

910AWI21-105

BY ORDER OF THE COMMANDER 910th AIRLIFT WING

910th AIRLIFT WING INSTRUCTION 21-105

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Maintenance

IMPOUNDMENT PROCEDURES

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This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes procedures on the impoundment of aircraft/equipment and explosive mishaps. It applies to all 910 Airlift Wing (AW) personnel involved in the impoundment of aircraft and equipment. It also carries out tenets AFI 21-101, *Maintenance Management of Aircraft*, AFRCI 21-101, *Objective Wing Aircraft Maintenance*, AFI 11-218, *Aircraft Operation and Movement on the Ground*, AFJI 13-210, *Joint Airdrop Inspection Records*, Malfunction Investigation and Airlift Report and AFI 91-204, *Safety Investigations and Reports*.

SUMMARY OF REVISIONS

This document is revised and must be reviewed. This revision adds paragraph 2.5 and 2.5.1; deletes paragraphs 2.4.2, 2.4.3 and 2.4.6., then changes paragraphs 2.4 through 2.4.9.2 to 2.6 through 2.6.6.2. Add new paragraphs 3.2.3, 3.5, 3.6 and 3.6.1. A (I) indicates revisions from previous edition.

1. Impoundment Description. Impoundment is a procedure used to isolate an aircraft and control personnel access when system or component malfunction or failure of a serious or chronic nature.

2. Impoundment Conditions. When informed of an incident or condition that may warrant an aircraft impoundment, LGQ will investigate C-130 aircraft, engines or AGE equipment incident for possible impoundment under the conditions listed and/or other conditions that may not be listed.

2.1. Aircraft impoundment is mandatory for a lost tool under the Composite Tool Kit (CTK) Program IAW AFRCI 21-101. Follow procedures IAW AFRCI 21-101 on tools that have fallen into areas that are inaccessible.

2.2. Aircraft impoundment is mandatory for FOD damage from an unknown cause under the FOD Program IAW AFRCI 21-101.

2.3. An aircraft will be impounded (mandatory) after an airdrop malfunction if the aircraft was damaged or the malfunction was caused by or suspected to have been caused by an aircraft system. Ref AFJI 13-210, *Joint Airdrop Inspection Records, Malfunction Investigation and Airlift Report*.

2.3.1. Aircraft away from homestation and encountering an airdrop malfunction listed in PARA 2.3. but deemed safe for flight by maintenance at homestation and accepted by the aircrew may be returned home and impounded upon landing at homestation.

*2.4. Inadvertent explosive mishap is mandatory.

*2.5. Multiple engine power loss is mandatory.

*2.5.1. Submit a Product Quality Deficiency Report (PQDR) for Power Loss: "If the Synchrophaser or any other component is removed as a suspect item". Submit a well-documented PQDR.

*2.6. The following conditions may warrant aircraft impoundment at the discretion of the OG/CC or LG/CC in accordance with the procedures set forth in paragraphs 3 through 5:

*2.6.1. Un-commanded flight maneuvers or loss of control.

*2.6.2. Engine flameout or major engine component failure.

*2.6.3. Accident/structural damage/fire.

*2.6.4. Lost and/or missing items.

*2.6.5. Aircraft throttles binding not covered by technical order data.

*2.6.6. Aircraft equipped for spray.

*2.6.6.1. Spills that may occur inside the aircraft.

*2.6.6.2. Modular Aerial Spray System (MASS) units that may have a serious problem.

3. Responsibilities. When notified of an incident or condition that may warrant impoundment of an aircraft.

3.1. The expediter will:

3.1.1. Notify Maintenance Control Function (MCF) and Debrief Dispatch (DDS) of a possible impoundment action on an aircraft with tail number and location.

3.2. The Debrief dispatcher will:

3.2.1. Notify the Wing CC, OG/CC, LG/CC, LGQ and senior managers.

3.2.2. Notify the work center to send their most qualified person to debrief the problem.

*3.2.3. Notify Maintenance Analysis in the event of an aircraft incident.

3.3. The MCF will:

3.3.1. Notify the aircrew who flew the aircraft that a detailed debriefing is required.

3.3.2. Notify LGQ as to whom the crewmembers were.

3.4. LGQ will:

3.4.1. Establish a meeting with the required aircrew, 7-level work center representative, safety, expediter, and LGQ.

3.4.2. Record data and present a recommendation to either the LG/CC or OG/CC whether an impoundment is required.

*3.5. During hours of local flying when the above offices aren't available, the supervisor of flying will be the interim impoundment official. The SOF will note the impoundment in the SOF Log and seal the aircraft with a metal band. This band will only be removed by order of the OG/CC or LG/CC.

*3.6. Maintenance Analysis will:

*3.6.1. Determine whether or not the records will be locked out via screen 9012 in GO81.

***4. Impoundment Process.** If the OG/CC or LG/CC orders the aircraft impounded, he/she will appoint an impoundment officer who will be a fully qualified maintenance officer or maintenance senior NCO

(9-level). The impoundment officer/senior NCO, in turn will establish an impoundment board consisting of the following members: Impoundment officer/senior NCO, LGQ NCOIC or representative and team leader from the work center.

*4.1. Aircraft impounded away from homestation may have the impoundment process worked by the local LG at the discretion of 910 LG/OG. Also, if a team is dispatched from homestation, the team will process the impoundment IAW this instruction.

5. Impoundment Procedures. LGQ or its representative will be the interim impoundment official and perform the following functions:

* 5.1. Enter a Red "X" in the aircraft AFTO Form 781A, "**Maintenance Discrepancy and Work Document.**" In the next open block, write "Aircraft Impoundment" and state the reason why. The OG/CC or LG/CC will sign the "*Discovered By*" block for the impoundment entry, referencing the original write-up in the forms by page and item number.

5.2. Enter in the AFTO Form 781A, the names of the impoundment officer/senior NCO, LGQ representative and work center team leader to whom the aircraft will be released for investigation. Enter *NOTE* in red in the next open block and enter "*Forms and investigation reports must be reviewed by the impoundment officer/senior NCO or LGQ prior to release for repair.*"

5.3. If an aircraft is impounded on the flight line or in a hangar, highlight the aircraft by attaching a placard and streamer that states, "*Aircraft Impounded, Authorized Personnel Only*" to the crew entrance door lock. Refer to AFRCI 21-101, chapter 6 for area isolation procedures.

5.4. Ensure all recoverable stored data is collected prior to system operation (if applicable).

5.5. Ensure no maintenance and/or servicing is performed until the OG/CC or LG/CC releases the aircraft.

5.6. Keep the OG/CC or LG/CC informed of all the proceedings/findings that occur on the aircraft.

5.7. Ensure Material Deficiencies are reported (if applicable).

6. Review. The team leader and LGQ will review the forms to ensure the corrective action has been completed and brief the officer/senior NCO, OG/CC and LG/CC on the corrective action. Written record of findings/corrective actions must be on file.

7. Release. The OG/CC, LG/CC or designated representative (Impoundment Officer) is final releasing authority for impounded aircraft. He/she will release the aircraft by signing the AFTO Form 781A "*Inspected By*" block of the impoundment and initialing over the Red "X" symbol. Refer to the Appoint Letter for the designated representatives.

8. AGE Equipment. To the extent they are applicable, these procedures will be followed when impounding AGE equipment. The LG/CC or designated representative (Impoundment Officer) is final releasing authority for impounded equipment.

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Commander