

Compilation Guide to MOD Form 707B(IS) – On Aircraft

To be compiled in BLACK ink to allow for a clear copy when scanned for electronic retention.

The MOD Form 707B(IS), Maintenance Work Order (MWO), is used in conjunction with the Electronic Maintenance Work Order (EMWO) to record details of work done and the signatures of the tradespersons undertaking that work. Continuation sheets, Maintenance Procedures and Logistic Information System (LIS) pre-printed work cards may be attached to the MOD Form 707B(IS) to allow full recording and certification of all work undertaken.

Originating Reference Number (ORN):
Copy the SNOW, Aircraft serial number and date taken from the MOD Form 707A entry.

SNOW	Aircraft No.	Day	Mth	Yr
0 1 2 3 Z H 8 0 1 1 0 1 0 0 4				

When/How Found (WHF) Code: Starting from the right, enter the WHF Code copied from the MOD Form 707A entry. Where the code is a three digit WHF Code (Ground) these digits are to be entered in the last three boxes in this field only. All other boxes are to be left blank. Airseeker Maintenance Organization are to use this block to populate the **When Discovered Code**.

Start Time/Date: Enter the time and date the work was started.

JCN/LITS WO No: Enter the JCN/LITS WO No. transferred from the MOD Form 707A entry (if applicable).

WIN/SIN: If the symptom was found during preventative Maintenance, enter the task Schedule Ident No. (SIN). If the SIN is only 6 digits, enter "0" in the 5th box to produce a 7-digit Work Ident Number (WIN). If the Aircraft is not on Preventative 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).

WUC: Airseeker Aircraft Only. Enter the Work Unit Code (WUC) for the last Assy, Sub Assy or item identified in **Area 3**, or if 'No Fault Found', enter the code for the Main Equipment/System.

Airframe Hours: Enter the Airframe Hours. The Airframe Hours, including the minutes or decimal hours, are transferred from the MOD Form 707A entry.

Action/Work Done: Enter brief details of the work done. If the fault has been transferred to the ADF Log or Limitations Log include sheet/line or LIS ORN details and check the appropriate box.

Replacement Item: Enter details of any equipment fitted. When the replacement Part No. is the same as the removed component, leave all the boxes blank. Should the replacement have a different Part No. to the removed component (for example an In-Lieu Item), enter this Part No. in the boxes. If the item does not have a serial number enter "NONE".

Trade/Working Hours: Enter the total working hours expended for each trade. If required by the LIS this may be further broken down into working hours expended for 1st and 2nd signatures for each trade.

LIS Co-ordination: When LIS catch up is required, the individual undertaking the catch up is to complete the 'LIS Co-ordination' field once the LIS has been updated with all necessary information, including the raising and co-ordinating of any associated EMWO(s). This box is not applicable to RC-135W Airseeker.

Original SNOW: Enter the Original SNOW. This is to be completed 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.

Symptom/Work Required: Enter brief details of the Symptom/Work required as given on the related MOD Form 707A entry.

Item: Enter the details of any equipment removed or replaced. If the item does not have a serial number enter "NONE". If multiple items worked on then use continuation sheets.

Fault: Enter brief details of the Fault and complete as follows:

- No Positive Diagnosis.** Where positive diagnosis is not possible, enter the symptom displayed by the lowest identified faulty component. Do not enter "Not Known".
- Serviceability Test Required.** Enter "Maintenance required to confirm serviceability".
- Reported Fault Not Found.** Where investigation reveals no fault, enter "No Fault Found".
- Cured Using Minor Items.** Where the fault is eliminated by replacing insignificant, consumable and non-repairable items, state the items replaced and enter brief details of the faults.
- Life Expired Item.** Enter "LIFEX".
- Scheduled Maintenance.** Enter "Scheduled Maintenance" (Work Type 01 Only).
- Loose Article Search.** Enter "Loose Article Search".

NOTE: Paragraphs 5 and 6 are not applicable to GOLDesp; see JAP(D) 100A-0409-1.

Additional Item Idents (All): Record when a MOD Form 707J(ADP) is raised by crossing the next vacant number box. If more than 15 Alls are required, local arrangements are to be made.

Management Aid: For local management and administration use. Occurrence Reports (ORs) (MAM-P Chapter 9.1). When an OR has been raised as a result of the fault, a cross is to be inserted in the 'OR' box and the OR serial number entered in the 'OR Code' boxes.

Continuation Sheets: When a MOD Form 707BE/BH (MWO Continuation Sheet), 707MC or MOD Form 707C series has been raised, to record further work and/or independent checks, the continuation sheet boxes in **Area 2** are to be crossed off in sequence. That number is then entered on the MOD Form 707BE/BH, 707MC or 707C series, in the space marked 'Sheet No.' together with the ORN of the parent MOD Form 707B(IS).

MWO Co-ordination: The individual signing 3rd signature is responsible for the correct completion of the form and certifies that:

- The documented work and any associated stage checks, independent inspections and functional tests have been correctly certified and, if required, correctly transferred to another Maintenance document. (see **Note 1**.)
- All documentation for the task is present and correct.
- The MWO has been closed.
- 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.
- 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.

Notes:

- 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 further training before their authorization.
- 'LIS Catch Up Required' box is not applicable to RC-135W Airseeker.
- The relevant MOD Form 707A entry is not to be Co-ordinated until after the MWO is certified as Co-ordinated.

Maintenance Work Order

MOD Form 707B(IS)
(Revised Mar 24)

SNOW	Aircraft No.	Day	Mth	Yr	When/How Found (Code)	JCN/LITS WO No.
0 1 2 3 Z H 8 0 1 1 0 1 0 0 4						
Original SNOW	Aircraft No.	Day	Mth	Yr	Start Time/Date	WIN
						WUC
						Airframe Hours
SYMPTOM/WORK REQUIRED			FAULT			ACTION/WORK DONE
						ADF (X) <input type="checkbox"/> LIM (X) <input type="checkbox"/>
Item Description			Replacement Item Description			
Part No. Serial No.			Part No. Serial No.			
CONTINUATION SHEETS (X)						
1	2	3	4	5	6	7
16	17	18	19	20	21	22
31	32	33	34	35	36	37
46	47	48	49	50	51	52
Additional Item Idents (X)						
1	2	3	4	5	6	7
Management Aid			MWO Co-ordination			LIS Co-ordination
OR (X) <input type="checkbox"/>			Time Day Mth Yr			Time Day Mth Yr
OR Code			Name (Print)			Name (Print)
			Signature			Signature
			LIS Catch Up Required (X)			
			Y <input type="checkbox"/>			
			N <input type="checkbox"/>			