

Headquarters Air Combat Command

NAFPI 05 CAF/MAF UPDATE



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This Briefing is:
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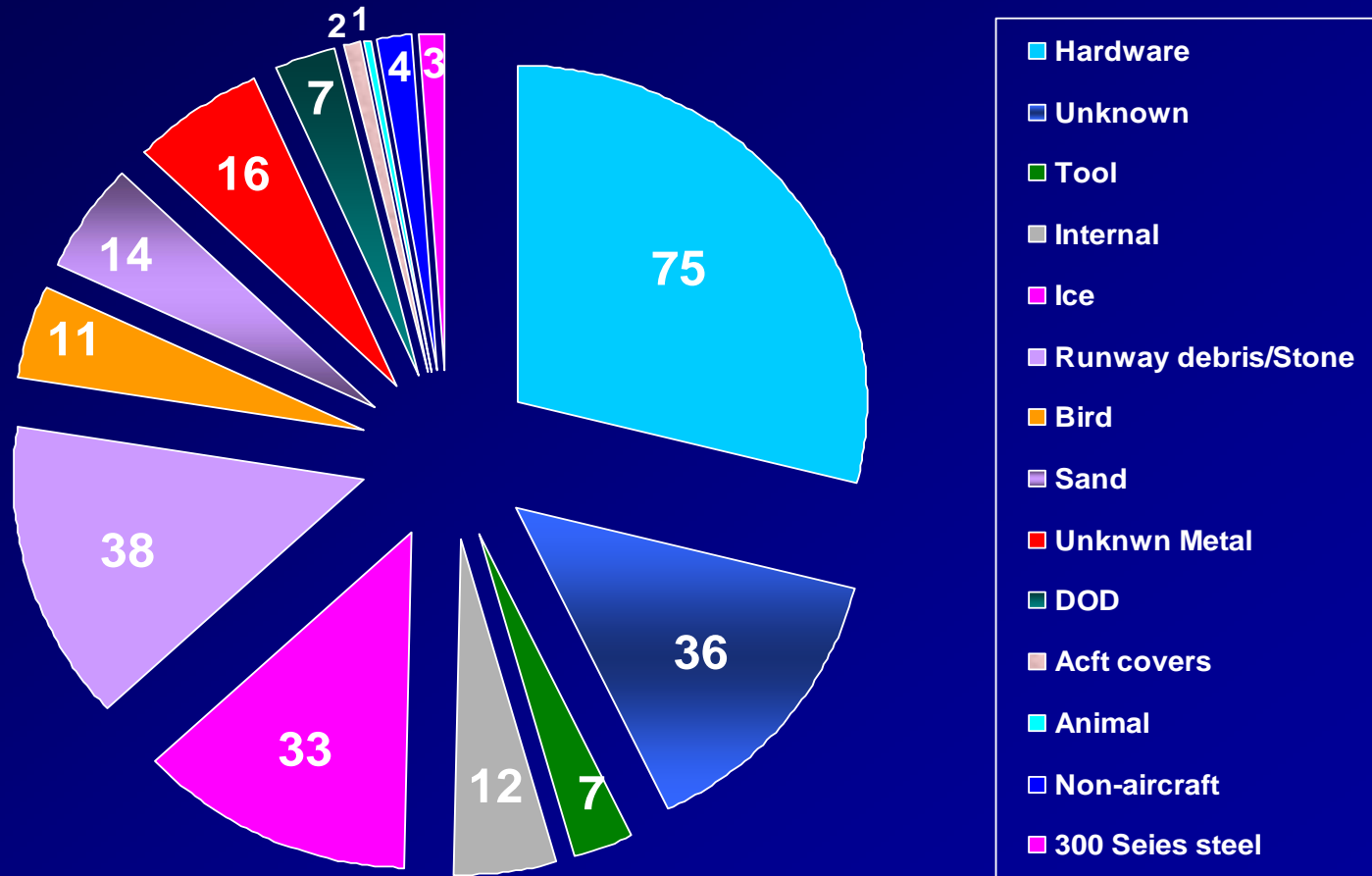
Overview FY 04 FOD Roll Up

•# Preventable over 20K	24	•Total # Lost Tools	1338
•# Preventable under 20K	119	•Total # Recovered	586
•Total Prevent cost	\$ 3,505,758.42	•Tool Recovery Rate	43.8%
•# Non- Preventable	116	•Total # Lost Items	2311
•Total Non-Prevent:	\$ 44,967,104.27	• Total # Recovered	673
•Total # of FOD	259	• Item Recovery Rate	29.1%
•Total cost:	\$ 48,472,862.59	•Total Recovery Rate	34.5%
•Total # Flying hours	349,504.0		
•# A/C Impound for FOD	208	•# A/C Impound for lost tools and items	1696
•FY04 Chargeable FOD Rate	0.68	•Total Test Cell Incidents	9



ACC EOY FOD Peel Back

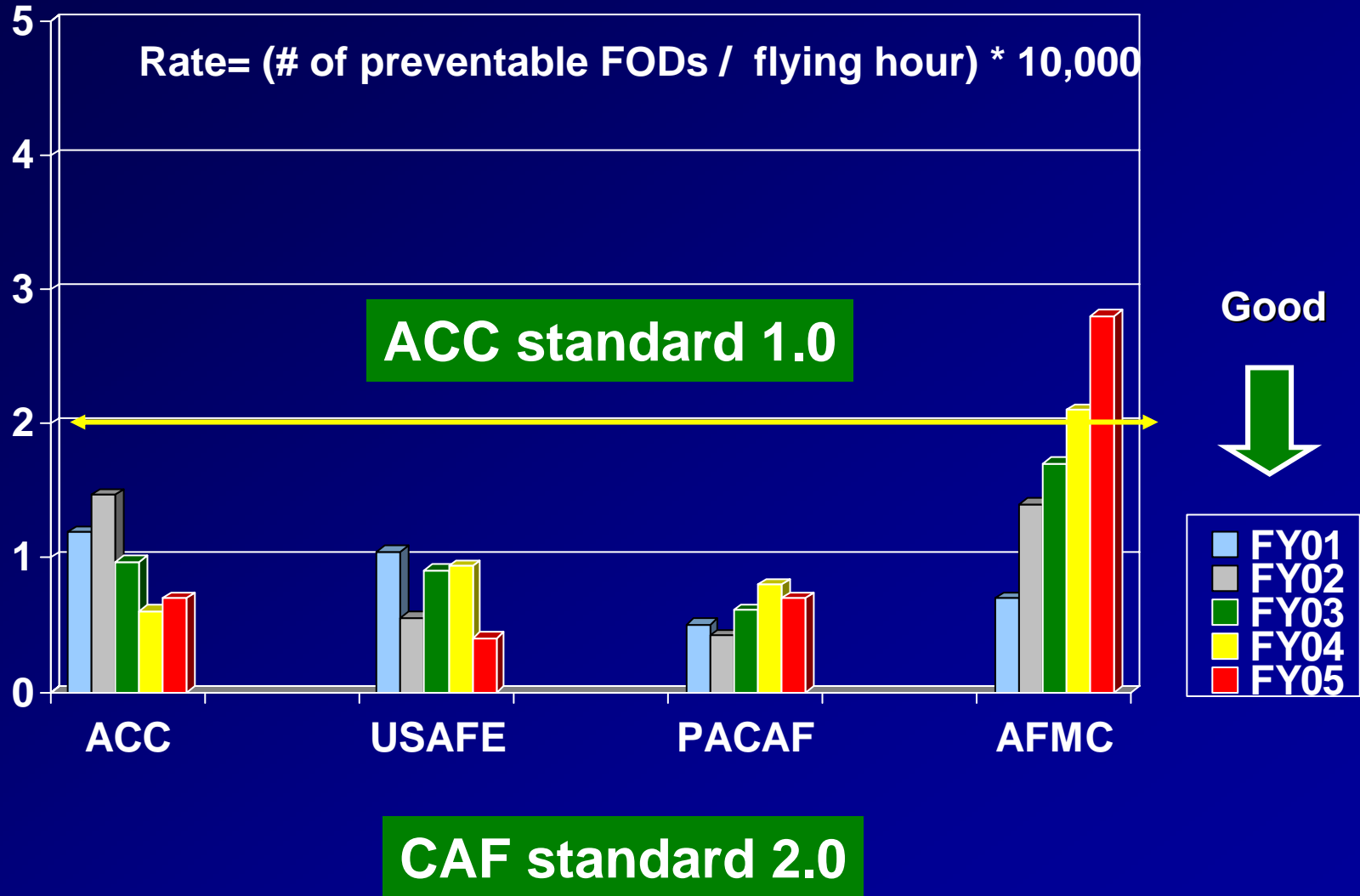
259 Incidents



Poor hardware control/Runway debris are the drivers



CAF FOD RATE





HOT CAF FOD ISSUES

Gen Keys FOD Game Plan

- **For all units/personnel (including those not directly related to aircraft maintenance) requiring access to the flightline or other FOD critical areas in the course of their assigned duties:**
 - **Mandatory viewing of the 2004 ACC FOD Prevention training video**
 - **Conduct an internal FOD Prevention self-inspection to ensure compliance with AFI 21-101 criteria**
 - **Conduct a “housekeeping day” focused on clean-up of all FOD critical facilities and vehicles frequenting the flightline**
 - **Conduct a mass FOD walk of the parking ramp, runways and taxiways, and ensure recurring FOD walks are IAW AFI 21-101 standards**
 - **Review accountability procedures for tools/equipment taken to the flightline or aircraft maintenance facilities**
 - **Verify all vehicles and production areas have the required and approved foreign object containers readily accessible to all workers**
 - **Verify no personal tools are authorized/used on the flightline.**



HOT CAF FOD ISSUES

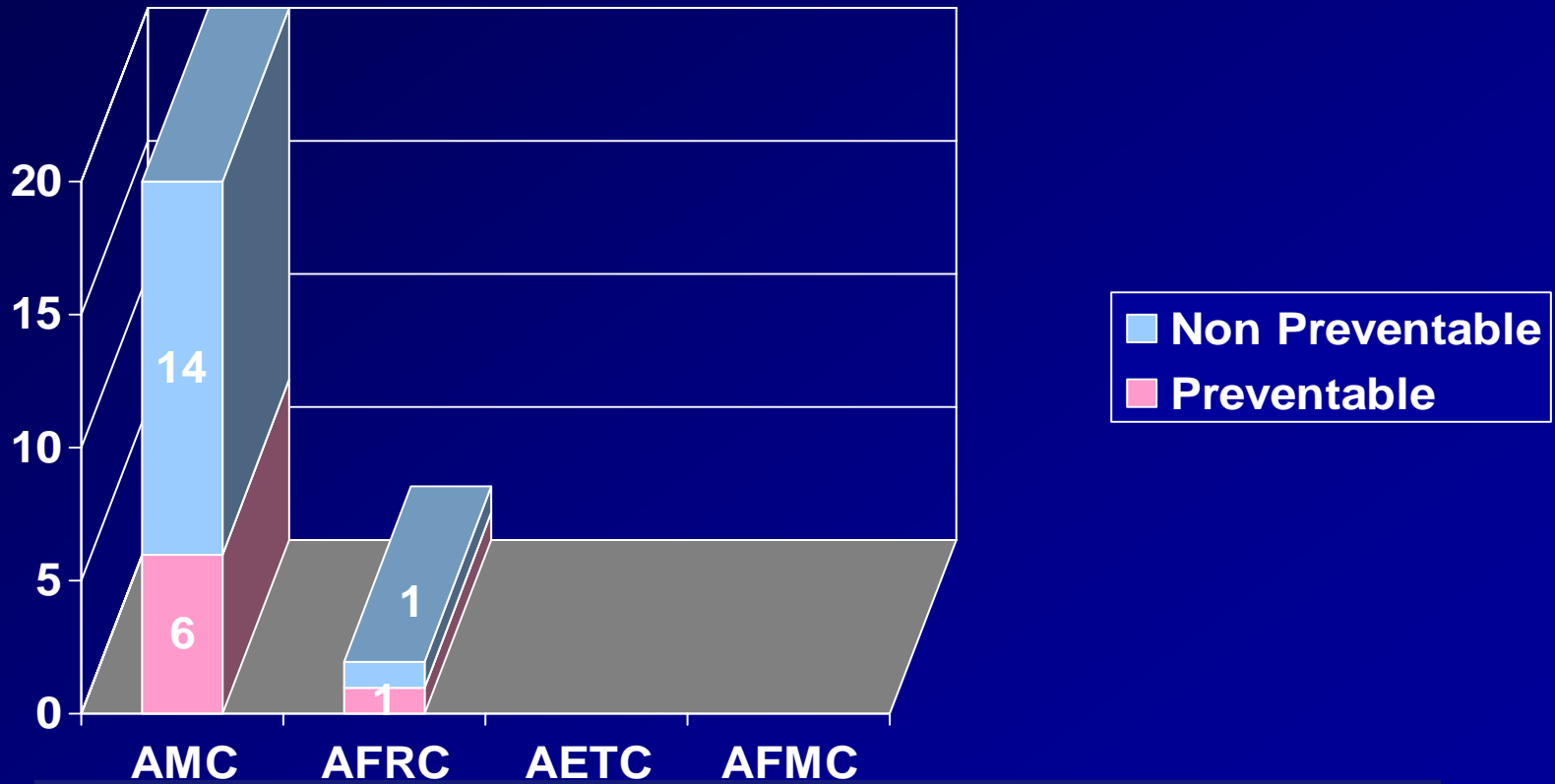
Gen Keys FOD Game Plan

- **For all units/personnel performing maintenance on aircraft or aircraft components:**
- **Conduct training to address proper installation and torquing of bolts and fasteners (i.e., proper hardware identification, running torque and grip length (thread protrusion) requirements)**
- **Review aircraft panel installation procedures (i.e., use of proper hardware, high risk panels (those requiring multiple length fasteners on the same panel), parts bag usage requirements/practices)**
- **Conduct a trend analysis of FOD incidents over the past 2 years; communicate findings and include in initial block training**
- **Inspect all FOD prevention equipment (FOD sweepers/vacuums) to ensure serviceability and usage**
- **Ensure special emphasis is placed on maintenance and upkeep of all aircraft Dash-21 equipment to include proper marking and accountability**



MAF FOD INCIDENTS

15 Non Preventable Incidents

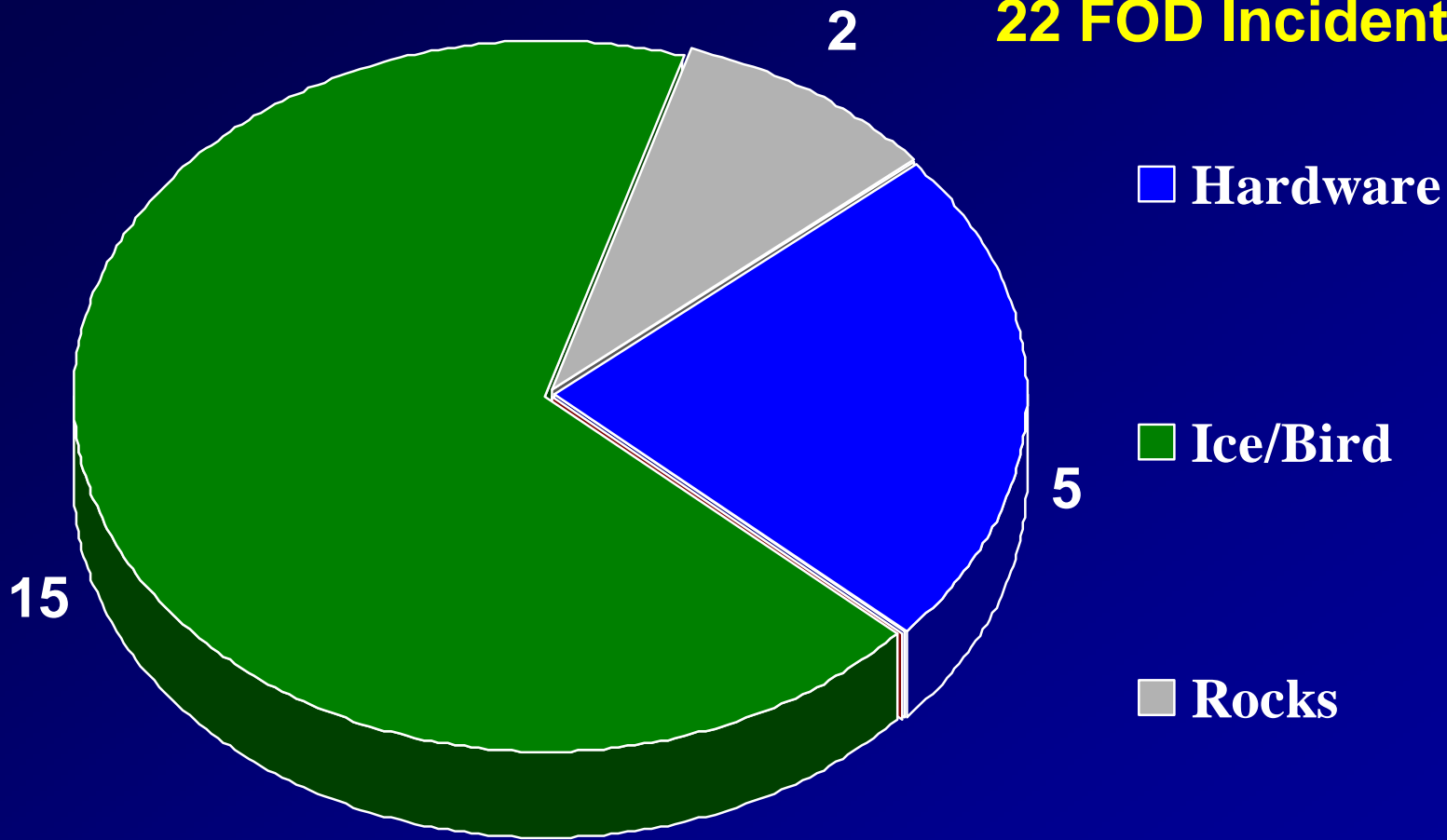


7 Preventable



MAF FOD PEEL-BACK

22 FOD Incidents FY05





HOT MAF FOD ISSUES

- **FOD Prevention belongs to everyone**
- **FOD Incident Reporting: AFI 21-101 requires wing FOD monitor to report all FOD incidents to MAJCOM FOD manager within 24 hours**
- **Engine Blade Blending Training and Certification Program**
- **Proper Documentation of Blade Blending**



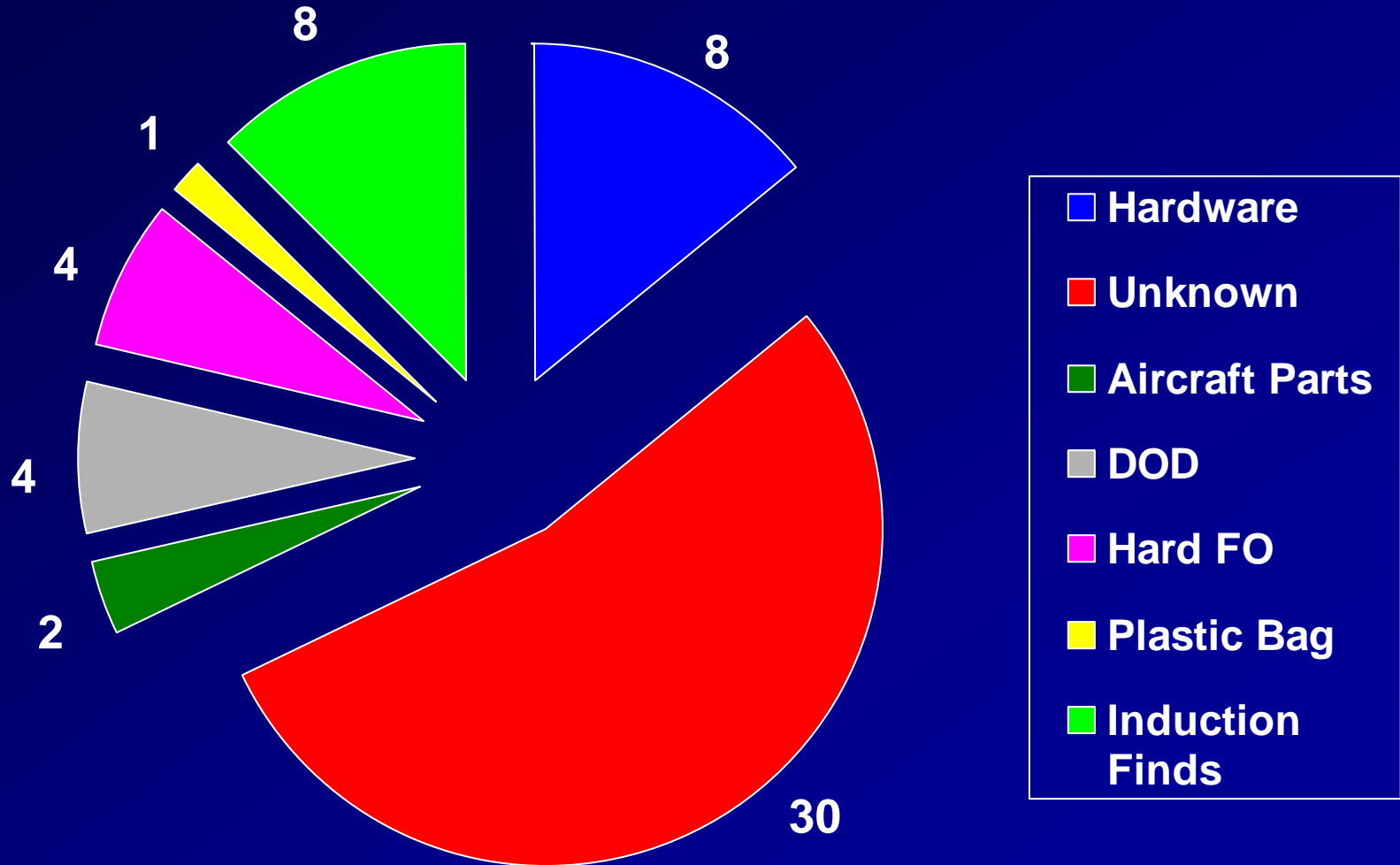
AFMC FY 05 FOD Roll Up

- # Preventable >\$20K 7
- # Preventable <\$20K 25
- Total Prevent cost **\$1,263,831**
- Preventable FOD >\$20K
- Total # Installed 6
- Total # Un-Installed 1
- **Total # Preventable FODs 7**
- # Non- Preventable 9
- Non- Preventable Cost **\$42,673**
- Total # Test Wing FODs 0
- Total # ALC/AMARC FODs 7
- **Total # AFMC FODs 7**
- Total # of FODs 57
- Total FOD cost **\$1,517,634**
- Total # Flying hours **12,261**
- FY05 Chargeable FOD Rate **2.8**



AFMC FOD Peel-Back FY05

57 Incidents



Poor hardware control and internal failures are the drivers



Hot CAF FOD Issues

- **AFMCI 21-122 complete revision in coordination**
 - Released and currently being updated
 - Will only apply to ALCs and AMARC
- **G021 standardized reporting initiative**
 - Nearing completion...needs MAJCOM Functional concurrence
 - Testing to begin after 8-15 Aug '05 FOD conference
- **Long flow days for FOD report closure**
 - Contributes to visibility loss for once the engine is leaves the command and sent to home unit for investigation/repair
- **Rise in FOD incidents in ALCs**
 - Additional measures being undertaken to reduce incidents

Headquarters Air Combat Command

FOD TOWN MEETING



NAFPI 2005

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Up Coming Changes

- **FOD Data Base**
- **DEMIO (OKC)**
- **Updates to Compliance Standards (C&SRL) 90-2409**
- **21-101 Updates Due Now**



FOD Best Practices

- **Established procedures to perform FOD roll over checks on vehicles at the FOD check points.**
- **Created a traveling FOD board, routinely placed around the base to increase awareness.**
- **Ensure FOD posters are regularly shown on the local "Commander's TV channel."**
- **In addition to daily FOD walks and spot inspections, schedule wing FOD walks to increase awareness across base.**
- **Increased the number of sweepers dedicated to the flightline area with low profile pickup heads.**



DROPPED OBJECTS

- **Dropped object prevention is one of COMACC's top priorities**
- **Dropped objects endanger civilian communities and erode our credibility**
- **Reducing dropped objects is a co-equal goal along with Dropped object prevention for ACC**
- **Dropped object prevention is everyone's responsibility**



Keys to Dropped Object Prevention

- **Adherence to tech data/torque procedures**
- **Proper installation of panels, hardware and security devices**
- **Promote awareness from the top down**
- **Conduct thorough investigations and include QA**
- **Look for trends and send out DOP flashes when necessary**
- **Communicate with other DOP monitors with like aircraft, (benchmark)**



Keys to Dropped Object Prevention

- **Take pictures of preventable incidents and post them in high traffic areas, including EOR buildings**
- **Brief dropped objects and causes at roll call the next duty day**
- **Remind personnel of the increased potential when night flying, surging or during local exercises**
- **Ensure deficiency reports are generated when material failure is the cause and follow up**