BY ORDER OF THE COMMANDER
354TH FIGHTER WING (PACAF)

354TH FIGHTER WING INSTRUCTION 21-135

8 NOVEMBER 2024

Maintenance

PREVENTING FOREIGN OBJECT DAMAGE (FOD) AND DROPPED OBJECT PROGRAM (DOP)

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This instruction implements DAFPD 21-1, Maintenance of Military Materiel, and establishes wing FOD prevention committee participants. It identifies responsibilities not already identified in DAFI 21-101, Aircraft and Equipment Maintenance Management, specific to the effectiveness of the 354 FW FOD prevention program. It is used in conjunction with DAFI 21-101, Aircraft and Equipment Maintenance Management, AFI 21-101_PACAFSUP and AFI 21-101_PACAFSUP_354FWSUP, Aerospace Equipment Maintenance Management. It is applicable to all 354th Fighter Wing assigned and tenant units to the extent of their responsibilities as addressed. This publication does apply to the Air National Guard or US Air Force Reserve. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Instruction (AFI) 33-322, Records Management and Information Governance Program, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. Contact supporting records managers as required. Refer recommended changes and questions regarding this publication to the office of primary responsibility (OPR) using AF Form 847, Recommendation for Change of Publication route AF Forms 847 through the base publications and forms manager.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. The revision reflects administrative changes, clarifies guidance and procedures dealing with FOD prevention program.

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1. General. The high cost of damage to equipment and injury to USAF personnel dictates that all commanders and supervisors strictly comply with FOD prevention directives. Foreign Object (FO) removal is the first step in FOD prevention. Annual briefings will be documented by the responsible organization.

2. Roles and Responsibilities. FOD prevention is the responsibility of all personnel assigned to Eielson Air Force Base. All personnel shall implement and enforce the "Clean as You Go" concept while performing official duties on the flightline. It is also the responsibility of all personnel to implement FOD prevention techniques while performing functions on the flightline. Any unit's that requires driving or working on the flightline will establish and maintain an effective FOD prevention program. **Attachment 2** lists those individuals appointed as members of the wing FOD prevention committee. Personnel occupying these positions, or their alternates will attend all meetings as required.

2.1. 168th WG will follow 168WGI21-101 for all FOD/DOP prevention requirements**.**

2.2. Squadron Commanders will:

2.2.1. Ensure compliance with this instruction and establish guidance, as required, so every precaution is taken to prevent FOD. Organizations must ensure newly assigned personnel receive the FOD Prevention Orientation and Familiarization briefing.

2.2.2. Ensure agencies under their authority account for tools, equipment, and electronic devices dispatched to aircraft movement and maintenance areas.

2.2.3. Appoint primary and alternate FOD monitors. Appointment letters will be routed to the Wing FOD/DOP Prevention Monitor for all Squadron(s)/Unit(s) that perform duties on the flightline, in aviation maintenance areas, and/or that require access to flightline.

2.3. Squadron/Unit FOD/DOP Representatives Responsibilities:

2.3.1. Squadron commanders will appoint primary and alternate FOD/DOP representatives and forward the name, grade, office symbol, DEROS, and duty telephone of those individuals in the form of an appointment letter to the 354 FW FOD/DOP Monitor. The FOD/DOP representatives will:

2.3.1.1. Ensures widest distribution of 354 FW FOD/DOP Manager information. Brief pertinent information contained in flashes and reports to all work center personnel.

2.3.1.2. Assist Wing FOD/DOP Monitor with investigations as requested.

2.3.1.3. Maintain a digital folder containing the following as a minimum on the FOD/DOP Share point site: FOD / DOP SharePoint

2.3.1.3.1. Tab A: Letters of Appointment: 354FW FOD Manager/Monitor and Squadron/Unit FOD/DOP representative

2.3.1.3.2. Tab B: DAFI 21-101, FOD/DOP prevention sections and 354FWI21-135 Preventing Foreign Object Damage

2.3.1.3.3. Tab C: Weekly FO Walk log. (FGS's only)

2.3.1.3.3.1. Logs will be maintained for one FY quarter.

2.3.1.3.3.2. Logs, at a minimum, contain the following information: Date accomplished, time, discrepancies noted, number of participants, and squadron FOD monitor name documenting the FOD walk.

2.3.1.3.3.3. Log can be recorded on a locally produced excel product or the AF Form 3131

2.3.1.3.4. Tab F: Miscellaneous/Memos

2.3.1.4. Maintain a FOD/DOP bulletin board. One centrally located board may cover all shops located in a single building. Placement is at the discretion of the individual squadron/unit, but the location must provide the greatest visual access to personnel. The squadrons are responsible for obtaining and maintaining the bulletin board. The board may be co-located with other safety-related items and does not need to be strictly for FOD prevention. The board may be presented physical or electronically. All required material can be obtained by contacting the 354 FW FOD/DOP Monitor.

2.3.1.4.1. FOD/DOP bulletin board required contents are the following:

2.3.1.4.2. The 354 FW FOD/DOP Manager poster.

2.3.1.4.3. The Squadron/unit monitor poster.

2.3.1.4.4. Current FOD prevention poster.

2.3.1.4.5. Current FOD Flash.

2.3.2. The following are FOD/DOP Monitor duties during FOD walks:

2.3.2.1. Lead Squadron/Unit FOD walk.

2.3.2.2. Ensure FOD walk line is straight and maintains a forward progress.

2.3.2.2.1. If FOD/DOP Monitor is not present to perform FOD walk, then an Aircraft Generation Section Production Superintendent or Flightline Expeditor will perform the FOD/DOP monitor role for the FOD Walk. (FGS's Only)

2.3.2.2.2. If FOD/DOP Monitor is not present to perform FOD walk, then a SNCO will perform the FOD/DOP monitor role for the FOD Walk. (FGS's Excluded)

2.3.2.3. Attend the FOD monitor pre-planning briefing prior to starting the 354 FW FOD Walk.

2.4. Units TDY to Eielson Air Force Base will contact the 354 FW FOD Monitor to ensure FOD/DOP program standards are adhered to.

3. General FOD Prevention Practices:

3.1. Flightline Vehicle FOD Prevention:

3.1.1. Airfield Management will ensure the airfield drivers' training program stresses the importance of FOD prevention and control applicable to vehicle operations on the flightline.

3.1.2. Vehicles will only access the aircraft parking areas, taxiways and runway by entry control points approved by Airfield Management, Security Forces, and the end users. FOD checks will be accomplished on vehicles and towed trailers or equipment at these entry points prior to entering the airfield. If leaving a paved surface becomes necessary, recheck all tires for debris before re-entering. Debris will be deposited in vehicle FOD cans or thrown clear of the pavement area. Do not leave removed debris on access road. Airfield Management will assist in monitoring for compliance of FOD tire checks. All vehicles that access the flightline will be free of litter, rocks or other debris to include tires, engine compartment, interior and exterior of the vehicle. All vehicles accessing the flightline are subject to FO checks. Emergency Response Vehicles responding to an emergency are not required to complete a FOD check upon entry onto the airfield but will complete a FOD check when and if possible, once the emergency has been resolved.

3.1.3. Vehicle operators will perform a Roll-Over FO check on all vehicle and equipment tires as follows (Note: vehicle operator shall properly wear the seat belt when vehicle is in motion):

3.1.3.1. Set the parking brake or chock the vehicle, as applicable, when getting out of the vehicle.

3.1.3.2. Ensure all doors are closed during the tire check.

3.1.3.3. Inspect the vehicles tire tread groove areas from sidewall to sidewall.

3.1.3.4. Remove the chock if used, re-enter vehicle, release parking brake if used, and pull forward enough to expose bottom of tread groove, approximately 180 degrees, then re-perform items 3.1.3.1 through 3.1.3.4.

3.1.4. Failure to accomplish proper FO checks will result in a 30-day suspension of flightline driver's license AF IMT 483, *Certificate of Competency*, IAW 354FWI 13-213.

3.1.5. Vehicle operators will inspect vehicles transporting equipment and other items to ensure items are secured.

3.1.6. Inspect all rolling equipment for FO after any maintenance and prior to flightline entry.

3.1.7. All base agencies that dispatch to the flightline and taxiways will account for all tools and equipment. Any lost object/tool or suspected lost object/tool on the airfield will be reported to Maintenance Operations Center (MOC). MOC will notify the other offices via check list if a lost object/tool is reported. If lost or misplaced, these items will be reported in accordance with AFI 21-101_PACAFSUP and AFI 21-101_PACAFSUP_354FWSUP lost tool/object procedures and annotated on an ACC Form 145.

3.1.8. Non-MXG entity tool control: Everyone who performs duties on the flightline or in maintenance areas are responsible for safeguarding their equipment against loss by ensuring accountability before and after each trip, and prior to departing the flightline and or maintenance area. Lost or missing tool/equipment items within FOD critical areas are reported to the work center custodian or supervisor immediately. If missing item(s) are not located within one hour, the supervisor will contact the 354 MXG/MOC (Maintenance Operations Center) immediately and initiate an ACC Form 145

3.1.9. Fire department personnel will ensure a FOD check is completed each work shift for all vehicles on standby status in the fire station bays that have direct flightline access. Vehicles returning to the fire station or accessing airfield taxiways from an ECP will have a FOD check performed by the vehicle operator.

3.1.10. FOD Magnets will be optional but if they are in use, magnets will hang with a 3 to 5-inch clearance from pavement surface. Vehicles utilizing magnets will add "remove debris from magnet daily" to an available "other" block on AF Form 1800, Operator's Inspection Guide and Trouble Report.

3.1.10.1. Inspect bumper magnet (if installed) and remove debris each shift.

3.1.11. FOD picking tools and a serviceable flashlight that provides sufficient illumination for inspection of tires for FOD are mandatory for all vehicles that operate on the flightline. In addition, all FOD picking tools and flashlights will be etched and or labeled with the vehicle ID number. FOD picking tools and flashlights will be annotated on the vehicle's AF Form 1800. Security Forces vehicles will be exempt from having to maintain a flashlight in their vehicles due to their requirement to have one on their person during daily execution of their duties.

3.1.12. All items permanently assigned to a vehicle (seasonal or not) will be marked with the vehicle ID number and annotated on the vehicle's AF Form 1800 to ensure accountability. Equipment originally provided with a vehicle is exempt from this requirement, except the ignition key or key FOB which will be marked with the vehicle ID or have a streamer/ID tag attached with the vehicle ID. Vehicle rope chocks are exempt from the marking requirement; however strict control of the rope chocks must be adhered to. When not in use, chocks will be stored inside the vehicle or in the truck bed/toolbox. If lost or misplaced, these items will be reported in accordance with lost tool/items procedures and annotated on an ACC Form 145.

3.1.13. FOD containers must be secured to the vehicle in a manner that would prevent the container from tipping over while the vehicle is in motion. The lid must be secured to prevent the container from inadvertently opening. The FOD container will be listed on the 1800/1807 if not permanently affixed to the vehicle. "Empty FOD container daily" will be added to an available "Other" block on the AF Form 1800.

3.1.14. Vehicle operators are responsible for monitoring and emptying the FOD container after each work shift.

3.1.15. Pintle hook pins will be secured to the vehicle with a lanyard and always installed in the hook locking mechanism. Pintle hooks shall be always closed when not in use.

3.1.16. Due to composition of Eielson AFB taxiways, studded tires and Tire Chains will not be used.

3.1.17. Metal valve stem caps are not authorized on any flightline vehicle or support equipment. Metal valve caps will be disposed of and replaced with plastic caps.

3.2. **Individual responsibilities:**

3.2.1. All personnel operating on the airfield or in a maintenance facility will ensure work area is FOD free and clean prior to leaving the job site for any reason.

3.2.2. Maintenance personnel will perform inspections for FOD prior to closing/installing any panel or completion to any maintenance task.

3.2.3. Hats will not be worn on the flightline.

3.2.3.1. Cold weather headgear is authorized during winter operations, extreme care will be exercised around operating aircraft engines to prevent ingestion.

4. Specific FOD Prevention Practices:

4.1. Air Intake Inspection:

4.1.1. Bird strike damage to engines is not considered FOD but must be investigated and documented to preclude the wing from being charged with a FOD incident.

4.1.2. If the aircraft engine(s) is/are being operated by a pilot and the aircraft engine(s) is/are shut down without taxiing, an intake inspection does not need to be accomplished if the pilot remains in the cockpit. If the engine was shut down after taxiing, and/or the pilot leaves the cockpit after engine shutdown, an intake inspection will be accomplished prior to subsequent engine start.

4.1.3. Personnel within the danger area of any operating engine will secure all loose items such as badges, gloves, pens, pencils, and earplugs.

4.2. Cockpit maintenance:

4.2.1. All personnel entering the cockpit for maintenance will empty pockets of pens, pencils, keys, etc. and restricted area badges will be removed. Once maintenance is complete personnel will account for all tools and hardware prior to exiting the cockpit.

4.2.2. After all cockpit MX is completed and the aircraft is to be left unattended, the cockpit must be closed to prevent any FOD being introduced.

4.2.3. If any condition exists preventing the cockpit from being closed (ex. Cure check, panel removed, obstruction) a FOD check of the cockpit will be conducted after condition is resolved.

4.3. **Protective Covers**

4.3.1. Covers (engine intake/exhaust, pitot, ejection seat(s), etc.) are to be installed whether aircraft is sheltered or not.

4.4. **Panel Removal:**

4.4.1. Screw bags or foam templates will be on hand prior to removing any screws/fasteners from the aircraft. Screws will be controlled in a screw bag, or the foam template as removed, not after each panel removal is complete. Maintenance personnel will account for all hardware removed from aircraft and support equipment on an AFTO form 350, Repairable Item Processing Tag, and the screw bag.

4.4.2. If a panel is tacked on the aircraft, attaching hardware will be put in a screw bag and attached to the outside of the panel. The screw bag must be labeled with the contents and quantity in the bag.

4.5. **FOD Walks:**

4.5.1. FGS's will ensure FOD walks will be accomplished exactly 2 hours prior to first takeoff and during the day as needed in their assigned aircraft parking areas, hangar spaces, and the taxiways adjacent to them. **Attachment 3** is the FOD walk AORs.

4.5.1.1. While conducting FOD walks during hours of darkness, flashlights will be used by all personnel performing FOD walk.

4.5.1.2. The entry of Support/Supply Sections are common collection points for hardware. At the end of each daily FOD walk, the magnetic FOD sweepers will be used to sweep the entries making sure to pass over all four sides of the ramps used to push toolboxes in and out. The thresholds of all customer use doors should also be checked.

4.5.1.3. TDY/Transient units will follow local guidance on FOD prevention procedures.

4.5.2. In addition to FOD walks, the FGS's will use FOD bosses daily to remove FOD from airfield taxiways and aircraft parking spots.

4.5.2.1. 18 FGS will be responsible for North Bays and Aircraft Parking areas.

4.5.2.2. 355FGS/356FGS F-35 Bays and Aircraft Parking areas.

4.5.2.3. FOD boss Requirements.

4.5.2.3.1. The FOD boss will not be used when standing water is present. Use in light rain with no standing water is authorized.

4.5.2.3.2. FOD boss will not be used when it is snowing or if there is snow accumulation in the required usage area.

4.5.3. FGS's will report to MOC, FOD walk/FOD boss use start and stop times. MOC will record FGS's FOD walk/FOD boss use start and stop time on log provided by Wing FOD monitor.

4.5.4. During winter conditions, i.e., snow/ice on the ramp, FGS's will perform additional FOD walks within 1 hour after snow removal is completed to prevent unseen FOD from inadvertently causing aircraft damage.

4.5.5. Maintainers will perform a FOD walk under/around aircraft before and after they perform maintenance or inspections.

4.5.6. End of runway (EOR) crews will conduct a FOD walk of the arm and de-arm areas prior to aircraft taxi.

4.5.7. Maintenance squadron will be responsible for FOD walks around their maintenance facilities adjacent to aircraft taxiways. **Attachment 3** is the FOD walk AORs.

4.5.8. Transient Alert will be responsible for the areas occupied by transient aircraft.

4.5.9. The fire chief will ensure ramp access from fire station to main taxiway is inspected daily and remains FOD free.

4.5.10. Airfield Management is responsible for daily inspection of airfield pavement surfaces, daily runway monitoring, and taxiway sweeping schedules ensuring special requests for sweeper operations during normal duty hours.

5. FOD Prevention Inspections:

5.1. The wing FOD prevention monitor will perform routine inspections and assessments to ensure compliance with the FOD prevention program. Inspections and assessments will cover, but are not limited to, the following areas: FOD continuity book/awareness board (content and condition), prevention (FOD boss utilization and condition, FOD walk inspections, FOD walk follow-up inspection, FOD walk log), housekeeping (shop, aircraft, tool control, hardware control), vehicles (FOD bars, cleanliness, roll-over FOD checks, and FOD containers).These inspections will be documented in the QA database as an observation.

6. Ice FOD Alert Procedures:

6.1. Refer to Eielson AFBI 15-101.

6.2. The Weather Flight will notify Command Post (CP) and base agencies of an ice FOD alert by Joint Environment Tool Kit (JET). If maintenance personnel suspect ice FOD conditions, they will inform the production superintendent who will confirm and notify the MOC. Ice FOD alerts will be sent as observed weather advisories and updated as required.

6.2.1. Upon notification of an ice FOD alert, only the 354 MXG/MXS, 18 FGS, 355 FGS, 356 FGS Commander, SEL, or Production Supervisors will approve maintenance ground runs for aircraft engines. Engine anti-personnel screens will not be used under ice FOD alert or conditions. Instead, a qualified individual will be safely positioned to observe inlet ice buildup. This individual will always be in clear view of the engine operator to signal for immediate shutdown should ice form on the inlet lip.

6.3. After an aircraft engine has been shut down for inlet icing, the observer will immediately notify the expediter or production superintendent, who will notify the MOC to announce an ice FOD alert.

6.4. The SOF will coordinate with tower personnel prior to their issuing clearance to taxi during ice FOD alert conditions. Ice FOD alerts will be placed on the Automated Terminal Information System (ATIS) as they occur.

6.5. Squadrons will ensure their pilots are aware of an ice FOD alert prior to flight via locally established procedures.

6.6. Air traffic control operations will incorporate the ice FOD alert into the ATIS.

6.7. Fighter Squadron Commanders will ensure all pilots comply with the engine anti-ice procedures found in the following: 1F-16C-1 (Flight Manual); AFI 11-2F-16 Vol. 3, F-35A-FM-001, AFMAN 11-2F-35AV3, all applicable sups, and this instruction. If “inlet icing” indication asserts while aircraft is on the ground, a visual inspection must be accomplished prior to taxiing or takeoff. If in-flight or ground icing is encountered, pilots will make an informational entry in the AFTO Forms 781A/ALIS. If aircraft icing greater than trace is detected after flight, notify production super of the situation and a determination will be made by supervision to taxi the aircraft to parking or to shut down and tow to parking. Consideration will be given as to the most expeditious manner of engine shut down. Any chunking of ice on the aircraft is cause for immediate shut down. For cross-country flights, the pilot will brief transient maintenance on the possibility of inlet ice formation when the ambient temperature is less than 45° Fahrenheit. If any-time inlet icing has occurred, the aircraft will be shut down and the occurrence will be documented in the aircraft forms.

6.8. MXS/FGS Production Supervisors will report Ice FOD damage to Wing FOD Monitor.

7. Airfield Sweeping:

7.1. The Civil Engineer Operations Flight is the office of primary responsibility for implementing and following the sweeping plan. Airfield Management is responsible for inspecting and reporting of FOD to the Operations Flight. Airfield Management has the authority to establish flightline sweeping priorities to facilitate aircraft operations or to expedite the cleanup of a serious FOD hazard. The flightline sweepers will follow the general guidelines set in the sweeping plan when priorities are not established by Airfield Management.

7.1.1. Flightline sweepers will operate and respond to Airfield Management sweeping requests 24 hours per day during the summer months. Airfield Management sweeping requests are a priority. If more than one request is generated, Airfield Management will prioritize the requests. The Operations Flight will notify Airfield Management when flightline sweepers are down for maintenance and when sweeping request cannot be met. Sweeper operators should make every effort to cover all surfaces of taxiways and runway, not just yellow taxi lines.

7.1.2. Operations Flight will maintain a sweeping plan to ensure all taxiways, parking aprons and hanger areas are covered each week. Daily spot checks will be done on all pavement surfaces and swept as necessary.

7.1.3. Sweeper operators may exercise discretion and deviate from this plan if they discover a potential FOD hazard elsewhere on the airfield that requires immediate attention. If the FOD hazard is significant, contact Airfield Management so they can temporarily close that area to taxiing aircraft and notify Wing FOD monitor via email.

7.1.4. Sweeper operators will inspect runway daily for FOD. Sweep runway, runway edges and barrier shoulders upon Airfield Management request. Exercise caution when operating near barrier cables.

7.1.5. Maintain a 25-foot distance from parked aircraft and avoid jet blast. When ramps are full of aircraft, (i.e., RED FLAG-Alaska) Sweepers will sweep the areas outside of this stand-off and will clean areas where aircraft are parked while they are flying.

7.1.6. The use of flightline Sweepers will only be conducted when the ambient air temperatures are above 32 F. Serious FOD hazards that are discovered anytime the temperature is below 32 F will be cleared with snow brooms or removed by end user.

7.1.7. At no time shall flightline sweepers sweep inside buildings, including hangers.

8. Failure Analysis Service Technology (FAST) Tests:

8.1. FAST tests will be utilized to determine the cause of significant engine damage.

8.2. The use of FAST tests will be authorized at the group level, with 354 FW/CD having final authority for the program.

8.3. FAST tests will be funded by the authorizing group.

9. Use of Airfield Sand:

9.1. The Airfield Manager is the approving authority for the use of abrasives (sand) only in emergency condition to improve traction on the airfield surface. Specifications are listed in EIELSONAFBI 32-1002, para 4.8.7.

10. FOD Prevention Awards:

10.1. Units can nominate individuals who they feel made the most significant contribution to FOD prevention within their unit for the monthly FOD Fighter Award. Nominations will be accomplished by e-mailing the member's name and office symbol along with justification their nomination to the FOD office by the end of the month (ex: nominations for June will be due the last duty day of June).

10.1.1. One monthly winner will be chosen. The individual will receive a certificate. The monthly award will be forwarded to the recipient's squadron for presentation at commander's call or other suitable venue.

10.1.2. One quarterly winner will be chosen from that quarter's monthly winners. The winner will receive a 1-day pass and will be presented at the wing FOD prevention committee by the Vice Wing Commander or acting chairperson. If the individual cannot attend due to TDY, leave, or shift conflict, the award will be forwarded to the recipient's squadron for presentation at commander's call or other suitable venue.

10.2. Original FOD prevention posters submitted to the wing FOD prevention monitor will be judged monthly.

10.2.1. One monthly winner will be chosen. The individual will receive a certificate. The monthly award will be forwarded to the recipient's squadron for presentation at commander's call or other suitable venue.

10.2.2. One quarterly winner will be chosen from that quarter's monthly winners. The winner will receive a 1-day pass and will be presented at the wing FOD prevention committee by the Vice Wing Commander or acting chairperson. If the individual cannot attend due to TDY, leave, or shift conflict, the award will be forwarded to the recipient's squadron for presentation at commander's call or other suitable venue.

10.2.3. The winning poster for each quarter will be published and posted on FOD bulletin boards.

11. Golden Bolt Program.

11.1. Administered by the wing FOD prevention monitor.

11.1.1. "Golden Bolts" are available for check out by flight chiefs/OICs. Bolts will be checked out for 1-day then returned to the FOD office. The flight chief/OIC can place the bolt within their work center, either during FOD walks or at any time during the day.

11.1.2. Flight chiefs/OICs will forward the name of who finds the bolt to the FOD office. Names will be collected and submitted to FW/CD monthly for signatures.

12. Lost items in flight.

12.1. Ensure all pilots and aircrew members account for all equipment and personal items after each flight and ensure any items that become lost during flight are documented in the aircraft AFTO Form 781A/ALIS immediately after landing.

PAUL TOWNSEND, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 33-322, *Records Management and Information Governance Program*

AFMAN 11-2F-35AV3, *F-35—Operations Procedures*

DAFPD 21-1, *Maintenance of Military Materiel*

AFI 11-2F-16 Vol 3, *F-16--Operations Procedures*

DAFI 21-101, *Aircraft and Equipment Maintenance Management*

AFI 21-101_PACAF_SUP, *Aircraft and Equipment Maintenance Management*

AFI 21-101_PACAFSUP_354FWSUP, *Aircraft and Equipment Maintenance Management*

EIELSONAFBI 32-1002, *Snow and Ice Control Plan*

354FWI 13-213, *Airfield Driving Instruction (ADI)*

1F-16C-1, *Flight Manual -- USAF Series -- F-16CD Blocks 25, 30, and 32 Aircraft*

F-35A-FM-001, *F-35A'Lightning II', Flight Manual*

168 WGI 21-101, *Foreign Object Damage (FOD) Prevention Program Dropped Object Prevention (DOP) Program*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

ACC Form 145, *Lost Tool/Object Report*

AFTO Form 350, *Repairable Item Processing Tag*

AFTO FORM 781A, *Maintenance Discrepancy and Work Document*

AF Form 1800, *Operator's Inspection Guide and Trouble Report*

AF Form 3131, *General Purpose (11" X 8-1/2")*

Abbreviations and Acronyms

AF—Air Force

AFB—Air Force Base

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFRIMS—Air Force Records Information Management System

AFTO—Air Force Technical Order

AGE—Aerospace Ground Equipment

ALIS—Autonomic Logistics Information System

AOR—Area of Responsibility

ATIS—Automated Terminal Information System

CD—Deputy Commander

CP—Command Post

DOP—Dropped Object Program

EOR—End of Runway

FGS—Fighter Generation Squadron

FO—Foreign Object

FOD—Foreign Object Damage/Debris

FW—Fighter Wing

FWI—Fighter Wing Instruction

IAW—In Accordance With

JET—Joint Environment Tool Kit

MOC—Maintenance Operations Center

MXG—Maintenance Group

OIC—Officer in Charge

OPR—Office of Primary Responsibility

PACAF—Pacific Air Forces

QA—Quality Assurance

RDS—Records Disposition Schedule

SOF—Supervisor of flight

Attachment 2

FOD PREVENTION COMMITTEE MEMBERS

Table A2.1. FOD Prevention Committee Members.

354th Operations Group Commander	354th Fighter Wing Safety Office, Flight Safety Officer
18th Aggressor Squadron Commander	354th Maintenance Group Commander
353rd Combat Training Squadron Commander	354th Aircraft Maintenance Squadron Commander
354th Operations Support Squadron Commander	354th Maintenance Squadron Commander
354th Operations Support Squadron Airfield Manager	354th Maintenance Group Quality Assurance Chief
354th Mission Support Group Commander	354th Medical Group Commander
354th Operations Group Stan/Eval Chief	354th Civil Engineer Squadron Commander
354th Logistics Readiness Squadron Commander	168th Wing Quality Assurance Chief
354th Security Forces Squadron Commander	168th Maintenance Group Commander
168th Wing Vice Commander	168th Deputy Airfield Manager
168th Wing FOD Monitor	356th Squadron Commander
355th Squadron Commander	

Attachment 3

MXG FOD WALK AOR MAPS.

Figure A3.1. 356FGS FOD Walk AOR.

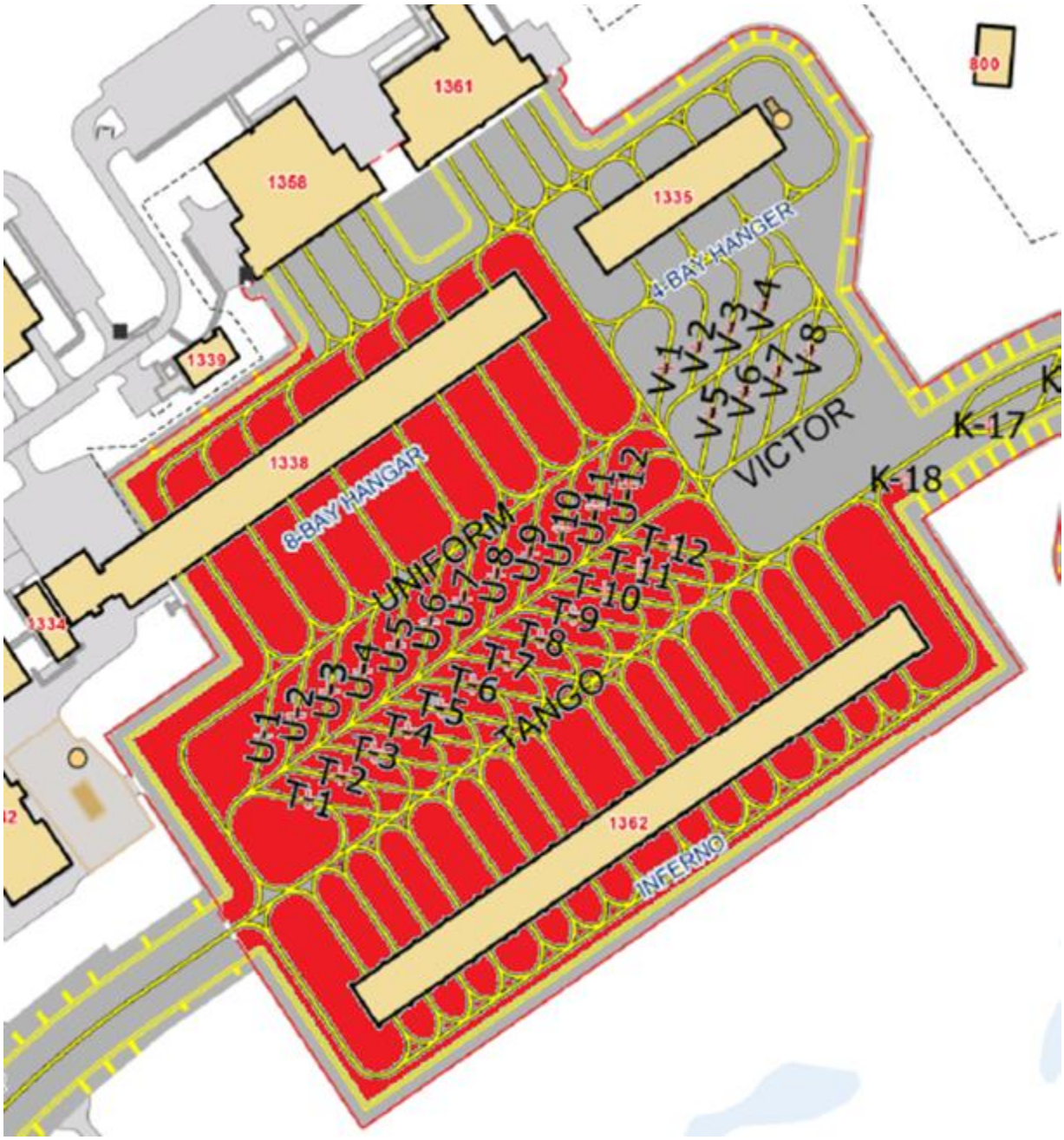

Figure A3.2. 355FGS FOD Walk AOR.

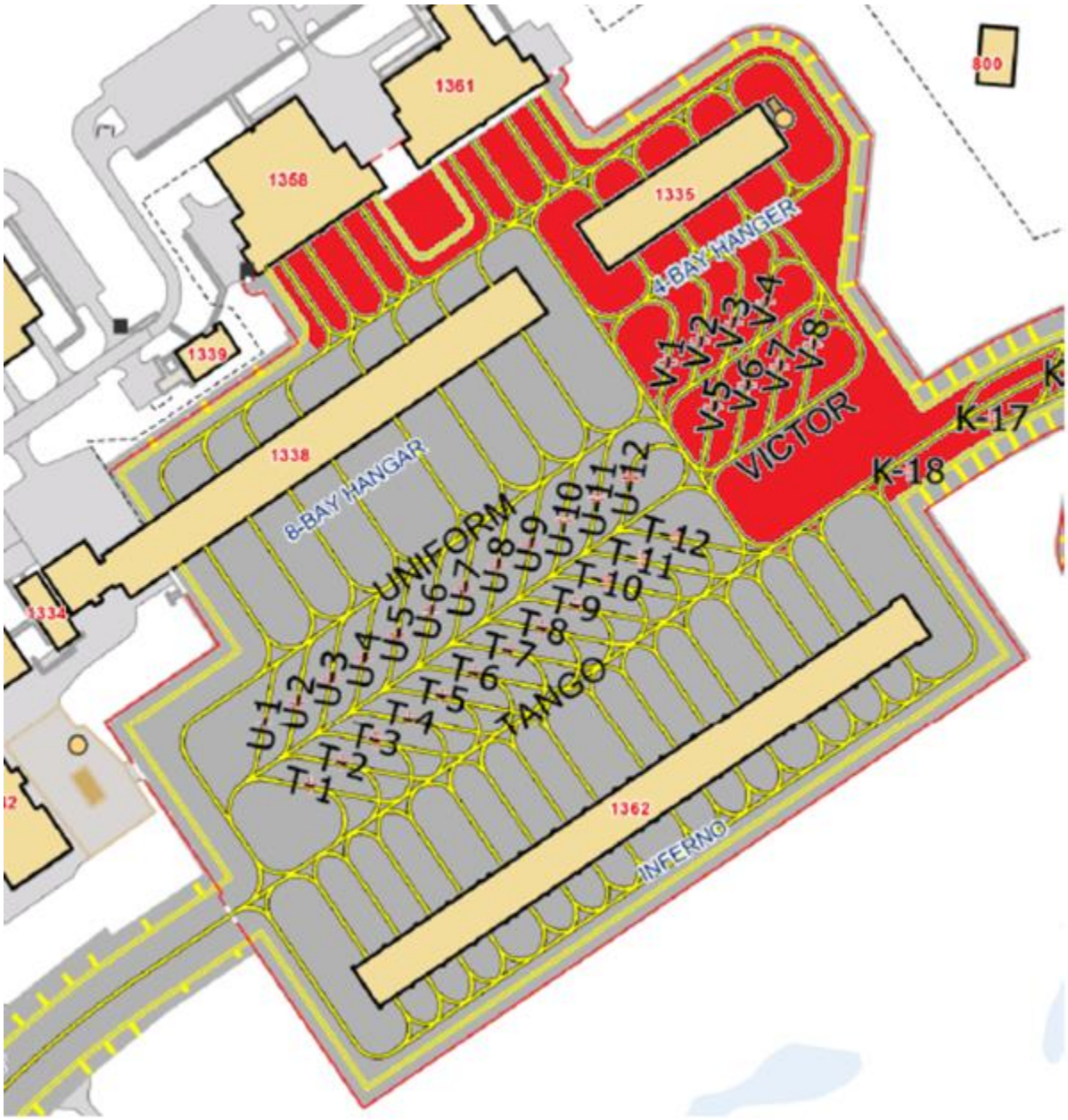

Figure A3.3. 355FGS FOD Walk AOR Continued.

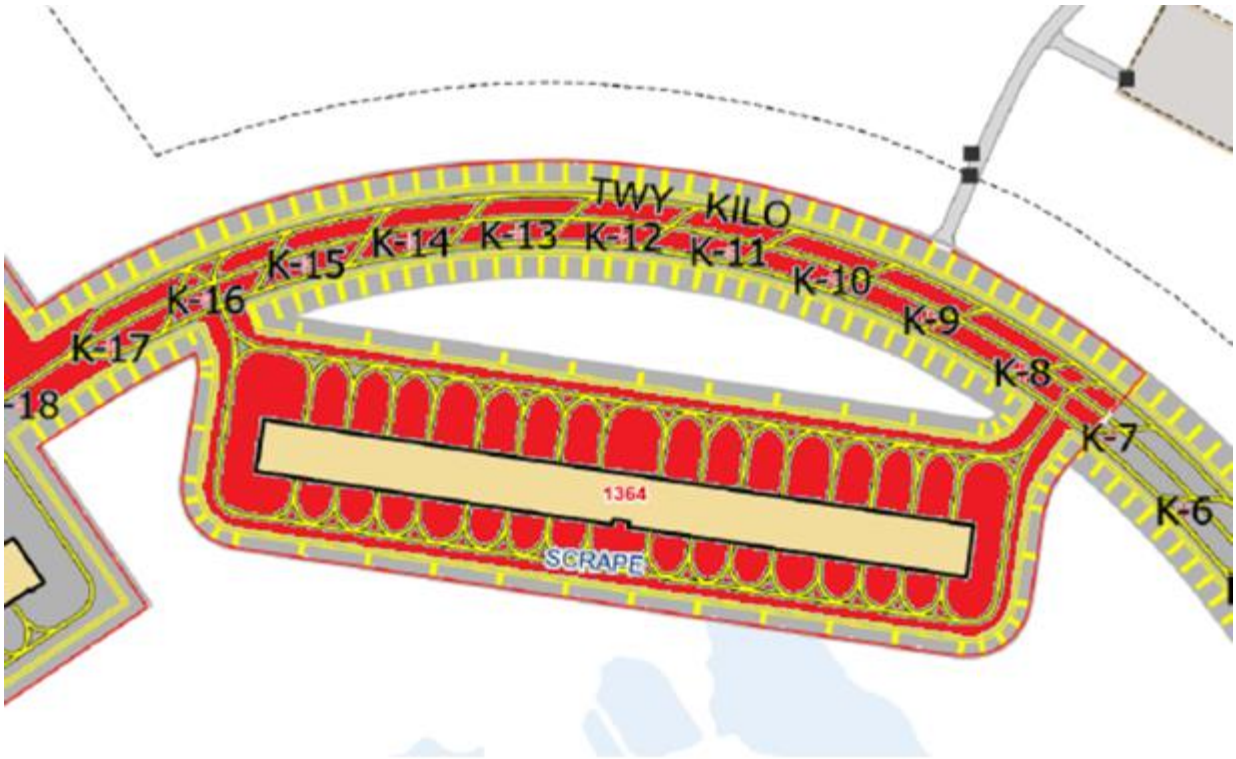

Figure A3.4. 18th FGS FOD Walk AOR.

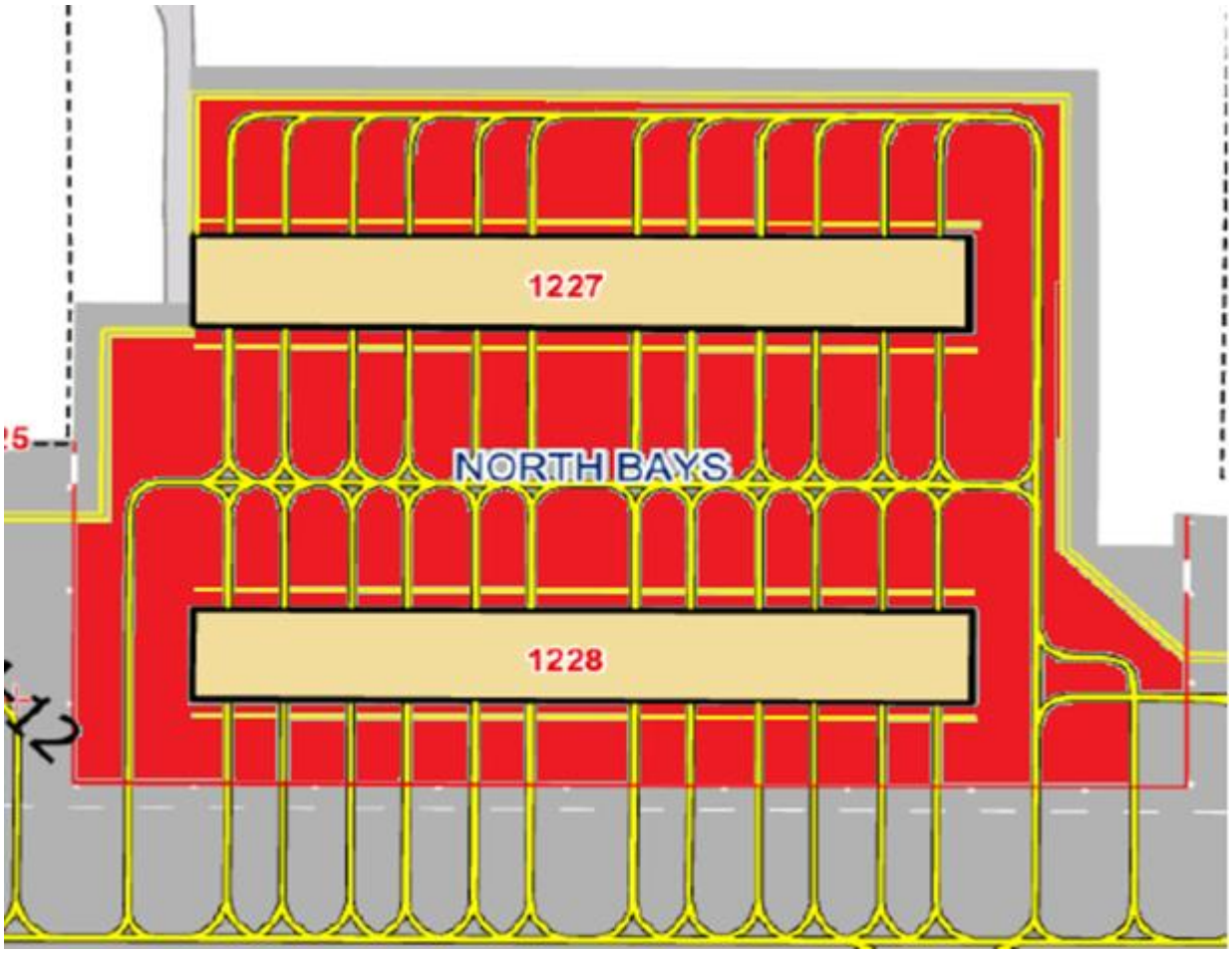

Figure A3.5. 354th MXG WLT FOD Walk AOR.

Figure A3.6. 354th MXS Fuel Shop FOD Walk AOR.

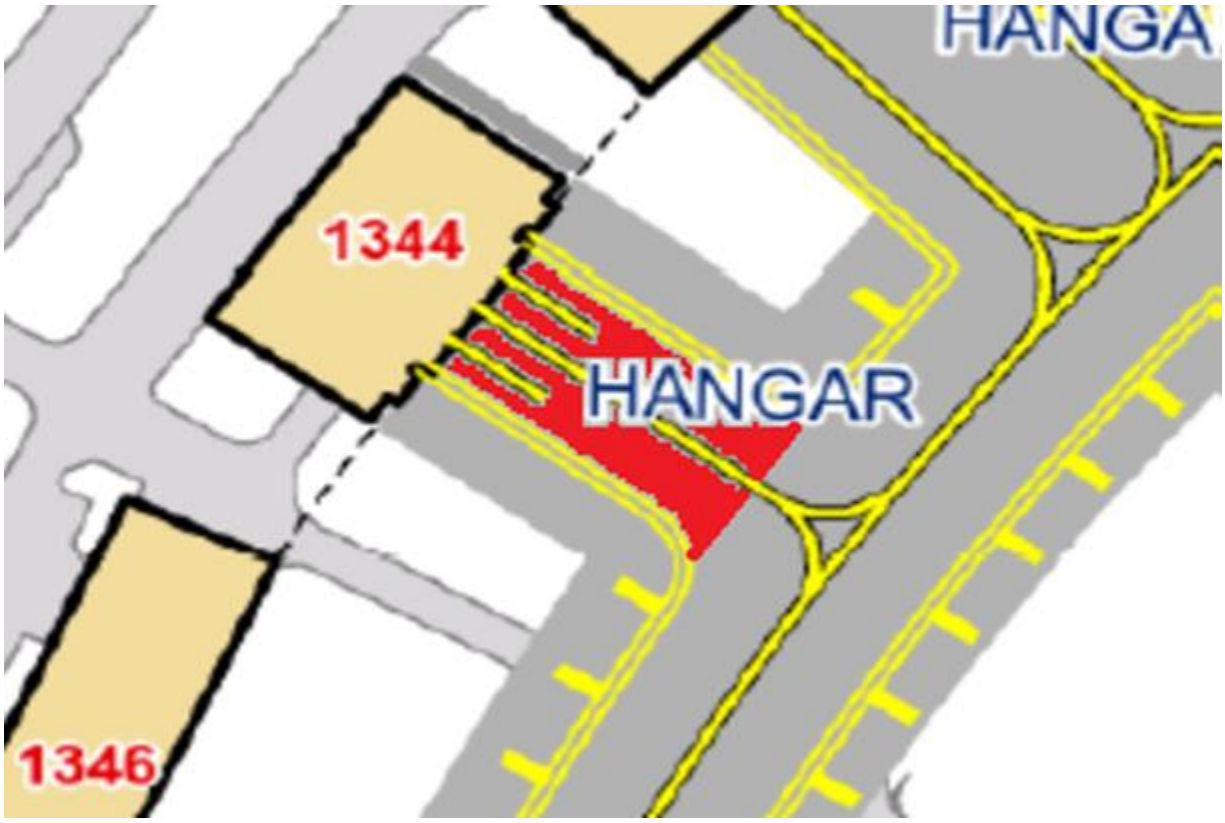

Figure A3.7. 354th MXS Metal Tech FOD Walk AOR.

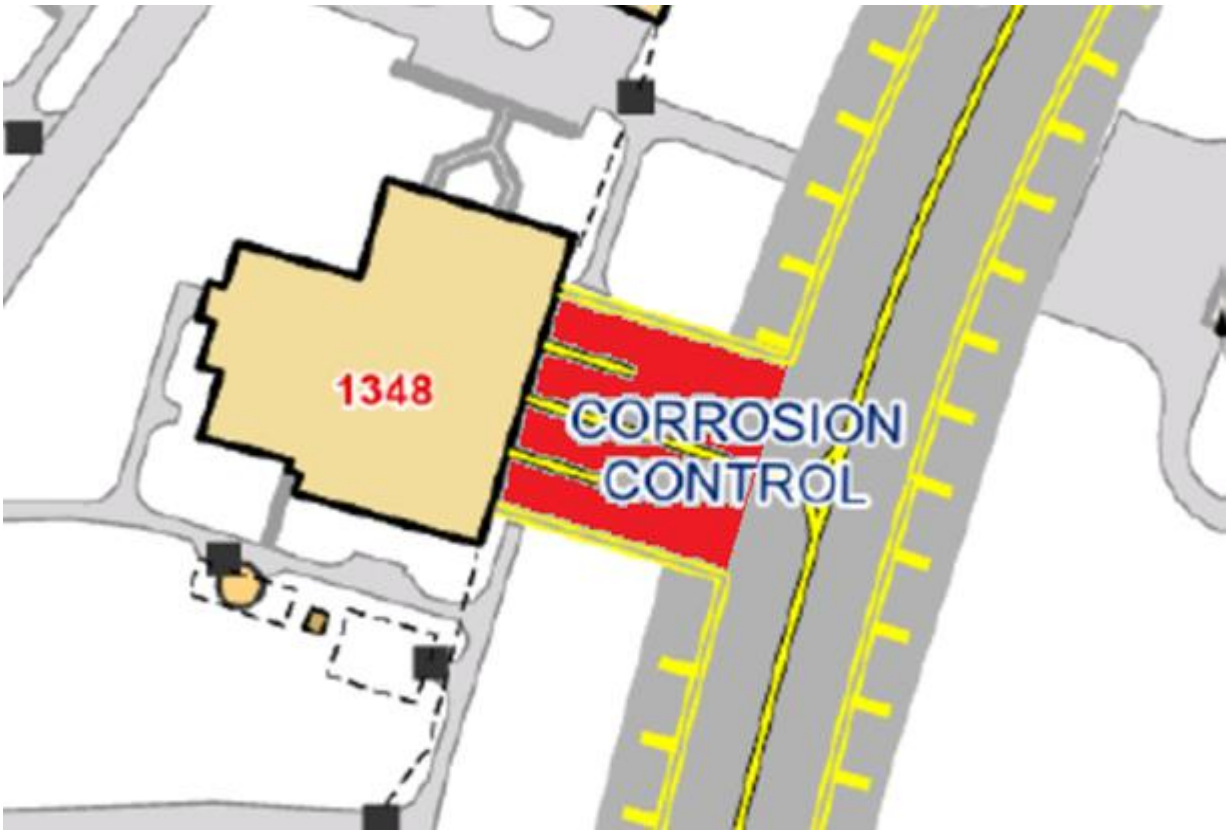

Figure A3.8. 354th MXS F-16 Phase FOD Walk AOR.

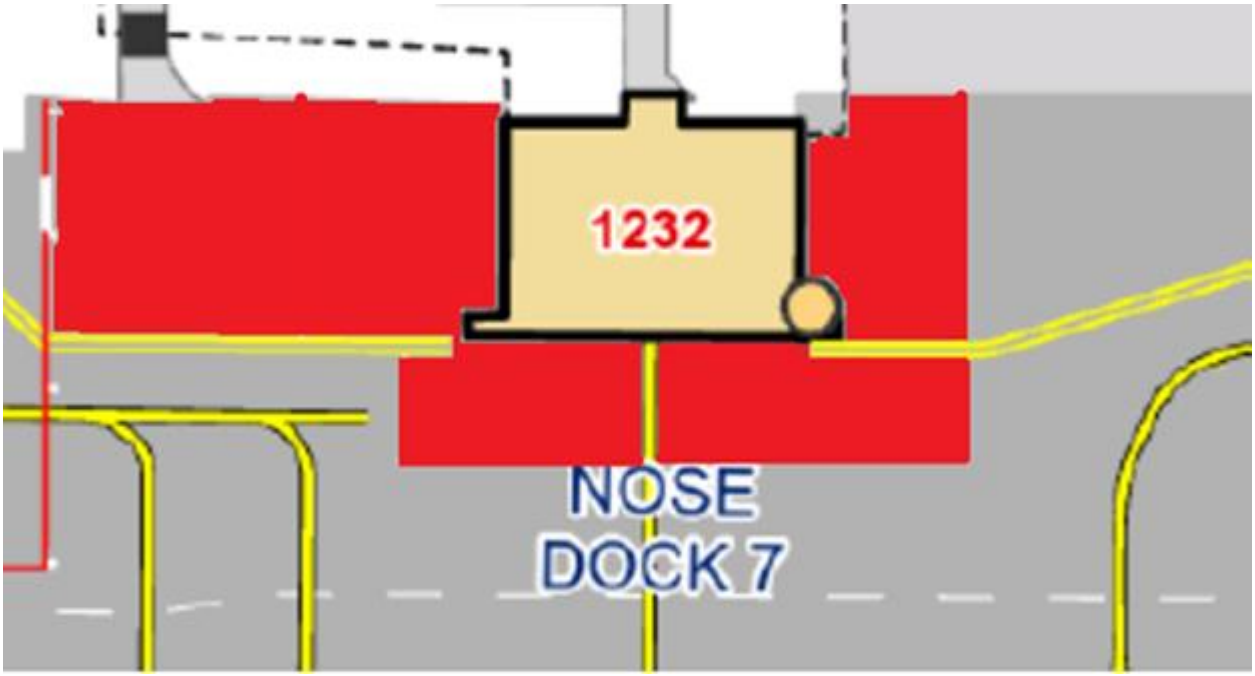

Figure A3.9. 354th MXS F-35 AGE FOD Walk AOR.

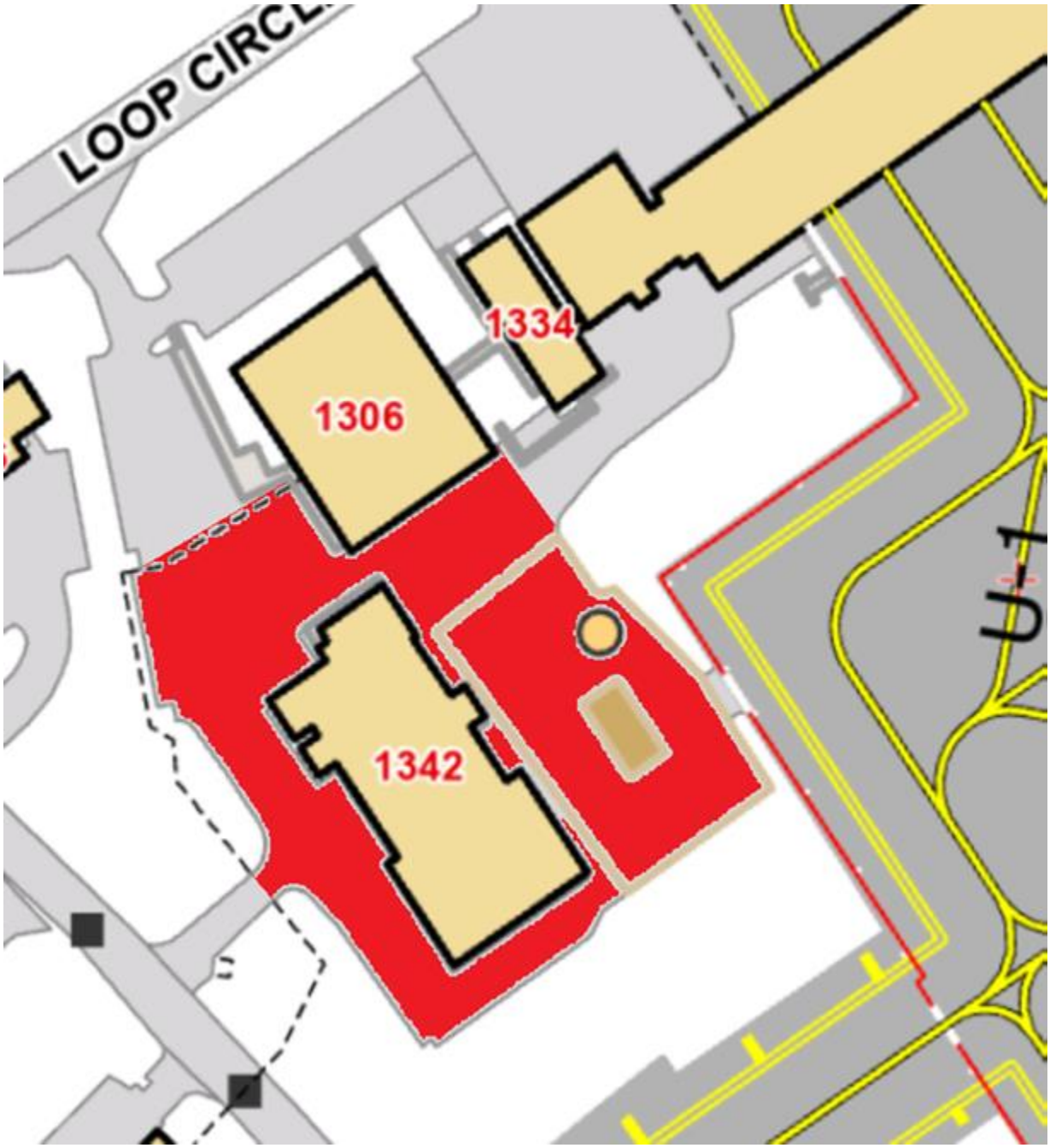

Figure A3.10. 354th MXS F-16 AGE FOD Walk AOR.

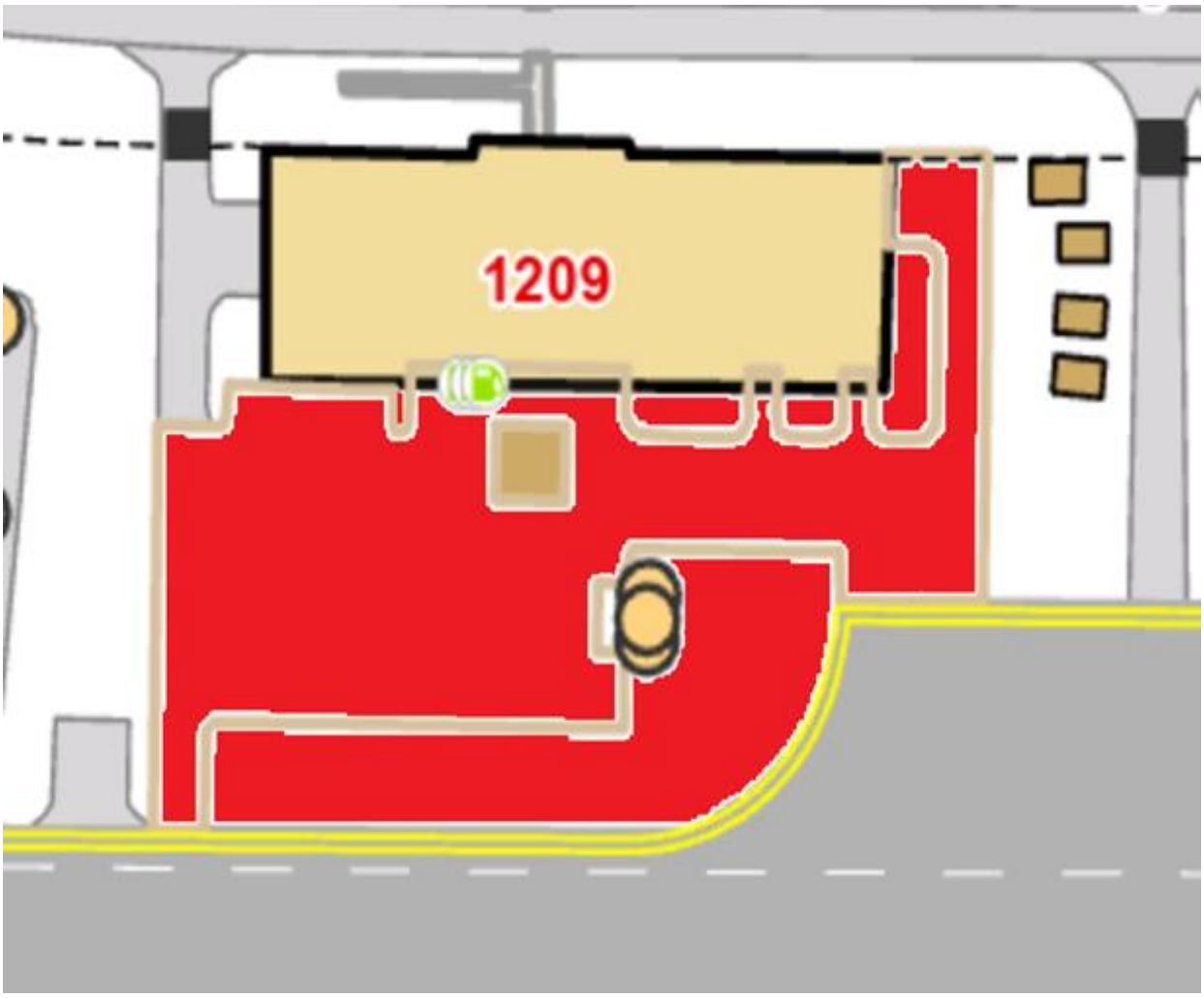

Figure A3.11. 354th MUNS Armament FOD Walk AOR.