

2. ENVIRONMENTAL HEALTH AND SAFETY GUIDELINES

The Aircraft Hangars offer services for base maintenance repair and overhauling of the aircraft. The hangars mainly divided into two components such as:

- a. Offices and storage Area
- b. Hangar maintenance and Workshops Area

2.1 ENVIRONMENT

The working environment in the maintenance hangars should be such that the effectiveness of the personnel should not be impaired. To achieve this working environment, following measures must be ensured:

1. Air quality inside the hangar must be maintained such that personnel can carry out required tasks without any undue discomfort.
2. Dust and any other airborne contamination should be kept to minimum and not to be permitted to reach to a level in the work task area where visible aircraft/component surface contamination is evident.
3. Lighting should be such that maintenance and inspection work can be carried out in effective manner.
4. Noise shall not distract the personnel from carrying out the inspection tasks. Where it is not possible to control the noise source, such employees should be provided with the necessary personnel equipment to stop the excessive noise.
5. Where a particular maintenance task requires the application of specific environmental condition different from the foregoing, then such conditions should be observed.
6. Where the working environment deteriorates to an unacceptable level in respect of temperature, moisture, wind, light, dust/ other airborne contamination, the particular maintenance or inspection task must be suspended until satisfactory conditions are reestablished.
7. Secured storage facilities should be provided for components, equipment, tools and materials. Storage conditions should ensure the segregation of serviceable

components and materials from unserviceable materials, equipment and tools. The conditions of storage should be in accordance with the manufacturer instructions to prevent deterioration and damage of store items. Access to storage facilities should be restricted to authorized personnel.

The planning regulations of the MROs and FBOs shall comply as minimum requirements with GCAA CARs Part V – Chapter 3 – “CAR 145 Approved Maintenance Organizations”. However, where this national regulation might not be as extensive as worldwide applied ones, International Standards and recommended practices should be implemented such as “EASA 145 Regulation”.

Referring to GCAA CARs Part V – Chapter 3 –CAR 145.25 Facility Requirements, the organization shall ensure that:

1. Facilities are provided appropriate for all planned work, ensuring in particular, protection from the weather elements. Specialized workshops and bays are segregated as appropriate; to ensure that environmental and work area contamination is unlikely to occur.
 - a. For base maintenance of aircraft, aircraft hangars are both available and large enough to accommodate on planned base maintenance;
 - b. For component maintenance, component workshops are large enough to accommodate the components on planned maintenance.
2. Office accommodation is provided for the management of the planned work referred to in paragraph (1), and certifying staff so that they can carry out their designated tasks in a manner that contributes to good aircraft maintenance standards

2.2 NOISE AND VIBRATION

One of the significant sources of noise and vibration are from repair and maintenance hangars followed by variety of ground operations equipment including aircraft taxiing, operation of supporting vehicles, and aircraft engine testing activities along with other maintenance activities. The other indirect source of noise generated from testing and repairing of mechanical parts of aircrafts in the hangar. To protect the employees exposed to noise should include the use of personnel hearing protection and implementation of work rotation programs to reduce cumulative exposure.

Following protective measures to be adopted for the safety of the employees,