

Instructions for Use

Maintenance Work Order - MOD Form 707B(IS)

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 authorised 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 for Maintenance Organisations 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 Poster 330 or 335.
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 authorised 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 'LIS 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 'LIS 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 authorisation.

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 'LIS Catch Up Required' Block the authorised 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

Originating Stn/Ship/Unit Aircraft Type Work Centre				

Table 2
Work Type Codes - Applicability within GOLDesp

Work Type	On Aircraft Work
Preventive (Work Type 01)	Planned Maintenance tasks including modifications, SI(T) Embodiment, Scheduled Servicing and replacement of non-tracked GOLDesp components (see Notes 1 and 2). Role changes, removal of components for access, SSTs, receipt/despach and other routine but unscheduled work will also be entered using the appropriate GOLDesp Preventative Task.
Corrective (Work Type 05)	All Aircraft rectification including clearing Aircraft limitations/deferments, cannibalisations and removal of GOLDesp tracked items when life due (see Notes 1 and 2).

Notes:

1. For non-GOLDesp tracked items, where the Task is associated with a higher assembly that is not removed, Preventative (Work Type 01) is to be used.
2. For GOLDesp tracked items where the Task is directly associated with the item itself, the item must first be removed from the Aircraft on a Corrective (Work Type 05) Work order and transferred to the appropriate Maintenance facility where the Task will be claimed on a Preventative (Work Type 01) Work Order.

Table 3
Trade Codes

GOLDesp	
Any/Multi	A
Aircraft Technician	M
Avionic Technician	AV
Contractor Aircraft	CM
Contractor NDT	CN
Contractor Electrical	CL
Contractor Radio	CR
Contractor Avionic	CV
All Corrosion	D
Health and Usage Monitoring	HM
NDT	N
Aircrew	P
Survival Equipment	SE
Self-Supervised	U
Weapons	W