

**3 AUGUST 2003**

**Maintenance**

**AIRCRAFT/EQUIPMENT IMPOUNDMENT**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: 436 MXG/QA (MSgt Kline)  
Supersedes DAFBI 21-102, 21 September 1998

Certified by: 436 MXG/CC (Col Cunningham)  
Pages: 21  
Distribution: F

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This Dover Air Force Base Instruction (DAFBI) implements Air Force Policy Directive 21-1, *Managing Aerospace Equipment Maintenance*. It establishes local policy, procedures, and responsibilities while defining maintenance actions on aircraft to be considered for impoundment. This instruction applies to wing staff agencies and aircraft maintenance organizations assigned under the 436th Airlift Wing and 512th Airlift Wing.

**SUMMARY OF REVISIONS**

**This document is substantially revised and must be completely reviewed.**

A sample "Release of Aircraft from Impoundment" memorandum has been added as **Attachment 5**.

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## 1. General Information:

1.1. Aircraft/equipment may be impounded for the following reasons: When an aircrew reports an uncommanded flight control malfunction, unusual operating performance, aircraft/equipment is involved in an incident, a manufacturer's defect is suspected, or when required for an investigation exhibit. AFI 21-101, *Aerospace Equipment Maintenance Management*, Chapter 11, lists specific reasons why aircraft/equipment may be impounded.

## 2. Responsibilities:

2.1. The Impounding and Releasing Authority for maintenance will be the 436th Maintenance Group (MXG) Commander or the 436 MXG/CC's designated representative. If the MXG/CC delegates impoundment or release authority, individuals will be designated in writing and tracked on the special certification roster (SCR). Impoundment authorities will determine if impoundment is warranted.

2.2. The 436 MXG/CC will ensure the owning MXG/CC is notified in the event a non-possessed aircraft is impounded at DAFB.

2.3. The Impoundment Authority appoints Impoundment Officials.

2.4. The Impoundment Official is the lead maintenance officer, senior NCO, or equivalent, responsible for controlling, monitoring, and investigating impounded aircraft/equipment. The Impoundment Official is the single point of contact for the affected aircraft or equipment. The Impoundment Official ensures only authorized personnel have access to the impounded aircraft/equipment. Additionally, they ensure parts removed are carefully controlled to ensure that parts, once confirmed as the cause for impoundment, are available to be processed as deficiency report exhibits. The Impoundment Officials are designated in writing by the MXG/CC and are tracked on the SCR.

2.5. The 436th Maintenance Group Quality Assurance (QA) acts as the OPR for impoundment procedures. If the cause of the discrepancy could potentially affect other aircraft/equipment in the fleet, QA notifies the impoundment authority and will consider cross-tell value of the information for up channeling to the MAJCOM weapon system manager.

2.6. The Maintenance Operation Center/Command Post (MOC/Post) will be notified when an impoundment decision has been made. MOC will coordinate actions required during impoundment procedures as needed for the Impoundment Official.

2.7. The Maintenance Data Systems Analysis element (MDSA) will provide program support to lock/unlock aircraft/equipment files as directed by the Impoundment Official. MDSA personnel will have sole access to the G081, 9012, and other applicable programmable aircraft/equipment files with lock/unlock features.

## 3. Procedures:

### 3.1. 436 MXG/CC will:

3.1.1. Appoint an impartial Impoundment Official from within the maintenance complex (AMXS, CMS, EMS) to oversee all impoundment-related investigation/maintenance actions.

3.1.2. Assess aircraft condition and authorize a one-time flight, if necessary, IAW TOs 00-20-1, *Aerospace Equipment Maintenance General Policies and Procedures*, 00-20-5, *Aerospace Vehicle Inspection and Documentation* and AMC supplements.

3.1.3. Determine if approval should be granted to release the aircraft for flight based on investigation results.

**3.2. AMXS/EMS/CMS Maintenance Supervision will:**

3.2.1. Notify 436 MXG/CC and 436 MXG/QA of any situation requiring aircraft/equipment impoundment.

3.2.2. Coordinate with MOC/Post and Impoundment Official during investigation procedures.

**3.3. Impoundment Official will:**

3.3.1. Act as 436 MXG/CC liaison to the investigation team during the impoundment investigation process and provide the 436 MXG/CC, or designated representative, investigation status updates during the entire process.

3.3.2. Inform 436 AW/512 AW OGV (Standardization/Evaluation) of the impoundment and maintenance actions performed to repair aircraft.

3.3.3. Ensure MOC is notified when an impoundment decision has been made.

3.3.4. Place a red X symbol in the applicable AFTO Form 781A, **Maintenance Discrepancy and Work Document** or equipment AFTO Form 244, **Industrial/Support Equipment Record** with a statement indicating the reason for impoundment and the name of the assigned impoundment official.

3.3.5. Contact the Maintenance Data System Analysis element to lock out the aircraft/equipment forms using GO81.

3.3.6. Contact Plans, Scheduling, and Documentation (PS&D) to pull the aircraft historical files to aid in the investigation process.

3.3.7. Request from the squadron owning the aircraft/equipment any personnel records required to complete the impoundment investigation. These records may include, but are not limited to, individual training records.

3.3.8. Select a team of highly qualified technicians dedicated to determine the cause of the problem that led to the impoundment. Impoundment team members will be relieved of all other duties until released by the impoundment official.

3.3.9. Utilize the team to perform an in-depth investigation of the incident cause. The team will also determine the effect of the incident, cost for repair in dollars, man-hours and material, and recommend solutions to prevent future occurrence.

3.3.10. Ensure all items/parts removed for investigation are tagged with QA Exhibit Tags (see [Attachment 2](#)).

3.3.11. Be the single point of contact for information about the investigation proceedings.

3.3.12. Use established checklist to guide sequence of actions (see [Attachment 3](#)).

3.3.13. Control access to impounded aircraft/equipment and establish an ECP if required (see [Attachment 4](#)).

3.3.14. If aircraft requires special security, contact Security Forces. If sabotage is suspected, contact the AFOSI.

3.3.15. Ensure, upon completion of the investigation, a complete report is presented to the 436 MXG/CC with all findings/recommendations. If the cause of a reported malfunction cannot be determined or a positive corrective action cannot be confirmed, the Release Authority will determine if further actions are required.

3.3.16. Ensure the aircraft/equipment is released from impoundment at the direction of the Impounding Authority. Clear the aircraft/equipment forms with the statement: "Investigation Complete, ALL corrective actions have been reviewed, aircraft released" referring to original discrepancy in the "corrective action" block, sign the "inspected by" block and initial over the Red X symbol.

3.3.17. Upon closure of the impoundment investigation process, and at the direction of the 436 MXG/CC or designated representative, deliver a copy of the aircraft/equipment forms page (781As) releasing the aircraft/equipment from impoundment, to the MDSA element authorizing them to unlock all aircraft/equipment database records. Also, notify Security Forces to update aircraft/equipment accessibility as necessary.

#### 3.4. 436th Aircraft Maintenance Squadron (AMXS) Debrief will:

3.4.1. Conduct a detailed debrief of the aircrew as required and log crew names, squadron, phone numbers, and location where crew members may be reached.

3.4.2. If a flight control malfunction is reported, verify with the Aircraft Commander, in debrief, if the flight control malfunction will be a reportable event IAW AFI 91-204, *Safety Investigations and Reports*. If it is reportable, contact MOC/QA to begin impoundment procedures. If aircrews do not report IAW 91-204, do not take action to impound the aircraft.

#### 3.5. Quality Assurance will:

3.5.1. Ensure AMXS debrief provides 436 MXG/QA and Wing Safety a detailed description of the incident after aircrew debrief is accomplished. This will include aircrew names, squadron, phone numbers, and location where crewmembers may be reached.

3.5.2. Proceed to sortie generation flight office and secure any aircraft/equipment forms related to impoundment.

3.5.3. If requested by the Impoundment Official, secure the aircraft/equipment forms binder, (will be kept in the 436 MXG/QA office), and in its place issue an impounded aircraft/equipment forms binder. These forms are to be used to document all maintenance/investigation actions, which occur during the impoundment process. The regular aircraft/equipment forms will be re-issued to the aircraft/equipment pending completion of the investigation and 436 MXG/CC's release of the aircraft/equipment. The impoundment forms will become part of the current aircraft/equipment forms. Impounded aircraft forms will be filed behind existing forms 781A with subsequent page numbers.

3.5.4. Maintain a copy of all pertinent impoundment data and aircraft/equipment forms in a file within the 436 MXG/QA office.

3.5.5. Provide Plans, Scheduling, and Documentation a summary of the impoundment for inclusion into the aircraft historical record.

#### 3.6. MDSA element will:

3.6.1. At the direction of the Impoundment Official, immediately lock out all related aircraft/equipment forms until the investigation is completed and a copy of the released aircraft form pages (781A) is received.

**3.7. Plans, Scheduling, and Documents (PS&D) will:**

3.7.1. Upon notification, gather all related aircraft documentation/historical data available, releasing it only to the Impoundment Official, QA, or the investigation team leader.

3.7.2. Upon completion of the impoundment investigation, re-file aircraft historical file ensuring that all pertinent impoundment data has been added to the file.

**3.8. Maintenance Operations Center (MOC) will:**

3.8.1. Ensure 436 AW/CC, 436 MXG/CC, Wing Safety, and 436 MXG/QA are notified of any incident involving aircraft/equipment that may be cause for aircraft impoundment.

3.8.2. Ensure Tanker/Airlift Control Center (TACC) and Security Forces are notified when aircraft transiting Dover are impounded on station.

3.8.3. If the Impoundment Official requests, coordinate with the appropriate sections to secure the malfunction detection, analysis, and recording system (MADAR) tape, flight data recorder (FDR), and cockpit voice recorder (CVR) from the affected aircraft. These items will be turned over to the Impoundment Official and will be kept at the 436 MXG/QA office.

**3.9. The Security Forces Squadron, when requested, will:**

3.9.1. Restrict access to the affected aircraft/equipment to those individuals authorized access by the Impoundment Official.

3.9.2. Upon confirmation of aircraft impoundment release, stand down from restricted access.

**4. Off Station Procedures:**

4.1. This instruction should be used to the maximum extent possible when an aircraft is away from home station and encounters a problem warranting impoundment.

4.2. All Dover aircrew trip kits will contain this instruction and attachments.

4.3. If an en route unit impounds an aircraft, that unit will contact HQ Air Mobility Command/Logistics Group Readiness Center (HQ AMC/LGRC) with details of the impoundment event. Ensure HQ AMC/LGRC and the owning home station GP/CC is kept informed of investigation status. Only the owning GP/CC or their designated representative can release an aircraft from impoundment.

4.4. At Outside Continental U.S., Air Mobility Squadron (AMS) locations, the AMS/CC will be responsible for all impoundment events except for the authority to release the aircraft from impoundment. After the owning GP/CC releases the aircraft from impoundment, AMSs will ensure they notify HQ AMC/LGRC.

4.5. Assessing aircraft condition and authorizing a one-time flight, if necessary, will be coordinated through the owning MXG/CC. One-time flight authorization must come from the owning MXG/CC or his/her designated official, in accordance with TO 00-20-5.

4.6. The impoundment release authority is the owning MXG/CC or their designated representative.

JOHN I. PRAY, JR., Colonel, USAF  
Commander, 436th Airlift Wing

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

AFPD 21-1, *Managing Aerospace Equipment Maintenance*

AFI 21-101, *Aerospace Equipment Maintenance Management*, Chapter 13

AFI 91-204, *Safety Investigations and Reports*

TO 00-20-1, *Aerospace Equipment Maintenance General Policies and Procedures*

TO 00-20-5, *Aerospace Vehicle Inspection and Documentation*

Checklist LCL-436MXG/QA-1

***Abbreviations and Acronyms***

**AMXS**—Aircraft Maintenance Squadron

**AMC**—Air Mobility Command

**AMS/CC**—Air Mobility Squadron Commander

**AW/CC**—Airlift Wing Commander

**CMS**—Component Maintenance Squadron

**CVR**—Cockpit Voice Recorder

**DAFBI**—Dover Air Force Base Instruction

**EMS**—Equipment Maintenance Squadron

**FDR**—Flight Data Recorder

**GP/CC**—Group Commander

**G081**—CAMS for Mobility

**HQ AMC/LGRC**—Headquarters Air Mobility Command, Logistics Readiness Center

**MXG/CC**—Maintenance Group Commander

**MOC/Post**—Maintenance Operations Center/Command Post

**MADAR**—Malfunction Detection, Analysis, and Recording System

**MDSA**—Maintenance Data Systems Analysis

**OCONUS**—Outside Continental United States

**PS&D**—Plans, Scheduling, and Documentation

**QA**—Quality Assurance

**SCR**—Special Certification Roster

Attachment 2

IMPOUNDMENT EXHIBIT



**IMPOUNDMENT  
EXHIBIT**

**DO NOT REMOVE ITEM FROM  
SHOP OR TURN INTO SUPPLY**

**AIRCRAFT/EQUIPMENT**

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## Attachment 3

## EQUIPMENT CHECKLIST COVER SHEET

EQUIPMENT CHECKLIST COVER SHEET	
Control Number	Checklist Number: LCL-436MXG/QA-1
Basic Date: 20020501	Change Number 1/ Date: 20021220
LOCAL IMPOUNDMENT CHECKLIST	
INTRODUCTION	
COMPLIANCE WITH THIS SUPPLEMENT IS MANDATORY	
<p>This checklist supplements AFI 21-101, AMC Sup 1 and DAFBI 21-102</p> <p>OPR: 436 MXG/QA</p>	
TYPED NAME OF APPROVING OFFICIALS	
MAUREEN CUNNINGHAM, Colonel, USAF Commander, 436th Maintenance Group	Willie W. Cooper II, Lt Col, USAFR Commander, 512th Maintenance Group
Signature: //SIGNED//	Signature: //SIGNED//
Date: 20 Dec 2002	Date: 20 Dec 2002

<b>LIST OF EFFECTIVE PAGES</b>			
<b>DATES OF ISSUE</b>			
Basic, 1 May 2002			
Change 1, 20 Dec 2002			
<b>TOTAL NUMBER OF PAGES IN THIS IS 11</b>			
<b>CONSISTING OF THE FOLLOWING:</b>			
<b>PAGE NO.</b>	<b>CHANGE NO.</b>	<b>PAGE NO.</b>	<b>CHANGE NO.</b>
TITLE	1		
A	1		
I	0		
II	1		
III	1		
IV	1		
1-1	1		
1-2	1		
1-3	1		
1-4	1		
2-1	0		
		Change 1	Page A

<b>Type Equipment</b> C-5A/B		<b>CHECKLIST NO.</b> LCL-436MXG/QA1
<b><u>SPECIALIST</u></b> QUALIFIED		<b>TITLE</b> Local Impoundment Checklist
<b>TYPE(S)</b>	<b>NO</b>	
<b>INDEX</b>		
Page 1-1	1.	Impoundment Official Responsibilities.
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Page 1-3	3.	Impoundment Team Chief Responsibilities.
Page 1-4	4.	Quality Assurance Responsibilities.
Page 2-1	1.	Aircraft or Equipment released from Impoundment
		Page I

<b>Type Equipment</b> C-5A/B		<b>CHECKLIST NO.</b> LCL-436MXG/QA1
<b><u>SPECIALIST</u></b> QUALIFIED		<b>TITLE</b> Local Impoundment Checklist
<b>TYPE(S)</b>	<b>NO</b>	<p align="center"><b>Impoundment Official General Guidelines for Unusual Events/Occurrences</b></p> <p>Prior to initiating any steps of this checklist the MXG/CC or the MXG/CD must be contacted to determine what steps of the checklist will be performed. An initial meeting should be coordinated, as determined by the MXG/CC, to allow for an informed decision to be made as to what steps need to be performed. All possible actions will be discussed to determine what restrictions and or limitations need to be applied for each situation. In many cases complete lockout or isolation will not be necessary. Each situation should be carefully reviewed to determine if other maintenance can be performed. Individuals appointed as impoundment officials should review all steps listed under "Impoundment Official Responsibilities" in this checklist. Only those steps determined necessary by the MXG/CC will be initiated.</p> <p align="right">Change 1 Page II</p>

<b>Type Equipment</b> C-5A/B		<b>CHECKLIST NO.</b> LCL-436MXG/QA1
<b><u>SPECIALIST</u></b> QUALIFIED		<b>TITLE</b> Local Impoundment Checklist
<b>TYPE(S)</b>	<b>NO</b>	
		<p>During normal duty hours the AFETS and Lockheed representatives may be contacted for specific system questions.</p> <p>AFETS:</p> <p>Mr. Peter Briggs/4768</p> <p>Mr. Wayne Harlan/2172</p> <p>Mr. Gerald Rice/4767</p> <p>Mr. Ronnie Windsor/2171</p> <p>LOCKHEED Tech Reps:</p> <p>Mr. Burgess/2372</p> <p>Mr. Kenley/3071</p>
Change 1 Page III/IV (blank)		

<b>Type Equipment</b> C-5A/B		<b>CHECKLIST NO.</b> LCL-436MXG/QA1
<b><u>SPECIALIST</u></b> QUALIFIED		<b>TITLE</b> Local Impoundment Checklist
<b>TYPE(S)</b>	<b>NO</b>	THIS PAGE INTENTIONALLY LEFT BLANK
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<b>Type Equipment</b> C-5A/B		<b>CHECKLIST NO.</b> LCL-436MXG/QA1
<b><u>SPECIALIST</u></b> QUALIFIED		<b>TITLE</b> Local Impoundment Checklist
<b>TYPE(S)</b>	<b>NO</b>	
	1.	<b>Impoundment Official Responsibilities:</b>
	a.	Notify the Maintenance Operations Center, (MOC), of the impoundment. Advise aircraft tail number and the reason for impoundment. <b>(If applicable)</b>
	b.	Place a red X symbol in the applicable AFTO Form 781A, or equipment AFTO Form 244, with a statement indicating the reason for impoundment and the name of the assigned impoundment official. <b>(If applicable)</b>
	c.	<b>Ascertain from the MXG/CC if GO81 requires lock out. If applicable</b> , contact the Maintenance Data Systems Analysis element to lock out the aircraft/equipment forms using GO81.
	d.	<b>Ascertain from the MXG/CC if an impoundment area is warranted.</b> Contact Quality Assurance to aid you in the following areas; establishing the impoundment area, securing the aircraft forms and to obtain an ECP log book. <b>(If applicable)</b>
	e.	Ensure a single entry control point is established with a sign indicating the ECP. Contact Security Forces if special security is warranted. <b>(If applicable)</b>
	f.	Maintain a control log at the ECP to track personnel entering and leaving the area for the duration of the impoundment. The log will contain the individual's name, rank, employee number, date arrived/departed and reason for entry. <b>(If applicable)</b>
	g.	Ensure the log is reviewed daily. <b>(If applicable)</b>
	h.	Ensure the aircraft forms are secured and obtain the jacket file for the aircraft. <b>(If applicable)</b> If the aircraft was damaged by support equipment, obtain the AFTO Form 244 for the equipment and secure in the QA office. <b>(Ascertain from the MXG/CC if any maintenance/servicing may be performed)</b>
Change 1 Page 1-1		

<b>Type Equipment</b>		<b>CHECKLIST NO.</b>
C-5A/B		LCL-436MXG/QA1
<b>SPECIALIST QUALIFIED</b>		<b>TITLE</b>
		Local Impoundment Checklist
<b>TYPE(S)</b>	<b>NO</b>	
	i.	Select a team that is highly qualified and dedicated to determine the cause of the impoundment. The team will consist of a Team Chief, Crew Chief, and the specialists required to complete the task.
	j.	Brief all team members, the briefing will be as follows:
	*	I (NAME) am the Impoundment Official for Aircraft/ Equipment _____. My phone number / call sign is _____.
	*	You have been assigned as an impoundment team member and are expected to be available for impoundment duties on a priority basis.
	*	Any findings in this investigation <u>will not</u> be publicly discussed, until released by the MXG.
	*	The Control Log at the ECP will be utilized to record the entry and exit of all personnel.
	*	Any technician must obtain permission from me, prior to removing, or replacing any parts. All parts removed for the investigation will be tagged, indicating that they are from an impounded aircraft, and will be kept at a controlled location. That location is _____.
	*	Any maintenance performed will be briefed to me on a daily basis.
	*	I will notify all personnel when the aircraft/ equipment is released from impound status.
Change 1 Page 1-2		

<b>Type Equipment</b> C-5A/B		<b>CHECKLIST NO.</b> LCL-436MXG/QA1
<b>SPECIALIST QUALIFIED</b>		<b>TITLE</b> Local Impoundment Checklist
<b>TYPE(S)</b>	<b>NO</b>	
	* * k. 1. 2. a. b. c. 3. a.	<p>Maintenance will be limited on impounded aircraft/ equipment until the cause of damage is determined.</p> <p>Parts removed from the aircraft for the impoundment will be carefully controlled. Ensure all parts removed are tagged as, "Impoundment Exhibit". If the parts are determined to be the cause for the impoundment, they must be processed as "Deficiency Report" exhibits</p> <p>Once the cause of damage has been determined and corrective actions completed, the Team Chief will take the forms to QA for a review.</p> <p>Brief the Impoundment Release Authority (i.e. MXG/CC) on all findings and corrective actions. Request approval to release the aircraft or equipment from impoundment.</p> <p><b>2. Maintenance Operations Center (MOC) Responsibilities:</b></p> <p>a. Make a radio announcement stating that the aircraft is impounded. Only authorized personnel are allowed entry to aircraft/area.</p> <p>b. If MDSA cannot be reached, the Senior Coordinator will immediately initiate actions to lock out the aircraft/equipment forms in G081, if requested by the Impoundment Official.</p> <p>c. When the aircraft has been released from impoundment, MOC will make a radio announcement stating the aircraft/equipment has been released from impoundment.</p> <p><b>3. Impoundment Team Chief Responsibilities:</b></p> <p>a. Assist the Impound Official in choosing the Team.</p>
		Change 1 Page 1-3

<b>Type Equipment</b> C-5A/B		<b>CHECKLIST NO.</b> LCL-436MXG/QA1
<b>SPECIALIST QUALIFIED</b>		<b>TITLE</b> Local Impoundment Checklist
<b>TYPE(S)</b>	<b>NO</b>	
	<ul style="list-style-type: none"> <li>b. Ensure the aircraft forms are properly documented.</li> <li>c. Ensure proper technical data is used during maintenance.</li> <li>d. Assist in the control of all parts removed and ensure they are properly marked, if removed for impoundment.</li> </ul> <p><b>4. Quality Assurance Responsibilities:</b></p> <ul style="list-style-type: none"> <li>a. Upon notification of an impoundment, notify the Impound Official; establish the impoundment area and the entry control point. <b>(If applicable)</b></li> <li>b. Determine if the cause of the discrepancy could potentially affect other aircraft/equipment in the fleet. If this is the case, QA will notify the Impoundment Authority and the MAJCOM weapon system manager.</li> <li>c. Present the Impound Official with a local impound package. This package will contain the following: <ul style="list-style-type: none"> <li>* The DAFB Instruction 21-102 (Aircraft/Equipment Impoundment)</li> <li>* Air Force Instruction AFI 21-101, Chapter 13.</li> <li>* An Entry Control Point Log.</li> </ul> </li> <li>d. Assist the Impound Official by ensuring procedures are completed and by researching technical references, when needed.</li> <li>e. When notified by the Impoundment Official that the aircraft/equipment is released, coordinate with Security Forces to restore the impound area to normal operations (i.e. remove ropes and cones). <b>(If applicable)</b></li> <li>f. Ensure the ECP log is returned to the QA office.</li> </ul>	
Change 1 Page 1-4		

<b>Type Equipment</b> C-5A/B		<b>CHECKLIST NO.</b> LCL-436MXG/QA1
<b>SPECIALIST QUALIFIED</b>		<b>TITLE</b> Local Impoundment Checklist
<b>TYPE(S)</b>	<b>NO</b>	
	1.	<p><b>Aircraft or Equipment Released from Impoundment:</b></p> <p>a. When the request for impoundment release is approved, the Impound Authority (or designated representative) clears the aircraft/equipment forms by entering, "Investigation complete, All corrective actions have been reviewed, aircraft/equipment released". Refer to the original discrepancy in the corrective actions" block.</p> <p>b. The Impound Release Authority will sign the "inspected by" block and initial over the red X symbol.</p> <p>c. Notify the MOC of the impoundment release.</p> <p>d. Notify Security Forces.</p> <p>e. Notify the MDSA element of the release and inform them to unlock all aircraft/equipment database records in GO81.</p> <p>f. Notify QA of the impoundment release and ensure the area is returned to normal operations.</p> <p>g. Return historical documents to Plans, Scheduling, and Documentation.</p> <p style="text-align: center;"><b>NOTE:</b></p> <p>If the cause of a reported malfunction cannot be determined, or if a positive corrective action cannot be confirmed, the impoundment release authority will determine if further actions are required, (i.e. Functional Check Flight, Operational Check Flight).</p>

Attachment 4

ENTRY CONTROL LOG

AIRCRAFT

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	<b>RANK</b>	<b>NAME</b>	<b>EMPLOYEE #</b>	<b>DATE/TIME ARRIVED</b>	<b>DATE/TIME DEPARTED</b>	<b>REASON FOR ENTRY</b>	<b>DAILY INITIAL</b>
1							
2							
3							
4							
5							
6							
7							
8							
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11							
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19							
20							

## Attachment 5

## RELEASE OF AIRCRAFT FROM IMPOUNDMENT

03 Jan 03
MEMORANDUM FOR: 436 MOC 436 SF 436 MXGQA
FROM: 436 MXG/CC
SUBJECT: Release of Aircraft # 85-009 from Impoundment.
1. Effective 03 Jan 03,1500 hrs, Aircraft # 85-009 is released from impoundment. All cordons and restrictions of access to the aircraft and its data files are to be returned to normal status.
2. Capt. Anybody, AMXS, is authorized to sign off the Red X that directed impoundment.
PAT SOMEBODY, Colonel, USAF
Commander, 436th Maintenance Group