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**AIRCRAFT/EQUIPMENT IMPOUNDMENT
PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance*. It establishes procedures for impoundment of A/OA-10 aircraft/equipment and aircraft involved in explosive mishaps. It implements the requirements of Air Force Instruction (AFI) 21-101, *Aerospace Equipment Maintenance Management*, and AFI 91-204, *Safety Investigations and Reports*. These procedures apply to all personnel assigned to the 442d Maintenance Group (442 MXG) and the 442d Operations Group (442 OG). All supervisors are responsible for ensuring compliance with this instruction.

SUMMARY OF CHANGES

This interim change corrects the impoundment official duties (para 5.2) and defines the MXG/CC responsibilities (para 5.3). A margin bar (|) indicates newly revised material.

1. General. Reasons for impoundment of aircraft or equipment. As a minimum, impoundment of aircraft/equipment will be initiated immediately, if any of the following conditions identified below occur or reasons listed in AFI 21-101, paragraphs 9.4. through 9.4.11.3.

1.1. An aircraft/equipment has been involved in an incident, accident or other flight or maintenance condition, which in the opinion of the impoundment official warrants impoundment.

1.2. When an inadvertent release or an explosive mishap is reported.

2. Responsibilities. The following individuals are authorized to impound aircraft/equipment. The 442 MXG Commander (442 MXG/CC), designated representative, or senior ground crew member on duty with knowledge of the circumstances.

2.1. The 442 MXG/CC or designated representative will appoint an impoundment official who will be the responsible person to investigate the problem (minimum rank of MSgt).

2.2. The impoundment officials name will be entered in the Air Force Technical Order (AFTO) Information Management Tool (IMT) 781A, Maintenance Discrepancy and Work Document, or equipment form. This individual has authority over all actions and personnel.

2.3. A red X symbol and the reason for impoundment will be entered in the AFTO IMT 781A.

2.4. Control and limit access to impounded aircraft/equipment and historical records.

2.5. Ensure aircraft is isolated as required and impoundment placards/barriers are in place.

2.5.1. Establish an entry access control log to track personnel entering and leaving the area, in accordance with AFI 21-101, paragraph 9.6.4.1.

2.6. Only those actions necessary to make the aircraft safe for maintenance will be accomplished immediately. Other maintenance actions authorized are those required to correct the impoundment discrepancy.

2.7. Determine if maintenance analysis is required.

2.8. Ensures all responsible personnel are kept informed of progress/problems discovered during investigation.

3. Maintenance Operations Center (MOC).

3.1. When notified of incidents or conditions that warrant impoundments, MOC will notify appropriate personnel and initiate the impoundment check sheet.

4. Impoundment for Explosive Related Mishaps:

4.1. In Flight/Ground - Mishaps resulting in damage or injury from: an explosion or functioning of explosive materials or devices; inadvertent actuation, jettisoning, and releasing or launching explosives devices; impacts of ordnance off-range.

4.1.1. Aircrew personnel will comply with aircrew operational procedures.

4.1.2. The aircraft is impounded in the de-arm/parking area as appropriate.

4.1.3. Only those maintenance actions will be accomplished to make aircraft safe.

4.1.4. Do not change position of switches except as needed for safety.

5. Release Procedures.

5.1. After cause or failure has been determined, the following statement will be entered in AFTO IMT 781A/AFTO IMT 244, **Industrial/Support Equipment Record**: "Investigation complete, all corrective actions have been reviewed, aircraft/equipment released." Referring to original discrepancy in the "corrective action" block. The applicable forms/records will be reviewed by Quality Assurance.

5.2. The impoundment official will brief the MXG/CC or designated representative on all actions taken.

5.3. **(Added)** The Impoundment Release Authority. 442 MXG/CC or designated representative will clear the forms IAW AFI21-101.

6. Quality Assurance.

6.1. Assist the impoundment official as required with the following:

6.1.1. Assist Safety in obtaining information for mishap reporting, as required.

6.1.2. Schedule Functional Check Flight (FCF), if required.

7. Adopted or Prescribed Forms.

7.1. Adopted IMTs. AFTO Form 781A, Maintenance Discrepancy and Work Document; AFTO IMT 244, Industrial/Support Equipment Record.

7.2. Prescribed IMTs. No IMTs are prescribed by this instruction.

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Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 21-1, *Air and Space Maintenance*

AFI 21-101, *Aerospace Equipment Maintenance Management*

AFI 91-204, *Safety Investigation and Reports*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFPD—Air Force Publishing Directive

AFRC—Air Force Reserve Command

AFTO—Air Force Technical Order

FCF—Functional Check Flight

IMT—Information Management Tool

MOC—Maintenance Operations Center