

**FOREIGN OBJECT DAMAGE (FOD) PREVENTION**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: 919 LG/LGQ (MSgt Paul W. Anderson)  
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This instruction outlines the 919 Special Operations Wing (919 SOW) policies for the Foreign Object Damage Prevention Program. It implements the provisions of AFD 21-1, *Managing Aerospace Equipment Maintenance*, AFI 21-101, *Maintenance Management of Aircraft*, and AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*. It applies to all Wing personnel who enter the flight line area.

**SUMMARY OF REVISIONS**

Added FOD walk every third Friday of the month. Deleted documenting the weekly FOD prevention inspection by the flight chief. Changed UTA FOD walk from Saturday to Sunday. A \* indicates revisions from the previous edition.

**1. Responsibilities:**

1.1. Aircraft Commanders and Maintenance Squadron Section supervisors of affected aircraft systems are responsible for reporting FOD incidents to Squadron FOD Monitor, Wing FOD Prevention Manager, and Wing Safety for investigation.

1.2. All vehicles must stop at the entry point to the flight line perimeter road (see attachment 1) to inspect the tires for foreign objects, which will be removed before entering. This inspection includes industrial carts, powered and nonpowered aerospace ground equipment (AGE).

1.3. All personnel who enter the flight line (includes maintenance, aircrew, petroleum oil and lubricant (POL), security police, aerial delivery, and contractor personnel) are responsible for ensuring they do not leave any foreign objects and removing any foreign objects they encounter. Keeping the flight line foreign object free is everyone's responsibility.

## 2. Procedures:

### 2.1. Wearing of Hats on the Flight Line:

2.1.1. Hats may be worn on the flight line at Duke Field. Except, within 50 feet of a running aircraft engine.

### 2.2 Aircraft Engine Operation:

2.2.1. Immediately prior to engine start, clear area of any obstructions by checking the pavement from the rear of the engine up to 25 feet in front of the engine to be started, including test cell runs.

2.2.2. Prior to engine start including test cell run a FOD inspection will be performed on each affected engine intake and exhaust section. This inspection will be documented with a Red X symbol in the AFTO Form 781A, **Maintenance Discrepancy and Work Document**, or test cell work sheet. When aircraft are away from home station and maintenance personnel are unavailable, Flight Engineers will document this inspection.

2.3. Use of Protective Covers. Engine air inlet covers will be installed when there is no intent to operate engines following guidelines of applicable -6 inspection workcards and TO 1C-130H-2-10JG-00-1, *Organizational Maintenance Manual Set-C130*, (Parking and Mooring). These covers will also be installed when maintenance is being performed around the engine air inlet to prevent entry of foreign objects into the intake or compressor section. Tailpipe covers will be installed in accordance with -6 workcards or other tech data requirements and when maintenance is being performed around the tail pipe area to prevent entry of foreign objects into the turbine section.

### 2.4. Keeping the Flight Line Foreign Object Free:

2.4.1. Each crew chief or specialist is responsible for picking up all foreign objects around the aircraft or work area after completion of maintenance.

2.4.2. Ramp sweepers will be scheduled to clean the flight line at least once a week. When sweepers are needed but are not operational, the Maintenance Control Function (MCF) notifies the sortie generation flight supervisor. All available maintenance personnel will assemble at the South end of the ramp and proceed on a FOD walk in an organized formation to the North end of the ramp. This formation is under the control of the flight chief or their delegated personnel.

\*2.4.3. Organized FOD walks of the flight line will be accomplished on Sunday of every UTA at 0930 hrs and every third Friday of each month at 0930 hrs. All maintenance work centers will send representatives to participate in these walks. Personnel will assemble at the South end of the flight line at the designated times. The intent of these walks are to ensure removal of foreign objects from tie down depressions, edges of concrete, ground power unit parking spots, occupied aircraft parking spots, aircraft maintenance stands, and other locations that sweepers cannot reach. Results of the FOD walk will be documented and turned in to the Squadron FOD Monitor. This report is then forwarded to the Wing FOD Manager for review, action, and filing for one year.

2.4.4. Frequency of ramp cleanup when sweepers are not operational and frequency of ramp FOD inspections during increased operations will be as directed by the Squadron FOD Monitor.

2.4.5. Flight crews must account for all equipment and personal items after each flight and ensure any items, which become lost, are documented in the aircraft AFTO 781A.

## 2.5. Inspections:

2.5.1. Each crew chief or alternate crew chief inspects the area around their aircraft prior to launch, after launch, and prior to recovery for the presence of foreign objects. If any foreign objects are found, prompt action is taken to remove them.

\*2.5.2. A weekly foreign object prevention inspection is conducted by each flight in their areas of responsibility as shown in paragraph 2.6.

## 2.6. Areas of Responsibility:

2.6.1. Accessories Flight: In and around fuels systems hangar in Bldg 3087 and the fuel tank storage building, pneudraulic shop in Bldg 3025 (to include roadway on the South side), and electro/environmental shop in Bldg 3076 to include liquid oxygen (LOX) storage area. Also inspect assigned vehicles and support equipment.

2.6.2. Aerospace Ground Equipment Flight: In and around Buildings 3022, (Nonpowered AGE), 3009 (-21 equipment) and 3067 (powered AGE). Also inspect assigned vehicles and support equipment undergoing periodic inspection.

2.6.3. Avionics Flight. In and around buildings 3044 Electronics Warfare Section (EWS) 3115 (Avionics), and munitions storage area. Also inspect assigned vehicles and support equipment.

2.6.4. Fabrication Flight. In and around Non Destructive Inspection (NDI) shop in Bldg 3025, structural maintenance, and metals technology shops in Bldg 3076, vat room and bead blaster in Bldg 3023, paint spray booth in Bldg 3067, and survival equipment shop in Bldg 3105. Also inspect assigned vehicles, support equipment, and corrosion control wash rack.

2.6.5. Maintenance Flight. In and around Bldg 3029 (Inspection hangar) and repair and reclamation shop in Bldg 3020. Also inspect assigned vehicles and support equipment.

2.6.6. Propulsion Flight. In and around propulsion shop, in Bldg 3076 and Bldg 3059 at test cell including test cell run-up area, assigned vehicles, spare engines, and support equipment.

2.6.7. Sortie Generation Flight. All flight line ramp areas including roadway adjacent to flight line. In and around Bldg 3020 including ramp. Also inspect assigned vehicles, aircraft interiors, and support equipment in use on the flight line.

2.6.8. Quality assurance inspects one flight per month to verify integrity of the FOD Prevention Program.

2.7. Training. Training management schedules personnel for initial FOD training. Completed training is updated in the Core Automated Maintenance System (CAMS) training management.

2.8. Meetings:

2.8.1. The Wing FOD Prevention Manager or designated representative attends quarterly FOD meetings held at the host base.

2.8.2. Nominations for Eglin FOD Stopper Award are submitted to the FOD Prevention Manager. Awards are to be based on individuals going above and beyond picking up FOD (i.e. Finding out what caused the FOD to be there or thinking of innovative ways to prevent and control FOD).

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**ATTACHMENT 1**  
**FOD CHECK POINTS**