



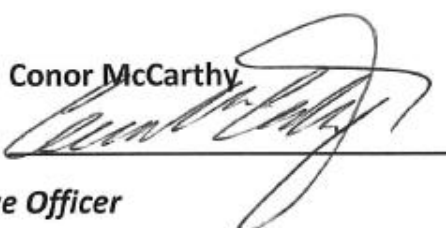
Dublin Aerospace Limited

OSHE EMERGENCY

REACTION PLAN

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Chief Executive Officer

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This is an important document.

Upon receipt you should familiarise yourself with its contents.

Keep it in a secure place and have it readily available to you at all times.

This Occupational Safety, Health and Environment (OSHE) Emergency Reaction Plan, (OSHE ERP) outlines the actions to be taken in the event of an Incident/Accident that endangers human health or the environment (or both).

The document contains general guidelines and basic information to assist in dealing with any OSHE impact which may arise as a result of emergencies or abnormal operating conditions with potential to harm:

- People
- The Environment or
- Property

The Senior OSHE Officer is the OSHE Emergency Co-ordinator in this document.

The Quality Manager is the Deputy OSHE Emergency Co-ordinator in this document.

Please note that there is asbestos and asbestos containing materials on site as part of roofing and insulation. A safety assessment must be made before disturbing any roofing or lagging materials.

Definitions:

Major Chemical Spill -

A spill is considered significant or major if it cannot be contained or cleaned up by the individual(s) present or if any spill enters the drains.

Minor Chemical Spill -

A spill is considered minor if it can be immediately and safely contained and cleaned up by the individual(s) present and it does not enter the drains.

Warning!

Never attempt to deal with a chemical spill without the suitable personal protective equipment (PPE). Call for assistance.

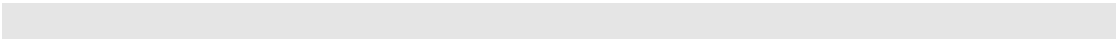
ALL STAFF CALLED IN AS PART OF THE OSHE EMERGENCY REACTION PLAN MUST REPORT TO THE OSHE EMERGENCY REACTION PLAN CO-ORDINATOR WITHOUT DELAY. THEY WILL REMAIN ON DUTY AND ON THE PREMISES UNLESS AUTHORISED OTHERWISE BY THE OSHE EMERGENCY REACTION CO-ORDINATOR.

SECTION 2 – LIST OF IN-HOUSE EMERGENCY PERSONNEL

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| Designated Person's Name | Designated Function |
|---------------------------------|------------------------------|
| Terry Sheehan | Emergency Coordinator |
| Stephen Caffrey | Deputy Emergency Coordinator |
| Ross Kelly | First Aider |
| Terence Cummins | First Aider |
| James Boyle | First Aider |
| Anthony Crowley | First Aider |
| Colin Stuart | First Aider |
| Michael (Sean) Mcconville | First Aider |
| Terrence O'Brien | First Aider |
| Malachy Mullally | First Aider |
| Brian Quinn | First Aider |
| David Conlon | First Aider |
| Fechin Tuite | First Aider |
| Darren Molloy | First Aider |
| Arturs Vekmanis | First Aider |
| Gerry White | First Aider |
| Paul McGowan | First Aider |
| Dermot White | First Aider |
| Dermot O'Hara | First Aider |
| Brendan McCormack | First Aider |
| Padraic Gilligan | First Aider |
| Gerry Barrett | First Aider |
| Alan McInerney | First Aider |
| Derek Parsons | First Aider |
| Derek Swan | First Aider |
| Stephen Caffrey | Fire Marshal |
| Aidan King | Fire Marshal |
| Ashley Moore | Fire Marshal |
| Laurence Meany | Fire Marshal |
| Paul Brennan | Fire Marshal |
| Brian Connolly | Fire Marshal |
| Derek Parsons | Fire Marshal |
| Mark Porter | Fire Marshal |
| Feichin Tuite | Fire Marshal |
| William Flaherty | Press Liaison |



Section 3 – Work Areas

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Hangar 1: Plating Workshop

Summary

The plating workshop contains a variety of dangerous chemicals including acids, caustics, toxic metals (poisons) in solutions, degreasing chemicals and Waxes.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them) and switch off pumps and the incoming water to this workshop.

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Plating tanks produce flammable HYDROGEN GAS when operating.
- If power fails, the extract fans that remove the harmful gases will stop. This means that the atmosphere in the immediate vicinity of the tanks may become poisonous.
- Heating of the tanks, e.g. during a fire will produce a poisonous atmosphere within the workshop.
- Tanks of acids (including HYDROFLUORIC ACID), caustics, poisons and oxidizers are present in this workshop.
- Tank collapse.
- Degreaser unit overheating and catching fire.
- Wax overheating and catching fire.
- Asbestos (i.e. lagging, roof material, etc).

Where to Evacuate to:

Your evacuation point for this building is the area adjacent to the Inflammable Goods Store Building.

| Notes | |
|--------------|--|
| Note No.01 | There are floor drains within the Hangar which may need to be blocked in case of a chemical spill. |
| Note No.02 | The pump that discharges to sewer which takes the effluent from the rinse tanks must be switched off in this Shop. This is located on ground floor at the pH Neutralization Tank (large black circular open top tank). |
| Note No.03 | There is a sump pump in the wash-bay which may need to be switched off. The power switch to this unit (which operates on a float switch), is located on the upright girder at the edge of the wash-bay. |
| Note No.04 | A Hydrofluoric Acid neutralization kit is located adjacent to the tank which contains the hydrofluoric acid. |
| Note No.05 | A cyanided antidote kit is located in the main office at the back of the plating workshop. |

Hangar 1: Landing Gear Workshop

Summary

There are two Spray Painting Booths located to the south of this workshop. These spray booths are heated by natural gas. This is separate to the Hangar heating system and is operator operated. The main workshop is divided into three workshops and a main storage area.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Floor sump of machine coolant in main workshop.
- Drums of solvents and paints (new and waste), aerosols and detergents.
- Solvent explosive atmosphere at painting booths.
- Waste disposal islands containing paint/solvent and oil contaminated cloths, oil dry, etc.
- Chemical storage room adjacent to the workshop (in the old APU Area).
- Gas (acetylene, oxygen, nitrogen, argon) cylinders.
- Liquid nitrogen units.
- Asbestos (i.e. lagging, roof material, etc).

Where to Evacuate to:

Your evacuation point for this building is the area adjacent to the Inflammable Goods Store Building.

| Notes | |
|--------------|-------|
| Note No.01 | None. |

Hangar 1: Gas Plant Room – Ground Floor

Summary

This plant room is the main gas heating control system for Hangar 1. Once the fire alarm is activated, the gas slam shut valves activate and shut off the supply of gas.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Natural Gas.
- Confined space.

Where to Evacuate to:

Your evacuation point for this building is the area adjacent to the Inflammable Goods Store Building.

| Notes | |
|--------------|--|
| Note No.01 | This is a confined space with one exit. |
| Note No.02 | Even though the gas slam shut valves shut off the supply of gas there will still be residual gas in the pipelines. This may present an explosion risk. |

Hangar 1: Gas Plant Room – Roof Plantroom (Penthouse)

Summary

This plant room is a sub gas heating control system for Hangar 1.

Once the fire alarm is activated, the gas slam shut valves activate and shut off the supply of gas.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Natural Gas.
- Confined space.

Where to Evacuate to:

Your evacuation point for this building is the area adjacent to the Inflammable Goods Store Building.

| Notes | |
|--------------|--|
| Note No.01 | This is a confined space with one exit. |
| Note No.02 | Even though the gas slam shut valves shut off the supply of gas there will still be residual gas in the pipelines. This may present an explosion risk. |

Hangar 2: Oxygen Charging Shop

Summary

This workshop is used to recharge aircraft oxygen cylinders.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them) and switch off pumps.

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Oxygen gasses.
- Pressurized cylinders/ containers.

Where to Evacuate to:

Your evacuation point for this building is the area adjacent to the Inflammable Goods Store Building.

| Notes | |
|--------------|--|
| Note No.01 | This workshop leads directly to a roadway. |

Hangar 2: Nitrogen Charging Shop

Summary

This workshop is used to recharge nitrogen cylinders.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them) and switch off pumps.

Hazards:- What to look out for:

- Nitrogen gas. Nitrogen is an inert gas but can cause asphyxiation in large concentrations.
- Pressurized cylinders/ containers.

Where to Evacuate to:

Your evacuation point for this building is the area adjacent to the Inflammable Goods Store Building.

| Notes | |
|--------------|--|
| Note No.01 | This workshop leads directly to a roadway. |

Hangar 2: Nitrogen Generating Island

Summary

This workshop is used to extract nitrogen from the air so that it can be purified and used as part of the nitrogen charging process.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them) and switch off pumps.

Hazards:- What to look out for:

- Nitrogen gasses. Nitrogen is an inert gas but can cause asphyxiation in large concentrations.
- Pressurized cylinders/ containers.

Where to Evacuate to:

Your evacuation point for this building is the area adjacent to the Inflammable Goods Store Building.

| Notes | |
|--------------|--|
| Note No.01 | This workshop leads directly to a roadway. |

Hangar 2: Battery Charging Shop

Summary

This workshop is used to recharge or top-up the batteries for the aircraft.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Caustic batteries.
- Battery storage.
- Battery charging workshop is close to the Oxygen Workshop.

Where to Evacuate to:

Your evacuation point for this building is the area adjacent to the Inflammable Goods Store Building.

| Notes | |
|--------------|--|
| Note No.01 | This workshop leads directly to a roadway. |

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Hangar 4: Hangar Floor

Summary

The Hangar floor often contains one aircraft. This aircraft may have fuel within its fuel tanks (normally in the wings). Solvents are often used within the aircraft to clean the interior. Venting of the aircraft fuel tanks may take place within the Hangar. Hangar is gas heated.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them) and switch off pumps.

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Drums of solvents, paints, aerosols, oxidizers, greases and oils.
- Waste disposal islands containing paint/solvent and oil contaminated cloths, oil dry, etc.
- Gas (acetylene, oxygen, nitrogen, argon) cylinders.
- Mobile fuel bowsers stored within Hangar.
- Skydrol (corrosive hydraulic oil) often collected in open top drip trays.

Where to Evacuate to:

Your evacuation point for this building is the 'PICNIC AREA' opposite APU Test Cell.

| Notes | |
|--------------|--|
| Note No.01 | There are surface water drains at the outside of this Hangar which may need to be blocked in case of a spill. |
| Note No.02 | The hangar floor CURRENTLY (Jan 2013) does not flow to any other drain. The floor drain is blocked and may need to be manually pumped out. |

Hangar 4: Gas Plant Room

Summary

This plant room is the main gas heating control system for Hangar 4.

Once the fire alarm is activated, the gas slam shut valves activate and shut off the supply of gas.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Natural Gas.
- Confined space.

Where to Evacuate to:

Your evacuation point for this building is the 'PICNIC AREA' opposite APU Test Cell.

| Notes | |
|--------------|--|
| Note No.01 | This is a confined space with one exit. |
| Note No.02 | Even though the gas slam shut valves shut off the supply of gas there will still be residual gas in the pipelines. This may present an explosion risk. |

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Hangar 5: Hangar Floor

Summary

The Hangar floor often contains one or more aircraft. These aircraft may have fuel within their fuel tanks (normally in the wings). Solvents are often used within the aircraft to clean the interior. Venting of the aircraft fuel tanks may take place within the Hangar. Hangar is gas heated.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them) and switch off pumps.

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Drums of solvents, paints, aerosols, oxidizers, greases and oils.
- Waste disposal islands containing paint/solvent and oil contaminated cloths, oil dry, etc.
- Gas (acetylene, oxygen, nitrogen, argon) cylinders.
- Mobile fuel bowsers stored within Hangar.
- Skydrol (corrosive hydraulic oil) often collected in open top drip trays.

Where to Evacuate to:

Your evacuation point for this building is the 'PICNIC AREA' opposite APU Test Cell.

| Notes | |
|--------------|---|
| Note No.01 | There are surface water drains at the outside of this Hangar which may need to be blocked in case of a spill. |
| Note No.02 | There is a sump under the floor of this Hangar which has a pump in it which must be isolated to prevent spilled chemicals or contaminated firewater from being pumped to sewer. Isolator at switchboard D.B.5.5 at the pedestrian entrance to the Sheet Metal Shop. |

Hangar 5: Tool Stores

Summary

This is the main tool stores for this area. It has small volumes of chemicals stored in it. There is a ground floor and a first floor.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Small volumes of oils, greases, aerosols, paint, solvents.
- Grease units.
- Large volumes of burnable material (e.g. paper, shelving, desks).

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell.

| Notes | |
|--------------|-------|
| Note No.01 | None. |

Hangar 5: Machine Workshop

Summary

There are a large number of lathes, milling machines, drilling units, etc in this workshop. There is a Fuel Test Workshop located to the back (south) (across a corridor) of this workshop.

Escape routes from this workshop open into Hangar 5.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Small volumes of oils, greases, aerosols, paint, solvents.
- Grease units.
- Machine coolants.
- Liquid nitrogen units.

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell. There are two exits from this workshop, one to Hangar 5 and the other to the South road via the Fuel Test Workshop.

| Notes | |
|--------------|--|
| Note No.01 | Escape routes from this workshop open into Hangar 5. |

Hangar 5: Fuel Test Workshop

Summary

Aircraft fuel is tested in this workshop. Some machines will contain aircraft fuel within them others may store it externally.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Small volumes of chemicals (aircraft fuel).
- Solvents.

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell.
There is one exit from this workshop, to the South road.

| Notes | |
|--------------|---|
| Note No.01 | There is normally a strong smell of aircraft fuel in this area. |

Hangar 5: Sheet Metal Workshop

Summary

There are several welding units within this workshop which use acetylene and oxygen via cylinders. The isolator switch for the Hangar 5 under floor sump pump is located at switchboard DB 5.5 at the pedestrian entrance to the Sheet Metal Shop.

Escape routes from this workshop open into Hangar 5 and the Hangar 5 Technical Stores.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Drums of oils, greases, aerosols, solvents and paints.
- Grease units.
- Machine coolants.
- Liquid nitrogen units.
- Gas (acetylene, oxygen, nitrogen, argon) cylinders.

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell.

| Notes | |
|--------------|-------|
| Note No.01 | None. |

Hangar 5: Technical (Tech) Stores

Summary

This is the main technical stores for the facility. Halon fire extinguishers (aircraft use only) are often stored in this store. There are a number of small rooms associated with this store. There is an explosives' safe (used to store detonators and flares) in the small rooms to the back (west) of the store (beside the lift). There is a chemical storage area within this stores. It contains various flammable and corrosive chemicals, including aerosols. Containers are normally no larger than 60litre units.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Small volumes of oils, greases, aerosols, solvents and paints.
- Gas (acetylene, oxygen, nitrogen, argon) cylinders.
- Halon cylinders.
- Detonators/ flares.

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell.

| Notes | |
|--------------|--|
| Note No.01 | Chemicals are normally delivered to the main entrance of this store and from there brought to the main chemical storage units. |
| Note No.02 | There are often gas cylinders (argon, nitrogen, acetylene, oxygen) stored externally at the main entrance to the stores. |

Hangar 5: Chemical Storage Units (External)

Summary

This is the main chemical storage area for the facility. It is an external series of three story banded chemical storage units. Both IBC's and drums (small and large) are stored here.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

Hazards:- What to look out for:

- Detergents, aerosols, oils, greases, oxidizers, acids, caustics, solvents and paints.
- Gas (acetylene, oxygen, nitrogen, argon) cylinders.
- Containers/ drums stored at height.
- In a fire IBC's may collapse releasing their contents.

Where to Evacuate to:

Your evacuation point for this area is the PICNIC AREA opposite APU Test Cell.

| Notes | |
|--------------|---|
| Note No.01 | There are surface water drains at the outside of this Store and around the Banded Chemstore Units which will need to be blocked in case of a spill. |
| Note No.02 | Drains around this Stores drain to surface water at the Aer Lingus White Zone car park (SW3). |
| Note No.03 | There is a sewer drain at the South-East corner of Tech Stores (by the road) that discharges to sewer at the Hangar 4 Pump House car park (SE2). Power to this Pump House may need to be cut as this Pump House pumps the effluent to DAA sewer lines. Cutting the power to the pumps will contain the spill at the Pump House (SE2). |

Hangar 5: Gas Plant Room

Summary

This plant room is the main gas heating control system for Hangar 5. It is a confined space with only one exit.

Once the fire alarm is activated, the gas slam shut valves activate and shut off the supply of gas.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Gas.
- Confined space.

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell.

| Notes | |
|--------------|--|
| Note No.01 | This is a confined space with one exit. |
| Note No.02 | Even though the gas slam shut valves shut off the supply of gas there will still be residual gas in the pipelines. This may present an explosion risk. |

Hangar 5: Broomwade Plant Room

Summary

This plant room contains a number of large compressor units along with a water treatment system (corrosive chemicals) and large electrical panels. This room has a sunken floor which may allow for the collection of gasses.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Explosion of compressors.
- Small volumes of corrosive and toxic chemicals.

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell.

| Notes | |
|--------------|--|
| Note No.01 | This room has a sunken floor which may allow for the collection of gasses. |

Hangar 5: Forklift Gas Fuelling Station (External)

Summary

This is the forklift fuelling area for the facility.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit in the building opposite.

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Natural Gas.
- Sources of heat (e.g. vehicle exhausts, naked flames).
- Surface water drains 18 meters and 20 meters either end of the fuelling station.

Where to Evacuate to:

Your evacuation point for this area is the 'PICNIC AREA' opposite APU Test Cell.

| Notes | |
|--------------|--|
| Note No.01 | LPG is a low lying gas (i.e. heavier than air) and will travel along the ground. |
| Note No.02 | This is located beside the boundary fence where smoking takes place. |

Hangar 5: APU Workshop

Summary

There are a number of workshops within this workshop (divided by partition walls) which are all accessed from within the main workshop. There is a cleaning workshop containing a series of tanks behind the main workshop.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Tanks of detergents, acids, caustics.
- Tank collapse.
- Small volumes of aerosols, solvents, paints, oils, greases, oxidizers.
- Drums of solvents and paints.
- Gas (acetylene, oxygen, nitrogen, argon) cylinders.
- Liquid nitrogen units.

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell.

| Notes | |
|--------------|--|
| Note No.01 | There are surface water drains at the outside of this Shop (east) which may need to be blocked in case of a spill or release of firewater. |

Hangar 5: APU Test Cell

Summary

The APU test cell is used to test the aircraft engines after they have been repaired. The test cell uses two large tanks of diesel to operate the cell. One is for running the engines and the other is for heating the test cell.

The test cell is divided into a test room and a control cell.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Tanks of diesel/kerosene.
- Activation of engine in test cell.
- Confined space.
- Carbon dioxide extinguishing media.

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell.

| Notes | |
|--------------|---|
| Note No.01 | Two fuel tanks associated with this test cell (to the north of the test cell [i.e. behind it]). |

Hangar 5: Pneumatics/ Components Workshop

Summary

This workshop is located upstairs on the first floor of Hangar 5. It is used for the testing of pneumatic aircraft components. The workshop is divided into several rooms, which each link into each other. There are several tanks containing corrosive and detergent chemicals in the furthest (eastern) room of this workshop.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Tanks of corrosives and detergents.
- Tank collapse.
- Small volume of solvents, paints, oils, greases, aerosols.
- Workshop is on first floor of building.

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell. There are two exits from this workshop, one to Hangar 4 and the other to the South road.

| Notes | |
|--------------|---|
| Note No.01 | Workshop is on the first floor of the building. |

Hangar 5: Hydraulic Shop

Summary

The main danger of a chemical spill in this Shop is from the main Hydraulic Rig which contains Skydrol 500B4.

How to Raise the Alarm

The alarm can be raised in this area by activating the fire 'Break Glass' unit.

If possible close all doors (do not lock them).

CAUTION: If gas is detected do not switch on or off any electrical appliance.

Hazards:- What to look out for:

- Tank of corrosive oil (skydrol).
- Tank collapse.
- Drums of solvents and detergents, some aerosols.

Where to Evacuate to:

Your evacuation point for this building is the PICNIC AREA opposite APU Test Cell.

There are two exits from this workshop, one to Hangar 5 and the other to the South road.

| Notes | |
|--------------|--|
| Note No.01 | There are surface water drains at the outside (south) of this workshop which may need to be blocked in case of a spill. |
| Note No.02 | Drains in this workshop drain to sewer at the Hangar 4 car park pump-house (SE2). The pumps in this pump-house may need to be switched off. Switch is located inside the pump-house. |
| Note No.03 | There is a sump under the floor in Hangar 5 which has a pump in it which must be isolated to prevent spilled chemicals or contaminated firewater from being pumped to sewer. Isolator at switchboard D.B.5.5 at the pedestrian entrance to the Sheet Metal Shop. |

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Ramp and Roadways

A chemical spill on the Ramp area or on the Roadways around the site must be dealt with as follows.

Minor Spill:

1. Alert Safety & Environment Specialist (Sean Lawlor – 085 715 6606, 01 812 6224) from Dublin Aerospace to the spill,
2. Keep a safe distance from the spilled chemical (stay upwind) and keep all others (except the emergency services and members of the spill teams) away from the spill.
3. Where possible access the nearest spill kit(s) and place absorbent material onto the spilled chemical. Alternatively send someone to get the spill kit(s).
4. Use the contents of the spill kit to place a circle of absorbent material approximately 1 to 2 metres around the spill and place absorbent material (i.e. pads/ cushions from the spill kits and oil-dry from the oil-dry stations in the Hangars) at the leading edge first leading eventually to the source of the spill.

Major Spill:

1. Alert the DAA Emergency Services of the spill (01 814 44 44),
2. Alert Safety & Environment Specialist (Sean Lawlor – 085 715 6606, 01 812 6224) from Dublin Aerospace of the spill,
3. Provide as much information on the chemical spill as possible, such as
 - a. What is the name of the chemical?
 - b. What is the location of the spill?
 - c. Has it entered the drainage system?
4. Where safe to do so the Dublin Aerospace Spill Response Team(s) must attempt to prevent the spilled chemical from entering the drainage system. This may involve blocking drains with absorbent material from the spill kits or oil-dry from the Hangars. It may also involve blocking the entry pipes to one or more oil/ fuel interceptors,
5. Wait for the Emergency Services to arrive and hand over complete control to them.

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Interceptors

An interceptor is a structural device usually placed underground that separates oil and fuel from water/ trade effluent.

There are a number of oil/ fuel interceptors around the Dublin Airport site and these are linked to the drainage system of the Dublin Aerospace facility.

There is an oil/ fuel interceptor located at:

- **The M50 GSE Garage.** This is located under the grassy area at the back of the Garage Vehicle Wash Area (East). This interceptor discharges to sewer at the monitoring point SE3 which is located airside opposite the old Hangar 6 Reception at the fence (opposite the north-eastern corner of the landside Fuel Service Station).

- **Hangar 6.** This is located at the South-East side of Hangar 6 and is recognizable by the three manhole covers close together on the roadway. This interceptor discharges to sewer at the monitoring point SE3 which is located airside opposite the old Hangar 6 Reception at the fence (opposite the north-eastern corner of the landside Fuel Service Station).

- **White Zone Car Park.** This is located in the Aer Lingus White Zone Car Park and is located opposite the bend in the road on the car park side. It is recognizable by the three manhole covers close together on the grassy area. It discharges to Kealy's Stream. It takes surface water (i.e. rain water) from the roadways and roves from Hangar 4 to Hangar 6.

- **Wheel and Brake Shop.** This is more of a grease trap than an oil/ fuel interceptor. This is located in the Corridor behind the Wheel and Brake Wash Bay. It is recognizable by the timber cover in the center of the corridor. It discharges to sewer at monitoring point SE1 (square manhole) which is located at the entrance to the Fire Lane at the Aer Lingus Tech Building.

SECTION 4 – ESCAPE FROM HEIGHT

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It is essential that any person working at height does so in a safe manner. This is particularly important where employees are working on mobile elevated work platforms, on scaffolding or in the confines of a safety harness.

It is the policy of Dublin Aerospace that anyone working at height has an escape plan in place. Work may only commence if there are a minimum of two employees carrying out the function.

This plan must identify the following:

- Escape Route.
- Safety devices which are required.
- If in a safety harness, a means of getting the person out of the safety harness.

It must also have a requirement that all escape routes are kept clear of equipment and debris.

Escape from a Safety Harness:

- The second person (or any other person) working with the employee who is in the safety harness must raise the alarm.
- The DAA Emergency Services must be alerted, tel 01 814 44 44.
- The DAL Safety & Environment Specialist must also be alerted, tel 01 812 6224, 085 715 66 06.
- Rescue should be done by using a mobile elevated work platform (MEWP).
- The MEWP must be carefully brought into position directly under (or as close as possible) the person who requires rescue and brought to the required height.
- Once the person in distress has been reached he/ she must be disconnected from the safety line while paying attention to support the head and restrict its movement. Be aware there may be spinal injury.
- The pressure of the harness on the legs, arms and upper body must be slowly released. Please note that releasing the harness too quickly may cause additional medical problems.
- If the disabled person requires CPR, initiate it. Relinquish control to the emergency services when they arrive.
- The disabled person (once conscious) must not be allowed to leave the site alone.

Escape from Scaffolding:

Where a person becomes disabled on scaffolding the following measures must be put in place:

- The second person (or any other person) working with the employee who has been disabled must raise the alarm.
- The DAA Emergency Services must be alerted, tel 01 814 44 44.

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- The DAL Safety & Environment Specialist must also be alerted, tel 01 812 6224, 085 715 66 06.
- The disabled person must be quickly assessed to determine if the person is breathing. Check the airway to ensure there is no blockage and watch the chest area for signs of breathing.
- If the disabled person requires CPR, initiate it. Relinquish control to the emergency services when they arrive.
- If the disabled person does not require CPR then the person must be assisted down the access stairs.
- The disabled person must then be assessed either by the DAA Emergency Services Ambulance personnel or brought to the closest hospital by a DAL employee.
- The disabled person (once conscious) must not be allowed to leave the site alone.

SECTION 5 – PROCEDURE FOR POWER CUT

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If a power cut occurs in the facility this may be a planned or unplanned event.

1) Planned:

In the event of a planned power cut in the facility, the DAA will notify DAL IT Department. An email must be circulated to all relevant management in the facility and staff must be briefed and notified in advance, including a visual reminder on all notice boards.

- Turn off all lights and equipment that do not need power. During a power cut, all areas are equipped with emergency lighting which will automatically be activated.
- All staff must stay at ground level in general working area and not engage in any work/other related activities until the power is restored.
- Under no circumstances should staff complete any confined space entry tasks.
- All management must then make the appropriate arrangements where required in relation to the resetting of all electrically powered equipment.

2) Unplanned:

In the case of an unplanned power cut in the facility, there is emergency lighting in place to ensure that staff have adequate visibility.

- In the case of a staff operating MEWP, lower the machine to its starting position and exit the MEWP safely.
- In the case of a staff operating a forklift truck, bring the forklift to a complete stop slowly and exit the forklift safely.
- In the case of a staff member working on the wing of aircraft, slowly return to the entry/exit, exit the wing and disconnect harness once on solid ground.

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- In the case of a staff member working on the crown of the aircraft, slowly return to the entry/exit, step onto the scaffolding and disconnect harness once on solid ground.
- All management must then make the appropriate arrangements where required in relation to the resetting of all electrically powered equipment.
- In the case of an overnight power cut where staff are present, all staff must report to the main canteen between Hangar 4 & 5 until power is restored.
- Where staff are completing confined space entry tasks, stay in close contact with your spotter and calmly exit the confined space.
- In the case of a staff member working on scaffolding, do not exit the scaffolding until power is restored.
- In the case of a staff member working on stands or steps, calmly step off when safe to do so and once on level ground, wait until power is restored before continuing task.

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SECTION 6– FIRE

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| In case of Fire – Emergency Numbers | |
|--|-------------------------------------|
| DAA Fire Service/Ambulance | 01 (814) 44 44 |
| Airport Police | 01 (814) 555 46 66 |
| Safety & Environment Office | 01 812 6224 (085 715 66 06) |
| Facilities/Maintenance (P. Winters Limited) | 01 88 63 113 (086 831 94 96) |

Golden Rules

- No Smoking anywhere on site, except at designated DAA authorised smoking areas.
- Keep Doors CLOSED.
- Hot Work Permits are required for work that may produce sparks or generate heat.
- Clean up all chemical spills as quickly as practicable as failure to do so may cause ignition of the chemical from a heat source (i.e. hot exhaust).
- Keep incompatible chemicals separate (i.e. keep Oxidizers, Acids, Alkalines (Caustics) and Flammable Chemicals/Materials **SEPARATE** from each other).
- Think before you act. Protect yourself and those in the immediate vicinity before you tackle a fire.
- Keep the exit at your back. This is so you can make a quick escape if required.
- Fire Alarms are to warn of fire, use them when there is a fire.
- Be aware that fire water may become contaminated with chemicals and may be as dangerous as the chemicals stored in the various areas.

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Fire Doors

There are a number of fire doors around the facility. FIRE DOORS ARE NOT A MEANS OF ESCAPE. They are used to slow the spread of fire. Some of these are electric and close automatically when the fire alarm is activated.

Extinguishers

Be aware that fire extinguishers will empty in a matter of minutes and should not be used to fight out of control fires. Where there is a fire that cannot be easily controlled contact the DAA Fire Services on extension 4444 (or 01 814 44 44).

| Extinguisher Type | Label Colour | For Use on |
|------------------------|--------------|---|
| WATER | WHITE | Paper, carpets, furniture (i.e. all combustible materials) |
| CO2 GAS | BLACK | Electrical wiring, machines & Flammable liquids |
| DRY POWDER | BLUE | Petrol, paints, gases, oils & combustible materials |
| A.F.F.F. FOAM SPRAY | CREAM | Oil, petrol, paints & combustible materials |

Caution with Carbon Dioxide Extinguishers

These types of extinguishers may cause frostbite if you are not using suitable gloves when using the extinguisher. Only automatic carbon dioxide extinguishers must be used in a confined space as use of these extinguishers will remove breathable air from the room. Evacuate the room immediately is an alarm is activated and there is a carbon dioxide extinguisher system in-place.

IBC's Plastic Drums and Fire

If a fire breaks out where Intermediate Bulk Containers (IBC's) or Plastic Drums are stored then there is a significant risk that they will release their contents and may help to intensify the fire. The IBC's that are stored and used on site are made of plastic and this too can add to the intensity of the fire.

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During a fire be aware of any IBC's and plastic Drums that are nearby and what they contain. If they leak or become damaged during a fire they may also cause a chemical spill.

Waste Chemicals may also be stored in IBC's and Plastic Drums. Waste chemicals may include Acids, Caustics, Oils, Aerosols, Paints and Solvents.

Chemicals and Fire

There are a variety of Chemicals on Site and they are stored in a variety of areas within each Hangar. There will also be chemicals that are 'in use' on the Hangar floor. Be aware of the possibility that any of these chemicals may be involved in a fire situation.

Please note that spraying water on a chemical fire may cause the fire to expand. Use Dry Powder, Foam or Carbon Dioxide to extinguish a chemical fire.

Explosion Risks

Tanks

There are a number of tanks within the footprint of the Dublin Aerospace site that contain fuel (See Section 15). There are also pressurized natural gas tanks on Site, liquid nitrogen tanks and liquid oxygen tanks. The Emergency Services must be made aware that these tanks must be kept cool during a fire by using water hoses.

Cylinders

There are cylinders of oxygen and acetylene stored on Site. As these are small and portable they may be at any location during the working time. They are normally used and stored in the Site's Workshops. The Emergency Services must be made aware that these cylinders must be kept cool during a fire by using water hoses.

Oxygen Generators

There is a risk of fire and explosion if these generators come in contact with combustible substances, oils, greases or acids and alkalis (caustics).

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Flares and Detonators

There is a risk of fire and explosion if these flares and detonators come in contact with fire or are aggressively handled.

Fire Water Retention

Any water that is used to fight a fire will contain chemicals that have either leaked/spilled/leached into the water that gathers on the ground. This contaminated water known as 'Fire Water' must be retained as it is will be contaminated with a variety of chemicals and combustion debris. It must not be allowed to enter drains or waterways. If it does enter drains or waterways then it must be treated as a chemical spill and the 'Regulatory Authorities' listed in Section 7 MUST be contacted.

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SECTION 7 - CONTROL CENTRE

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The Primary Control Centre will be located in the Dublin Aerospace Main Office on the First Floor of Hangar 5. This is a large office with access to several computers, telephones and fax machine.

The Alternative Control Centre may be located in any other suitable office where there is access to at least one computer, telephone and fax machine.

It is from the Control Centre that the OSHE Emergency Response Plan will be run from.

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SECTION 8 - EXTERNAL EMERGENCY CONTACT NUMBERS

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| REGULATORY AUTHORITIES | | | | |
|--|---|--|---|--------------------------------|
| Authority | Address | Contact | Telephone | Fax |
| H.S.A. (Health and Safety Authority) | | www.hsa.ie | | |
| E.P.A. (Dublin Inspectorate) | Office of Environmental Enforcement East/North East Region Environmental Protection Agency McCumiskey House Richview Dublin 14 | | 01 26 80 100 | 26 80 199 |
| E.P.A. (Environmental Protection Agency Headquarters) | IPPC Enforcement Administration Licensing & Control Division PO Box 3000 Johnstown Castle Estate Co Wexford | Licensing & Control Division | 053 91 60 600 | 053 91 70 799 |
| Fingal County Council | Water & Drainage Section 3 rd Floor County Hall Main Street Swords Co Dublin | Fingal County Council Office Hours After Hours (after 5 pm & Weekends) Pollution Officer | 01 89 050 00 087 314 15 087 679 15 95 | 89 06 229 89 05 758 |
| Eastern Regional Fisheries Board | Glasnevin, Dublin 9 | | 83 792 06 | 83 60 060 |

Dublin Airport Authority Emergency Services

01 814 44 44

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SECTION 9 - WHO DOES WHAT?

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Primary Co-ordinator

- Take handover and full briefing from person who initiated the OSHE Emergency Reaction Plan.
- Set up and activate the OSHE Emergency Reaction Centre.
- Appoint a person to open and maintain a “Chronological Log” to record the events and decisions taken.
- Liaise with the Dublin Airport Authority Emergency Services on the response actions and ensure instructions issued by Dublin Airport Authority are carried out.
- Ensure that all areas/ personnel nominated for Reaction Plan Duties in Dublin Aerospace Limited are carrying out their responsibilities.
- Contact Company Secretary or his deputy.
- Cancel the alert.
- Compile a log of events.
- Brief Senior Management Representative.
- Compile full report on incident.
- Assist area managers investigate the incident and make recommendations for corrective action.

Deputy Co-ordinator

The Deputy Co-ordinator will ensure that the operation is being carried out as directed at the emergency location and reports directly to the Primary Co-ordinator.

- Take handover and full briefing from person who initiated the OSHE Emergency Reaction Plan.
- Pass information to the Primary Co-ordinator in the OSHE Emergency Reaction Centre.
- Ensure that all areas/ personnel nominated for Reaction Plan Duties in Dublin Aerospace Limited are carrying out their responsibilities.

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Senior Person on Duty at Location of Incident

Where an Environmental Incident/ Accident occurs the Senior Person on Duty in the area at the time MUST:

- Initiate immediately in-house measures to deal with the spillage. See **page 40 (How to the spill kits)**
- If deemed necessary, activate the OSHE Emergency Reaction Plan by calling the Safety & Environment Specialist (812 6224, 085 715 66 06).
- Manage the situation until the OSHE Emergency Reaction Plan Co-ordinator or Deputy takes charge.
- Hand over to and brief OSHE Emergency Reaction Plan Co-ordinator or Deputy.
- Confirm the nature of the spill/ release material, taking account of wind or draught direction when approaching the spill/ release.
- Ensure Personal Protective Equipment is worn by staff attending to the spill.
- If practicable and safe to do so, isolate the cause of the spill/release hazardous material.

| Note: |
|---|
| In house procedures for the containment of spilled or released dangerous substances shall be undertaken only when it is deemed safe to do so. |

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SECTION 10 - REPORTING

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The Safety & Environment Specialist shall report the incident where applicable to the Environmental Protection Agency (E.P.A.), the Health and Safety Authority (HSA), Fingal County Council (FCC) in accordance with company Safety & Environment procedures.

The Safety & Environment Specialist shall brief Senior Management and shall compile a full report on the incident.

Note:

In the absence of the Safety & Environment Specialist, the Quality Assurance Manager may initially inform Environmental Protection Agency (E.P.A.), the Health and Safety Authority (HSA), Fingal County Council (FCC) as applicable of the incident.

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SECTION 11 - RELEASE OF HALON TO ATMOSPHERE

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Halon 1211 and Halon 1301 may temporarily be stored on site (during an aircraft overhaul), in aircraft hand held fire extinguishers or other aircraft fire suppression systems.

Halon is

- An ozone depleting gas and
- An asphyxiant (i.e. it can cause suffocation).

In low concentrations may cause narcotic effects. Symptoms may include dizziness, headache, nausea and loss of co-ordination.

In high concentrations may cause asphyxiation. Symptoms may include loss of mobility/consciousness.

Victim may not be aware of asphyxiation.

Remove victim to uncontaminated area wearing self contained breathing apparatus. Keep victim warm and rested. Call a doctor. Apply artificial respiration if breathing stopped.

As the Halon is contained in pressurized cylinders there is also a danger of explosion during a fire.

Where Halon has been released to a room the room must be vented and the Halon released to atmosphere. The Environmental Protection Agency MUST be contacted if such a release occurs.

Note

Where Halon is released into a room the room must be immediately evacuated. No one must enter the room unless they are wearing a self contained breathing apparatus. The room must be vented to remove the gas and to allow fresh air in.

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SECTION 12 - EMERGENCY RESPONSE TEAM(S) (ERT)

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The OSHE Emergency Response Team(s) are comprised of members of the facility staff. The primary role of the Safety & Environment Emergency Response Team(s) is in containment of the initial fire or chemical spill and evacuation. They will utilize the available fire extinguishers, spill kits and oil-dry material to contain the fire and absorb the spill.

Where fighting a fire or containment of a chemical spill is not an option, then their efforts will be directed towards evacuation of staff.

They will assist the External Emergency Services where required and will defer to their authority when instructed.

Where possible the ERT(s) will break into two groups – Team 1 and Team 2.

Team 1 will act as an evacuation crew and will identify persons in danger and instruct those remaining within the danger zone to exit the facility. Where necessary they will assist disabled persons or those in a panicked state to safely exit the facility.

They will confirm that the Emergency Services have been contacted. Where this has not taken place they will contact the Emergency Services.

Team 2 will identify the emergency equipment available to them and utilize it to fight the fire or contain the chemical spill.

In a chemical spill the leading edge of the spill must be tackled first by establishing an absorbent barrier at a distance of approximately 2 meters (where possible) ahead of the spilled chemical. This will act as a back-up barrier. Then they will work their way up from the leading edge of the spill to the source of the spill, laying absorbent material (oil-dry, absorbent pads and absorbent cushions from the spill kits) as they go and attempt to stop the source of the spill.

The fire must not be fought unless there is a clear access route to the exit (i.e. the exit is behind the team). An uncontrolled fire must not be fought it must be left for the Emergency Services to fight.




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SECTION 13 - HOW TO USE THE SPILL KITS AND PORTABLE FIRE EXTINGUISHERS

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Spill Kits are located in each Hangar. They are mobile and contain a limited amount of equipment that will absorb most chemicals when they are spilled.

Spill Equipment

| Equipment Name | Picture of Equipment | Description |
|---|---|--|
| Absorbent Mats |  | <p>Once the liquid has been stopped these pads are placed on top of the liquid to soak it up.</p> <p>Pads are generally used for large volumes of liquid.</p> |
| Seals/ Socks |  | <p>Place around the spilled chemical but not into it. Overlap the edges otherwise when the liquid gets to it, it will leak through the joining.</p> |
| Oil-Dry (Interior and Exterior type) |  | <p>This is used to absorb the chemical and to stop it flowing.</p> <p>The interior oil-dry is similar in appearance to sawdust and should be used inside a building as it is a light material and may blow away when used outdoors.</p> <p>The exterior oil-dry is a larger heavier granule and will not blow away when used outdoors.</p> |

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| | | |
|--------------------|---|---|
| Absorbent Cushions |  | Once the liquid has been stopped these cushions are placed on top of the liquid to soak it up. Cushions are generally used for large volumes of liquid. |
|--------------------|---|---|

| | | |
|--------------|---|---|
| Repair Putty |  | This is used as a temporary measure to stop a leak in a drum. Just grab a handful and place on the hole to seal it (wear appropriate gloves). |
|--------------|---|---|

Fighting a Fire

How to use a Portable Fire Extinguisher

- P** Pull the pin
- A** Aim the extinguisher nozzle at the base of the flames
- S** Squeeze the trigger while holding the extinguisher upright
- S** Sweep the extinguisher from side to side (always aiming at the base of the fire)



The extinguisher will empty in a matter of minutes.

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SECTION 14 - FORMS

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DAIINM Investigation Report Form R7.docx6

Accident/ Incident/ Near Miss Investigation Report Form (Safety & Health)

The purpose of this report is to identify what has happened and to prevent it from happening again.
 Please use one report form for each person harmed

Definitions

An Accident is defined as an unplanned event resulting in personal injury or property damage.

This could include, but is not limited to:

- Sprain
- Laceration
- Broken bone
- Concussion
- Unconsciousness
- Ill-health
- Damage to building
- Damage to property
- Sickness due to exposure to a dangerous substance, fumes or gases, fire or explosion
- Sickness due to a chemical spill or environmental pollution

A Near Miss is defined as an incident in which there was no injury or property damage but where the potential for serious consequences existed.

Type of Event

| | | | | |
|----------------------|--------------------------|--|--------------------------------|--------------------------|
| Occupational Death | <input type="checkbox"/> | | Occupational Accident/Incident | <input type="checkbox"/> |
| Occupational Illness | <input type="checkbox"/> | | Occupational Near-Miss | <input type="checkbox"/> |

Details of the Affected Person

| | | | | | | | | | | |
|--------------------------------|--|--|---|--|--|---|--------------|--------------------------|--------|--------------------------|
| Name: | | | | | | | | | | |
| DOB: | | | / | | | / | | | | |
| Staff No: | | | | | | | Gender: Male | <input type="checkbox"/> | Female | <input type="checkbox"/> |
| Department: | | | | | | | | | | |
| Function: | | | | | | | | | | |
| Permanent Staff or Contractor: | | | | | | | | | | |

Incident Information

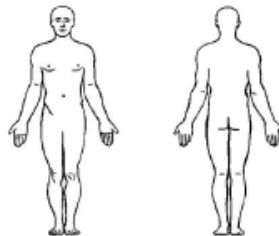
| | | | | | | | | | | | |
|--|--|--|---|--|--|---|----------------|--|--|---|--|
| Location of Event: (i.e. where did it happen?) Include Aircraft Reg. if relevant | | | | | | | | | | | |
| Date of Event: | | | / | | | / | Time of Event: | | | : | |
| Equipment Involved: | | | | | | | | | | | |
| Material Damage: | | | | | | | | | | | |
| Activity Engaged at Time of Event: | | | | | | | | | | | |

What were the step-by-step events leading to the event?

| | |
|----------------------------------|--------------------------------|
| First aider: Signed (PRINTED) | Supervisor: Signed(PRINTED) |
|----------------------------------|--------------------------------|

Parts of the Body Affected:

| | | |
|---------------------------------|------------------------------------|--|
| Head <input type="checkbox"/> | Chest <input type="checkbox"/> | Ankle <input type="checkbox"/> |
| Eye <input type="checkbox"/> | Abdomen <input type="checkbox"/> | Top of foot <input type="checkbox"/> |
| Ear <input type="checkbox"/> | Back <input type="checkbox"/> | Sole of Foot <input type="checkbox"/> |
| Nose <input type="checkbox"/> | Groin <input type="checkbox"/> | Toes <input type="checkbox"/> |
| Throat <input type="checkbox"/> | Buttocks <input type="checkbox"/> | Upper Arm <input type="checkbox"/> |
| Jaw <input type="checkbox"/> | Stomach <input type="checkbox"/> | Lower Arm <input type="checkbox"/> |
| Teeth <input type="checkbox"/> | Knee <input type="checkbox"/> | Elbow <input type="checkbox"/> |
| Tongue <input type="checkbox"/> | Upper Leg <input type="checkbox"/> | Hand <input type="checkbox"/> |
| Neck <input type="checkbox"/> | Lower Leg <input type="checkbox"/> | Finger/ Thumb <input type="checkbox"/> |



Revised By: Stephen Coffrey

1 of 2
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Revision Date: 16/03/2020

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DAIINM Investigation Report Form R7.docx6

Dublin Aerospace

What is the condition of the injured party post assessment? (To be completed by the first aider)

Signed (PRINTED): _____ Date: __/__/__

Type of Injury (Please tick the appropriate box)

| | | |
|--------------------------------------|-------------------------------------|--|
| Cut <input type="checkbox"/> | Bruise <input type="checkbox"/> | Sprain/Strain <input type="checkbox"/> |
| Burn <input type="checkbox"/> | Poison <input type="checkbox"/> | Choking <input type="checkbox"/> |
| Amputation <input type="checkbox"/> | Fracture <input type="checkbox"/> | Sting <input type="checkbox"/> |
| Unconscious <input type="checkbox"/> | Bite <input type="checkbox"/> | Eye damage <input type="checkbox"/> |
| Skin damage <input type="checkbox"/> | Ill-health <input type="checkbox"/> | Concussion <input type="checkbox"/> |
| Laceration <input type="checkbox"/> | Other <input type="checkbox"/> | |

Medical Attention Required (Please circle tick the answer Yes or No for each question)

Consulted by General Practitioner? Yes No

Name of General Practitioner: _____

Admitted to Hospital? Yes No

Name of Hospital: _____

Were the Fire/Ambulance Services Contacted? Yes No

Were the Airport Police Contacted? Yes No

Witness account of the event

Signed (PRINTED): _____ Date: __/__/__

PPE worn on the time of the event (To be completed by the injured person)

| | | | |
|--------------------------------------|---|--|---|
| Glasses <input type="checkbox"/> | Full face respirator <input type="checkbox"/> | Safety footwear <input type="checkbox"/> | Harness <input type="checkbox"/> |
| Goggles <input type="checkbox"/> | Half face respirator <input type="checkbox"/> | Overalls <input type="checkbox"/> | Ear defenders <input type="checkbox"/> |
| Bump cap <input type="checkbox"/> | Hi-visibility vest <input type="checkbox"/> | Air-fed mask <input type="checkbox"/> | Protective apron <input type="checkbox"/> |
| Face shield <input type="checkbox"/> | Dust mask <input type="checkbox"/> | Knee pads <input type="checkbox"/> | Other: _____ |

Signed (Injured Party): _____

Name:

Staff No:

 Date: __/__/__

Department:

Signed (Manager of Injured Party): _____

Name:

Staff No:

 Date: __/__/__

Department:

Manager/supervisor account of the accident:

Signed (PRINTED): _____ Date: __/__/__

UPON COMPLETION, RETURN FORM TO THE OCCUPATIONAL SAFETY & HEALTH DEPARTMENT

SECTION 15 - AFTER THE INCIDENT/ ACCIDENT

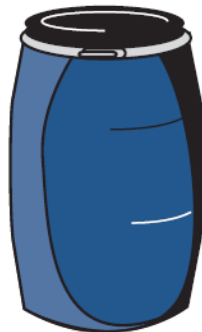
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Clean-up

Once the incident/ accident is contained and the emergency is over the cleanup must begin.

All material used to absorb the chemical must now be disposed of as Hazardous Waste. Solid waste must be put into a 210litre steel or plastic Open Top Drum (if it's caustic or acidic then a plastic drum must be used otherwise use a steel drum).

Open Top



Any liquid waste must be placed into a 210litre plastic Tight Head drum.

Tight Head



Label all drums to identify their content. Labels and drums can be got from the Safety & Environment Specialist at Ext: 6224 (085 715 66 06).

WARNING!

When dealing with flammable materials use plastic shovels to avoid sparks. Be aware that brushing with a brush may cause a build up of static electricity.

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Document Update

Review this document and the procedures that cover the process that was involved with the spill and determine what changes are required (if any). Update the documents with any required changes and circulate copies.

SECTION 16 - FUEL TANKS

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There are a number of fuel tanks currently on the footprint of the Dublin Aerospace site. In case of a fire it is imperative that the fire be kept away from these tanks and that the Emergency Services know where they are located.

The tanks are located at the following locations:

| Tank Location | Tank Capacity | Contains |
|---|---|-----------------|
| APU Test Cell – Testing Fuel (North East) | 9.50m ³ | Kerosene |
| APU Test Cell – Heating Fuel (North East) | 4.80m ³ | Kerosene |
| Hangar 5 (South) | Water Capacity 495 Gallons (2.25m ³) (Design Pressure 210 P.S.I.) | LPG |
| Hangar 4 (North-East) – Beside Burntwood Unit | 4.70m ³ | Kerosene |

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SECTION 17 - SEWER SYSTEM

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There are three pipes that discharge liquids from all of the Dublin Aerospace Hangars (including Tech Stores) to sewer.
These are known as SE1 and SE2.

SE1

SE1 is located in the fire lane leading away from Hangar 2 (i.e. heading South) towards the Aer Lingus Tech Building.

It takes liquid from all of Hangar 1 and half of Hangar 2 and directs it to sewer.

There is a 'gas bag' and pump (within the metal box above the manhole) that can be manually inflated at this location to prevent the flow of liquid out of this manhole.

SE2

SE2 is located in the Pump House in the car park opposite the front (South) of Hangar 4.

It takes liquid from Half of Hangar 2 and all of Hangar 3, Hangar 4, Hangar 5 and Tech Stores and directs it to sewer via a pumping station within the pump house. It is possible to isolate the pumps at this location and to contain a spill here. It is preferable to stop the spill prior to getting to this point.

Warning!

SE1 and SE2 are considered sewer lines and are confined spaces. Appropriate personal protective equipment (PPE) and confined space entry equipment **MUST** be utilized when entering the manholes at these locations.

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SECTION 18 - CHEMICAL SYMBOLS

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Chemical Hazard Symbols - Explained

Source: www.hse.gov.co.uk

| Pre 2010 Symbols | Post 2010 Symbols | Symbol Abbreviation | Meaning | Explanation |
|---|---|---------------------|--|---|
|  |  | Xi | Irritant | Chemicals that may cause inflammation to the skin or other mucous membranes. |
|  |  | Xn | Harmful | Chemicals that may cause damage to health. |
|  |  | F | Flammable/Highly Flammable | Chemicals that may catch fire in contact with air, only need brief contact with an ignition source, have a very low flash point or evolve highly flammable gases in contact with water. |
|  |  | F+ | Extremely Flammable | Chemicals that have an extremely low flash point and boiling point, and gases that catch fire in contact with air. |
|  |  | T | Toxic | Chemicals that at low levels cause damage to health. |
|  |  | T+ | Very Toxic | Chemicals that at very low levels cause damage to health. |
|  |  | C | Corrosive | Chemicals that may destroy living tissue on contact. |
|  |  | O | Oxidizing | Chemicals that react exothermically with other chemicals. |
|  |  | N | Dangerous to the Environment | Chemicals that may present an immediate or delayed danger to one or more components of the environment . |
|  |  | E | Explosive | Chemicals that explode. |
| None |  | | Respiratory Sensitizer, Aspiration Hazard | Chemicals that may cause inflammation to the skin or other mucous membranes. |
| None |  | | Mutagenetic Agent | Chemicals that may cause genetic damage. |
| None |  | | Carcinogenic Agent | Chemicals that may cause cancer. |
| None |  | | Toxic to Reproduction Agent | Chemicals that may cause reproductive damage or damage to the foetus. |

