

Scope of Work

1. Method

EnviroTech Corp will provide all parts, materials, tools, equipment, labor, travel, and housing to complete repairs, prep work, painting and restoration for the requested static display aircraft located at the 145th Airlift Wing. EnviroTech will package, transport, and dispose of all waste and unused chemicals in accordance with all DoD, federal, state, and local regulations for delivery to the DRMO. EnviroTech will submit to the base representative (for approval prior to beginning work) a task specific proposal outlining the methods, tools, paints, or any other chemicals that will be used. EnviroTech will have the task outline reviewed and managed by an on-staff Environmental Project Manager to ensure all work is environmentally compliant. Colors and designs schemes will be submitted for approval prior to beginning work. EnviroTech will repair, sand, and apply a 10-year coating to all areas of the displays. All shrubs and vegetation within the immediate area will be protected to prevent damage from the application operation. Signs will be posted to warn personnel not involved in the application process of the hazards and any stand-off requirements.

EnviroTech will be responsible for cleanup of all equipment and hazardous materials generated from the project. All wastes or unused chemicals will be recycled, re-used, or fuels blended for energy recovery or turned in to the base environmental manager or DRMO.

We have the capabilities and experience to paint the aircraft using special paint rolling procedures as well as spray painting. For spraying, we use an electrostatic spray system that all but eliminates fugitive emissions and overspray. Tarps and or screens shall be used for protection from any possible over spray.

Project Outline

I. Site Visit

The site visit will be scheduled as soon as contract is awarded, at the convenience of the government.

- A. Assess aircraft conditions, review site location to address any related safety or environmental impacts, review current paint schemes and colors. Meet with base representatives to discuss aircraft specific paint schemes, markings, and special insignias. (Military aircraft have different paint color codes depending on year model, aircraft purpose, and unit specific insignia.) EnviroTech will review the aircraft prior to the meeting and present color examples that currently exist on the aircraft as well as the specified Mil-Spec paint schemes addressed in Technical Order (TO) 1-1-8, Section V or TO 1-1-4 1970, Fig. D-19, and the paint color shades listed in accordance with the Federal Standard colors, 595B, dated 1992, NSN 7690-01-162-2210. It is assumed that the aircraft will be painted with the current Mil-Spec paint colors specific to each aircraft. If more than one paint scheme and or insignias exist for any planes, we will present all options to the base representatives to choose the scheme desired. All insignias and colors will match Military Specifications. The Government shall also have the option to choose whether the final finish desired is gloss, semi-gloss, grey-scale, or flat paint finishes.
- B. Provide final paint scheme and insignia configurations to base representative for final approval.

II. Aircraft Restoration

- A. Prior to beginning work, all vegetation and surrounding areas of the work site shall be protected using best available methods and practices. The project manager shall contact the base environmental representative to approve any activities associated with the project and to review any questions or suggestions. EnviroTech has developed an environmentally sound method to restore static display aircraft. Except for small quantities of cleaning and stripping products employed in the prep work, only nonhazardous or bio-degradable products are employed in normal conditions. The cleaning agents or paints that are considered hazardous materials are applied by hand using rags or custom made sponge

rollers. No hazardous paints, liquids or chemicals are sprayed outside. Once specific color codes have been determined and approved during the site visit, MSDS's for all paints and chemicals shall be submitted to the base representative for the government's records. Ground covering shall be placed under and around aircraft while work is being performed. All aircraft will be prepped for paint including repairs of dents, structural damage, corrosion, missing parts, as directed in the SOW. Aircraft will be sanded and stripped in preparation for new paint coatings. All paint sanded and or removed from the aircraft will be collected on the plastic placed under the aircraft. This material will be removed and disposed in accordance with all Federal, State, and local regulations. The project manager will coordinate with an on-site environmental engineer to ensure that the operation complies with all environmental regulations. Any waste generated from the operation will be properly tested, manifested and disposed. For waste manifesting and compliance, EnviroTech Corp will be listed as the generator. Copies of the manifests will be provided to the Government.

B. After completion of the prep work, EnviroTech will apply a 10-year coating to all surfaces of the static display aircraft. As stated above, during the site visit EnviroTech will produce design insignias and paint colors IAW military specifications MIL-STD-2161A, MIL-STD-2175F18; paint schemes addressed in Technical Order (TO) 1-1-8, Section V, and the paint color shades listed in accordance with the Federal Standard colors, 595B, dated 1992, NSN 7690-01-162-2210 as well as the standards specific to the existing schemes for each aircraft to be restored. The Government may choose an alternate paint scheme if desired. Any waste generated from this process will be properly manifested and disposed.

C. Materials Used:

1. Paint – PPG Pitthane Ultra or equivalent
2. Thinners – petroleum based
3. Soap and Water
4. Sanding papers
5. Cleaning supplies (non-hazardous)
6. PPE

III. Site Clean-up and Project Review

- A. Upon completion of the project, EnviroTech will clean-up any debris or FOD generated from the work. The work site shall be left in the same condition prior to project activities.
- B. EnviroTech guarantees customer satisfaction. Prior to leaving the work site, EnviroTech will invite base representatives to inspect the display aircraft for acceptance. Any discrepancies will be addressed and cured prior to departure of work site personnel.

Quality Control, Environmental and Safety Protocols Addressed for the Restoration of Static Display Aircraft

EnviroTech Corp has developed an environmentally sound method for restoration of static display aircraft while producing a superior quality paint finish that lasts 8 – 10 years in normal conditions. Prior to beginning work, EnviroTech will consult applicable worker safety and environmental regulations to ensure compliance. Environmental issues to be addressed during the restoration of static display aircraft:

Quality Control Procedures:

The Project Manager (PM) will be tasked with ensuring all quality control protocols are met.

- Prior to beginning any work, the project manager will assess the condition of all static displays and devise a sequential work plan for each display.
- PM will inspect each display after sanding/prep work and prior to final washing to ensure all prep work has been completed.
- PM will make sure environmental conditions are acceptable prior to painting any surfaces, i.e. temperature, rain, humidity, wind, direct sunlight heat, etc.
- After all coatings have been applied, the PM will survey all work for flaws, runs, drips, and then create a list of touch up work to be completed.
- PM will oversee all fine detail work such as decals, striping, and lettering before and after paint is applied for these items.
- PM will thoroughly inspect each display after all work is complete and initiate any further touch up work if necessary prior to requesting final inspection by the COR.

Fugitive Emissions from sanding and prep work:

Depending on the condition and age of the aircraft, the special high quality paint used in EnviroTechs method for aircraft restoration greatly reduces the sanding and prep work needed. The Environmental Protection Agency (EPA) as well as state and local ordinances mandates the discharge of industrial air emissions. Compliance may be as simple as submission of required applications or reports or as complex as implementing pollution controls. Envirotech process employs only non-toxic, non-hazardous agents to remove and strip paint. Removed paint chips are collected and properly disposed. Normally, no permits or special regulatory requirements are needed while employing this process.

The professionals at EnviroTech are trained to assess all environmental issues and are able to provide effective solutions.

We focus on waste-minimization and management of industrial agents used, air discharges, and minimizing workers from exposure to contaminants while eliminating any impact on the surrounding areas.

For aircraft pre-paint preparation we have obtained 95% reduction of dust emissions, minimized containment (ground tarps and possibly wind screens) and no dust collectors or negative pressure enclosures are needed. The EnviroTech method of abrasive sanding prevents the spread of airborne lead particulate material. Lead in the air levels are consistently below the OSHA Action Level. Testing shows unprecedented results in both personnel and area monitoring for lead. Great for removal and surface cleaning after removal of asbestos fireproofing or contaminated paint. This method is EPA approved.

Minimal water use - a water mist with sand, typically 5-10 gallons per hour from the nozzle. No free water to clean up or dispose of. This method lowers the cost of hazardous waste disposal over dry blasting. Further, dust is eliminated and cleanup is easy and all paint chips and or liquids are collected for disposal.

Decreases in consumption of abrasives by up to 50% compared to dry blast systems. Less waste, lower disposal costs, better working conditions, minimal dust.

Decrease in abrasive consumption up to 50% – this produces a direct reduction in cost and amount of abrasive and disposal.

Elimination of moisture problems which frequently impact dry blasting and allows the reuse of wet abrasive with spent paint particles. No air dryer is required.

Increased productivity when removing elastic coatings such as tar epoxies and other types of soft materials including non-skid materials.

Removal rates on typical coatings are equal to or superior to dry abrasive units.

Generation of Hazardous Waste

Except for very small quantities of cleaning agents, EnviroTech uses only non-hazardous, non-toxic agents for aircraft prep. Some older paints previously applied to the aircraft may contain hazardous constituents including lead. EnviroTech collects all paint removed and disposes of these materials according to all local, state, and federal regulations. Manifests and disposal document copies are supplied to the customer. All wastes will be recycled and completely destroyed in an appropriate waste-to-energy recovery facility or turned in to the base Environmental Manager or DRMO.

Site Protection

In the unlikely event of a spill or release of paint or cleaning materials; prior to beginning work, EnviroTech will provide an environmental engineer to assess the work area for any potential environmental impacts including storm water run-off, biohabitats, endangered species, and surrounding vegetation. Any outstanding issues regarding the need for special protection or necessary changes in the restoration method will be addressed and documented in the site safety plan. Should a release occur, the site shall be cleaned up and remediated to its original state. The clean-up shall comply with all local, state, and federal regulations. Our team will provide sampling to support DoD reporting or permitting requirements, environmental audits, or simply to demonstrate due diligence.

All personnel will comply with all applicable OSHA (Occupational Safety and Health Administration) standards. No untrained persons will be allowed in the work area once aircraft restoration procedures have commenced. The work area will be roped off or marked to clearly designate the work area boundaries. Signs will be posted to warn others of the work in progress.