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Maintenance



**AIRCRAFT/EQUIPMENT IMPOUNDMENT
PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*. It establishes procedures for the impoundment of A/OA-10 aircraft/equipment and aircraft involved in explosive mishaps. It implements the requirements of AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*, and AFI 91-204, *Safety Investigations and Reports*. This directive is applicable to all 442d Fighter Wing personnel who fly or maintain the A-10/OA-10 aircraft and related support equipment.

SUMMARY OF REVISIONS

This revision changes the publication from the 442 LG Operating Instruction 21-30 to the 442 Fighter Wing Instruction 21-134. It updates the format and reflects current directives according to AF Index 2; clarifies individuals authorized to impound aircraft/equipment (paragraph 2.). A (I) indicates revisions from the previous edition.

1. General. Impoundment of aircraft/equipment will be initiated immediately, if any of the following conditions occur:

- 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.
- 1.3. When an impoundment official determines extraordinary measures are required to ensure the safe operating condition of an aircraft or equipment.

2. Responsibilities. The following individuals are authorized to impound aircraft/equipment. The LG/OG Commander, or designated representative, or Senior Ground Crew Member on duty with knowledge of the circumstances.

- 2.1. The OG/LG Commander or designated representative will appoint an impoundment official who will be the responsible person to investigate the problem.
- 2.2. The impoundment officials name will be entered in the AFTO 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 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.
- 2.6. 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 Control Function (MCF)/Debrief:

- 3.1. When notified of incidents or conditions that warrant impoundment's, MCF/Debrief will notify appropriate personnel and initiate the impoundment checksheet.
- 3.2. Notify selected personnel/workcenters of personnel/maintenance requirements as requested by the impoundment official.

4. Impoundment for Explosive Related Mishaps:

- 4.1. In Flight/Ground.
 - 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.
 - 4.1.5. At a non-AFRC unit or base, the pilot will comply with the intent of this instruction.

5. Release Procedures:

- 5.1. After all troubleshooting/repairs have been completed, the following statement will be entered in AFTO 781A: "All corrective actions complied with for release of impoundment." The applicable forms/records will be reviewed by Quality Assurance.
- 5.2. The impoundment official will brief the LG/OG Commander or designated representative on all actions taken and will sign-off the inspected by block. The LG/OG or designated representative will initial the 781A discrepancy block indicating their review of all actions taken.

6. Quality Assurance:

- 6.1. Assist the impoundment official as required with the following:
 - 6.1.1. Controlling Maintenance.
 - 6.1.2. Proper documentation.
 - 6.1.3. Report material deficiencies, as required.
 - 6.1.4. Assist Safety in obtaining information for mishap reporting.
 - 6.1.5. Schedule Functional Check Flight (FCF), if required.

CHARLES E. STENNER, JR., Col, USAFR
Commander

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

AFPD 21-1--Managing Aerospace Equipment Maintenance

AFRCI 21-101--Aircraft Maintenance Guidance and Procedures

AFI 91-204--Safety Investigations and Reports