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**Maintenance**

**FOREIGN OBJECT DAMAGE CONTROL**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction establishes procedures and outlines precautionary measures for ensuring effective prevention of Foreign Object Damage (FOD) to assigned aircraft and equipment. It is applicable to all personnel assigned to the maintenance squadron to ensure FOD is identified and removed. It carries out tenets AFI 21-101, *Maintenance Management of Aircraft*, AFRCI 21-101, *Objective Wing Aircraft Maintenance*, AFI 91-204, *Safety Investigations Reports* and 910th Bird-Aircraft Strike Hazard Plan. This instruction implements AFRPD 21-1, *Managing Aerospace Equipment Maintenance*.

**SUMMARY OF REVISIONS**

This revision has substantial revisions and must be completely reviewed.

**1. Responsibilities:**

- 1.1. The Foreign Object Damage (FOD) Prevention Officer and the FOD Prevention NCO are responsible for the management of the FOD Control Program. Supervisors are responsible for total program compliance within their areas of responsibility.
- 1.2. The duties of the FOD Prevention Officer are assigned to the Maintenance Squadron Officer and the duties of the FOD Prevention NCO are assigned to the NCOIC of the Aircraft Quality Assurance Section (LGQ). The FOD Prevention Committee is established under an appointment letter.
- 1.3. The Unit FOD Prevention NCO will prepare and present material at the quarterly FOD Prevention meeting.
- 1.4. Quality Assurance will conduct random FOD inspections.

**2. Organizational Procedures:**

- 2.1. FOD Containers. Supervisors are responsible to ensure that FOD containers are available in all work areas and emptied daily.
- 2.2. Flight line Vehicles. Vehicle operators will ensure assigned vehicles operating on the flight line and adjacent ramps and roadways are frequently inspected for foreign objects, loose hardware and tire trapped objects.
- 2.3. Aircraft Parking Areas. The aircraft crew chief must ensure that the areas around their assigned aircraft are clean and free of foreign objects. An enhanced housekeeping program around the aircraft is mandatory to control potential hazards.
- 2.4. Use of Protective Plugs and Covers. Protective plugs and covers must be installed in the aircraft as prescribed by technical data at all times when aircraft are parked.
- 2.5. Intake Inspections. Whenever maintenance is performed in or around the air intake section of an installed engine, an entry will be made in the AFTO Form 781A (Automated), **Maintenance Discrepancy and Work Document**, stating, "Inspection due on (specific position) engine air inlet section after completion of maintenance action." The entry must be a red "X" symbol and only cleared by a qualified inspector prior to engine operation.
- 2.6. Cleaning of Ramps and Surfaced Areas. Aircraft parking ramps, taxiways, and access roads will be cleaned as frequently as required to remove FOD. Thorough cleaning will be accomplished utilizing the mobile vacuum sweeper and hand policing. Sweeper requests are made through Maintenance Aircraft Coordination Center (MACC)/Debrief Dispatch as required.
- 2.7. Training Requirements. All personnel will receive FOD Awareness Training upon initial assignment. Work center supervisors will ensure that each individual reviews the Unit Lesson Plan and the FOD booklet.
- 2.8. The Composite Tool Kit (CTK) program is everyone's responsibility. Ensure tools are inventoried prior to, and after, the job has been completed.
- 2.9. Rags are controlled through a contract.

### 3. Bird Strike Procedures:

- 3.1. Flight line personnel will notify MACC/Debrief Dispatch of bird strikes.
- 3.2. MACC/Debrief Dispatch will then contact LGQ for investigation.
- 3.3. LGQ will inform Base Safety Office and then investigate the bird strike for possible FOD damage to the aircraft. Upon completion of the investigation, LGQ will take specimens (feathers), if any remains are identifiable, to the Base Safety Office.

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