

# CROSSFEED

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## Reclamation Team

### Emergency Reclamation Crash and Fire Tags Misunderstood

*By AMCS(AW) Robert Chenard*

**Problem:** Crash and fire tags are not available when doing a FEDLOG search for NSNs. NAVAIR 01-1A-509, Volume 2, Chapter 9, Table 9-2 lists the required tags and labels as suggested consumable items. The NSNs are found in Volume 4, Chapter 2, Table 2-18.

**Solution:** These items now can be ordered through the Navy Forms Online at <https://forms.daps.dla.mil>. You can do an online search without setting up an account, but you'll have to set

up an account before placing an order. Once on the website, go to the "warehouse forms" tab, and click on the "order forms" table. Enter the NSN in the search block in the top, right-hand corner, making sure to enter the NSN without dashes.

**Best Practice:** HMM-262 Futenma, Japan, found the site and has a stock of tags available in case they are needed on a drill or the real thing. They are prepared should reclamation be necessary.

### Respirators for Emergency Reclamation Key to Success

*By AMCS(AW) Robert Chenard*

**Problem:** More than 30 percent of commands surveyed in FY07 didn't have all the required material available in the emergency reclamation team (ERT) kits. Most commands have only half-face respirators in the kits, and the same percentage were not inspecting them on a monthly basis.

**Solution:** The respiratory protection program manager (RPPM) is responsible to make sure respirator wearers are protected adequately (OPNAVINST 5100.23G, paragraph 1507c). Most ERT responses are because of salt-water spray, overhead sprinklers, or fuel dumping or venting on aircraft. These events wouldn't require a respira-

tor, but crashes or fire require protection. We must ensure our people have the right protection. Full-face respirators and cartridges are recommended (NA 01-1A-509, Volume 2, Table 9-2, Item 10). Paragraph 9-9.1.5.1 states that explosions, high-impact crash, or burning may release carbon fibers into the atmosphere. It also provides a warning to wear a full-face respirator when exposed to these materials. This equipment offers greater eye protection because the mask seals around the entire face. The goggles worn with half-face respirators leave gaps, and composite fibers can get into the mucus membranes around the eyes. To save money, the RPPM

and ERT program managers should work together to decide who actually would go to the incident site, meaning only one set is required. Other crew members can wear half-face respirators and goggles, provided the damaged areas are sealed properly before being transported (see NA 01-1A-21, Section X, Table 10-2).

**Best Practice:** Many commands, like VFA-83, have full-face respirators for their corrosion-control team, which makes up the main body of the

emergency-reclamation team. Their quick fix is to make sure the corrosion team has the right equipment and are listed as primary members of the emergency reclamation team. As funding becomes available, you can replace half-face respirators with full-face ones. This approach will ensure your people are protected.

*Senior Chief Chenard is a maintenance analyst at the Naval Safety Center.*

## Hazmat

# Hazardous Material Demands Respect

By AMCS(AW) Robert Chenard

For those who couldn't attend the Fifth Annual Maintenance Safety Conference in sunny San Diego, Calif., let me take time to review the brief on hazmat and get you up to speed.

**Training:** All personnel are required to receive hazcom training initially, with annual refreshers thereafter. That training must be tailored to individual jobs and specific exposures, and it is broken into management, supervisory and non-supervisory categories. Check with your base safety or environmental office for a schedule of required NAVOSH training classes, including the four-hour hazcom refresher. You also can use the industrial-hygiene survey reports, MSDS and updated training lectures for additional and specific training.

**Material Safety Data Sheets (MSDSs):** The NAVOSH instruction (OPNAV 5100.23) states that commands must ensure MSDSs are readily available and people review them before working with hazmat. That instruction doesn't specify a timeline for reviewing MSDSs, but the NAMP (Volume V, Chapter 20) says maintainers have just 30 days from check-in to complete the HMC&M program indoctrination and hazcom training. For commands with a lot of hazmat, it's best to start with materials the member is more likely to come into contact with and then complete the rest of the MSDSs within 30 days.

**Authorized Usage List (AUL):** Most AULs come from the base environmental or CHRIMP (Consolidated Hazmat Reutilization and Inventory Management Program) office with the NSN, manufacturers

name, or chemical/product name. The HMC&M supervisor is responsible for reformatting or revising the command AUL to include processes, unique identifier, and work centers. The most commonly missed item is the unique identifier, which quickly can cross-reference the material from the AUL to the MSDS in case of an emergency. A best practice we've seen is numbering the command AUL and work-center level with the same unique identifier so when something goes wrong in the hangar bay, the MSDS in the "right to know" station matches the material actually involved.

**Secondary Labeling:** A best practice is to have small, hazardous-chemical, warning labels printed from CHRIMP. They often are used on spray bottles, but how many people have seen them on grease guns in airframes?

**Segregation:** Alodine was redesignated as a corrosive some time ago, but we still see this material stored with flammables. This item needs to be kept in a corrosives locker. Our website [www.safetycenter.navy.mil/training/aids/files/IncompatibleMaterials.pdf](http://www.safetycenter.navy.mil/training/aids/files/IncompatibleMaterials.pdf) has the current compatibility chart. For more questions on segregating hazmat, contact your base hazmat office.

It's important to remember that the commanding officer can be held personally liable for infractions with this program, but the real concern is the health and safety of our people.

*Chief Chenard is a maintenance analyst at the Naval Safety Center.*

# PPE

## Is Your PPE Up To Standards?

By ASCS(AW) Reggie Evans

**Problem:** Many discrepancies are found during surveys of personal protective equipment, especially with cleanliness, worn items, and using the wrong types of equipment.

**Solution:** Too many times, we're finding aircraft cleaning kits with gloves that are torn, dry rotted, or with soap residue on them. More than one squadron LPO has said these conditions mean they skip using the gloves. Not the right answer! Goggles are another bad area. People are using worn or improper goggles. Chemical goggles should be worn for aircraft washes. Face shields can be used in addition to the goggles but not in place of them. Aprons are torn or unusable. Daily inspections of PPE lockers and wash kits are needed. This equipment protects our people from injury, exposure and contamination from hazardous materials. A dirty or unorganized locker can cross-contaminate

other PPE items. Bacteria can grow in damp areas, so allow your gear to dry before stowing it. I also see respirators stowed improperly. Some still have dirty filter cartridges attached and are stowed in the same bag. Record keeping, at times, is atrocious: Medical screenings do not reflect specific chemicals for painters, no RPPM self audits, no tracking of fit testing or physicals, no record of cleaning (monthly requirement), and no record of filter change out. These discrepancies are checklist items that supervisors and leaders must take care of so our people will be safe.

**Best Practice:** VMR-1 Marine Corps squadron at Cherry Point, N.C., had an excellent program. They stow their gear correctly, clearly identify and inventory their equipment, keep it clean, and have it ready to use.

*Senior Chief Evans is the support equipment analyst at the Naval Safety Center.*

# Battery Safety

## Defining Readily Available

By ATC(AW) Danny Williams

**Problem:** People don't know the definition of "readily available" when it comes to aircraft batteries. Some commands believe unmixed agents in the spill kit are acceptable.

**Solution:** A survey question asks, "Is a neutralizing agent readily available in case electrolyte is spilled or comes in contact with skin?" In case of an emergency, would you prefer to have a premixed agent available, or would you want to mix them on site? This one is a no-brainer. Of course, the premixed option is better and more "readily available."

Battery acid is corrosive, and to neutralize it, you need a base substance to counteract the acid.

Baking soda is one of those items, and it will neutralize battery acid very quickly, which is important because, until the PH factor reaches a balanced state, the acid will keep eating away.

Do the right thing. If your local instruction doesn't specify premixing the neutralizers, get it changed.

**Best Practices:** HMM-265, one of only three squadrons that had no battery related survey hits in the last year.

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