



Airside Operational Instruction

Reference	Date	Owner
AOI 07/2021	6 January 2021	Airport Operations Manager

Subject: Foreign Object Debris

It is the responsibility of all employers to ensure that relevant AOIs are brought to the attention **ALL of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.**

1. INTRODUCTION

- 1.1 Foreign Object Debris (FOD) is a general term that applies to all loose objects that have a danger to the safety and integrity of an aircraft and which, therefore must not be left in areas so as to constitute a hazard.
- 1.2 Items of FOD most frequently found on the airside areas are plastic bags, empty oil cans, security tags, drinks cans or bottles, nuts and bolts, tools, baggage tags, abandoned equipment and other miscellaneous items. A CAA study has shown that it is not only items arising from aircraft turn-rounds that generate FOD. Tools and other items associated with engineering and servicing of aircraft have been left in wheel bays and other ledges where they can subsequently fall out and create a hazard.
- 1.3 The presence of FOD is due mainly to inadvertent behaviour or poor working practices. It may also be the result of lack of understanding of the possible consequences.
- 1.4 The purpose of this instruction is to ensure that all personnel that operate airside understand the dangers of flight safety that FOD presents, and the measures that must be taken to reduce the hazard.
- 1.5 In the interest of safety it is essential that the contents of the Instruction are given the widest circulation amongst airport users.

2. THE SAFETY HAZARD

- 2.1 A fundamental element of the safety effort is to maintain the airside areas in a clean condition that is free from debris

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Items of debris have an economic impact (US\$ 13 billion per year) on operators and can cause damage to various parts of the aircraft, including tyres, engines, and the airframe. Such damage can have severe consequences for flight safety. FOD ingestion into an aircraft engine can cause damage leading to engine failure, which can be particularly critical during the take-off phase. In extreme cases FOD, can lead to loss of aircraft and life. At a lesser severe level FOD damage can cause flight delays, cancellations and increased maintenance. This is estimated to be as much as ten times the direct cost.

It is also estimated that FOD costs major airlines \$26 per flight in aircraft repairs, plus \$312 in such additional indirect costs as flight delays, plane changes and fuel inefficiencies.

3. RESPONSIBILITY

- 3.1 It is the responsibility of **all airside users** to take adequate measures to ensure the safety of aircraft, vehicles and persons using airside areas.
- 3.2 It is the direct responsibility of all airlines, handling agents, fuelling companies, cleaning companies, catering companies, engineering operatives / contractors and all other users of the aerodrome to ensure that a FOD-free environment is maintained. All companies must have staff training and procedures that reflect these responsibilities.
- 3.3 Companies are especially instructed to inspect their areas on receipt or forecast of any strong winds. Where necessary they are to secure aircraft and any equipment that may result in a hazard.
- 3.4 Every individual working airside has a responsibility to ensure that the risk of damage to aircraft from FOD is minimised. Owen Roberts International Airport (GCM) provide FOD bins at the head of stand. Any item of FOD found by staff in the course of their work should be removed and placed in the FOD bins.
- 3.5 **Any item of FOD seen in the area that that person is not permitted to access, or is too big to handle, must be reported to ATC or the AOCC Immediately.**
- 3.6 No FOD is to be deposited or left on any part of the airside areas.

4. APRON AREAS

- 4.1 It is essential that each airline handling agent has operating procedures in place which ensure that FOD checks of the aircraft stand are made prior to the arrival of the aircraft and immediately after the aircraft has pushed back. This applies to every aircraft movement.
- 4.2 The apron area must be left clean and tidy for the arrival for the next aircraft.

5. VEHICLES ON THE MOVEMENT AREA (Aprons, Taxiways, Runways)

- 5.1 Before proceeding from one part of the airport to another via a route that crosses the movement area, all vehicles must be inspected to ensure that anything carried in or on the vehicle is secured. All doors and tail or side boards must be securely closed and no part of the vehicle or trailer is loose or likely to become detached.
- 5.2 Unless in an emergency, vehicles are advised not to drive from the grass areas onto the movement area as this will spread stones and mud and therefore cause a FOD hazard.

6. ENQUIRIES

- 6.1 Any questions concerning this instruction should be addressed to the Airport Operations Manager +1 345 925 2033

***Current Valid Airside Operations Instructions
01-21, 02-21, 03-21, 06-21, 07-21***