

# Instructions for Use

## Simplified Item Task Schedule - MOD Format 721(GOLDesp)

### Short Forecast - MOD Form 721B

This section should be used to file a GOLDesp Simplified Item Task Schedule for use in the event of a system failure.

The GOLDesp database remains the master reference for planned work requirements when operating On-Line.

MOD form 721B is to be used when operating GOLDesp Off-Line procedures and a MOD Form 704 entry raised in accordance with JAP(D)100A-0409-2  
Leaflet 102

#### MOD Format 721(GOLDesp)

1. **General.** A Simplified Item Task Schedule MOD Format 721(GOLDesp) is to be printed directly from GOLDesp in accordance with JAP(D)100A-0409-01 Chap 2.5.6 and inserted into section 5 of the MOD Form 700C.
2. The forecast limits are to be determined by the Unit Engineering management.
3. When an item becomes due, the MOD Form 700 Co-ordinator is to ensure the aircraft is placed unserviceable and a Maintenance Work Order log entry (MOD Form 707A) is raised and the SNOW recorded on the MOD Format 721(GOLDesp) Management Aid column.
4. On completion of maintenance the MOD form 700 Co-ordinator is to ensure that all Maintenance Work Orders have been closed on GOLDesp and an updated Simplified Item Task Schedule is printed and placed in the MOD Form 700C.
5. **GOLDesp Off-Line Operations.** During GOLDesp Off-Line operations the MOD Form 721B (Short Forecast) is to be used. Sufficient MOD Form 721Bs are to be raised to cover the expected period of Off-Line working; this is to include adequate flying hours and other interval types used on the aircraft model.

#### Short Forecast - MOD Form 721B

6. **General.** The forecast sheet MOD Form 721B provides a summary of all maintenance and component replacements due during a specific period. The summary is extracted from the GOLDesp Simplified Item Task Schedule.
7. The forecast limits are to be determined by the Unit Engineering management.
8. Using the Forecast sheet, the MOD F700 Co-ordinator is permitted to declare the aircraft fit to fly without recourse to GOLDesp. The Forecast sheet is NOT to be used to declare the aircraft fit to fly if ANY of the limits shown in the 'Forecast Limit block' have been exceeded.

9. **Insertion and Removal.** The MOD Form 721B is to be inserted and removed from the MOD Form F700 in accordance with the instructions for controlled forms on the MOD Form 799/1.

10. **Raising and Compilation of the Forecast Sheet.** The responsible engineering organization is to raise the Forecast Sheet by entering:

- a. The aircraft type, Mark and Serial Number.
- b. Details of any component replacement or maintenance shown in the Simplified Item Task Schedule & MOD Form F703/F704 entries, as being due within the period as follows:
  1. The Life Measuring Unit (LMU)(e.g. Flying hours).
  2. the CLR No/OOP/GOLDesp Task Code or SMR/ADF/LIM Page/Line and description.
  3. The frequency of the item.
  4. The life at which the item is due.

#### Note:

1. Items may be grouped by LMU or high/low frequency.
  - c. Forecast limits for **ALL** the LMU's affecting the aircraft in the forecast limit block and complete the certificate on each sheet raised.
  - d. When any additional items require forecasting, the responsible engineering organization is to carry out the actions in paragraph 10b and complete the certificate in the next block.
11. **Items Due.** When an item becomes due:
- a. The MOD F700 Co-ordinator is to ensure the aircraft is placed unserviceable and a maintenance Work Order Log entry (MOD Form 707A) is raised for all due items.

b. The Co-ordinator of the subsequent Maintenance Work Order (MWO) is to ensure the SNOW of the MWO is entered in the SNOW block and the item is re-forecast in the next column 'Due' block.

**Note:**

If an item is actioned at a different life to that in the 'Due' column it is to be reforecast from the life at which it was actioned.

12. When an item is granted an extension, using red ink, the MWO Co-ordinator is to ensure the 'Due' is struck through, the authorizing SNOW is entered in the SNOW block and the item is reforecast in the next column.

13. When a faulty component is replaced by a part lified item that will become due change within the forecast period, the MWO Co-ordinator is to ensure that an entry is made on the Forecast Sheet.

**Recovery to On-Line Operations**

14. Once recovery to On-Line working has been completed a new Simplified Item Task Schedule Printout is to be produced from GOLDesp and checked for accuracy against the MOD Form 721B. Once the GOLDesp Schedule Printout has been verified the MOD Form 721B can be returned to the responsible engineering organization.

15. On receipt of the old forecast Package, the responsible engineering organization is to check the actioned entries against GOLDesp before disposing of the sheet(s) in accordance with the MAP-02 and MAP-01 Chapter 7.6.