

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 a hard copy form. The form's use is prescribed in the following circumstances:

- a. To provide Airseeker (RC-135W) Maintenance Organization with the sole means to produce MWOs.
 - b. As a Pre-Printed Maintenance Work Order (PPMWO) in an enabled MOD Format.
2. MOD Form/Format 707B(IS) is used to record details of all work done and provides details of the tradesperson 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 series poster.
4. The Airseeker Maintenance Organization will raise all MOD Forms 707B(IS) by hand as its only means of recording Maintenance activities or use authorized PPMWOs for designated tasks.
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. In the When/How Found (WHF) Code block enter instead the When Discovered Code (WDC). The WDC is transferred from the MOD Form 707A entry. The WDC is to be entered in the last box of this field only. All other boxes are to be left blank.
- c. 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. Tradespersons are to refer to either T.O. 1C-135-06 or ETM RC135-6 when determining the appropriate WUC.
- d. Leave JCN/LITS WO No. field blank.

e. 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.

- f. Enter the Airframe Hours. The Airframe Hours, in decimal format, are transferred from the MOD Form 707A entry.
- g. 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. **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 1**.
- b. All documentation for the task is present and correct.
- c. The MWO has been closed.
- d. As appropriate, any associated IMDS data requirement has been identified by crossing the 'Y' in the 'Catch Up Required' block. Where the 'N' has been crossed **Field 5** shall be ruled through. See **Note 2**.

Notes:

1. 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.

2. The Airseeker MWO Co-ordinator is to ensure that any Maintenance activities that are required to be recorded on the Integrated Maintenance Data System (IMDS) are processed iaw Topic 2(R)1. The Co-ordinator is to complete the LIS Catch Up Required field in **Block 4** as appropriate.

9. **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.

Table 1
Unit Codes

Originating Stn/Ship/Unit	0	4	7	6
Aircraft Type	R	J		
Work Centre				

Table 2
Trade Codes

AI Erect	49
A Eng Tech	60
Operator TG 11/Aircrew	58
Avionics	62
Air Elect	36
Airframe	33
Propulsion	34
Weapons	35
Gen Tech M	44
CWP (Working Hours Recorded)	57
CWP (Working Hours Not Recorded)	19
Synthetic Trainer	31
Survival Equipment	42
Surface Work	43
CIS Engineering	63
Photo	40
Radio	54
Non Tech	51
Airborne Technician	64
Stat/Data Analyst	65
Travel	21
A Tech M	23
A Tech Av	25
AMM	28
LITS Other - Any	30