



Salt Lake City  
Department of Airports

# GENERAL AVIATION NEWS

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## FOD 101

Foreign Object Debris (FOD) Damage is one of the most costly problems in aircraft operations. According to The Boeing Company, foreign objects on runways have cost the aerospace industry an estimated US\$4 billion in aircraft repairs, flight delays and airport maintenance annually.

As defined in the Federal Aviation Administration's AC 150/5210-24, Foreign Object Debris (FOD) Management, FOD is any object, live or not, located in an inappropriate location in the airport environment that has the capacity to injure airport or air carrier personnel and damage aircraft.

The presence of FOD is a continuing concern at the nation's airports. FOD creates safety hazards and can ultimately impact safe operations by damaging aircraft. Airports, airlines, and the general aviation community have taken the necessary steps to minimize FOD by engaging in successful FOD management programs, as per AC 150/5210-24.

FOD can be anything from animals (primarily but not limited to birds) to nuts, screws and airplane pieces to ice, mud and miscellaneous tools in the movement area.

SLCDA airport staff work diligently to manage and minimize FOD around the airports but individual pilots, aircrews, aviation maintenance and support/service personnel and even passengers can contribute significantly to the reduction of the FOD hazard.



## FOD is usually caused by one or more of the following:

- **Human**--People primarily cause FOD, through their failure to constantly account for removed hardware, tools, paper and safety wires while performing any task on or near aircraft or engine.
  - **Morale**--If the morale or attentiveness of personnel working near or on aircraft is below par, they may fail to adopt good practices in preventing FOD ingestion. This includes distraction, fatigue from working long hours or personal stress.
  - **Clothing and personal equipment**--Parts of clothing, identification badges and items in the pockets--if not properly secured--can be sources of FOD. This is especially true for personnel working in the vicinity of aircraft engines.
  - **Transient personnel**--Visitors to the flight line are sometimes responsible for FOD because they are not aware of FOD prevention procedures. Contractors working on or near the flight line may be unwitting contributors to FOD because of careless handling of debris, poor clean up practices or plain old ignorance.
  - **Debris**--Inadequate house cleaning and policing operations after heavy rainfall and high winds can leave runways and taxiways littered with stones, clods of earth and other debris. These can be ingested into the aircraft engines. Bolts, screws, bits of scrap metal and other items of litter accumulated on aircraft movement areas are also sources of FOD.
  - **Environmental**--High winds can blow objects, sand, rocks and stones. Icing conditions and hailstones are also causes of FOD. In addition, after a heavy downpour in an airfield, loose gravel, mud and sand carried by the water gullies or vehicles can also be ingested into the engine.
  - **Tools**--During aircraft maintenance, work centers must enforce established procedures in ensuring accountability of all tools at the start and end of each maintenance or rectification task.
  - **Hardware control**--Effective procedures must be established for control of loose hardware such as nuts, bolts, rivet heads etc. When performing specific maintenance, do not take more than the amount of hardware that is required for the job. Upon the completion of the specific task, all maintenance or rectification debris must be removed especially around propellers and engine intakes.
- Maintain a high degree of FOD awareness... if you see something, pick it up and dispose of it properly.

## AOPA AND GENERAL AVIATION ADVOCATE

What is Advocacy? OxfordDictionaries.com defines advocacy as: "public support for or recommendation of a particular cause or policy." While that is accurate, AOPA's form of advocacy is more than that. For those actively advocating for General Aviation specifically, it is a great deal more. An effective AOPA advocacy starts with education and requires patience, much research and solid support from AOPA constituents.

Unfortunately there is always much to be done to educate legislators, Governors and other elected and appointed governmental officials. The general public sometimes harbors animosity toward general aviation (GA) because of limited knowledge about GA's benefits and limitations.

A GA advocate's duties include research, education, lobbying with state legislatures and the US Congress, listening to and effectively addressing AOPA members' concerns, attending state airport and pilot association meetings and conferences, and recommending effective courses of action.

Warren Hendrickson, former St. George, UT airport manager is the Aircraft Owners and Pilots Association (AOPA) Northwest Regional Manager.

He is the AOPA member advocate for the states of Colorado, Idaho, Montana, Oregon, Utah, Washington and Wyoming.

Warren Hendrickson



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All airport related issues should be sent to [ASN@aopa.org](mailto:ASN@aopa.org).

Read Warren's AOPA article *Talking GA in the Beehive State* at

[http://blog.aopa.org/vfr/?p=1958&\\_ga=1.235877313.1396849043.1455836359](http://blog.aopa.org/vfr/?p=1958&_ga=1.235877313.1396849043.1455836359)

## U42 PLANE WASH

We anticipate the coin operated plane wash at South Valley Regional Airport (U42) will be available the first week of April. Temperatures must be above freezing to protect the plane wash facility's water pipes.

**--SAFETY FIRST --**  
**Open flame space heaters**  
**are not authorized**  
**inside of hangars.**

## HELPFUL POINTS OF CONTACT

**For general aviation operations, facilities maintenance, SLCDA GA newsletter, airfield, and SLC Title 16 questions contact:** Steve Jackson, SLCDA General Aviation Manager, (801) 647-5532 or e-mail at [steve.jackson@slcgov.com](mailto:steve.jackson@slcgov.com).

**For hangar lease and repair questions:** Phil Bevan, Property Management Specialist at (801) 575-2957 or [phil.bevan@slcgov.com](mailto:phil.bevan@slcgov.com).

**For aviation security questions:** Kristian Wade at (801) 575-2373.

**For gate access problems:** Airport Control Center at (801) 575-2401.

**For emergencies:** at SLCIA, (801) 575-2911.  
at TVY or U42, 911 then (801) 575-2911.

**For additional GA information, call the GA Hotline:** (801) 575-2443.

## SLCDA GA NEWS ELECTRONIC OPTION

If you would like to receive the Salt Lake City Department of Airports' monthly general aviation newsletter by e-mail, send a request including your current e-mail address to:

[steve.jackson@slcgov.com](mailto:steve.jackson@slcgov.com)

## UPCOMING EVENTS AND NEWS

**Leading Edge Aviation** at South Valley Regional Airport (**KU42**), West Jordan and at Logan-Cache Airport (**KLGU**) hosts multiple events each month, including breakfast fly-ins, dinners and classes. For more information about Leading Edge events, visit [www.leaviation.com](http://www.leaviation.com).

**EAA 23's** monthly chapter meeting will be held on Friday, March 11, 2016 at 7:00 p.m. in the CAP Building (640 N. 2360 W.) at the Salt Lake International Airport (**KSLC**).

Contact Shawn Crosgrove (801-381-4402) for additional information or visit: [www.eaa23.org](http://www.eaa23.org).

The **Skypark Aviation Festival** has been scheduled for June 3 and 4 at Skypark Airport (**KBTF**), 1887 South 1800 West in Woods Cross, UT. Admission is free. For additional information visit [www.skyparkutah.com](http://www.skyparkutah.com).

## MARCH FAA PILOT SEMINARS

Upcoming activity and FAA seminar information is available at: [www.faasafety.gov](http://www.faasafety.gov) under the Activities, Courses & Seminars tab. Rick Stednitz, FAA Safety Program Manager retired last December and his replacement has not yet been designated.

# Safe late winter flying!

