BY ORDER OF THE COMMANDER
AIR MOBILITY OPERATIONS GROUP (AMC)

POPE ARMY AIRFIELD INSTRUCTION 21-107

1 February 2024

Maintenance

FOREIGN OBJECT DAMAGE PREVENTION PROGRAM

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 43 AMOG/QA

Certified by: 43 AMOG/CC
(Col Allen C. Morris, Jr.)

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This instruction establishes procedures and provides the policy to implement the Foreign Object Damage (FOD) Prevention Program for Pope Army Airfield (AAF). It should be used in conjunction with Air Force Instruction (AFI) 21-101, *Aerospace Equipment Maintenance Management*, AFI 21-101 Air Mobility Command (AMC) Supplement (SUP), *Aircraft Equipment Maintenance Management*, all other listed instructions and 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 Pope AAF flight line or maintenance areas. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at **https://www.my.af.mil/gcss-af61a/afrims/afrims/**. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*.

SUMMARY OF CHANGES CORRECTIVE ACTION

This corrective action revises the following paragraphs: 1.10, 1.11, 2.1, 2.3, 4.2, 6.2, 7, 7.1, 7.1.1, 7.1.2, 7.1.2.1, 7.1.5, 10.2.1, 10.4.2, 11.1.1, and 12.1.

Significant changes include the addition of authorized head gear that can be worn on the flightline. Rollover FOD checks will be accomplished at each Access Control Point (ACP) location before entering onto the airfield. Finally, the addition of a 43d Air Mobility Operations Group (AMOG) all Quarterly FOD Walk.

1. General Information.

1.1. The 43 AMOG FOD Prevention Program is based on awareness and training with continuous individual and supervisory involvement. The overall program objective is "ZERO FOD". Remove all foreign object (FO) debris prior to aircraft or system operation and upon completion of any maintenance, support or operations task.

1.2. Ensure aircraft flight decks are free of FOD prior to identifying aircraft as crew ready.

1.3. Do not store trash or FOs in a toolbox. An FO bag will be part of each dispatchable Consolidated Tool Kit (CTK). Inspect and clean the FO bag each time the toolbox is checked in or out.

1.4. When working in an area where falling objects may cause damage to aircraft/equipment, or injury to personnel, attach a lanyard of sufficient strength (wire, rope, cable, etc.) from tool/equipment to the user or fixed object.

1.5. Attach safety pins, lock pins, small parts, etc., to the parent equipment with a lanyard or pin-bag.

1.6. Perform a thorough inspection to remove rocks and other debris from wheel wells if aircraft have operated on unimproved landing zones.

1.7. Ensure aircraft engine run danger area is clear of FO, stands, toolboxes, etc., prior to engine start.

1.8. Jewelry, metal insignias/badges, metal hair fasteners, or items that may fall off without notice are not authorized on the flight line or industrial areas. **Exception:** Wear identification tags (dog tags) only when mission requirements dictate and there is no exposure to any energized electrical parts. Watches may be worn unless prohibited by technical guidance or DAFMAN 91-203 Chapter 2.

1.9. The wearing of a boonie hat, patrol, or ball cap on the flightline for the purpose of protecting the wearer from harmful UV rays. Hats will be fitted to the head to prevent potential FOD hazards. Hats will be removed within 50 feet of an operating jet engine or within an operating engine's exhaust and or propeller blast area as defined by aircraft specific technical data unless secured with a headset or drawstring. Headgear must not interfere with the proper wear of PPE such as hearing or eye protection.

1.10. Operational Combat Pattern caps are permitted to be worn during liquid oxygen servicing when prerequisites are met per Technical Order 00-25-172 pg. 4-21.

1.11. All aircraft will have plugs and covers (engine inlet, throttle quadrant, pitot tubes, etc.) installed in accordance with aircraft specific technical data unless access is required for maintenance. Plugs and covers will remain installed on aircraft as close to crew show as possible to prevent FOD. **Exception:** C-17/C-5 engines may remain uncovered if the aircraft is scheduled to fly within 72 hours.

2. Tool and Equipment Control.

2.1. Tools and equipment not controlled through CTK or tool room procedures are NOT authorized on the flight line or any maintenance area. Personal tools issued by the unit are allowed and must be legibly marked with first name initial, last name, and man number.

2.2. The CTK program is outlined in 43d Air Mobility Operations Group Instruction (AMOGI) 21-1, Aircraft and Equipment Maintenance Management.

2.3. During "Red Ball" maintenance, account for all tools/items prior to arriving and leaving the aircraft.

3. Hardware Control.

3.1. Issue bench stock items on a one-for-one basis to the maximum extent possible; hoarding extra hardware/items are not authorized. Return all excess items to the bench stock location.

3.2. When hardware or small parts must be temporarily stored, use a cloth bag(s) or any other suitable container that can be sealed. Parts bag or container must be labeled with an itemized list of contents, (ex: 2 ea bolts, 4 ea washers) and aircraft/equipment serial number. Attach bag or container to the component requiring installation.

3.3. Document loose and missing fasteners found in, or forward of the engine intake on the Air Force Technical Order (AFTO) Form 781A with a RED X. For missing fasteners, inspect the engine for FOD in accordance with **Paragraph 15** of this instruction.

4. Engine Maintenance.

4.1. Tools and loose hardware will not be placed on engine nacelles or components. Use tool and hardware trays, bags, bins, etc. Refer to DAFI 21-101 AMCSUP Chapter 11.

4.2. Technicians should use a light source of sufficient illumination to inspect the aircraft intakes and exhaust for FO/FOD at all times.

4.3. Document all structural engine intake maintenance using a RED X symbol in the AFTO Form 781A, *Maintenance Discrepancy and Work Document* and G081.

5. Lost Tool/Items.

5.1. The 43d Air Mobility Squadron (AMS) and tenant units will file Attachment 2 of AMOGI 21-107 or Attachment 3 of 43 AMOGI 21-1, *Lost Tool/Object Investigation Worksheet,* for lost tools/items. DAFI 21- 101 AMCSUP and 43 AMOGI 21-1 procedures apply.

5.2. A copy of Lost Tool/Object Investigation Worksheet will be submitted to 43 AMOG Quality Assurance (QA) no later than the next duty day.

6. Flightline Vehicle Operation.

6.1. Ensure vehicle compartments are free of FO prior to operation on the flightline.

6.2. Ensure a rollover FO check has been accomplish at each designated location such as the ACP on Pope AAF.

6.3. Do not operate vehicles on unpaved surfaces, unless necessary to avoid a moving aircraft, or in an emergency situation.

6.3.1. Vehicle operators will perform a rollover tire FO check when entering the flightline area from an unpaved road or surface or if the vehicle encounters a large amount of debris. Any FO removed from vehicles tires will be disposed of in the vehicle's FO container. During hours of darkness, personnel will use flashlights to perform FOD checks.

6.3.2. Vehicles must be placed in park and parking brake set before inspecting tires for FO. *NOTE: Engines do not need to be shut off to perform a FOD check.

6.3.3. First responders responding to an actual emergency (fire trucks, police cars, etc.) are not required to stop and remove FO. When the emergency is terminated, canvass the area and route for FO debris.

6.3.4. FO containers will be installed in all flightline vehicles and emptied at the end of each shift.

6.3.5. Vehicle operators who do not possess AF Form 483 (Certificate of Competency) must be escorted by an authorized and certified airfield driver IAW 43 AMOGI 13-213, *Convoy and Escort Responsibilities*. The individual providing escort duties is responsible for ensuring the escorted vehicles are checked for potential FOD hazards prior to flightline entry.

7. FOD Prevention Walks.

7.1. Units are assigned specific FOD Prevention Walk areas IAW **Attachment 3**. Units will perform walks weekly IAW DAFI 21-101 AMCSUP. Perform a FOD Prevention Walk during hours with sufficient daylight as mission and weather allow. Assigned unit FOD prevention representatives or 43 AMOG/QA representatives will take the lead and direct the FOD prevention walks. All available personnel within the 43 AMS will participate in the weekly FOD Prevention Walk. Once a quarter, there will be a mass FOD Prevention Walk led and directed by a 43 AMOG/QA representative with all available and assigned 43 AMOG personnel. During increased operation tempo and exercises, the QA FOD monitor, or representative, will increase the weekly FOD Prevention Walks to a minimum of twice a week. The 43 AMOG/QA or 43d Operations Support Squadron (43 OSS) Airfield Management (AM) will conduct regular sweeps of the entire airfield and will reach out to specific units to determine if the frequency of FOD Prevention Walks need to be increased.

7.1.1. All available 43 AMS personnel will FOD walk Green Ramp weekly. Red Ramp will be FOD walked on an as-needed basis, or if deemed necessary by the 43 AMS Production Superintendent, 43 OSS/AM or 43 AMOG/QA.

7.1.2. Silver, Gray, and Transient Ramps will be checked at least weekly for overall condition and units will determine if a FOD walk or if sweeping is necessary.

7.1.2.1. United States Army Special Operation Command (USASOC) Flight Company will inspect H-60 row, Charlie and Delta parking rows (Gray Ramp) weekly.

7.1.2.2. C Co 2/228th will inspect Alpha and Bravo parking row (Silver Ramp).

7.1.2.3. Transient Alert will inspect the Transient Ramp and DV Row.

7.1.3. 427th Special Operations Squadron (SOS) will inspect Yellow Ramp at least weekly for overall condition and determine if a FOD walk or if sweeping is necessary.

7.1.4. United States Army Airborne Special Operations Test Directorate (USABNSOTD) will inspect ACE Board at least weekly for overall condition and determine if a FOD walk or if sweeping is necessary.

7.1.5. Golden Knights will inspect the Golden Knight Ramp at least weekly for overall condition and determine if a FOD walk or sweeping is necessary.

7.2. Units will notify 43 OSS/AM of ramp degradation and trouble spots upon discovery for further inspection.

7.3. Specific FOD Prevention Walk areas include areas immediately surrounding buildings, grass areas, FO debris cans, and ACPs.

7.4. Maintenance units performing ground handling of aircraft are responsible for FOD control/prevention on the occupied parking spot. Maintenance personnel will perform a FOD walk after an aircraft blocks out, prior to aircraft block in, and before an aircraft is towed to a parking spot. During hours of darkness, personnel will use flashlights to perform the FOD walks.

7.5. 43 OSS/AM will conduct FOD inspections of the airfield when severe weather is forecasted. Units will secure staged equipment on or near the flightline prior to severe weather or high winds if forecasted time allows. After severe weather or high winds has passed on, duty Production Superintendents and/or 43 OSS/AM will evaluate the ramps and determine the need for sweeper trucks or additional FOD Prevention Walks.

7.6. Perform FOD Prevention Walks following all ramp, taxiway or runway construction. FOD Prevention Walks will normally be coordinated by FOD monitors. 43 OSS/AM will conduct FOD inspections of the airfield during construction activity. 43 OSS/AM will advise contractor of FOD migration concerns:

7.7. Accomplish policing of adjacent flightline access roads and taxiways by calling for a sweeper.

8. Foreign Object Sweeper Guidance.

8.1. All ramp sweeper operations will be controlled by the 43 OSS/AM and will follow the established sweeper schedule. All units will contact 43 OSS/AM to coordinate unscheduled sweeper requirements when necessary.

9. Incentive Programs.

9.1. FOD prevention incentives and awards are used to promote a vigorous FOD prevention program through recognition of exceptional individual achievement. Due to Pope AAF housing units from multiple DOD services, each unit is highly encouraged to develop and maintain competitive programs in FOD prevention that fall in line with their respective directives and policies for award and recognition.

10. FOD Prevention Training.

10.1. FOD Prevention Training starts with the initial orientation, continues throughout skill certification and annual refresher courses. All personnel working on or requiring access to the flightline will receive initial and annual training.

10.2. Initial Training.

10.2.1. The unit FOD Prevention Monitor or representative gives all newly assigned personnel an initial FOD prevention awareness briefing before they perform duties on the flightline or in maintenance areas. The work center supervisor documents this briefing as part of the individual's initial evaluation in the member's training record.

10.2.2. This briefing includes the following: common causes of FOD particular to Pope AAF; unit policies; hardware and tool control policies; individual responsibility to prevent FOD; vehicle operation in flightline areas; control of personal items, equipment, and consumables; and housekeeping (clean as you go).

10.3. Task Training.

10.3.1. Ensure FOD prevention training is a part of all task certifications.

10.4. Annual Training.

10.4.1. Unit Training Managers (UTM) incorporate FOD prevention training for all unit personnel during annual training.

10.4.2. **Air Force:** Annual FOD course can be found at **https://lms-jets.cce.af.mil/moodle/**, listed as **Foreign Object Damage and Dropped Object Prevention (DOP) Reference Video.**

11. Program Management.

11.1. Air Mobility Operations Group FOD Prevention Program Manager:

11.1.1. The 43 AMOG/Deputy Commander (CD) is assigned as the FOD Prevention Program Manager and will perform the responsibilities of a WG/CV as outlined in DAFI 21-101 and DAFI 21-101 AMCSUP.

11.2. 43 AMOG FOD Monitor Responsibilities:

11.2.1. Organize and present information to the combined FOD prevention committee quarterly meeting.

11.2.2. Investigate and report, as applicable, all FOD incidents and forward reports to NAF/MAJCOM headquarters as required.

11.2.3. All FOD incidents (except for engine blade minor nicks and scratches) WILL be reported. 43 AMOG FOD Monitor will prepare a detailed report of the incident using, AFI 21-101 AMCSUP, Attachment 4, *FOREIGN OBJECT DAMAGE (FOD) REPORT.*

11.2.4. Maintain the master FOD and lost tool/item logs.

11.2.5. Develop and manage the 43 AMS FOD prevention awards program.

11.2.6. Analyze problem areas needing additional management emphasis.

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

11.2.8. Conduct an initial FOD briefing with all newly assigned personnel to the 43 AMS.

11.3. Unit Commander's Responsibilities:

11.3.1. Enforce the Group FOD prevention program in their units. Ensure the Group FOD program is included in the orientation that is conducted for all personnel newly assigned to all unit maintenance/activities IAW AFI 36-2650 *Maintenance Training*. In all units with maintenance personnel, designate in writing squadron FOD prevention representatives. Additional FOD prevention representatives may be appointed to assist the squadron primary and alternate FOD prevention representatives.

11.3.2. Ensure maximum participation in weekly FOD Prevention Walks.

11.3.3. Adjust the frequency of FOD walks and sweeper usage as necessary to ensure a FOD free environment.

11.4. Unit FOD Prevention Representative Responsibilities.

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

11.4.2. Develop and ensure a FOD prevention continuity binder (digital or hard copy) is available to all personnel and consists of:

11.4.2.1. All current FOD instructions, current unit FOD prevention representative appointment letter, area/shop FOD prevention briefings, and outline of newcomer's FOD prevention briefing.

11.4.2.2. The most current FOD prevention committee quarterly meeting minutes and the squadron's FOD prevention awards program.

11.4.3. Maintain a FOD prevention bulletin board. At a minimum, display Group and unit FOD Monitor/representative name and contact number.

11.4.4. Focus squadron FOD prevention training efforts to ensure complete quality training at the lowest level possible IAW **Paragraph 10** of this instruction.

11.4.5. Attend all FOD Monitor meetings.

11.4.6. Notify 43 AMOG FOD Monitor of any FOD incidents within 24 hours of discovery.

11.4.7. Notify 43 OSS/AM of ramp degradation and trouble spots.

11.4.8. Provide assistance to the Group FOD Monitor when needed to include leading/assisting with weekly FOD walks. Weekly FOD walk emails will be sent by Unit/Group FOD Monitor.

11.5. Flight Chief/Section Chief Responsibilities:

11.5.1. Perform weekly FOD spot checks in assigned sections.

12. FOD/DOP Prevention Committee.

12.1. The 43 AMOG/CD will chair quarterly FOD/DOP meeting if required. Minimum attendee representation is determined by the AMOG CD.

12.2. The Group FOD Monitor briefs the committee on the status of the program.

13. FOD Prevention Assessment Program.

13.1. Group FOD Monitor and 43 AMOG/QA Air Transportation Standardization Evaluation personnel are FOD Prevention Assessment Program assessors. Weekly FOD Prevention Walks will be assessed a minimum of twice a month. Assessment data will be compiled for trend analysis at the quarterly FOD meeting.

13.2. Rated assessments.

13.2.1. Accomplish assessments IAW the established Acceptable Quality Level standards listed in the QA program.

13.2.2. Document FOD Prevention assessments in the QA database and send results/finding to the supervision section having responsibility for the area/individual assessed.

13.2.3. FOD prevention will be considered during all applicable QA assessments as a supporting area.

13.3. Non-Rated Spot Checks.

13.3.1. Group FOD Monitor and unit QA assessors may perform non-rated inspections of aircraft parking ramps.

13.3.2. Spot check results are sent to the supervision section having responsibility for the area assessed.

13.3.3. 43 OSS/AM performs daily checks of all ramps, taxiways, runway and assault strip. FO discrepancies are identified to the Group FOD Monitor.

14. Blade Blending.

14.1. Notify the appropriate unit FOD Monitor prior to blade blending anytime FOD is identified, other than for minor sand nicks or scratches. Ensure evaluated or repaired area is documented in the AFTO Form 781A. Unit FOD monitor will notify the Group FOD Monitor. The notification may be by telephone or email and will include aircraft serial number, mission design series, and engine position.

15. FOD Investigating and Reporting.

15.1. Anyone discovering suspected or actual FOD or bird-strike damage to an engine will perform the following:

15.1.1. For FOD, enter a RED X in the AFTO Form 78lA with the discrepancy, "Suspected/Actual FOD to Engine#." Notify both the 43 AMOG Command Post (CP) and the 43 AMS Production Superintendent. Stop all maintenance on the affected engine and do not continue until authorized by the 43 AMOG/CC or designated representative with the concurrence of the Safety Investigation Officer or Group FOD Monitor.

15.1.1.1. Inspect engine compressor section IAW applicable technical data.

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

15.1.2. For bird strike, enter a RED X in the AFTO Form 781A with the discrepancy, "Suspected/Actual Bird Strike Damage to Engine #".

15.1.2.1. Inspect engine compressor section IAW applicable technical data.

15.2. 43 AMS Production Superintendent will notify 43 AMOG/QA and Wing Safety offices for bird strikes. Tenant units/43 AMS Production will place bird remains in a plastic bag and email 43 AMOG Safety at **pope.safety@us.af.mil** notifying them that remains require pick-up. United States Department of Agriculture will pick them up after receiving a notification email.

15.3. The appropriate Chief of Safety appoints an investigation officer for reportable FOD events under the provisions of DAFI 91-204, Safety Investigations, and Reports, and controls all aspects of the investigation.

15.4. Group FOD Monitors/QA investigate FOD events that are not reportable under the provisions of DAFI 91-204.

ALLEN C. MORRIS, Jr., Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DAFI 21-101, *Aerospace Equipment Maintenance Management,* 20 Dec 2023

DAFI 21-101 AMCSUP, *Aircraft and Equipment Maintenance Management,* 16 Jan 2020.

AFI 36-2650, *Maintenance Training,* 02 May 2019

DAFI 91-204, *Safety Investigations and Reports,* 10 Mar 2021

DAFMAN 91-203, *Air Force Consolidated Occupational Safety Instruction,* 25 Mar 2022

Prescribed Forms

AMOGI 21-1, Attachment 3, *Lost Tool/Object Investigation Worksheet*

DAFI 21-101 AMCSUP, Attachment 4, *Foreign Object Damage (FOD) Report.*

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

Abbreviations and Acronyms

AFMAN—Air Force Manual

AMOG—Air Mobility Operations Group

AGE—Aerospace Ground Equipment

AM—Airfield Management

AMC—Air Mobility Command.

AMS—Air Mobility Squadron

CTK—Consolidated Tool Kit

CD—Deputy Commander

CV—Vice Wing Commander

DAFI—Department of Air Force Instruction

ACP—Access Control Point

FO—Foreign Object(s)

FOD—Foreign Object Damage

MOC—Maintenance Operations Center

MXS—Maintenance Squadron

NAF—Numbered Air Force

OSS—Operations Support Squadron

QA—Quality Assurance

RDS—Records Disposition Schedule

SOS—Special Operations Squadron

USABNSOTD—United States Army Airborne Special Operations Test Directorate

USASOC—United States Army Special Operations Command

Terms

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.

FOD Critical Area—Foreign objects in areas in/on aircraft flight controls, seat tracks, flight control surfaces, mechanical linkages, electrical components, found in or forward of the engine intake, and areas in the direct path of a taxiing aircraft's engines or landing gear 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.

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.

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 that are normally required after engine FOD incidents.

Maintenance Areas—All hangars, nose docks, wash racks, back shops, 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.

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 up until aircrew have released the aircraft back to maintenance.

Reportable FOD— Any foreign object damage will be reported to 43 AMOG Safety IAW DAFI 91-204 and to the 43 AMOG/QA office IAW DAFI 21-101 AMC_SUP.

Attachment 2

LOST TOOL/OBJECT INVESTIGATION WORKSHEET

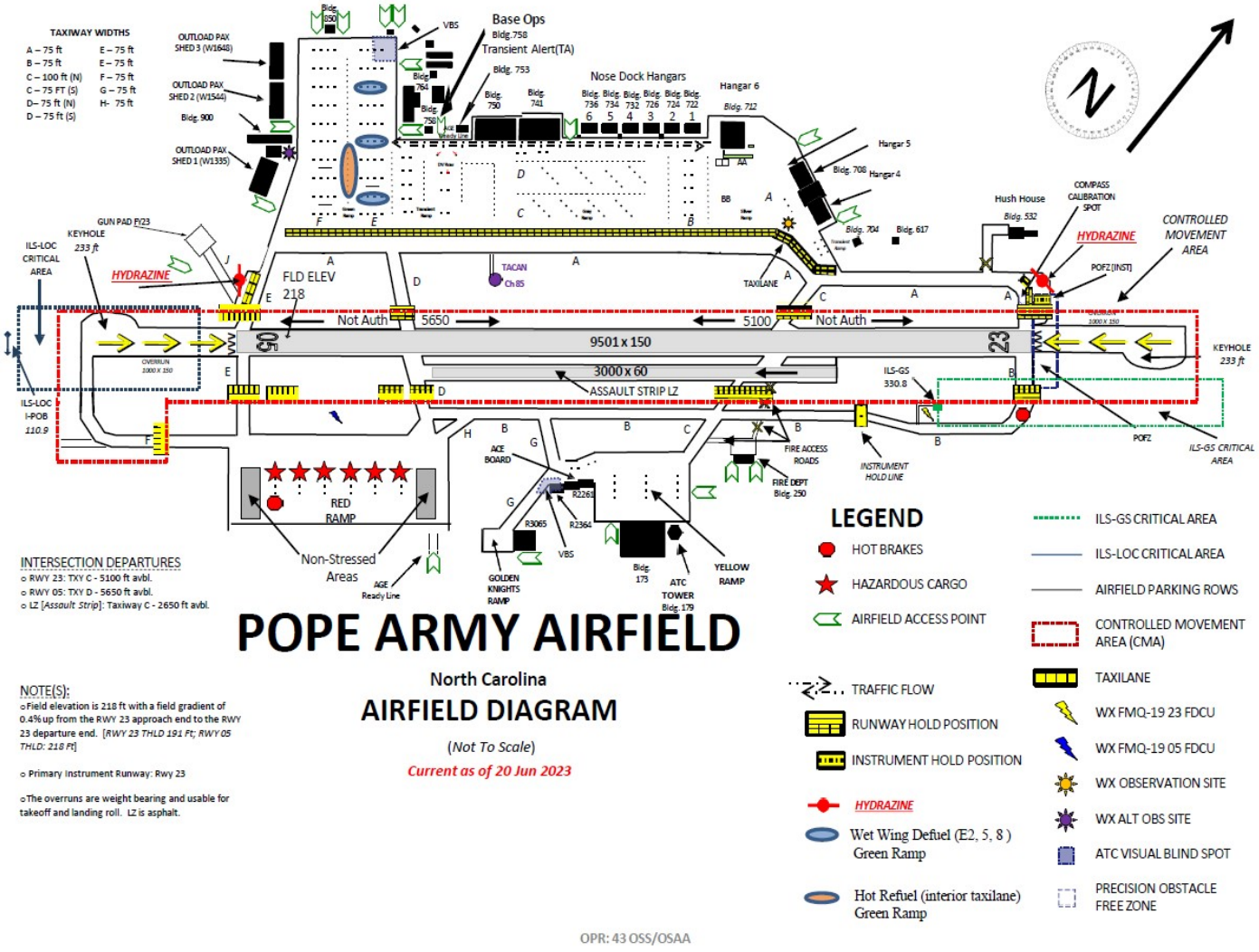
Figure A2.1. Lost Tool/Object Investigation Worksheet

LOST TOOL/OBJECT INVESTIGATION WORKSHEET			
AIRCRAFT SERIAL #	LOCATION	DATE LOST	TIME LOST
WORKCENTER	CTK IDENTIFIER	TOOL/OBJECT DESCRIPTION	
ACFT IMPOUNDED (YES/NO)	DATE	TIME	AFTO 781A PAGE/ITEM #
LAST KNOWN LOCATION OF TOOL/OBJECT			
NAME OF INDIVIDUAL WHO LOST TOOL	WORK BEING PERFORMED WHEN LOST		
CTK/TOOL ISSUED TO	DATE ISSUED	TIME ISSUED	REPORT CONTROL #
WORKCENTER SUPERVISOR NOTIFIED		RANK	TIME
CTK CUSTODIAN NOTIFIED		RANK	TIME
MAINTENANCE SUPERVISOR NOTIFIED		RANK	TIME
MOCC NOTIFIED		RANK	TIME
QA NOTIFIED		RANK	TIME
AREAS CHECKED AND STEPS TAKEN TO FIND OBJECT			
SEARCH CONDUCTED BY (INDIVIDUALS)	ITEM WAS/WAS NOT FOUND (IF FOUND, ANNOTATE LOCATION)		
WORKCENTER SUPERVISOR SIGNATURE			
MAINTENANCE SUPERINTENDANT SIGNATURE			
CTK CUSTODIAN WHO FILED FORM	DATE	IMPOUNDMENT RELEASED BY (ATTACH IMPOUND WORKSHEET)	
HOST FOD NCO WHO FILED FORM	DATE		

Attachment 3

POPE ARMY AIRFIELD DRIVING PROGRAM MAP

Figure A3.1. Pope AAF Airfield Driving Program Map



Attachment 4

MEMORANDUM FOR AMC/A4 FOD PROGRAM

Figure A4.1. MEMORANDUM FOR AMC/A4 FOD PROGRAM

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 43D AIR MOBILITY OPERATIONS GROUP (AMC)
POPE ARMY AIRFIELD FORT LIBERTY NORTH CAROLINA

CUI

- --- 2024

MEMORANDUM FOR AMC/A4 FOD

FROM: 43 AMOG/QA
3560 Surveyor St. Suite 201
Pope Field, NC 28308

SUBJECT: Foreign Object Report. FOD program report number (unit, year, and month, followed by sequence number -- example, 43AMOG-201101)
THE FOLLOWING INFORMATION IS PROVIDED IAW AFI 21-101 Attachment 6

1. Type of report: Initial/Formal Update/Final FOD Report
2. Date and Time of Incident:
3. Unit and Base of Incident:
4. Origin of Sortie:
5. When discovered (Preflight, Postflight, In-Coming, ETS, etc.)
6. Owning Unit, Base and MAJCOM
7. MDS and Tail Number (N/A for ETS incidents)
8. Item damaged: (nomenclature, part #, T.O., Fig/index)
9. Engine Type, Make, Series (TMS):
10. Engine S/N:
11. Engine Position (If Applicable):
12. Time Since Overhaul:
13. Correct WUC (full five-digit) or Logistics/Maintenance Control Number (full seven-digit).
14. Description of Incident:
15. Material Failure: (Yes or No)
16. Tech Data Deficiency: (Yes/No)
17. Preventable:
18. Investigation Findings:
19. Action Taken to Prevent Recurrence:
    Parts Cost: **Labor Cost:** **Total Cost:**
20. Additional Comments (if necessary):

BLAKE A. OELSCHLAGER, SSgt, USAF
FOD Monitor, 43 AMOG/QA

WILLING ABLE READY