

Instructions for Use

C17A Down Route EGR Certificate - MOD Form 707B(C17A EGRC)

Introduction (Refer to MAM-P Chapter 5.1)

1. The MOD Form 707B(C17A EGRC) is a mandatory form for use when the C17A is down route and requires an Engine Ground Run (EGR) utilising Aircrew for operation of the engines and Maintenance personnel for any Maintenance tasks. Additional MOD Form 707B(C17A EGRC) may be raised as continuation sheets if required to support the originating SNOW work requirements (**see Paragraph 11**).

Note: Air System and EGR responsibility remains with MAM-P C306 holder. While EGR is in operation all Air System control inputs in support of TOs will be carried out by Aircrew under Maintenance direction.

2. Throughout these Instructions for Use (IFU) the term Maintenance Work Order (MWO) refers to the MOD Form 707B series of paperwork.

Raising the Down Route EGR Certificate

3. When an Aircrew operated EGR is required down route, the following statement is to be entered onto the MWO in the 'Work Required' Column:

"Aircrew operated EGR required for work detailed on this SNOW Sheet ____ Lines __to__"

4. This entry is to be closed by transferring the requirements to the MOD Form 707A, using the following wording in the adjacent 'Work Done' Column:

"Aircrew operated EGR requirement for work detailed on this SNOW Sheet ____ Lines __to__ transferred to SNOW ____ [Insert SNOW of the MOD Form 707A raised]"

Aircraft Maintenance Log (AML MOD Form 707A)

5. The AML entry for the EGR is to be raised as follows:

a. By completion of the header detail in the normal manner and entering the following in the 'Symptom/Work Required' Field:

"Down Route EGR required, see MOD Form 707B(C17A EGRC)."

b. Inserting the originating MWO/AML requiring an EGR as the When/How Found code.

MOD Form 707B(C17A EGRC)

6. The individual raising the EGR requirement is to complete the MOD Form 707B(C17A EGRC) as follows:

a. Enter both the originating task and AML entry raising the requirement SNOWs, the Aircraft Serial Number and Date in the appropriate blocks, including the Julian Date.

b. In **Field 1**, a MAM-P C306 holder is to complete the scope of the EGR requirement IAW TO 1C-17A-1 and ensure the details of the required Maintenance tasks are accurate.

Separate lines shall be utilised to delineate the EGR task and Maintenance tasks.

c. In **Field 2**, enter the SNOW and a brief description of all uncoordinated MWOs.

d. In **Field 3**, enter the SNOW and a brief description of the originating work requiring the EGR.

7. **Field 4** is to be completed by a MAM-P E516 holder, when the Aircraft is ready for the EGR, paying particular attention to brief the crew where the delta between Maintenance and Aircrew engine operation exists (g-h). Certification of **Field 4** signifies that:

a. The Aircraft condition and location are assessed as satisfactory for EGR as scoped.

b. The EGR team have been briefed on the conduct of the EGR including crew actions in support of Op Check Outs and required actions on bold face drills in the event of an emergency.

c. All hand tools are accounted for.

d. Details in **Field 1** are sufficient to assess the serviceability of the Aircraft following the work on the originating SNOW.

e. The Aircraft has a valid Flight Servicing in place.

f. Appropriate fire cover is available if required.

g. Engine front and back checks have been carried out.

h. If accessory doors open, associated TR has been electrically isolated.

i. AV/Non AV fault lists have been checked.

j. AV Cool Override selected '**On**' for the EGR.

k. Fuel Management set to '**Manual**'.

Note: EGR is to be conducted with 2 x Aircrew occupying both the Pilot and Co-pilot seat throughout the entire engine operation.

Post EGR Actions Assessment

8. The Aircrew member responsible for engine operation is to certify both 'Task and Report Certification' Blocks, identifying the serviceability of the engines and raising a SNOW as required for any faults identified during the EGR.

9. The individual responsible for assessing Maintenance serviceability is to certify both 'Task and Report Certification' Blocks of each Maintenance requirement as identified within **Field 1**, assessing both serviceability and completeness, and raising a SNOW as required for any additional faults identified during the EGR. If the originating fault is still present a new SNOW is not required.

Note: Task Certification. The Aircraft/System has been operated in the required configuration/condition/parameters for the requirements detailed in **Field 1**.

Co-ordination

10. The MWO Co-ordinator is to complete **Field 6** of the MOD Form 707B(C17A EGRC). Certification of this field certifies that:

- a. **Field 5** has been completed correctly and certified by appropriately authorised individuals.
- b. Where the EGR/Maintenance task has been satisfactorily carried out the AML entry raising the EGRC has been completed by inserting the following in the Action Taken/Co-ordination Field:

“EGR/Maintenance requirement carried out assessed Serviceable”

- c. For each unserviceability a new AML entry has been raised and its SNOW entered in the appropriate column of **Field 5**. The AML entry raising the EGRC has been completed by inserting the following in the 'Action Taken/Co-ordination' Field:

“EGR/Maintenance requirement carried out for _____ [insert reason for EGR/Maintenance], assessed Unserviceable, SNOW(s) _____ [insert the SNOW(s) detailed in Field 5 refers.]”

- d. Any additional recording action, eg engine oil top up, have been carried out, or a new AML entry has been raised detailing the recording action required.
- e. Ensure the total working hours expended have been entered in **Field 6**.
- f. All tradesperson working hours are to be recorded on the originating MWO, eg EGR safety person.

Continuation Sheets

11. Where there is insufficient space for all EGR/Maintenance requirements to be detailed on a single MOD Form 707B(C17A EGRC), further sheets may be raised as required. In this instance the header detail is to be entered on each

subsequent sheet and they are to be numbered consecutively up to a maximum of 10, with the first continuation sheet being numbered **"One"**. The total number of continuation sheets is to be identified on the covering MOD Form 707B(C17A EGRC).

Where continuation sheets have been raised, the authorised person certifying **Field 6** should rule through the remaining unused continuation sheet numbers on the covering MOD Form 707B(C17A EGRC). Certification of **Fields 4 and 6** is only necessary on the covering MOD Form 707B(C17A EGRC), these fields are to be ruled through on all attached continuation sheets.