

FOD DETECTION SYSTEM Data Collection Procedures

The purpose of this document is for the airport and FAA to agree on the basic data collection efforts that will be made by the airport. The airport will collect certain types of FOD data and submit it to the FAA. Copies of all reports will be sent to the designated point of contact at the FAA Technical Center.

- 1. Phase 1 – FOD Reporting:** Within one month after execution of the subject MOA, the airport and the FAA will work on drafting a data collection procedures document that will be used to compare the amount and type of FOD collected on a runway equipped with a FOD detection system (test runway), to the amount found on a second runway without a FOD detection system (baseline runway). The second should be a runway with similar dimensions and operations.

The airport (to the extent possible) will begin reporting on the FOD that is detected and collected.

- a. The airport will report the following elements:
 - i. Date/Time Detected and Date/Time Retrieved
 - ii. Runway Designation (baseline runway, test runway)
 - iii. Specific location found (latitude/longitude if available)
 - iv. Method of detection (FOD detection system, visual identification, notification from aircraft or vehicle)
 - v. Description of FOD (description, origin, material, size, color, shine, identifying features)
 - vi. Time
 - vii. Status of FOD (saved, cataloged, discarded)
 - viii. Local control number (optional)
 - ix. Photograph of FOD
 - x. Associated FOD damage, if applicable (for example injury, damage to aircraft/vehicle)
 - xi. Individual FOD items smaller than ½ inch by ½ inch do not need to be reported (such as small stones or sand), unless they are found in large clusters (several stones in area).

- 2. Phase 2 – Maintenance and Operations Report:** The airport will submit a report on the operation and maintenance of the FOD Detection system. The report must include:
 - a. Examples of any service issues, outages, parts or equipment failures
 - b. False Alarms – the airport will list the time, content of false alarm report, and result of report.
 - c. Costs incurred to install, maintain and operate the system. To the degree that the costs are tracked.

- 3. Phase 3 – End of Project Report-Out:** At the end of the 12-month reporting period, the airport will meet with FAA to brief out the results of the initial program.