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Maintenance

IMPOUNDMENT OF AIRCRAFT



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 926 MXG/MXQ (CMSgt Randal McGee)

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This instruction implements AFD 21-1, *Air and Space Maintenance*. It establishes responsibilities and procedures for impoundment of aircraft. It explains how authorized officials obtain maintenance review of a discrepancy and its corrective action before the aircraft is released for flight. It applies to all personnel concerned with the operation and or maintenance of aircraft assigned to the 926th Fighter Wing.

SUMMARY OF REVISIONS

This revision changes group and office symbols due to the Maintenance Group reorganization. It is advised to completely review the entire publication. A bar (|) indicates revisions from the previous edition.

1. Policy . Impounded aircraft remain so until the Maintenance Group Commander (MXG/CC) or Operations Group Commander (OG/CC) release the aircraft. Except for emergencies or making aircraft and ordnance safe, maintenance is not performed on impounded aircraft until released for maintenance by the MXG/CC or OG/CC or their designated representative.

2. Definition . 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.

3. Conditions . An aircraft is impounded whenever it is involved in an incident, accident or other flight or maintenance condition or circumstance which, in the opinion of an impounding official, warrants impoundment. Examples of such conditions are listed in the following paragraphs. However, this is not an all inclusive list.

3.1. Impound aircraft or equipment:

3.1.1. Following an aircraft ground or flight related mishap as defined in AFI 91-204, *Safety Investigations and Reports*.

3.1.2. Following an uncommanded flight control malfunction IAW AFI 91-204. Special attention is required to completely diagnose and correct flight control malfunctions. This includes any aircraft flight control malfunction (including autopilot or trim) that results in a hazardous flight condition.

3.1.3. When an inadvertent release or explosive mishap is reported. **NOTE:** For an inadvertent release or firing of explosive/missile stores or equipment follow the procedures in AFI 21-101, *Aerospace Equipment Maintenance Management* and AFI 91-204.

3.1.4. When engine anomalies occur to include but not limited to:

3.1.4.1. Confirmed internal engine damage resulting from foreign object damage

3.1.4.2. Flameout/stagnation

3.1.4.3. Case penetration, rupture or burn-through

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

3.1.4.5. When an in-flight fire occurs.

3.1.5. When an aircraft experiences an in-flight loss of all pitot-static system instruments or all gyro-stabilized attitude or direction indicators.

3.1.6. When there is evidence of intentional damage, tampering or sabotage.

3.1.7. When there are physiological incidents involving aircraft systems or crewmembers become ill during flight.

3.1.8. When the Impoundment Authority determines extraordinary measures are required to ensure the safe operating condition of a specific aircraft/equipment or to address any degradation of aircraft airworthiness or serious anomaly.

3.1.9. When known or suspected foreign object cannot be located within two hours.

4. Responsibilities .

4.1. Impoundment Authority: The Wing Commander, MXG/CC, OG/CC, or designated representative given authority to impound aircraft or equipment. Personnel with impoundment authority will be designated in writing by the MXG/CC or OG/CC and will be tracked on the Special Certification Roster (SCR).

4.2. Impoundment Official: The Impoundment Official is the lead maintenance officer, senior non-commissioned officer (NCO) or equivalent, responsible for controlling, monitoring, and investigating impounded aircraft/equipment. The impoundment official is the single point of contact for affected aircraft or equipment. Impoundment Officials are designated in writing by the MXG/CC or OG/CC and tracked on the SCR.

4.3. Impoundment Release Authority: The Wing Commander, MXG/CC or OG/CC has the authority to release aircraft or equipment from impoundment. Delegation of this authority will be limited. If the

MXG/CC or OG/CC delegate impoundment release authority, individuals will be designated in writing and tracked on the SCR.

5. Procedures:

5.1. Impoundment Official performs the following actions in the impoundment process:

5.1.1. Immediately notifies Maintenance Operations Center (MOC), Plans and Scheduling (MXFD) and Quality Assurance (MXQ) of impoundment.

5.1.2. Follows the Impoundment Checklist ([Attachment 2](#)) and ensures a 926 FW Form 5, **Impoundment/Release Report**, ([Attachment 4](#)) is initiated.

5.1.3. Removes the aircraft from flyable status until released from impoundment by the MXG/CC, OG/CC or designated representative.

5.1.4. Ensures a **RED X** is placed in the aircraft forms reflecting impoundment, referencing the initial discrepancy. Example: Aircraft Impounded, See Block _____ Page _____ ([Attachment 3](#)).

5.1.5. Monitors and controls all maintenance actions on the impounded aircraft until released from impoundment.

5.1.6. Takes necessary steps to ensure impounded aircraft is parked at the impoundment area, spot 53, located at the South end of Hangar 4, inside the control area ([Attachment 5](#)).

5.1.7. May impound aircraft in place when it is not practical to move aircraft to spot 53. An example of this would be to prevent migration of foreign object damage.

5.1.8. Highlights impounded aircraft on the flight line or in the hangar by using cones, ropes and/or placards.

5.1.9. Establishes an Entry Control Point (ECP), if required. **NOTE:** An ECP is required only if sabotage or unauthorized maintenance is suspected to be the cause of the impoundment. However, the Impounding Official can establish an ECP at their own discretion.

5.1.10. If an ECP is established, the Impoundment Official will ensure an access control log is maintained at the ECP of the impounded aircraft/equipment or storage facility to track personnel entering or leaving area for duration of the impoundment ([Attachment 1](#)).

5.1.11. The ECP log will contain the following information as a minimum: individuals name, rank and employee number, date arrived/departed, and reason for entry.

5.1.12. Review ECP log daily. ECP log will be maintained on a daily basis until the Impoundment Release Authority releases the aircraft and will be disposed of only after the investigation has been completed and the aircraft is successfully repaired.

5.1.13. Ensures position of switches is not changed except as needed for safety. Limits maintenance actions to those required to make the aircraft/equipment safe. If applicable, performs engine oil sampling and fuel/oil servicing.

5.1.14. Once the cause of the malfunction or failure has been positively determined, the Impoundment Official briefs the Impoundment Release Authority on findings and corrective actions and then requests approval to release aircraft or equipment from impoundment.

5.1.15. Informs MXFD that aircraft/equipment is released at appropriate time.

5.2. MXFD performs the following actions in the impoundment process:

5.2.1. MXFD seizes or holds the following for review, (if required by Impounding Official):

5.2.2. AFTO Form 781A, **Maintenance Discrepancy and Work Document**, series forms.

5.2.3. Applicable aircraft jacket file.

5.2.4. Aircraft delayed discrepancy file (latest documented maintenance list (MXFD) or Event List (EVL)).

5.2.5. Abort/Incident, Debriefing and any Maintenance Collection Data Records.

5.3. MXQ performs the following actions in the impoundment process:

5.3.1. Ensures the aircraft is physically isolated by cones, ropes, stations or whatever is available.

5.3.2. Investigates the cause for impoundment and personally briefs technicians before maintenance is performed on the aircraft.

5.3.3. If cause of the discrepancy could potentially affect other aircraft/equipment in the fleet, MXQ notifies the Impoundment Authority and the MAJCOM weapon system manager.

5.4. Impoundment Release Authority:

5.4.1. Impoundment Release Authority is normally the MXG/CC or OG/CC. Delegation of this authority will be limited. If the MXG/CC or OG/CC delegate impoundment release authority, individuals will be designated in writing and tracked on the SCR. The Impoundment Release Authority performs the following actions in the impoundment process:

5.4.2. If the Impoundment Official's request for the release of impounded aircraft/equipment is approved, the Impoundment Release Authority clears the impoundment in the aircraft/equipment forms by entering "Investigation complete, all corrective actions have been reviewed, aircraft/equipment released" referring to the original discrepancy in the corrective action block, signing the "inspected by" block and initialing over the RED X symbol.

6. Impoundment While TDY:

6.1. If impoundment becomes necessary while at a TDY location, the Wing Commander, MXG/CC or OG/CC may temporarily delegate impoundment and release authority to the deployed maintenance supervisor or superintendent. Impoundment Official is the senior maintenance officer/NCO or the deployment commander.

6.2. The impounded aircraft is parked as designated by the host base MOC if available. If there is no host base MOC available, the location for parking is determined by the Impoundment Official.

6.3. Home station impoundment procedures are followed as closely as possible.

7. Forms Prescribed. 926 FW Form 5.

8. Adopted Forms. AFTO Form 781 Series, AFTO Form 349.

RANDALL G. FALCON, Colonel, USAFR
Commander

NAME	RANK	EMPLOYEE NUMBER	DATE/TIME ARRIVED	DATE/TIME DEPARTED	REASON FOR ENTRY

Attachment 2

IMPOUNDMENT CHECKLIST

- A2.1.** Impoundment Official performs the following actions in the impoundment process:
- A2.2.** Immediately notify MOC, MXFD and MXQ of impoundment.
- A2.3.** Ensure the 926 FW Form 5 is initiated.
- A2.4.** Remove the aircraft from flyable status until released from impoundment by the MXG/OG or designated representative.
- A2.5.** Ensure a RED X is placed in the aircraft forms reflecting impoundment, referencing the initial discrepancy. Example: Aircraft Impounded, See Block _____ Page _____.
- A2.6.** Monitor and control all maintenance actions on the impounded aircraft until released from impoundment.
- A2.7.** Take necessary steps to ensure impounded aircraft is parked at the impoundment area, spot 53, located at the South end of Hangar 4, inside the restricted area.
- A2.8.** Impound aircraft in place when it is not practical to move aircraft to spot 53. An example of this would be to prevent migration of foreign object damage.
- A2.9.** Highlight impounded aircraft on the flight line or in the hangar by using cones, ropes and/or placards.
- A2.10.** Establish an ECP, if required. **NOTE:** An ECP is required only if sabotage or unauthorized maintenance is suspected to be the cause of the impoundment. **However, the Impounding Official can establish an ECP at their own discretion.**
- A2.11.** If an ECP is established, the Impoundment Official will ensure an access control log is maintained at the ECP of the impounded aircraft/equipment or storage facility to track personnel entering or leaving area for duration of the impoundment. The ECP log will contain the following information as a minimum: individuals name, rank and employee number, date arrived/departed, and reason for entry, see [Attachment 1](#).
- A2.12.** Review ECP log daily. **NOTE:** ECP log will be maintained on a daily basis until the Impoundment Release Authority releases the aircraft and will be disposed of only after the investigation has been completed and the aircraft is successfully repaired.
- A2.13.** Ensures position of switches is not changed except as needed for safety. Limits maintenance actions to those required making the aircraft/equipment safe. If applicable, performs engine oil sampling and fuel/oil servicing.

A2.14. Once the cause of the malfunction or failure has been positively determined, the Impoundment Official briefs the Impoundment Release Authority on findings and corrective actions and then requests approval to release aircraft or equipment from impoundment.

A2.15. Inform MXFD that aircraft/equipment is released at appropriate time.

Attachment 3

AFTO FORM 781A SAMPLE

FROM 20000101		TO 20000101		MOB A-10A	SERIAL NUMBER XX-XXXX	PAGE 1	OF 1	PAGES
SYM X	JCN 010001000	DATE DRC 20000101	DOC NO.		CF <input type="checkbox"/> 781A	XF <input type="checkbox"/> 781E	DATE CORRECTED 20000101	
WUC/REF DESIGNATOR 14A	FAULT CODE	STA CODE	CORRECTIVE ACTION REMOVED AND REPLACED BELLCRACK IAW 1A-10A-2-27IG-1 SEC 1					
DISCREPANCY FLIGHT CONTROL BINDING								
(REFERENCE TO IMPOUNDMENT DISCREPANCY) (SEE PG 1 BLK 2)								
			CORRECTED BY J WANNABE			EMPLOYEE NO. 00002		
DISCOVERED BY (P/NO) MAJ. J. PILOT		EMPLOYEE NO.		INSPECTED BY J CREWCHIEF			EMPLOYEE NO. 00001	
SYM X	JCN 010010000	DATE DRC 20000101	DOC NO.		CF <input type="checkbox"/> 781A	XF <input type="checkbox"/> 781E	DATE CORRECTED 20000101	
WUC/REF DESIGNATOR 01000	FAULT CODE	STA CODE	CORRECTIVE ACTION INVESTIGATION COMPLETE. ALL CORRECTIVE ACTIONS HAVE BEEN REVIEWED. AIRCRAFT/EQUIPMENT RELEASED IAW 926 FWI 21-102					
DISCREPANCY ACFT IMPOUNDED (SEE PAGE 1 BLK 1)								
			CORRECTED BY J. CREWCHIEF			EMPLOYEE NO. 00001		
DISCOVERED BY (P/NO) J. CREWCHIEF		EMPLOYEE NO. 00001		INSPECTED BY MX/OG OR REPRESENTATIVE			EMPLOYEE NO. 00003	
SYM	JCN	DATE DRC	DOC NO.		CF <input type="checkbox"/> 781A	XF <input type="checkbox"/> 781E	DATE CORRECTED	
WUC/REF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION					
DISCREPANCY								
			CORRECTED BY			EMPLOYEE NO.		
DISCOVERED BY (P/NO)		EMPLOYEE NO.		INSPECTED BY			EMPLOYEE NO.	

PREVIOUS EDITION IS OBSOLETE

Attachment 4

926 FW FORM 5 SAMPLE

IMPOUNDMENT/RELEASE REPORT				
TYPE ACFT/ENG A-10A		SER NO. XX-XXXX	PILOT MAJ PILOT	
IMPOUNDMENT OFFICIAL MXM/06 OR REPRESENTATIVE		FOR IFE ONLY-SAFETY NOTIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>		DATE AND TIME 20030101
REASON FOR IMPOUNDMENT (DISCREPANCY) CONTROL STICK BINDING		AIRCREW DEBRIEFED BY E. KENTZ SMSGT		
RELEASER FOR MAINTENANCE (PRINT) MXM/06 OR REPRESENTATIVE		SIGNATURE		DATE/TIME RELEASED FOR MAINTENANCE 20030430 1300
RELEASED TO				
ENGINE	APG X	HYDRAULIC	INSTRUMENT	AFC5
ELECTRICAL	ENVIRONMENTAL	MUNITIONS	OTHER SPECIFY	
CORRECTIVE ACTION REMARKS BY SHOP SUPERVISOR				SIGNATURE/DATE
SUPERVISOR'S COMMENTS/RECOMMENDATIONS REMARKS FOR LEAK AND/OR OPS CHECKS				SIGNATURE/DATE
QA FINDINGS REMARKS BY MXD REPRESENTATIVE				
QA REPRESENTATIVE (PRINT AND SIGNATURE)			MATERIEL FAILURE YES <input type="checkbox"/> NO <input type="checkbox"/>	MOR NUMBER
RELEASING OFFICIALS REMARKS REMARKS BY RELEASING OFFICIAL				
DATE/TIME RELEASED FOR FLIGHT 20030430 1500		RELEASING OFFICIAL SIGNATURE MXM/06 OR REPRESENTATIVE		REROUTE YES <input type="checkbox"/> NO <input type="checkbox"/>

Attachment 5

A/C PARKING PLAN

AIRCRAFT PARKING PLAN

