed in the work order, then transferred to a Depth facility for the lifing task to be claimed and re-forecast.

**Table 3  
Trade Codes**

<b>GOLDesp</b>		<b>LITS</b>	
Any/Multi	<b>A</b>	AI Erect	<b>49</b>
Aircraft Technician	<b>M</b>	A Eng Tech	<b>60</b>
Avionic Technician	<b>AV</b>	Operator TG 11/Aircrew	<b>58</b>
Contractor Aircraft	<b>CM</b>	Avionics	<b>62</b>
Contractor NDT	<b>CN</b>	Air Elect	<b>36</b>
Contractor Electrical	<b>CL</b>	Airframe/NDT	<b>33</b>
Contractor Radio	<b>CR</b>	Propulsion	<b>34</b>
Contractor Avionic	<b>CV</b>	Weapons	<b>35</b>
All Corrosion	<b>D</b>	CWP (Work Hours recorded)	<b>57</b>
NDT	<b>N</b>	CWP (Work Hours not recorded)	<b>19</b>
Aircrew	<b>P</b>	Synthetic Trainer	<b>31</b>
Survival Equipment	<b>SE</b>	Survival Equipment	<b>42</b>
Self-Supervised	<b>U</b>	Surface Work	<b>43</b>
Weapons	<b>W</b>	CIS Engineering	<b>63</b>
		Photo	<b>40</b>
		Civilian Radio	<b>54</b>
		Civilian Non Technical	<b>51</b>
		Airborne Technician	<b>64</b>
		Stat/Data Analyst	<b>65</b>
		Travel	<b>21</b>
		A Tech M	<b>23</b>
		A Tech Av	<b>25</b>
		AMM	<b>28</b>
		Other*	<b>30</b>
		Gen Tech M/Gen Tech E and	<b>44</b>
		Gen Tech WS	
		* For use on LITS only, to be used when no other code listed is applicable	