

AIRCRAFT TIRE SERVICE BULLETIN

FOREIGN OBJECT DEBRIS (FOD)

Foreign Object Debris (FOD) is the leading cause of aircraft tire related incidents in day to day operations. The consequences include potential aircraft damage and unscheduled tire maintenance, along with the associated safety implications, delays, and costs.

Minimizing the impact of FOD is everyone’s responsibility and several steps may be taken to prevent and reduce its occurrence. These include:

- Appealing to airport authorities for preventative programs
- Educating all involved airport personnel to heighten awareness
- Encouraging and enforcing regular Aircraft Operating Area inspections to remove debris

The benefits of these simple steps to prevent and remove FOD include safer aircraft operations and reduced costs.

If FOD damage to a tire is discovered, applicable removal criteria should be applied to determine if the tire can remain in service. These criteria can be found in documents such as the Aircraft Maintenance Manual (AMM) and tire manufacturers’ care and service manuals.



FIGURE 1: Typical Operating Area FOD



FIGURE 2: FOD Tire Damage Example

⚠️ WARNING

In order to avoid the possibility of personal injury or death, a tire/wheel assembly that has been damaged in service should be deflated by a remote means. If this is not possible, the tire/wheel assembly should be allowed to cool for a minimum of three (3) hours before the tire is deflated.

⚠️ WARNING

Do not probe cracks, cuts or embedded foreign objects while tire is inflated. Such action could further damage a tire causing it to rupture resulting in equipment damage, personal injury or death.

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