

FOD Prevention

1. Scope

Cambridge Airport is responsible for taking adequate measures to ensure the safety of aircraft, vehicles and persons using the aprons. A fundamental element of the safety effort is to maintain the aprons in a clean condition and free from obstructions.

Foreign objects are regularly deposited on the Movement Area and it is essential that all airport personnel understand the danger to flight safety that such objects represent. Foreign objects may be ingested into aircraft engines causing damage leading to engine failure, which is especially critical if it occurs in flight, particularly if it occurs during the take-off phase. At best, such damage leads directly to premature engine removal and replacement. In addition, damage caused by foreign objects can occur to tyres and undercarriages, control systems and other parts of the airframe. All such damage could lead to in-flight failures and inevitably requires expensive repairs to be made. All foreign objects are a threat to aircraft safety.

Every individual has a responsibility to ensure that the risk of damage to aircraft from FOD is minimised. Any item of FOD found by a staff member in the course of their work should be removed and placed in the bin provided. An item of FOD seen in an area that a staff member is not authorised to enter should be brought to the attention of a supervisor or ATC. All operators should introduce staff procedures that reflect these responsibilities.

Foreign Object Debris (FOD) is a general term which applies to all loose objects which are a danger to the safety and integrity of an aircraft and which, therefore, must not be left in any area so as to constitute a hazard. The list of FOD items most frequently found on the apron is long and principally includes plastic and paper bags/sheets, rags, empty oil and hydraulic fluid cans, empty soft drink cans, nuts and bolts, tools and equipment, luggage wheels and tags, metal cutlery, burst ballast bags, broken wooden items and miscellaneous rubbish.

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3. Process

Responsibilities

No FOD is to be deposited or left on any part of the Movement Area. It is the direct responsibility of airlines, handling agents, fuelling companies, cleaning companies, catering companies, engineering operatives/contractors and all other users of the aerodrome to ensure that it is maintained in as safe and clean a condition as possible and that all FOD is removed as soon as it is found. Great care must be exercised by all those working on the apron, particularly those working on aircraft, to ensure that no FOD is left behind from their operation.

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Aprons Areas

After completing the ground handling, refuelling and servicing of an aircraft the stand areas must be left clean and tidy. FOD must be removed or placed in the containers provided. All apron equipment which could be blown away must be secured to some fixed object, or stored in a safe place not exposed to wind or aircraft engine blast effect.

Vehicles Airside

Before proceeding from a soft area to a hard area, (grass to tarmac) of the airport all vehicles must be carefully inspected to ensure that anything that is carried in or on the vehicle is secured, that all doors and tail or side boards are closed and securely locked shut and that no parts of the vehicle or trailer are loose and likely to become detached.

Spillages

Cambridge maintains cleaning equipment and crews at readiness for the immediate clean up of spillages. All spillages of materials must be reported immediately to Air Traffic Control or your Supervisor, for their action. This is especially important when the spillage is fuel or any other inflammable material.

Removal of Apron Hazards

The parking or abandonment of unserviceable ground equipment or vehicles, contractor's materials and miscellaneous objects on the aprons constitutes a safety hazard and contributes to apron congestion.

If unserviceable equipment, vehicles, contractors' materials or other miscellaneous objects (hereinafter referred to as 'the Object') are found to be creating an obstruction or a hazard the department responsible will be required to immediately remove the object.

If an offending Object is not removed it will be removed to by either ATC or Airside Operations and retained for a period of one week. If the owner of the Object does not come forward or cannot be traced it will be disposed of, without prejudice, after the expiry of the holding period.

If an offending Object is considered to be an immediate hazard it will be removed immediately and without prior notice.

Cambridge accepts no responsibility for any damage to the Object before, during or after removal.

4. Records

FOD Reports

5. Associated Documents

FOD Prevention

CAP168
CAP642
Aerodrome Manual