Environmental Newsletter

Information from your USAFA Environmental Flight
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USAFA Hazardous Material Management

For questions concerning this article and/or Recycling,, please contact the USAFA Pollution Prevention Manager at 333-0812.

For questions concerning the use of Hazardous Materials, or the USAFA 'Drop-n-Swap' Program, please contact the USAFA Hazardous Materials Manager at 333-3224.

Please call 333-3863 with general Environmental concerns and/or questions..

The USAFA Environmental Flight can also be contacted by using the Distro email address 10CES/CEV (Environmental). We look forward to hearing from you.

Hazardous Material Management is governed by AFI 32-7086, Hazardous Material Management. Each installation is required to have an Installation HAZMAT Management Process (IHMP) Team. CE Environmental (CEV) is designated as the team lead.

BACKGROUND

The Academy initially began tracking HAZMAT usage in 1995. Logistics spearheaded the effort and established the HAZMAT Pharmacy in April 1995. At that time the HAZMAT Pharmacy was manned by Logistics personnel who operated a HAZMAT storage facility. An Environmental, Bio-Environmental, and Safety representative were also located in the HAZMAT Pharmacy to accomplish authorization reviews.

By 2002, due to manning reductions, the Bio-Environmental, Safety, and Environmental reviewers were no longer located in the HAZMAT Pharmacy. All authorization reviews are now accomplished electronically.

The 2004 revision of AFI 32-7086, established the IHMP Team and identified CE as the Team Lead, and the HAZMAT Pharmacy was renamed the HAZMART.

AF-EMIS (Air Force—Environmental Management Information System) is an Air Force approved stand alone software package designed to track hazardous materials from purchase to use or disposal. Additionally, the data collected by AF-EMIS is used to prepare the TIER II, and Toxic Release Inventory, Form R reporting to EPA and State. AF-EMIS currently tracks 7,335 product identities, 8,253 individual authorizations for 193 users, of which 58 are contractors.

AF-EMIS was created using Microsoft Access 95. Because of advances in both operating system and sever management technology, this software package is no longer a viable tool. As installations purchase new computers, new servers and Microsoft develops new operating systems, AF-EMIS is unable to continue operating.

A software package was developed to conform to the new process orientation for installation management. EESOH-MIS (Enterprise Environmental Safety and Occupational Health Management Information System) is a web based, centrally managed tracking system that has been in deployment for several years. Under AF-EMIS, HAZMAT is tracked by product while EESOH-MIS tracks work processes that use HAZMAT. Because of differences in data management, a direct data conversion is not possible. An EMIS Migration Utility (EMU) was developed to enable installations to scrub their HAZMAT database prior to scheduled migration to EESOH-MIS. The EMIS Migration Utility was installed on the EMIS server in 2004 and initial mapping of EMIS data was begun.

Delays in the deployment of EESOH-MIS and migration schedules that did not include the Academy, cre-

ated a realignment of priority workload away from the EMU towards daily requirements. In 2005 Peterson AFB appeared on the implementation schedule for the 4th Quarter CY2007. AFSPC requested that Schriever, Cheyenne Mountain, and the Academy be scheduled at the same time as Peterson AFB. The schedule was updated to include Schriever and Cheyenne Mountain but did not include the Academy.

CURRENT POSITION

A 2007 MAJCOM Workshop held in Salt Lake City re-established the need to accelerate the EESHO-MIS Migration. Contractually, implementation of EESOH-MIS is 4 bases per month. To date 21 bases have migrated. An update to the EMIS Migration Utility was issued that allows the Migration Project Managers to monitor an installation's progress and revise the Migration Schedule accordingly.

While attempting to install the EMIS Migration Utility update, it was discovered that we could no longer access the EMIS Migration Utility. Several conversations with the EESOH-MIS Help Desk suggested that access was blocked during one or more of the network security protocol updates processed by 10 CS. The Help Desk also advised that the users accessing the EMU needed to be System Administrators on their own computers. This is in violation of 10 CS security protocols. 10 CES/CERC initiated dialog with 10 CS to allow the two CE users of EMIS to be local system administrators.

Certain functions of the AF-EMIS software continue to deteriorate and become non-functional. These include lost access to the System Administrator Module that allows for password and user updates, report functions and most recently a nightly subroutine that process approximately 200 internal updates and functions has stopped being initiated. CEV requested CERC assistance with these issues.

In June 2008, the IHMP Team began an initial scrub of the HAZMAT Authorizations to reduce the number of authorizations that need to be migrated to EESOH-MIS. That will be followed by a user by user assessment to determine work processes being used in each operation and linking the HAZMAT to those processes. Once the network access and processing issues have been reconciled, the EMIS Migration Utility will be updated based on the user scrubs. Once that is completed the update to the EMU will be installed so the Migration Project Managers can see when we are ready to migrate to EESOH-MIS.

AIR STAFF DEVELOPMENTS

AF/A7CAQ has requested base input on an implementation plan that included two implementation options and two training options.

Implementation Option 1 is a direct transfer of existing EMIS data to EESOH-MIS. The installation would provide copies of manufacturer Material Safety Data Sheets for each HAZMAT required for use. The 7335 identities would be created in a standard National Stock Number (NSN) format and entered into EESOH-MIS by data stewards.

Implementation Option 2 is to create a blank EESOH-MIS database and the Academy would then have to recreate the 8253 authorizations based on approved processes. The 7335 identities would be created by the data stewards from the manufacturer MSDS. (This option would require thousands of man-hours recreating data that already exists)

Our recommendation to Air Staff was to utilize Implementation Option 1.

EESOH-MIS Training Option 1 is regional training. This would require the installation to send a number of individuals to the training site. Those individuals would train others upon their return. Other individuals could attend regional training at later dates.

EESOH-MIS Training Option 2 is On-Site Training. This option has the implementation team training the users during the implementation process. It requires installation Leadership to ensure that someone from each of our 192 user shops was available during the training sessions.

Our recommendation to Air Staff was to Utilize Training Option 2. With 134 Government users and 58 Contractor users it would be impossible to fund TDY's for regional Training.

CONCLUSION

We are waiting for the final decision from A7 as to which of these options will be implemented to ensure EESOH-MIS is implemented by the 1st quarter of CY2009. We will continue to scrub our data, determine applicable processes and map HAZMAT to the appropriate processes. Once the communication issues are resolved, the EMU can be updated and the upgrade installed. The data would then be validated and the Migration Managers notified that the Academy is ready to proceed with migration to EESOH-MIS.