

20 APRIL 2002



Maintenance

**FOREIGN OBJECT DAMAGE (FOD)
PREVENTION PROGRAM**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance*, and establishes procedures and assigns responsibilities to ensure an effective FOD prevention program for Elmendorf AFB. It applies to all 3 WG units involved in aircraft, hangar, shop, or flight line maintenance, operations, and use. Commanders/contract managers are responsible for bringing this publication to the attention of all affected personnel. Tenant units with different policies will adhere to guidance in this instruction while working in or transiting 3rd Wing areas. This instruction is used in conjunction with AFI 21-101, *Maintenance Management of Aircraft*, Air Force Occupational Safety Health (AFOSH) 127-100, *Aircraft Flight Line - Ground Operations and Activities*, and AFOSH 127-66, *Liquid Nitrogen and Oxygen Safety*, MOI 21-138, *Composite Tool Kit and Control and Lost Tool/Object Procedures*. Official records created or maintained as a result of this instruction will be maintained in accordance with AFI 37-138, *Records Disposition - Procedures and Responsibilities*, AFMANs 37-123, *Management Records*, and 37-139, *Records Disposition Schedule*. This publication does not apply to the US Air Force Reserve or Air National Guard units and members.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

1. Definition. Foreign Object Damage (FOD). Any damage to an aircraft caused by an external foreign object.

2. FOD Prevention:

2.1. It's the direct responsibility of all personnel to ensure FOD prevention is practiced during all aspects of maintenance, flight operations, and supporting functions.

2.2. A tool and foreign object (FO) check will be performed and documented after the completion of every maintenance action entered in the AFTO Forms 781A, *Maintenance Discrepancy and Work Document*.

2.2.1. The tool and FO check inspection will be documented as follows:

2.2.2. Enter in the corrective action block of the AFTO Form 781 A, "Tool and FO check complied with."

2.2.3. Individual signing off the tool and FO check will enter their initials immediately following the tool and FO check entry in the corrective action block.

2.2.4. During maintenance, personnel will keep their area clean and free of FO. After all maintenance actions, personnel will police the area for all FO and deposit FO in proper FO container.

2.3. All openings, ports, lines, hoses, electrical connections, and ducts will be properly plugged or capped to prevent FO intrusion on aircraft not in use, uninstalled engines, and aerospace ground equipment (AGE) equipment. Ensure all work areas, aircraft, and equipment are kept free of FOs. This includes vehicles, ground support equipment, storage areas, and so forth.

2.4. A 25-foot area forward of the intakes and 5 feet to the rear of the intakes will be clear of all debris, tools, equipment, and loose ice and snow, prior to engine operation. Ensure antipersonnel guards are inspected prior to use. Document the first inspection of the day on an AFTO Form 244, *Industrial/Support Equipment Record*. Subsequent inspections are required prior to engine run.

2.5. **Under No Circumstances** will the aircraft forms be stowed in the nose wheel well or door 45 or door 154 of the F-15.

2.6. Prior to performing maintenance in the aircraft intake, the engine inlet will be sealed off, using barrier paper and masking tape or equivalents. This includes vari-ramp maintenance and maintenance in and around the intakes. This will be documented in the AFTO Form 781A on a Red X.

2.7. Inlet/Exhaust Inspection:

2.7.1. Inspection for FOD of engines, exhausts, intakes, and areas forward of the intakes will be accomplished by a Certified Inspector immediately prior to any engine run, and as soon as possible after any engine run. A Red X symbol will be entered in the aircraft AFTO Form 781A for intake inspections. Use a serviceable light source of sufficient illumination to inspect the intakes and exhaust for FOs/damage. **Excluding C-130 and E-3B/C** aircraft, a hands-on feel of each first-stage fan blade is required. During below-freezing weather, after an aircraft wash, both intakes will be inspected prior to the first engine run, even if a preflight has already been accomplished, in order to reduce the potential for ice FOD.

2.7.2. An intake inspection will be accomplished by a Certified Inspector and documented after each sortie. The last sortie of the day inlet inspection will be counted as part of the basic post flight (BPO) or BPO/preflight (PR). A separate inspection will be accomplished and documented prior to the next flight. Due to the short turn-time of F-15 aircraft, a single intake inspection will fulfill 3rd Wing requirements between flights when a thru-flight inspection is accomplished. C-130s will document an intake inspection prior to the first sortie of the day and anytime a -6 inspection is accomplished.

2.7.3. Any time maintenance is performed on the aircraft/engine intake area, an intake inspection is required and will be documented on a Red X symbol in the AFTO Form 781A.

2.7.4. Shoe soles will be inspected for FO prior to entry of intakes or exhaust. Boot covers and coveralls will be used for intake and exhaust inspections and maintenance. Coveralls will be pocketless, have only Velcro fasteners with no buttons or zippers, and be clearly marked **“INTAKE AND EXHAUST ONLY.”**

2.8. Secure F-15 nose landing gear safety pin streamer prior to engine run. Intake covers will be installed at all times except during engine operation, intake inspection, or intake maintenance, and will not be removed until aircrew arrival. F-15 aircraft will not have intake covers installed when ambient temperature is below -20 degrees Fahrenheit until the engine and air inlet have cooled for at least 2 hours, in accordance with TO1F-15C-2-05JG-10-1, *Aircraft General Maintenance Job Guide*.

2.9. Personnel will not wear headgear on the flight line. Exceptions to this rule are the balaclava, arctic issue pile cap, knit stocking cap, or head sock. When worn within 25 feet of an operating jet engine, the arctic issue pile cap chin strap will be secured under the chin, and the knit stocking cap and head sock will be pulled down over the ears.

2.10. The Stabilizer Cleats are the only 3 Wing approved metal cleats allowed to be worn on the flight line. As a minimum, wear of ice cleats and location will include the following:

2.10.1. Ice cleats use is prohibited when or within refueling and munitions operations areas. They **WILL NOT** be used during the transportation of fuel or munitions.

2.10.2. Ice cleats will be removed prior to climbing on an aircraft or maintenance stand.

2.10.3. Ice cleats will be handled as controlled items; signed for at issue and accounted for after shift. They will remain in the work centers when not in use.

2.10.4. Ice cleats will be inspected before issue and turn-in to ensure no cleats are loose or missing. Loose cleats will be tightened or removed. If removed, it should be documented. Any time the cleats are removed during shift, the individual should conduct a cleat count.

2.10.5. Personnel will be trained on the individual use, wear, and upkeep of ice cleats. This training will include the personal hazards associated with use and dangers of horseplay. Training must be documented on each individual's AF Form 55, *Employee Safety and Health Record*.

2.11. During maintenance, reusable items such as nuts, bolts, washers, panel fasteners, and so forth, will be placed in a cloth or plastic screw bag. The screw bag tag will be marked with the following: aircraft tail number, component or panel number, the exact quantity, and brief description of its contents. The bag will be secured to the panel or major component in such a way as to make it visible, thus preventing it from becoming a FO potential. In the event the items are too large for a standard screw bag, they will be placed in a suitable container and properly tagged with an AFTO 350, *Repairable Item Processing Tag*.

2.12. Hardware and expendables will be strictly controlled. These items will be limited to the amount necessary to accomplish the specific task. **UNDER NO CIRCUMSTANCES** will these items exceed the amount that can be accounted for. Bench stocks will be strictly controlled and monitored in a secure area to prevent personnel from taking excess quantities into work areas. Scrounge or excess hardware collections are strictly forbidden.

2.13. Rivet Replacement:

2.13.1. A two-person concept for intake rivet replacement is required, one person for monitoring tool and hardware accountability and one for the maintenance action. A FOD bag is required to

secure debris. Use WG Form 0-260, *Rivet Replacement Checklist*, which is available in the Sheet Metal Shop. During rivet replacement, WG Form 0-260 will be taped in plain sight on the side of the vari-ramp. All tools and hardware will be documented on this form prior to being placed in the intake. Structural Repair Shop will maintain completed checklists for one year.

2.13.2. When repair or rivet replacement is required on the exterior of the intake, a 7-level Structural Maintenance Craftsman will determine if there is a possible migratory path from the area of maintenance to the inside of the intake. If an open path exists, the procedures in paragraph 2.13.1, this instruction, apply. If no open path exists, procedures in paragraph 2.13.1, this instruction, do not apply and standard maintenance practices will be used.

2.14. Vehicles:

2.14.1. For all vehicles operated within the flight line area, vehicle operators will remove tire FO during the daily shift operator inspection. Any time a vehicle enters the airfield, a physical vehicle check for loose/insecure objects and an inspection of its tire treads for FO will be accomplished, with the exception of emergency vehicles responding to an emergency. Any vehicle which has been driven on an unpaved or gravel-laden surface will have a tire FO inspection accomplished prior to reentering the flight line area. Pintle hooks will be latched with lock pin installed. Vehicles that access the flight line will be equipped with a FO picker and a covered FO container that meets the following standards:

2.14.2. FO picker will be attached to vehicle keys and be etched with the vehicle number.

2.14.3. FO picker and FOD container will be annotated on the vehicle's inspection form. FOD containers will be emptied as part of its daily vehicle inspection. Additional equipment for vehicles, that is, ice scraper, extension cord, and so forth, will be marked with the vehicle number and annotated on the vehicle inspection form.

2.14.4. FO containers will be identified with the letters "FOD" and will have a lid or means of closure to prevent spillage while the vehicle is in motion.

2.14.5. Immediately report airfield areas that require sweeping to maintenance operations center (MOC), Base Operations, or the 3 WG FOD noncommissioned officer (NCO), giving exact location of area. MOC will request a sweeper through Base Operations.

2.14.6. Each flying squadron and OSS will equip at least two vehicles with magnetic bars to help reduce metal FO on the airfield. Each combat age team (CAT) and weapons delivery will also equip a vehicle with a magnetic bar. The bars should be used on the vehicles that frequently access the aircraft ramp and taxiway areas. Magnetic bars will be cleaned at least once daily prior to entering the ramp. Magnetic bars may be removed during winter snow season to prevent damage.

2.14.7. Vehicles equipped with chains during winter conditions must be checked before and after each operation to ensure serviceability. When a broken chain is discovered, that vehicle will not be operated on the airfield until the chain is replaced or repaired. If links are missing, a search will be initiated to retrieve them. If they are not found, a magnetic sweeper will be requested through Base Operations.

2.14.8. To prevent FOD hazard to aircraft, fire extinguishers that are carried on vehicles and equipment which operate on the flight line will have the safety pull-pin attached to the extinguisher by lanyard.

2.14.9. Taxiway “J” is closed to private operating vehicles (POV) crossings effective 9/11/01. **EXCEPTION:** Either crossings area can be opened by the Wing Commander to meet mission demands such as contingency operations, re-routing for construction, and so forth. In this case, vehicle crossings will be controlled by the respective users and FO checks will be accomplished.

2.15. Tools/Equipment:

2.15.1. Only tools which are properly marked and accounted for under the 3 WG MOI 21-138 will be used on aircraft, aircraft components, and equipment or tools used and transported within the flight line areas. Individual equipment, such as reflective belts or headsets, will be marked with the first initial of the individual’s last name and employee number. Personal tools are not authorized in any maintenance organization. Examples are mini-flashlights, multi-tools, pocket knives, and so forth.

2.15.2. Tools will not be stored or carried in pockets while working on aircraft or equipment. Use appropriate tool bags, trays, or boxes.

2.15.3. Diagonal cutters, dikes, sidecutters, safety wire pliers, and similar pliers will have the jaws either potted with room temperature vulcanized rubber or equipped with jaw pads from the manufacturer. Pliers will be checked after each use to ensure all FO is removed from the pliers and discarded.

2.15.4. Easily removable clips, loops, and hooks commonly found on flashlights and other hand tools will be removed to prevent them from becoming a FOD hazard. Spare bulbs will not be stored inside flashlights. Flashlights equipped with rubber switch guards are permitted as long as the rubber guard is in good condition and does not pose a FOD threat.

2.15.5. Lost Tool/Objects:

2.15.5.1. When a tool/object is lost, a Red X will be put in the aircraft forms immediately and a Form 140A initiated in accordance with MOI 21-138. If the tool/object is found, an impoundment is not required unless deemed necessary by an impound official. If the tool/object is not found and the search is terminated, then the aircraft must be impounded and released prior to the aircraft being flown.

2.15.5.2. When a tool/object is lost in the cockpit, the following actions will be required before the aircraft is released if the item is not found.

2.15.5.2.1. For F-15s. Remove all kick panels and necessary boxes. Remove all throttle guards to inspect throttle areas. Vacuum the affected cockpit area. Remove or place seats in maintenance position to facilitate the search. Call quality assurance (QA) to perform the final search.

2.15.5.2.2. For C-130/E-3B/Cs. Conduct a thorough search of the cockpit area. Remove any applicable panels or equipment and vacuum crew deck. Call QA to perform the final search.

2.16. Annual FOD Walks: At the discretion of senior wing leadership, an organized spring FOD walk may be conducted. All participating organizations are required to supply a senior NCO, transportation, equipment, and personnel to police their assigned areas. Airfield Management (3 OSS/DOF) will coordinate airfield closure and will provide personnel to ensure the airfield remains safe for the duration of the FOD walk.

3. FOD Prevention Responsibilities:

3.1. Squadron Commanders will:

3.1.1. Attend the 3rd Wing FOD Executive Committee meetings and ensure an alternate attends if they cannot be present.

3.1.2. Appoint a primary and alternate squadron FOD prevention NCO or officer, by letter, with a copy sent to the Wing FOD prevention NCO (3 OG/OGQ). FOD officer or NCO should be an individual who is knowledgeable about the FOD prevention program and their squadron's responsibilities to the program. The FOD officer or NCO will act as a point of contact for FOD issues, ensure FOD information is disseminated within the squadron, and assist the Wing FOD NCO, when necessary, to resolve FOD problems impacting that squadron. FOD officer/NCO should attend FOD meeting to stay informed of FOD issues.

3.1.3. Ensure each work center has a FOD prevention bulletin board with the following information posted:

3.1.3.1. The most recent 3 WG FOD Prevention Committee Minutes.

3.1.3.2. WG VA 90-4, *Help Prevent FOD*.

3.1.3.3. The most recent quarterly FOD prevention poster.

3.1.3.4. Current FOD Flashes.

NOTE:

Work centers located in close proximity may use the same board, provided it's centrally located.

3.1.4. Ensure an effective tool control program is established for all units performing maintenance on aircraft, hangars, or equipment that operates on the airfield.

3.1.5. Ensure maximum participation in the FOD prevention awards program and nomination of their personnel to the Wing FOD NCO.

3.1.6. Ensure all maintenance production areas have approved FOD containers readily accessible to workers.

3.1.7. Ensure bench stock, bench stock residue, shop stock, and operating stock areas are controlled to reduce the potential for hardware items causing FOD. Units will establish procedures to ensure positive control and accountability of items in these areas.

3.1.8. Ensure personnel under their supervision have access to the tools, equipment, and materials necessary to conform to this instruction and maintain an effective FOD prevention program.

3.1.9. Make FOD containers readily available to all workers for use on aircraft and in all work areas.

3.1.10. Conduct organized daily FOD walks of their respective areas, including hangars, ramps, test cells, and work areas. Flying squadrons will complete the FOD walk prior to the first launch of the day. During hours of darkness or inclement weather, the FOD walk will be conducted at the earliest possible opportunity.

3.1.11. Additionally, 3 OSS, 19 FS, 12 FS, and 90 FS will:

3.1.11.1. Provide maximum lighting during winter icing conditions. All engine runs conducted during hours of darkness will require use of an NF-2 or NF-6 light-all. The unit will have both floodlights fully operational and positioned outboard of the aircraft wing tips, with light directed at the forward fuselage and engine area. An observer will be posted to monitor inlet areas for signs of icing. Use of a light-all is not required when an engine run is conducted in Hangar 17, and the aircraft is oriented toward permanent lighting, which provides sufficient visibility to detect inlet icing.

3.1.11.2. Ensure accomplishment of x-ray and visual inspection of the vari-ramp and louver areas prior to engine operation after maintenance (**panels and all fasteners fully installed**) has been performed in the vari-ramp area, during acceptance inspection, and any time the engine has received FOD from an unknown source. Vari-ramp and louver areas are exempt from this requirement if they can be identified, as sealed so that foreign objects cannot migrate out. A Red X will be entered on the AFTO Form 781A when an x-ray of a vari-ramp is required.

3.1.11.3. The removal and installation of aircraft panels for the purpose of inspections or retrieval of FO will not constitute the requirement for a nondestructive inspection (NDI) x-ray. However, x-rays will be accomplished after all other maintenance actions.

3.1.11.4. X-ray shots for maintenance actions may be limited to the specific area on which maintenance was completed.

3.1.11.5. When deployed to areas where radiographic facilities are not available, a 9-level supervisor may waive the post maintenance ramp x-rays, provided he/she visually supervises the maintenance action and completes an inspection of the area, prior to panel installation. A 9-level supervisor's follow-up entry will be made in the affected aircraft's AF Forms 781A.

3.1.11.6. Ensure vari-ramp louvers and the bypass door are covered to prevent FO intrusion when maintenance is performed in the area, during extensive maintenance, and during hourly post flights (HPO) and periodic (PE) inspections. All bypass doors, louvers, and ramps will be in the full up position prior to x-ray inspection.

3.1.11.7. Ensure the x-ray film is returned to the NDI lab after a search with accessible FO taped to the film.

3.1.11.8. Borescope inspection ports AP1 and AP7 any time FOD is found on the first stage fan blades. Further borescope will be required per applicable technical data if FOD is discovered on those stages. When second and third stage fan blades require borescope inspection, the leading edge of the fourth stage will be inspected for damage. All FOD found will be documented.

3.1.12. The 517 AS and 962 AACS will:

3.1.12.1. Ensure engine inlet covers/plugs and aircraft dust excluders are installed any time aircraft are not scheduled for flight within 4 hours. Engine inlet covers/plugs and aircraft dust excluders will be installed at all times when maintenance is being performed forward of the firewall, to include the propeller (517 AS only). The 962 AACS will ensure engine inlet/exhaust covers are installed any time aircraft are not scheduled for flight within 6 hours, or when a basic post flight, thru-flight, or pre-flight inspection is not being accomplished.

3.1.12.2. The 517 AS is responsible for the general cleanliness and housekeeping of Taxiways

“J” (from Hangar 11 to the entryway to Taxiway “D” FO line) and “K” (from Taxiway “J” to the FO line adjacent to Hardstand 29), as well as accompanying hardstands. Within the 517 AS, the paved area around all maintenance buildings are considered airfield. Tire checks are not required for vehicles entering Taxiway “J” and “K” after transiting these areas.

3.1.12.3. The 962 AACS will be responsible for the general housekeeping of Taxiway “J” crossing adjacent to Building 42-525, 732 AMSS, also area in front of Hangar 8 to Hardstand 37, and will monitor it for FO with corrective actions being taken as required. The Wing FOD Manager, Air Field Management, and QA will monitor these areas to ensure adherence to FO-free requirements.

3.2. MOC will:

3.2.1. Call Base Operations for the ramp sweeper, when requested.

3.2.2. Notify NDI Laboratory of the requirement for x-ray, provide job number, location of aircraft, and area to be x-rayed.

3.2.3. Assist with radio communications during annual FOD walks.

3.3. Wing FOD NCO will:

3.3.1. Keep the Vice Wing Commander (CV) updated on current FOD trends and problems.

3.3.2. Implement a publicity program to increase FOD awareness and reinforce FOD prevention discipline among personnel.

3.3.3. Coordinate with Wing Safety Office on reporting US Air Force mishaps involving FOD.

3.3.4. Investigate FOD incidents to determine cause and implement corrective actions, when feasible, to prevent future recurrence.

3.4. Propulsion Flight will:

3.4.1. Coordinate and report any suspected FOD discovered during engine maintenance to the Wing FOD NCO.

3.4.2. Assist the Wing FOD NCO and Wing Safety, as necessary, during investigation of FOD incidents. Perform disassembly of engine modules or components, as required, for FOD investigations. Provide repair cost data to FOD NCO and Wing Safety.

3.5. NDI Laboratory will:

3.5.1. Perform x-ray inspection of designated areas of the aircraft, in accordance with applicable technical data. The F-15 vari-ramp area forward of FS 398 will not be x-rayed, unless otherwise directed.

3.5.2. Review the film with a minimum of two NDI technicians. All FO (new and old) will be monitored by annotating them on the radiographs.

3.5.3. If FO is noted, separately enter each shot number and quantity of item discovered in the next open blocks of the aircraft AFTO Form 781A. Each entry will be a Red X condition.

3.5.4. Notify the prime shop of the results when the review of the x-ray film is complete and sign off the x-ray inspection Red X.

3.5.5. Assist the prime shop in pinpointing the location of the FO. The prime shop, with the assistance of the structural repair specialist, if needed, will determine if the FO is in a sealed area.

3.6. The 3 CES will:

3.6.1. Provide powered sweepers for aircraft parking ramps, taxiways, runways, flight line access roads, and other areas of the airfield, as required, to control FOs.

3.6.2. Provide a magnetic sweeper to reduce metallic FOs on the airfield.

3.6.3. Provide monthly serviceability status of sweepers to Wing FOD NCO for inclusion in the monthly FOD statistics.

3.6.4. Provide assistance and technical advice to Wing FOD NCO and Wing FOD Committee on pavement repairs, airfield construction, signs and lines, and other functions that fall under the control of Civil Engineering.

3.7. The 3 OSS will:

3.7.1. Provide monthly status of all airfield repair and construction projects affecting aircraft operation areas to Wing FOD NCO for inclusion in monthly FOD statistics

3.7.2. Provide a monthly summary of flying hours and landings for all assigned aircraft to Wing FOD NCO for inclusion in monthly FOD statistics.

3.7.3. Coordinate with Wing FOD NCO and other agencies to close the airfield for semiannual FOD walks and provide personnel to assist in coordination and control of personnel on the airfield during the FOD walk.

4. FOD Prevention Awareness:

4.1. Objectives:

4.1.1. To recognize and reward individuals assigned to Elmendorf AFB for outstanding accomplishments in FOD prevention.

4.1.2. To establish awareness and stimulate individual initiative in the FOD prevention program.

4.2. Award Categories:

4.2.1. FOD Fighter of the Quarter.

4.2.2. Golden Bolt of the Quarter.

4.2.3. FOD Poster of the Quarter.

4.2.4. FOD Poster of the Year.

4.3. Selection Process:

4.3.1. Each squadron is encouraged to conduct competitions for FOD Fighter and FOD Poster for submission to the 3 WG FOD NCO. Awareness programs are most effective when emphasized at unit level.

4.3.2. The Wing FOD NCO will select the Golden Bolt and the FOD Fighter Quarterly Award winners. The FOD Prevention Working Group will select the FOD Poster of the Quarter and the

Elmendorf FOD Poster Nominee to be submitted to HQ PACAF to compete for the PACAF FOD Poster of the Year.

4.4. FOD Fighter of the Quarter:

4.4.1. Selection will be based on how the actions of the nominee support the fight against FOD. Specific incidents, as well as day-to-day performance of the individual, will be evaluated.

4.4.2. Unit commanders should nominate one individual each quarter for competition in this program.

4.4.3. Nominations will be submitted in narrative letter form, with a summary of all recent accomplishments related to FOD prevention/awareness, to reach 3 OG/OGQ (Wing FOD NCO) by the last Friday of each quarter.

4.5. FOD Poster of the Quarter Contest:

4.5.1. Any person may submit a FOD Prevention Poster. FOD prevention posters will be sketched on an 8 x 10 sheet of paper. Each sketch will be judged for originality, visual impact, and how effectively it portrays a FOD prevention idea. Posters must be reproducible in black and white, and cannot violate copyright law.

4.5.2. The winning poster will be distributed base-wide for display on FOD bulletin boards.

4.5.3. Entries must be submitted to 3 OG/OGQ (Wing FOD NCO) by the last Friday of each quarter.

4.6. Golden Bolt Award: Any person finding the “Golden Bolt” receives a 1-day pass and is entered in the quarterly contest. One name will be drawn from all eligible and that person will be the quarterly “Golden Bolt” winner.

4.7. Quarterly award winners will receive the following:

4.7.1. A certificate of congratulations from the Vice Wing Commander.

4.7.2. A 3-day pass (military only).

4.7.3. An engraved plaque.

5. FOD Investigation and Reporting:

5.1. All FOD will be reported to the Wing FOD NCO. No blade repairs will be attempted until authorized by the Wing FOD NCO or the designated representative. The Wing FOD NCO or designated representative will inspect the damage and determine the extent of investigation required. The purpose of the FOD investigation is to determine the probable cause of the FOD and implement measures to prevent similar incidents. The exception is nicked blades that are blendable and within technical order limits.

5.2. Aircraft/engines with verified FOD will be impounded. Engines that are within repairable limits according to the appropriate technical order will not be impounded. The purpose of the impoundment is to preserve evidence and ensure no one operates unsafe equipment.

5.3. Blade Blending/FOD Repair:

5.3.1. Jet engine rotor and stator blades will be blended only by certified personnel in accordance with PACAF 21-101, *Objective Wing Aircraft Maintenance*. Proper blending is critical to main-

taining structural integrity and preventing catastrophic blade failure due to induced stress risers, weakening of critical areas, and other blending errors.

5.3.2. Blended blades will be marked using layout dye to permanently identify damaged areas. FOD damage that is determined to be serviceable without blending will also be marked with layout dye.

5.3.3. All FOD will be documented in accordance with TO 00-20-5, *Aircraft Drone, Aircrew Training Devices, Engines and Air Launched Missile Inspections, Flight Report, and Supporting Maintenance Documents*. A records action event will be documented in the core automated maintenance system (CAMS) for all FOD discovered, whether it's serviceable as is or requires repair. Entries will include size, amount, and location of damage. It's important that the cumulative amount of FOD damage be tracked to evaluate engine condition and to prevent impoundment of previously evaluated engines.

6. FOD Prevention Committees:

6.1. The 3 WG FOD Executive Committee:

6.1.1. The 3rd Wing FOD Executive Committee will be established in accordance with AFI 21-101. The purpose of the FOD Committee is to oversee the wing's FOD prevention program and develop coordinated solutions. The focus will be on FOD prevention.

6.1.2. The FOD Executive Committee will consist of the following members: 3 WG/CV (chairperson), 3 WG/SE, 3 OG/CC, 3 OG/OGQ, 3 LG/CC, 3 CRS/CC, 3 CES/CC, 3 CES/CEF, 3 EMS/CC, 3 OSS/DOF, 3 SUPS/CC, 3 TRANS/CC, 3 SFS/CC, 19 FS/CC, 12 FS/CC, 90 FS/CC, 517 AS/CC, 732 AMS/DO, 962 AACs/CC, 3 LG/CC secretary (recorder), and 3 WG FOD Prevention NCO.

6.1.3. The FOD Executive Committee will meet quarterly in the 3rd Wing Conference Room. Meetings may be held more frequently, at the discretion of the Vice Wing Commander.

6.2. The 3 WG FOD Prevention Working Group will follow guidelines similar to the FOD Executive Committee but will be chaired by the 3rd Wing FOD NCO or the designated alternate during his/her absence. The purpose of the FOD Prevention Working Group is to design and recommend policies and changes to the wing's FOD prevention programs and will be oriented toward lower-ranking personnel.

6.2.1. The FOD Prevention Working Group will be held quarterly, unless wing FOD rates rise excessively or if the FOD NCO deems more frequent meetings necessary. The committee will normally convene one week prior to the FOD Executive Committee Meeting.

6.2.2. The FOD Prevention Working Group will be comprised of, but not limited to, the Primary and Alternate FOD representative from the following agencies: 3 WG/SE, 3 CES/CEO, 3 CES/

CEF, 3 EMS, 3 SUPS, 3 CRS, 19 FS, 90 FS, 12 FS, 732 AMS, 3 LSS/LGQA, 3 SFS, 3 TRANS,
517 AS, 962 AACS, and 372 TRS DET 14.

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