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SECTION 3: ENVIRONMENTAL CONCERNS

1. INTRODUCTION

This section describes the various environmental concerns with operation of Company aircraft.

2. AIRCRAFT REFUELING

Ref: ISBAO 10.1.1.b

Aircraft refueling will be accomplished using the Dreamline Aviation General Operations Manual Section 5 and the approved Aircraft Flight Manual. Improper fuel venting is the leading cause of fuel spills during refueling. Aircraft fuel vents should be clear prior to aircraft refueling. Fuel spills can also occur due to fuel expansion. An example of this is if you were to fully refuel the aircraft at night in anticipation of an afternoon departure the next day. As the fuel heats up due to the rising of the sun, fuel will be spilled overboard since the tanks cannot hold any more fuel. If you have to refuel the night before, consider reducing your fuel order to something slightly less than a top off.

3. GROUND DE-ICE AND ANTI-ICE

Ref: ISBAO 10.1.1.b

Aircraft ground de-ice and anti-ice procedures are detailed in the Dreamline Aviation General Operations Manual section 12. De-ice and anti-ice chemicals are highly effective yet highly toxic to our environment. Limiting the need for these fluids is the best way to protect our environment. If the conditions permit, consider use of a hangar for an aircraft that might be subject to freezing precipitation. Hangars can significantly reduce the amount of fluid needed for an aircraft and could eliminate the need entirely.

4. SPILL CONTAMINATION

Ref: ISBAO 10.1.1.c

Hazardous chemicals prone to spill around aircraft include, but are not limited to, fuel, oil, hydraulic fluid, and alcohol. In case of a spill, special care needs to be taken to first protect persons and property and second to minimize the effect on the environment. Spill kits are generally available at FBO's and consist of an absorbent material used to contain the spill. This is then cleaned up and hauled away by a hazardous materials company. All hazardous materials spills should be reported on a Hazard/Risk report.

5. DISPOSAL OF SPECIAL MATERIALS

Ref: ISBAO 10.1.1.c & 10.1.1.d

- A. **Materials Collected During Maintenance**
Hazardous fluids drained from aircraft should be collected in a container approved for the storage of said fluid. Hazardous waste materials are disposed of via an approved contractor of the EPA. Waste disposals will be tracked on the Uniform Hazardous Waste Manifest Form 8700-22.
- B. **Human Waste**
Waste removed from aircraft lavatories will be collected and disposed of using serviceable lavatory waste removal equipment supplied by the airport FBO operated by trained and qualified personnel.

6. HANGARS, WORKSHOPS, & STORES

Ref: ISBAO 10.1.1.e.i & 10.1.1.e.ii

Aircraft maintenance hangars and workshops can present significant environmental hazards if the proper care is not taken. All machinery operated by Company personnel will be operated in accordance with the manufacturers recommended operating practices. Machinery operated by the Company will be maintained in accordance with manufacturer specifications in an effort to prevent leaking of hazardous fluids onto the hangar and ramp area. Flammable materials will be stored in appropriately outfitted cabinets and will be fire proof or resistant, if necessary.

As of the date of this manual the Company does not have any fuel storage capability nor does it operate any fuel dispensing equipment.