

**LAMBERT – ST. LOUIS  
INTERNATIONAL AIRPORT**



**FOREIGN OBJECT DAMAGE  
CONTROL PROGRAM**

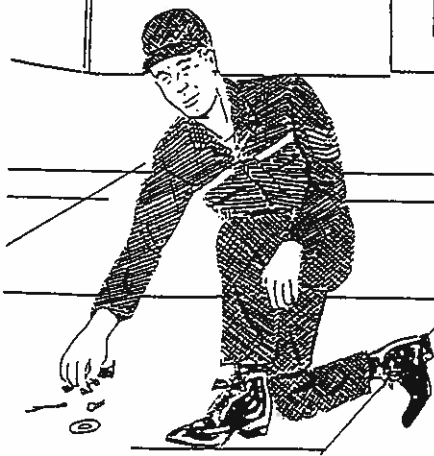
AUGUST 2009

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FOD

PROGRAM



**Lambert-St. Louis International Airport  
Foreign Object Debris Control Program**

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## I. INTRODUCTION

### A. General.

The presence of FOD on airport runways, taxiways, aprons and ramps poses a significant threat to the safety of air travel. FOD has the potential to damage aircraft during critical phases of flight, which can lead to catastrophic loss of life and the airframe, or increased maintenance and operating costs. Costs to the industry are now estimated to be in excess of \$1-2 billion per year for direct costs, and as much as \$12 billion when indirect costs are considered. FOD hazards can be reduced, however, by the establishment of an effective FOD management program.

### B. FOD Fundamentals.

a. FOD Damage. FOD causes damage through direct contact with airplanes, such as by: cutting airplane tires; being ingested into engines; becoming lodged in mechanisms affecting flight operations; or as a result of being thrown by jet blast and damaging airplanes or injuring people.

b. Sources of FOD. The fact that FOD can come from many sources increases the complexity of maintaining safe aircraft movement areas. FOD can be generated from personnel, airport infrastructure (pavements, lights, and signs), the environment (wildlife, snow, ice) and the equipment operating on the airfield (aircraft, airport operations vehicles, maintenance equipment, fueling trucks, or other aircraft servicing equipment, and construction equipment).

c. Types of FOD. The exact nature of FOD is also varied. FOD can be composed of any material of any color and size. Typical foreign objects include the following:

- Aircraft and engine fasteners (nuts, bolts, washers, safety wire, etc.);
- Aircraft parts (fuel caps, landing gear fragments, oil sticks, metal sheets, trapdoors, and tire fragments);
- Mechanics' tools;
- Catering supplies;
- Flight line items (nails, personnel badges, pens, pencils, etc.);
- Apron items (paper and plastic debris from catering and freight pallets, luggage parts, and debris from ramp equipment);
- Runway and taxiway materials (concrete and asphalt chunks, rubber joint materials, and paint chips);
- Construction debris (pieces of wood, stones, fasteners and miscellaneous metal objects);
- Plastic and/or polyethylene materials;
- Natural materials (plant fragments and wildlife); and
- Contaminants from winter conditions (snow, ice).

## **II. RESPONSIBILITIES**

In the interest of safety, economy, conservation of resources, manpower and materials available at Lambert-St. Louis International Airport, each individual working on the AOA (Airport Operations Area) must fulfill his/her responsibility to prevent FOD. Only with the combined effort of all airport personnel will FOD be eliminated. The following information is intended to provide guidance in establishing FOD awareness and prevention. Additional information and guidance may be obtained in FAA published Advisory Circulars in the 150 series. Specific related materials:

- AC 150/5200-18 Airport Safety Self-Inspection
- AC 150/5380 Debris Hazards at Civil Airports
- AC 150/5370 Operational Safety on Airports During Construction
- AC 150/5200-30 Airport Winter Safety and Operations

### **A. Airport Authority**

It shall be the responsibility of the St. Louis Airport Authority to:

- Maintain pavements to minimize potential break outs
- Perform daily inspection of paved areas
- Sweep runways, taxiways and non-leased aprons daily
- Provide snow removal for Movement Areas and airline ramp
- Respond to reports of FOD and take appropriate corrective action as necessary to maintain safe aircraft operations.
- Include FOD awareness with all construction safety plans.

### **B. Airport Tenants**

It shall be the responsibility of all airport tenants with access to the Aircraft Operations Area to:

- Establish a FOD Awareness Program
- Address potential FOD generators tailored to their particular activities such as aircraft maintenance, air cargo operations, passenger transport operations, aircraft fueling, aircraft cleaning, and use of trash dumpsters and/or compactors.
- Provide conspicuously located, well marked FOD containers in hangars and aircraft gate areas.
- Report all FOD or potential FOD to the Airport Authority if the FOD is beyond the scope of the tenant's responsibility.

### **III. PROGRAM INTENT**

The intent of this document is to provide a guideline for the prevention of Foreign Object Damage at Lambert-St. Louis International Airport. Recipients are advised that more detailed activity specific FOD prevention programs may be required, based upon their agency's/organization's policies.