

AFRL ENVIRONMENTAL, SAFETY AND OCCUPATIONAL HEALTH (ESOH) NEWSLETTER MARCH 2000



Hello everyone. My name is Mary Shelly and I am the AFRL ESOH training coordinator. SSgt Gerry Mayfield (AFRL/HE and ML Ground Safety Officer) and I will be working together to develop this monthly newsletter in lieu of the regular monthly safety bulletins you have been receiving. Our goal is to educate the AFRL community on **Environmental, Safety, and Occupational Health** issues and requirements and provide a forum for topics of interest to you. If you have any subject ideas or suggestions to make, please let us know!

What is "ESOH"? It stands for Environmental, Safety, and Occupational Health. It is the integration of these programs with the goal being to manage environmental, safety and occupational health policies and issues as a whole following their respective Air Force Instructions:

- AFI 32 Series = Environmental and Civil Engineering
- AFI 91 Series = Safety
- AFI 48 Series = Health

How can you use this newsletter?



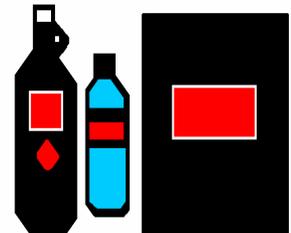
- You can learn about current environmental topics in order to stay in compliance and keep our environment clean;
- You can become more educated in public health issues so you stay healthy and keep coming to work (to read these newsletters!);
- Supervisors - use it for topics to include in your monthly (or quarterly for administrative areas) safety training of your employees;
- Learn about various ESOH training opportunities;
- Use it as a forum to get answers to common ESOH questions (send me your questions or comments);
- Any other ideas? Contact Mary Shelly at 59000 or via email.



Oh no, ECAMP is coming! What is ECAMP? It stands for **E**nvironmental **C**ompliance, **A**ssessment, and **M**anagement Program. It is an Air Force program to audit environmental compliance as a means to identify and correct environmental problems. You may think the ECAMP program only covers hazardous waste, but actually there are thirteen "protocols" or areas that the audit team will be assessing, most of which apply to AFRL. They are:

- | | | |
|--|---------------------------|-----------------------------------|
| Air Emissions | Cultural Resources | Hazardous Materials |
| Hazardous Waste | Natural Resources | Other Environmental Issues |
| Pesticides | Solid Waste | Storage Tanks |
| Toxic Substances | Wastewater | Water Quality |
| Petroleum, Oil & Lubricants (POL) | | |

Some people get a little nervous when they hear the word "ECAMP" and picture being put on the spot by inspectors, scolded by their commanders, or scrambling around to clean up their work areas at breakneck speed. If this sounds like your organization, think of this: if you are rushing around trying to get things "fixed" just in time for ECAMP, this may indicate that your organization may have a compliance problem throughout the year. Ideally, if an ECAMP assessment team were to come to your office or lab at any time during the year, you would be prepared. That is the true goal of environmental compliance - not just a once-a-year event. This year's ECAMP team will be from other bases within the command (plus some contractors) so they will be bringing a fresh set of eyes. And in case you're wondering, yes, contractor work areas on base are also "fair game" for the ECAMP assessment teams to inspect.



Here are some things you can look for in preparation for ECAMP:

- Do all your **hazardous materials** have labels on them identifying their contents?
- Do you have a current (5-years or newer) **MSDS** for each hazmat? (Exception: if the hazmat is older than five years, the MSDS can be the same age as the corresponding hazmat.)
- If an ECAMP assessor asked you to look up specific information on a chemical in your lab, could you quickly put your hands on the MSDS and find the information requested? (For example, flashpoint, first aid, proper storage, etc.)
- Are all of your hazardous wastes stored in an **Initial Accumulation Point** (IAP) with their lids closed? Is each container labeled as "Hazardous Waste" with the name of the waste stream/ingredients on the label?
- Are all containers storing used oil marked "**Used Oil**"?
- IAP managers - have you been performing IAP inspections every seven days and keeping copies of your inspection logs at the IAP?
- If required, have you received **RCRA hazardous waste training** within the last year? Do you have a certificate to verify this?
- Do all work areas that use or store hazmat, hazwaste or petroleum



products have a current **site-specific spill plan** clearly posted? [The spill plan should be in accordance with EM policy, originally reviewed and signed by your Unit Environmental Coordinator (UEC) and EM, reviewed annually, and updated when plan information or materials change. Annual review should be recorded at the end of the plan--signature and date reviewed.]

- Are all employees in the work area trained on use of the site-specific spill plan and is that training recorded on the employees' AF FormS 55's?
- Do all work areas that use or store hazmat, hazwaste or petroleum have appropriate **spill response materials/equipment** on hand in sufficient quantities to handle spills? Are the spill response materials/equipment compatible with the materials they are intended to clean up or contain?
- Do containers storing **petroleum products** that are located close to storm drains have secondary containment?
- Do you know where your facility drains discharge (**sanitary vs. storm sewer**)?
- Prior to disposing chemicals down a sanitary sewer drain, do you coordinate with 88 ABW/EM (75535) to ensure you meet regulatory limits?
- Are records for **air emission sources** up to date and being submitted promptly to 88 ABW/EM? (Most are required quarterly - some monthly).
- Is your organization actively **recycling** cardboard, plastic, glass, colored paper and other recyclable waste streams?

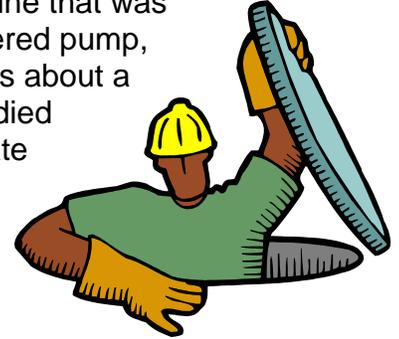


These are the typical kinds of things that the ECAMP team will be looking for. If you have any questions on these topics, you should contact your supervisor, Unit Environmental Coordinator, or Environmental Management at 75627.

CONFINED SPACES: THE DEVIL'S SNARE

By Verne R. Brown, Enmet Corporation, Ann Arbor, MI

On March 3, 1984, two workers entered a 66-inch diameter sewer line that was under construction. Their mission: to refuel a gasoline-engine-powered pump, which was being used to remove water from the line. The pump was about a half-mile from where the workers had entered. One of the workers died from carbon monoxide poisoning; the co-worker escaped. But a state inspector who entered from another point along the sewer line died in a rescue attempt.



Sadly, this sort of event happens too often, and the vast majority of such events within the water and wastewater fields occur among companies having fewer than 100 people. It painfully demonstrates a lack of regard within small to moderate-sized utilities for one or more of the following cardinal rules for averting the death and mishaps that lurk in confined spaces:

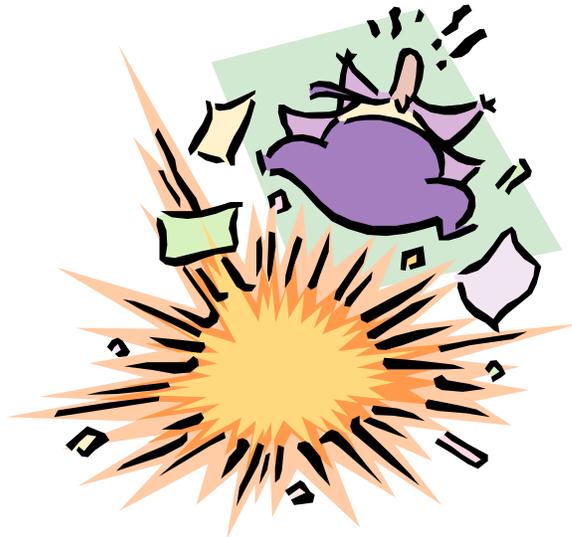
- **Recognize and Identify Confined Spaces for what they are**
- **Never enter a confined space without being authorized, suitably trained, and equipped**
- **Never, ever, attempt to rescue someone from a confined space without suitable backup**

There is no standard **definition** of a confined space. But, by consensus, a confined space is one that is not intended for continuous employee occupancy and that presents one or more of the following hazards:

- **The potential for contaminated air**
- **Difficult egress or ingress**
- **The risk of engulfment**
- **The risk of entrapment**

Confined spaces include manholes and storage tanks-even tanks without covers. A space is deemed "confined" because the person(s) who enters loses (at least some) ability to respond to or avoid or escape danger. The primary danger in a confined space is asphyxiation, but mechanical hazards and the potential for explosion are others.

Confined Space Training: This training is set up as needed. It is required whenever entry into permit required confined spaces are required. Please contact [Mr. Kerry Thomason](#) at 4-3380 with questions or to set up training dates.



EXPLOSIVE OPERATIONS

Because of the serious consequences that can occur if explosives are handled improperly, it is Air Force policy that no operation involving explosives may be conducted unless it is authorized by [Air Force Manual 91-201 \(Explosive Safety Standards\)](#). In addition, persons handling or transporting explosives must be qualified to perform their work by completing the appropriate training. **An AF Form 2047 (Explosive Facility License) is required for storage/use of explosives outside the Munitions Storage Area.**

Most explosives work has a potential for serious injury. The following guidelines apply to all explosives work areas:

- Use the minimum amount of explosives necessary for the operation. The posted weight limit for an area is a maximum and must never be exceeded.
- Limit and keep to a minimum the number of personnel involved in an explosives operation.
- Post safety-warning signs near all entryways to the explosives area.
- Ensure that all personnel who handle explosives are trained and qualified as outlined in [AFM 91-201](#).
- Use suitable eye protection when working or visiting in eye-hazard areas, particularly when electro-explosive devices are being handled. The explosives operation shall be evaluated for eye-hazard risks.
- Store equipment in an approved storage location. Equipment must be cleaned to remove explosives contamination before storage or shipment to another area.
- Keep explosives work areas clean and reasonably neat. Clean up explosives spills as they occur.
- Handle explosives carefully. Do not throw, drop, tumble, or drag them. Such rough handling creates shock and friction, which can result in fire or detonation.
- Prohibit smoking and open flames wherever explosives may be found.

Explosives Operations Training: This training is set up as needed. It is required whenever working with explosives. Please contact [Mr. Dave Brucker](#) at 4-3388 with questions or to set up training dates.



The Base Safety Office
has four main messages for motorcyclists:

- Get training
- Get licensed
- Wear protective gear
- Ride sober

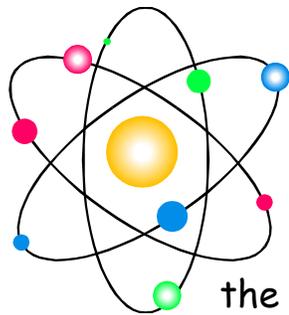
Motorcycle Safety Training:

This training is set up as needed. It is required for all military personnel who operate a motorcycle, motor scooter or moped on Air Force Installations. The training is also required for civilians operating a motorcycle, motor scooter or moped, while on duty, on Air Force Installations.

Please contact [Mr. Kerry Thomason](#) at 4-3380 with questions or to set up training dates.

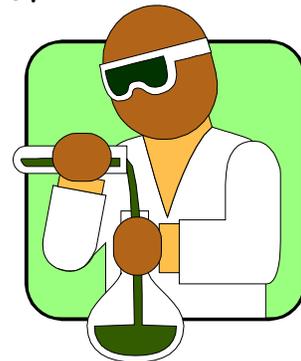
Air Force Form 813s - Request for Environmental Impact Analysis

Prior to initiation of projects that may have any impacts to air, water, soil, cultural and natural resources (and other environmental impacts), completion of an AF Form 813 is a must. This is a requirement of the [Environmental Impact Analysis Process](#), the Air Force's way of complying with the [National Environmental Policy Act](#).



Many people are submitting PRs for contracted research in support of the AFRL mission. All of these require an AF Form 813. We in Environmental Management use this form to determine if there are any potential detrimental impacts to the environment PRIOR to initiation of the project. This way we can attempt to reduce or prevent pollution or environmental damage.

In most cases, processing of an AF Form 813 is very quick, however there are some things that we must ensure get included on the 813s before they can be approved. More complicated projects taking place on base may require a bit more time, and on occasion, an Environmental Assessment may need to be performed. For more information on the AF Form 813, see Environmental Management's Home Page at:



http://www.abwem.wpafb.af.mil/em/emp/impact_analysis/impact.htm

Contact Mary Shelly at 59000 or via base e-mail to get electronic instructions for completing the AF Form 813 for both on-base and off-base work.





If you use a **CELL PHONE** while driving on base, take note:

The following information was condensed from a memo received from the AFRL/DS ESOH Office dated 9 Feb 00. A policy letter regarding cell phone use on base is in the works.

Operating a motor vehicle requires the driver's constant attention and anything that distracts the operator increases the risk of a mishap.

Reaching for a map, coffee cup, adjusting the radio, or anything that causes us to take our eyes off the road, may cause us to have an accident - because it reduces the time we have to see and avoid hazards. The same problem occurs with use of cell phones. Over 85% of cell phone owners use their phones, at least occasionally, while driving. Reaching for the phone to make or receive a call, dialing numbers, etc. takes your eyes off the road. This distraction might only last a second, but at only 35 miles an hour, in one second you've lost over 50 feet of stopping distance. Just being involved in a telephone conversation can slow your reaction time. **Studies show talking on a cell phone can slow your reaction time about the same as three drinks.** Talking on the cell phone competes for the driver's attention and, when engrossed in conversation, people are four times more likely to have an accident. The result is that unnecessary calls create unnecessary risk while driving.



Fortunately, there are some actions drivers can take to minimize risks:

First and foremost, don't answer the phone while operating a moving vehicle. Get voice mail or email for your phone, so you can find out who called - after you've stopped at a safe place. Think of it as a pager with a built-in phone. Let a passenger make or answer calls. They can also take notes more safely than the driver can.

If you absolutely must have cell phone conversations while operating a vehicle:

- Consider a hands-free phone and learn to use the phone's memories or speed dial features. Consider a hands-free phone if you drive a vehicle with a manual transmission. It saves having to take your hand off the steering wheel or trying to squeeze the phone between your head and shoulder when shifting gears.
- Don't use your cell phone for social conversations while driving. Tell callers you are driving and will call them back.
- Keep calls brief and stop conversation when driving conditions become hazardous.

So, before you reach for your cell phone, remember - the local police and your insurance carrier aren't likely to say anything if you don't answer your cell phone. They will likely have a lot to say if you have a mishap while using your cell phone.

Above all, drive first ... then talk.

Upcoming ESOH Training:

RCRA Hazmat/Hazwaste Training:

Initial Training: 16 March and 18 May 00

Annual Refresher Training: 5 Apr and 10 May 00

(Schedule both with Mary Shelly, 59000)

RCRA Annual Refresher Training for AFRL/ML only: 9 and 23 Mar 00

Bldg 653 Cafetorium (ML employees do not need to pre-register)

ESOH Awareness Training:

11 April, 11 July, 10 Oct 00 – schedule with Public Health at 52515



TORNADO SEASON IS ABOUT TO BEGIN

Killer tornadoes strike every year in the USA, and Ohio regularly receives nature's "fair random share". Who present at the time can forget April 3, 1974 when a F5 killer tornado hit Xenia, Ohio--14 miles from WPAFB?

WS IS SPONSORING A TORNADO SAFETY BRIEFING

Building 45, Myers Hall at 14:00

23 March, 30 March, and 6 April

--complete with pictures, suggested web sites, and tornado safety tips—

All WRS employees are encouraged to attend--contractor or government.
For those organizations that wish to sponsor the briefing in your own location, please contact John Sparks, at 54782.

**Remember to send any questions, topic ideas or suggestions for this newsletter to Mary Shelly.
Phone: 59000
Email: mary.shelly@afrl.af.mil**

