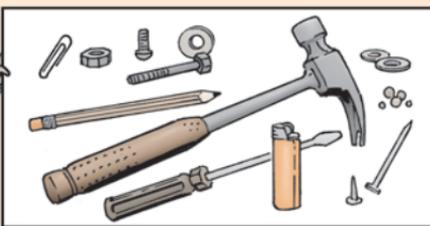


# Are **YOU** Thinking About **FOD**?



THESE ARE QUESTIONS **ALL** MECHANICS GET ASKED WHEN AN AIRCRAFT EXPERIENCES FOREIGN OBJECT DAMAGE (FOD).

IF **YOU'VE** HEARD THESE QUESTIONS AFTER THE FACT, THEN YOU'RE MOST LIKELY **NOT** THINKING ABOUT FOD.



FOREIGN OBJECT DAMAGE CAN ALWAYS BE TRACED TO FOREIGN OBJECT **DEBRIS** (FOD)...

...WHICH COULD BE ANYTHING FROM A PAPER CLIP TO A HAMMER.

THAT'S WHY YOU SHOULD ESTABLISH A FOD PREVENTION PROGRAM, LIKE IT SAYS IN DA PAM 385-10, FOR ALL AVIATION UNITS.

THE PAMPHLET DOESN'T ADDRESS ALL THE REAL-WORLD CHALLENGES OF FOD, SO INDIVIDUAL UNITS NEED TO THOROUGHLY ANALYZE **THEIR** SPECIFIC FOD-RELATED HAZARDS TO PREVENT DAMAGE TO AIRCRAFT AND INJURY TO PERSONNEL.

WHEN YOU THINK ABOUT FOD, **ALWAYS** THINK **OUT-SIDE** THE BOX. NOT ONLY CAN **INANIMATE** OBJECTS CAUSE PROBLEMS, BUT SO CAN **ANIMATE** OBJECTS LIKE...



ANY OPENING IN YOUR AIRCRAFT THAT IS **NOT** COVERED, PLUGGED OR CLOSED OFF IS FAIR GAME FOR BIRDS AND THEIR NESTS.

HAVING A GOOD, FLEXIBLE, ADAPTIVE FOD PREVENTION PROGRAM WITH TRAINED PERSONNEL WILL **REDUCE** DAMAGE AND INJURY.



**YOU** CAN PREVENT FOD INCIDENTS BY CONDUCTING A FOD WALK AROUND YOUR AIRCRAFT.

CHECK **EVERY NOOK AND CRANNY** TO MAKE SURE THOSE PESKY BIRDS AREN'T NESTING TOGETHER SOMEWHERE IN YOUR AIRCRAFT.