



Maintenance

AIRCRAFT AND EQUIPMENT IMPOUNDMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction establishes procedures and assigns responsibilities for aircraft and equipment impoundment and implements AFD 21-1, *Managing Aerospace Equipment Maintenance*, AFI 21-101, *Maintenance Management of Aircraft*, and AFRCI 21-101, *Maintenance Management Guidance and Procedures*. This 919 SOWI applies to all 919th Logistics Group (919 LG), 919th Operations Group (919 OG), 711th Special Operations Squadron (711 SOS), 8th Special Operations Squadron (8th SOS) personnel, and 919th Special Operations Wing Safety (919 SOW/SE) personnel.

SUMMARY OF REVISION: This revision completely revising the previous OI due to new AFI 21-101 guidance changing.

***1. IMPOUNDMENT PROCEDURES:**

1.1. Impoundment. Intensified aircraft and equipment management due to system or component malfunction or failure of a serious or chronic nature. Impoundment is the isolation or control of access to an aircraft or equipment item and the applicable historical records after a serious incident, malfunction, or failure so that an intensified investigation can be completed. Access to impounded aircraft or equipment must be restricted to ensure investigative efforts and repair actions are not hampered and prevent disturbing, damaging or losing pertinent evidence.

***2. IMPOUNDMENT TERMS:**

2.1. Impoundment Authority. (Production Supervisor(s)) Personnel with Impoundment Authority will be designated in writing by the LG/CC and will be tracked on the Special Certification Roster (SCR) course code 445.

2.2. Impoundment Official (Maintenance Superintendent (s)). Responsible for controlling, monitoring, and investigating impounded aircraft/equipment. The impoundment official is the

single point of contact for the affected aircraft/equipment. Impoundment officials will be designated in writing by the LG/CC and will be tracked on the (SCR) course code 446.

2.3. Impoundment Release Authority (LG or MXS CC(s)). The individual(s) selected will be designated in writing by the LG/CC and will be tracked on the (SCR) course code 447.

NOTE: Training for the above will consist of an annual review of this OI and the impoundment procedures contained in AFI 21-101.

2.4. Authorized Personnel. Individuals authorized by the Impoundment Official to be involved in the management, safing, troubleshooting, repair or investigation of an impounded aircraft or equipment.

***3. REASONS REQUIRING IMPOUNDMENT.**

3.1. All actual ground or in-flight aircraft/equipment fires.

3.2. Massive fuel leakage.

*3.3. Unselected propeller reversal/Unrelated Power Indications.

3.4. Inadvertent release or explosive mishap.

3.5. Flight control malfunction (including auto-pilot or trim) which results in a hazardous flight condition.

3.6. Spillage or leakage of radioactive, toxic, corrosive, or flammable materials from aircraft storage or cargo.

3.7. In-flight loss of all pitot-static system instruments or all gyro stabilized attitude or direction indicators.

3.8. In-flight shutdown or failure of two or more engines.

3.9. Off drop zone impact or airdrop malfunction.

3.10. Engine foreign object damage.

3.11. Engine flameout or stagnation.

3.12. Intentional damage or tampering.

3.13. Any contact with an obstruction (i.e. wires, cables, power poles, other aircraft, etc.).

3.14. Engine case penetration, rupture, or burn through from internal engine component.

3.15. Loss of thrust sufficient to prevent maintaining level flight at a safe altitude. This includes all cases of multiple engine power loss or roll back.

3.16. Departure from intended takeoff landing surface.

3.17. Physiological incidents involving aircraft systems or cargo (crew members become ill during flight). Ref. AFI 91-204, *Investigating and Reporting US Air Force Mishaps*.

3.18. Any other event which presents significant hazard to the aircraft or crew.

3.19. When directed by 919th Wing Safety personnel IAW AFI91-204.

***4. RESPONSIBILITIES:** Impoundment investigations will be under control of:

4.1. Impoundment Official and Wing Safety for mishaps IAW AFI 91-204.

4.2. Impoundment Official and Airdrop Malfunction Review Board for off drop zone impacts IAW AFJI 13-210 *Joint Airdrop Inspection Records, Malfunction Investigations, and Activity Reporting*.

4.3. Impoundment Authority will immediately notify the 919 LG/CC, 919 SOW/SE, Command Post Maintenance Control Function (MCF), and 919 LG/LGQ (QA) if available, or at the beginning of the next duty day.

4.4. Quality Assurance will assist with all impoundment investigations and provide technical support.

4.4.1. If the cause of the discrepancy affects other aircraft/equipment in the fleet, QA will notify 10th AF and the MAJCOM Weapons System Manager.

***5. IMPOUNDMENT PROCESS AND PROCEDURES**

5.1. Impoundment Official will ensure that a separate Red X entry has been entered in the AFTO Form 781A (aircraft) or AFTO Form 244 (equipment) stating the reason for the impoundment and the Impoundment Officials name.

5.2. The Impoundment Official will use the QA-established checklist to document the sequence of actions (ATTACH 1).

5.3. Impoundment Official coordinates with 919 MXS Debrief/Dispatch to schedule any maintenance work centers needed to assist with the investigation. Only individuals directly involved with the impoundment investigation are authorized to work on the aircraft or equipment unless otherwise agreed to by the Impoundment Official.

5.4. For mishap investigations, Wing Safety representative will make an additional entry (Red Dash symbol) in AFTO Form 781A, Maintenance Discrepancy and Work Document, stating Mishap investigation in progress and refer to the page and block of the impoundment entry.

5.5. For off drop zone investigations, the Malfunction Review Board representative will make a Red Dash entry in AFTO Form 781A stating Off Drop Zone Investigation in progress and refer to the page and block of the impoundment entry. **NOTE:** These entries will contain the same job control number (JCN) as the impoundment entry.

5.6. When aircraft is away from home station and encounters a problem warranting impoundment, the following procedures must be followed:

5.6.1. Aircraft commander will notify command post and the flying squadron CC/DO (to cover follow-on/next day scheduling conflicts) describing problem encountered and condition of the aircraft. Command Post (MCF) will notify OG/LG Debrief Dispatch, Quality Assurance and Wing Safety of the problem encountered so a plan for investigation can be made and appropriate maintenance records impounded.

5.7. Wing Safety or Airdrop Malfunction Review Board representative enters "Investigation complete impoundment may be released" in the corrective action block they made (see paragraph 5.5.). They will then clear discrepancy by signing the "inspected by" block and initial over red dash symbol.

5.8. Once cause of malfunction or failure has been positively determined, the Impoundment Official briefs the Release Authority on findings and corrective actions. The Release Authority then clears the impoundment in the appropriate forms by entering "investigation complete, corrective actions reviewed, aircraft/equipment released" and signing the "Inspected By" block and initialing over the red symbol. Also notify 919 MXS Debrief Dispatch that impoundment is released. **NOTE:** If aircraft is not at home station, impoundment may be cleared by the production inspector who clears Red X discrepancy which caused the impoundment with concurrence of home station LG Commander.

5.9. If the cause of a reported malfunction cannot be determined or a positive corrective action cannot be confirmed, the LG Commander will decide whether an FCF with technicians on board should be accomplished. The original discrepancy will be signed off by primary work center as a Cannot Duplicate Discrepancy (CND). Release Authority will clear impoundment as per paragraph 5.7. and refer to FCF forms entry instead of original discrepancy.

***6. ADDITIONAL IMPOUNDMENT RULES FOR EXPLOSIVE RELATED MISHAPS**

6.1. Limit maintenance actions to those required to make the aircraft safe.

6.2. Park and isolate aircraft with unsafe or hung munitions.

6.3. Do not change the position of any switches except as needed for safety.

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Commander

Attachment 1*SAMPLE IMPOUNDMENT CHECKLIST**

Impoundment Official will use this checklist to document sequence of actions.

1. Insure impoundment discrepancy is entered in aircraft/equipment records. Include the reason for impoundment and the Impoundment Official's name.
2. Control access to impounded aircraft/equipment. Maintenance will be limited by impoundment official until investigation is complete.
3. Establish an Entry Control Point (ECP), if required. If an ECP is established a control log is maintained listing personnel entering and leaving the area.
4. Impound aircraft/equipment records, current and historical.
5. Request any personnel records required to support the investigation, training records, special cert roster, etc.
6. Notify Maintenance Analysis to secure CAMS data.
7. Select and meet with a team of highly qualified technicians to assist in investigation. A QA technician will always be a member of this team.
8. Debrief members of aircrew, if required
9. Parts removed will be carefully controlled, not tampered with in anyway that would obscure evidence of cause of failure.
10. Brief the impoundment Release Authority when investigation is complete.
11. Impoundment Release Authority will clear the discrepancy by entering "INVESTIGATION COMPLETE, ALL CORRECTIVE ACTIONS HAVE BEEN REVIEWED AIRCRAFT/EQUIPMENT RELEASED" sign inspected by block and initial symbol.