

Date 30th June 2009	 SCAA <small>Seychelles Civil Aviation Authority</small> SEYCHELLES INTERNATIONAL AIRPORT AIRSIDE NOTICE	SIA AN 04 / 2009 Permanent / Informative
INTENDED RECIPIENTS:	All Airside Users	
SUBJECT:	Foreign Object Debris (FOD) Assessment Inspections	

1. INTRODUCTION

As the month of July, the SCAA will gradually be introducing audits and inspections of various airside ground operations and facilities. We have decided for the time being to place emphasis on FOD prevention hence will be starting with this threat.

2. BACKGROUND

Foreign Object Debris (FOD) on an aerodrome presents a hazard to aircraft in a number of ways. It is the responsibility of all airside users to do their utmost to reduce these hazards. The FOD hazards are generally managed through three main layers;

- (i) Of paramount importance is the education of airside staff about hazards posed by the debris and means of eliminating them;
- (ii) Putting in place procedures, systems and infrastructure to reduce the level of contamination;
- (iii) Systems, procedures and practices to regularly inspect, clean and remove FODs which despite of the first two layers above are invariably found on movement areas. Removing FODs is the responsibility of everyone.

The three layers should bring down the threat to a level whereby the risk is reduced to negligible.

3. PURPOSE

As the airport operator we have a responsibility to ourselves and our clients to ensure that the FOD hazard is indeed reduced to a minimum. One of the ways to achieve this will be through these assessments.

The assessment will seek to quantify and qualify the general level of FODs. It will also give us very good data on more vulnerable areas and sources of FODs. The items picked will be analyzed and we will seek to identify the sources. These information will assist us in developing further prevention measures.

4. PROCESS

4.1 The assessments will be very simple and fast. They will be carried out by a team of at least two SCAA Airside Operations staff, led by a suitable qualified officer. Other relevant agencies will be invited to participate depending on areas being audited. In particular, Air Seychelles as the Handling Agent will be invited to participate during all Ramp FOD inspections. Any other interested parties (e.g. airline representative) may participate if they so wish.

4.2 Assessments will be conducted as far as practicable once a week. Whilst most will be during weekdays, a few will be during week-ends and at night. They will usually be scheduled but some will be unannounced.

4.3 Specific areas will be concentrated upon during given assessments. The main ramp is divided into seven general areas. Up to three areas will be covered per assessment.

4.4 Results will be analyzed and be communicated to concerned parties. Particularly, they will be discussed at Ramp and Airside Operations Committee meetings.

4.5 These assessments are intended to assess the effectiveness of our FOD prevention measures. They are not intended to replace any on-going measures. Particularly, SCAA's present daily inspections and cleaning programmes will remain unchanged. Checks by Air Seychelles engineering prior to arrival and after departure of aircraft should also remain. Other incentives such as FOD walks that are presently being carried out occasionally by Air Seychelles should continue to be encouraged.

5. CONCLUSION

The SCAA hopes that these assessments will help to enhance and improve our prevention measures. We are confident that we will obtain the support and commitment of all airside users.

Colin Chang-Tave
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