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**Maintenance**

**FOREIGN OBJECT DAMAGE  
PREVENTION PROGRAM**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction establishes procedures and provides policy to implement the Foreign Object Damage (FOD) Prevention Program for Pope AFB. It should be used in conjunction with AFI 21-101, *Aerospace Equipment Maintenance Management*, AFI 21-101 AMC sup 1, *Aerospace Equipment Maintenance Management*, all other listed instructions, and the applicable local instructions. It applies to all squadrons, units, detachments, temporary duty organizations, support squadrons, contractors, and personnel who maintain aircraft, associated equipment, or have access to the flight line or maintenance areas. Note: Contract Field Teams (CFT) under contractual obligations will comply with this instruction. If conflicts exist between the contract technical order of specification and this instruction, the provisions of the contract technical order of specification shall prevail.

**SUMMARY OF REVISIONS**

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

**1. General.**

- 1.1. The wing FOD prevention program is based on awareness and training with continuous individual and supervisory involvement. Professionalism and discipline are the keys to any successful program. The overall program objective is "ZERO FOD."
- 1.2. Remove all Foreign Object (FO) debris prior to aircraft or system operation and upon completion of any maintenance, support, or operations task.
- 1.3. Do not store trash or FO in a toolbox. A FO bag will be a part of each flight line dispatchable toolbox. Inspect and clean FO bag each time the toolbox is checked in or out.
- 1.4. Tape or metal foil will not be used to cap or plug electrical connectors.

- 1.5. Strictly control all personal items when entering the flight line or maintenance areas.
- 1.6. Attach lanyards of sufficient strength (wire, rope, cable, etc.) to the tool/equipment and to the user or fixed secure object when working in an area where falling objects may damage the aircraft or support equipment.
- 1.7. Attach safety pins, lock pins, small parts, etc., to the parent equipment with a lanyard or pin-bag.
- 1.8. Perform a thorough inspection to remove rocks and other debris from wheel wells if aircraft have operated on unimproved landing zones before the next flight.
- 1.9. Ensure the area is free of FO debris and secure or remove loose items (maintenance stands, support equipment, tool boxes etc.) from the aircraft danger area before engine start.
- 1.10. Wear identification tags (dog tags) only when mission requirements dictate.
- 1.11. Ensure dumpster lids are kept closed and the area is kept clean.
- 1.12. A metal clip may be added for positioning of the line or area badge; do not wear clips near energized electrical circuits. Cords will be of a breakaway design if worn around the neck.

## 2. Engine Maintenance.

- 2.1. Tools and loose hardware will not be placed on engine nacelles or components. Use tool and hardware trays, bags, bins, etc.
- 2.2. Before donning intake coveralls, remove all items from uniform pockets. Ensure intake coveralls are in good repair, worn properly, and removed upon exiting the intake.
- 2.3. A 3 D-cell flashlight or stronger light source shall be used to inspect aircraft intakes and exhausts.
- 2.4. Only trained and certified structural repair technicians will perform structural maintenance in the engine intake. Document all structural engine intake maintenance using a RED X symbol in the AFTO Form 781A, **Maintenance Discrepancy and Work Document**, or engine work package and G081. A certified structural repair technician will perform and sign the corrective action. An additional certified structural repair technician (7-level or above not waived) inspects the work and clears the RED X symbol. Fill out Pope Form 80, **Check Sheet for Rivet Maintenance**, attach FO and file in the structural maintenance section as required by Airforce Manual (AFMAN) 37-139, *Records Disposition Schedule* (will be converted to AFMAN 33-339).

## 3. Tool and Equipment Control.

- 3.1. The Composite Tool Kit (CTK) program is outlined in POPEAFBI 21-125, *Composite Tool Kit Procedures*.
- 3.2. The CTK program for the Operations Group is outlined in AFI 11-2C-130, Vol 3, CH10/POPE-SUP 1, *C-130 Local Operating Procedures*. Tools and tool kits will be etched/marked IAW POPE-AFBI 21-125.
- 3.3. Label or etch government issued tools with name and squadron.
- 3.4. The Mission Support Group will comply with the CTK program outlined in POPEAFBI 21-125 for all flight line use tool kits.

- 3.5. Do not share tools unless working, on the same aircraft, out of a specified multiple user toolbox. Submit multiple user toolbox list to 43d Maintenance Group FOD (43 MXG/MXQF).
- 3.6. During Red Ball maintenance, account for all tools/items prior to leaving the aircraft.
- 3.7. All tool kits will be immediately inventoried prior to aircraft engine start.

#### **4. Hardware Control.**

- 4.1. Issue bench stock items on a one-for-one basis to the maximum extent possible, scrounge is not authorized. Return all excess items to the bench stock location.
- 4.2. Use cloth bag(s) with draw strings or any container that can be sealed, securely attached to the component, and labeled to store hardware and small parts. Attach to removed panels/components and annotate with the aircraft/equipment serial number, job control/work order number, and the component nomenclature.
- 4.3. Annotate camlocks and camlock retainer rings missing from engine and propeller cowlings in the AFTO Form 781A or engine work package on a RED X. Conduct a thorough search of the engine.
- 4.4. Document loose and missing fasteners found in the vicinity of the engine intake in the AFTO Form 781A with a RED X. For missing fasteners, inspect the engine for FOD IAW Section 15.

#### **5. Flight Deck Foreign Objects.**

- 5.1. Inspect flight deck prior to identifying aircraft as crew ready.
- 5.2. Remove all foreign objects, unnecessary items, and check equipment for accountability.
- 5.3. Install throttle quadrant cover at all times, except for engine operation. Remove throttle quadrant cover immediately prior to crew show. Install cover when the aircrew exits the flight deck.

#### **6. Lost Tool/Items.**

- 6.1. File Pope Form 525, **Lost Tool/Object Investigation Report**, for lost tools/items. AFI 21-101, AFI 21-101 AMC sup 1, and POPEAFBI 21-125 procedures apply.
- 6.2. CFT uses their established lost tool/item procedures and contacts a QA representative when a tool/item is lost and the aircraft is in depot status. When the CFT does not have established lost tool/item procedures, refer to para. 6.1.

#### **7. Flight Line Vehicle Operation.**

- 7.1. Ensure vehicles are FO free prior to operation.
- 7.2. Use a locally manufactured tool to facilitate the removal of FO from vehicle tires. Mark/Etch tool with the vehicle identification number and attach to key ring.
- 7.3. Attach magnetic bars to selected expediter and Aerospace Ground Equipment (AGE) delivery vehicles.
  - 7.3.1. Install magnetic bar with the bottom of the magnet between 4 to 5 inches above the ground. Inspect magnetic bars for serviceability and make FO free prior to the beginning of each shift.

#### **8. FOD Prevention Walks.**

8.1. Squadron commanders ensure their areas of responsibility are policed and free of FO. Perform a FOD prevention walk at first daylight every Monday morning. Flight and section chiefs will take the lead and direct the FOD prevention walk.

8.2. All available personnel will participate in the FOD prevention walk.

8.3. Each unit is responsible for specific FOD prevention walk areas. These include areas immediately surrounding their buildings, grass areas, taxiways, and Entry Control Points (ECP) that are adjacent to their areas of responsibility.

8.4. Squadron FOD prevention walk areas of responsibility:

8.4.1. 2d Airlift Squadron (2 AS), 41st Airlift Squadron (41 AS), and 43d Aircraft Maintenance Squadron (43 AMXS): Juliet, Kilo, Lima, Mike, November, and Oscar rows.

8.4.2. 43d Maintenance Operations Squadron (43 MOS): Hush house.

8.4.3. 43d Maintenance Squadron (43 MXS): Hangar 6, AA and BB rows, Nose Docks 1, 4, 5, Test Cell, AGE maintenance areas, and the wash rack.

8.4.4. 43d Operations Support Squadron (43 OSS): Building 900.

8.4.5. 43d Logistics Readiness Squadron: Fuel delivery area adjacent to Green ramp.

8.4.6. 743d Aircraft Maintenance Squadron (743 AMXS): Papa, Quebec, and Romeo rows.

8.4.7. 3d Aerial Port Squadron: Cargo Marshalling ramp, access roads leading onto Green Ramp by buildings 850 and 764.

8.4.8. 427th Special Operations Squadron: Echo row and Nose Dock 3.

8.4.9. Northwest Florida Facilities Management, Inc.: Silver Ramp, access roads leading onto Silver Ramp, and the west side of Hangar 5.

8.4.10. Airborne and Special Operations Test Board: Yellow and the "ACE board" ramps.

8.5. Squadrons are responsible for the portion of the aircraft parking ramp and maintenance areas utilized by their aircraft and personnel. The Ground Liaison Officer is responsible for Army aircraft and personnel.

8.6. Perform FOD prevention walks after heavy rains or high winds.

8.7. Perform FOD prevention walk following all ramp, taxiway, or runway construction. This FOD prevention walk will be normally coordinated by the wing FOD prevention noncommissioned officer (NCO).

8.8. Accomplish policing of adjacent flight line access roads and taxiways by calling for a sweeper.

## 9. FO Sweeper Guidance.

9.1. Sweepers are assigned to the 43 AMXS, 43 MXS, and 743 AMXS. They are controlled by the respective CTK section.

9.2. Ensure monthly visual checks for brush wear, tire wear, and tire pressure checks are accomplished.

9.3. Note all discrepancies on AFTO Form 244/245, **Industrial/Support Equipment Record**.

- 9.4. Comply with the lubrication and inspection schedule listed in the operation manual.
- 9.5. 43 MXS AGE flight is responsible for performing the yearly lubrication requirement, which consists of repacking the wheel bearings. Instructions for these requirements are listed on page one of the operation manual.
- 9.6. Sweepers are to be used only in performance of sweeping duties. Do not back up sweepers while towing or tow over 10 miles per hour. Do not use sweepers in the rain or snow/sleet.
- 9.7. 43 AMXS and 743 AMXS are each responsible for towing sweepers 10 hours per month. 43 MXS is responsible for towing sweepers 5 hours per month.
- 9.8. Maintain a sign-out/in log located in the CTK, which will be used to monitor sweeper usage.
- 9.9. Mat type sweepers will be maintained and operated IAW the guidance listed in the owner's manual.
  - 9.9.1. Mat sweepers will only be used on concrete flight line surfaces. For all other applications use the brush type sweeper. Do not tow over fuel pits.
  - 9.9.2. Mat sweepers may exceed the 10 mile per hour sweeper speed limit listed in paragraph 9.6.

## 10. Incentive Programs.

- 10.1. Wing FOD prevention incentives and awards are used to promote a vigorous FOD prevention program through recognition of exceptional individual achievement. Encourage competitive programs in FOD prevention between squadrons, flights, sections, and shops.
- 10.2. Wing FOD Fighter Award.
  - 10.2.1. Recognize an individual as a "FOD Fighter" when he/she demonstrates innovative and effective application of the FOD prevention program.
  - 10.2.2. Nominations for "FOD Fighter" award are due no later than the first month of the new quarter, example: January, April, July, or October. Format listed in [Attachment 2](#).
  - 10.2.3. Winner of the "FOD Fighter" award will receive a 1-day pass (coordinated with supervisor). The "FOD Fighter of the Year" award will be given to the best of the quarterly winners.
- 10.3. Wing Golden Bolt Award.
  - 10.3.1. A distinctive 1 ½" plastic bolt (painted gold) is placed on the flight line or in a maintenance area.
  - 10.3.2. The person finding the bolt returns it to the wing FOD prevention NCO and receives a 1-day pass (coordinated with supervisor). If the same person finds the bolt two times in a row, they receive a 2-day pass (coordinated with supervisor).

## 11. FOD Prevention Training.

- 11.1. FOD Prevention Training starts with the initial orientation, continues throughout skill certification, and annual refresher courses. At a minimum, training consists of the items listed in this instruction.
- 11.2. Initial Training.

11.2.1. The squadron FOD prevention representative or the work center supervisor gives all newly assigned personnel an initial FOD prevention awareness briefing before performing duties on the flight line or in maintenance areas. Document this briefing as part of the individual's initial evaluation in the member's training record.

11.2.2. This briefing includes the following: Common causes of FOD peculiar to Pope AFB, squadron policies, hardware and tool control policies, and individual responsibility to prevent FOD. Operating vehicles in flight line areas, control of personal items, equipment, and consumables, and housekeeping (clean as you go).

### 11.3. Task Training.

11.3.1. Ensure FOD prevention training is part of all task certifications.

11.3.2. A senior structural repair technician is the certifying official for engine intake structural maintenance, document training in the member's training record. At a minimum, training consists of:

11.3.2.1. Proper sealing of the compressor and other areas where FO may migrate.

11.3.2.2. Forms documentation, hardware and tool control, documentation of Pope Form 80, and housekeeping (clean as you go).

### 11.4. Annual Training.

11.4.1. 43 MOS, Maintenance Training Flight incorporates FOD prevention training for maintenance personnel during annual maintenance training.

11.4.2. 43 OSS incorporates FOD prevention training for operations personnel during annual aircrew training.

## 12. Program Management.

### 12.1. Wing FOD Prevention Manager Responsibilities.

12.1.1. The 43d Maintenance Group Commander is the program manager under direction of the 43d Airlift Wing Vice Commander.

12.1.2. Assign additional duties and responsibilities to the FOD prevention NCO.

12.1.3. Selects the winners for the quarterly and annual "FOD Fighter" awards.

### 12.2. Wing FOD Prevention NCO Minimum Responsibilities.

12.2.1. Organize and present information to the FOD prevention committee quarterly.

12.2.2. Chair the monthly FOD prevention monitor meeting.

12.2.3. Report on the monthly status of the FOD program to the FOD prevention committee.

12.2.4. Investigate and report, as applicable, all FOD incidents and forward reports to Headquarters Air Mobility Command.

12.2.5. Maintain the master FOD and Lost Tool/Item logs.

12.2.6. Develop and manage the wing FOD prevention awards program.

12.2.7. Analyze program areas needing additional management emphasis.

12.2.8. Coordinate with the safety office and airfield management to organize wing FOD prevention walks.

12.2.9. Send FOD prevention material to squadron FOD prevention representatives.

12.2.10. Maintain the Failure Analysis Service Technology kit and is the point of contact for the program.

### 12.3. Squadron Commander's Responsibilities.

12.3.1. Establish and enforce an effective FOD prevention program in their squadrons. Assign additional duties and responsibilities to squadron FOD prevention representatives.

12.3.2. Appoint primary and alternate FOD prevention representatives to manage the FOD prevention program within their squadron. Forward a copy of the appointment letter to the wing FOD prevention NCO. Format listed in **Attachment 3**. Additional FOD prevention representatives may be appointed to assist the squadron primary and alternate FOD prevention representatives.

12.3.3. Ensure maximum participation in the weekly FOD Prevention Walk.

### 12.4. Squadron FOD Prevention Representative Minimum Responsibilities.

12.4.1. Ensure widest dissemination of information provided by the wing FOD prevention NCO, such as flashes, reports, minutes, posters, visibility boards, videos, etc. Applicable areas of flashes, reports, and minutes will be verbally briefed to all working personnel.

12.4.2. Develop and ensure a FOD prevention continuity binder is available to all personnel and consists of:

12.4.2.1. All current FOD instructions, current squadron FOD prevention representative appointment letter, area/shop FOD prevention briefings, and outline of newcomers' FOD prevention briefing.

12.4.2.2. FOD flashes issued in the past 12 months, monthly reports from the past 3 months, the most current FOD prevention committee quarterly meeting minutes, and the squadron's FOD prevention awards program.

12.4.3. Maintain a FOD prevention bulletin board. At a minimum, display the wing goals: POPEVA 66-1 (Are You A FOD Fighter), POPEVA 66-2 (Do You Need??? FOD), POPEVA 66-3 (Help Prevent FOD), POPEVA 21-101 (Golden Bolt Program Poster), and the most current winning FOD poster.

12.4.4. Focus squadron FOD prevention training efforts to ensure complete quality training at the lowest level possible IAW Section **11**.

12.4.5. Work with squadron supervision and personnel to address problem areas at the squadron level.

12.4.6. Attend all FOD meetings.

12.4.7. Ensure sweepers assigned to squadron are used and properly maintained IAW Section **9**.

12.4.8. Provide assistance to the wing FOD prevention NCO when needed.

## 13. FOD Prevention Committee.

- 13.1. Hold quarterly meetings IAW AFI 21-101 and AFI 21-101 AMC sup 1.
- 13.2. The wing FOD prevention NCO briefs the committee on the status of the program.

#### **14. FOD Prevention Assessment Program.**

- 14.1. Rated assessments.
  - 14.1.1. The wing FOD prevention NCO and QA personnel are FOD Prevention Assessment Program (FPAP) assessors.
  - 14.1.2. Accomplish assessments IAW the established Acceptable Quality Limit standards listed in the Quality Assessment Tracking (QAT) database.
  - 14.1.3. Document FPAP assessments in the QAT database or on Pope Form 23, **FOD Prevention Assessment Program Record**, as applicable. FOD prevention assessments are sent to the supervision section having responsibility for the area/individual assessed and the wing FOD prevention NCO.
- 14.2. FOD prevention will be considered during all applicable QA assessments as a supporting area.
- 14.3. Non-Rated Spot Checks.
  - 14.3.1. Selected areas of the parking ramp will be assessed a minimum of 3 times each month. The data will be compiled for trend analysis at the quarterly FOD meeting.
  - 14.3.2. The Wing FOD monitor/QA will perform non-rated inspections of the 43 MXS, (2 AS, 41 AS, and 43 AMXS), and 743 AMXS areas of responsibility. Document spot checks on Pope Form 23.
  - 14.3.3. Airfield management performs daily checks of Silver and Yellow ramps, Hot Cargo Pads, Taxiways, and Runways. FO discrepancies are identified to the 43 MXG/MXQF.

#### **15. FOD Investigating and Reporting.**

- 15.1. Maintenance Operations Center (MOC) or Command Post will notify the 43 MXG/CC, Wing Safety, and the wing FOD prevention NCO/QA of all aircraft, engine, component, and bird strikes resulting in damage.
- 15.2. MOC will notify only Wing Safety for bird strikes resulting in no damage. Place bird remains in a plastic bag for pick-up.
- 15.3. Anyone discovering suspected or actual FOD or bird-strike damage to an engine will perform the following:
  - 15.3.1. For FOD, enter a RED X in the AFTO Form 781A with the discrepancy, "Suspected/ Actual FOD to Engine #." Notify the MOC, stop all maintenance on the affected engine, and do not continue until authorized by the 43 MXG/CC or designated representative with concurrence of the Safety investigation officer or wing FOD prevention NCO/QA.
  - 15.3.2. For bird strike, enter a RED X in the AFTO Form 781A with the discrepancy, "Suspected/ Actual Bird Strike Damage to Engine #."

15.3.3. Inspect the engine compressor section, including the 5th and 10th stages, for engines receiving FOD, suspected FOD, or bird strike. For heavy aircraft, inspect engine compressor section IAW applicable technical data. Report damage IAW paragraph **15.1**.

15.3.4. Perform a hardware accountability inspection on the applicable engine and propeller assemblies for engines receiving FOD or suspected FOD.

15.4. The Chief of Safety appoints an investigation officer for reportable FOD events under the provisions of AFI 91-204 and controls all aspects of the investigation.

15.5. The wing FOD prevention NCO/QA investigates FOD events not reportable under the provisions of AFI 91-204.

WINFIELD W. SCOTT III, Brigadier General, USAF  
Commander

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

AFI 11-2C-130, Vol 3 CH 10/POPEAFBSUP1, *C-130 Local Operating Procedures*

AFI 21-101, *Aerospace Equipment Maintenance Management*

AFI 21-101 AMC sup 1, *Aerospace Equipment Maintenance Management*

AFI 91-204, *Safety Investigations and Reporting USAF Mishaps*

AFOSHSTD 91-100, *Aircraft Flight Line Ground Operations and Activities*

AFMAN 37-139, *Records Disposition Schedule*

NAS 412, *Foreign Object Damage/Foreign Object Debris (FOD) Prevention*

National Aerospace FOD Prevention Advisory Board Industry Standard

POPEAFBI 21-125, *Composite Tool Kit Procedures*

POPEAFBI 13-101, *Flight line Vehicle Operations*

POPEAFBI 21-133, *Training, Certification, and Maintenance Procedures for Ground Operation of Installed C-130 Engines*

***Abbreviations and Acronyms***

**AFI** —Air Force Instruction

**AFMAN** —Air Force Manual

**AFOSHSTD** —Air Force Occupational Safety and Health Standard

**AGE** —Aerospace Ground Equipment

**AMXS** —Aircraft Maintenance Squadron

**AS** —Airlift Squadron

**CC** —Commander

**CFT** —Contract Field Team

**CTK** —Consolidated Tool Kit

**FO** —Foreign Object(s)

**FOD** —Foreign Object Damage

**FPAP** —FOD Prevention Assessment Program

**MXG** —Maintenance Group

**MXQF** —Maintenance Quality FOD

**MOC** —Maintenance Operations Center

**MOS** —Maintenance Operations Squadron

**MXS** —Maintenance Squadron

**NAS** —National Aerospace Standard

**NCO** —Non Commissioned Officer

**OSS** —Operations Support Squadron

**POPEAFBI** —Pope Air Force Base Instruction

**POPEAFBVA** —Pope Air Force Base Visual Aid

**QA** —Quality Assurance

**QAT** —Quality Assessment Tracking

### *Terms*

**Multiple user toolbox** —Toolboxes specifically designed for multiple users such as ISO area box, A/R rollaway, sheet metal rollaway, and specialty toolboxes such as brake change, engine change.

**Failure analysis systems technology** —Used to aid in investigations by analyzing the metal content of debris.

**Flight line** —Access roads, aircraft parking areas, the runway (including the overrun), all taxiways, the assault strip, compass row, trim pad, end-of-runway, test cell, gun berm, and hush house.

**Foreign Object Debris** —A substance, debris, or article alien to a vehicle or system, which would potentially cause damage.

**Foreign Object Damage** —Any damage attributed to a foreign object that can be expressed in physical or economic terms, which may or may not degrade the product's required safety and/or performance characteristics.

**FOD critical area** —Foreign objects in areas from which migration is possible, e.g., through tooling holes, bend relief cutouts, drain holes, intakes, etc., which are probable to cause system or component malfunction or deterioration should the product be put to use.

**FOD Prevention Assessment Program** —Measures compliance with the FOD program, points out strengths and weaknesses, and provides constructive feedback on the area assessed.

**Government issued tools** —tools permanently assigned to individuals or duty position (e.g. government issued headsets, flashlights, etc.)

**Hardware Accountability Inspection** —Documents all missing hardware and FOD related defects to an engine or component. Normally required after engine FOD incidents.

**Maintenance Areas** —All hangars, nose docks, wash rack, backshops, areas where aircraft parts are repaired, and where equipment is maintained that will be used on or around aircraft.

**Parent Equipment** —A large item that contains smaller pieces e.g., safety pins, lock pins, and small parts.

**Personal Items** —Keys, wallet, pens, pencils, etc.

**Pin-bag**—Canvas bag attached to the aircraft or equipment to store loose pins or items. Labeled with

nomenclature and number of contents.

**Red ball** —A traditional descriptor, recognized throughout aircraft maintenance. Defines a situation requiring a sense of urgency and priority actions. “Red Ball” maintenance normally occurs 2 hours prior to launch and until aircrew have released the aircraft back to maintenance.

**Reportable FOD** —Damage costing over \$20,000 dollars IAW AFI 91-204, AFI 21-101, and AFI21-101 AMC sup 1.

**Scrounge** —Spare parts, hardware, tools, etc. not controlled by the CTK.

**Attachment 2**

**WING FOD FIGHTER AWARD NOMINATION LETTER SAMPLE**

MEMORANDUM FOR 43 MXG/MXQF

FROM: (YOUR SQUADRON)

SUBJECT: Wing FOD Fighter Award Nomination

FULL NAME, GRADE, ORGANIZATION, AND DUTY TITLE OF PERSON BEING SUBMITTED

Brief narrative description of the individual's FOD prevention accomplishment.

Mission impact statement.

COMMANDER'S OR FOD REPRESENTATIVE'S SIGNATURE BLOCK

**Attachment 3****SQUADRON FOD REPRESENTATIVE APPOINTMENT LETTER SAMPLE**

MEMORANDUM FOR 43 MXG/MXQF

FROM: (YOUR SQUADRON)

SUBJECT: Foreign Object Damage (FOD) Prevention Representative

The following personnel are FOD prevention representatives for the (YOUR SQUADRON):

RANK	NAME	OFFICE SYMBOL	DUTY PHONE	FAX	PRI/ALT
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This letter supersedes all previous letters, same subject.

COMMANDER'S SIGNATURE BLOCK