ESOH
The Hidden Integrated Logistics Support Element

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OBJECTIVE

• Provide an overview of efforts underway in the NAVAIR Design Interface & Maintenance Planning (DI/MP) Department, Environmental Logistics Branch to support acquisition and in-service maintenance planning

• Aviation HMC&M Program

• Logistics Support Analysis
• Current DI/MP National Competency was established over five years ago as a result of a NAVAIR reorganization.

• Need to standardize policies, processes and procedures which had deteriorated over the years following the cancellation of MIL-STD-1388
  – MIL-PRF-49506 Logistics Management Information (LMI) - 1996
    • Designed to minimize oversight and government-unique requirements
    • Allow contractors maximum flexibility in designing systems and developing, maintaining, and providing support and support related engineering data.
    • Defines logistics product data generated during design of system, end item, or product
AIR 6.7.1 defined areas of Technical Authority, where the process owner has the authority, responsibility and accountability to establish, monitor and approve technical standards, tools and processes in conformance with higher authority policy, requirements, architectures and standards.

The areas of technical authority are:

- Design Interface (DI)
- Maintenance Planning (MP)
- Reliability-Centered Maintenance (RCM)
- Level of Repair Analysis (LORA)
- Integrated Maintenance Concept (IMC)
- Diminishing Manufacturing Sources and Material Shortage (DMSMS)
- Environmental Logistics
• New DI/MP Department challenges
  • Lack of experienced logisticians, training, standard policies, processes and procedures

• Developed a DI/MP Certification Plan
  • Serves as a central component of a career development program focused on the continued evaluation, growth and sustainment of professional skills within the DI/MP community
  • Aligns logistician competencies with the logistics functional area task requirements through establishment of education, training and experience guidelines
  • Updated as necessary to ensure applicability to current policy, processes and best practices.
# Certification Levels

<table>
<thead>
<tr>
<th>Level</th>
<th>Performance</th>
<th>Knowledge</th>
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</thead>
<tbody>
<tr>
<td><strong>Level I</strong></td>
<td>Capable to perform task with assistance. May have never performed in that functional area before.</td>
<td>Possess limited understanding with regard to why or how the task is accomplished or how it relates to other tasks.</td>
</tr>
<tr>
<td><strong>Level II</strong></td>
<td>Capable to complete basic tasks, but may require some coaching and oversight for more complex tasks.</td>
<td>Exposure to and learning the functional area. Can determine step by step procedures for doing the tasks using instructions or guidance. Can identify relationship of basic facts and state general principles.</td>
</tr>
<tr>
<td><strong>Level III</strong></td>
<td>Capable to perform task consistently without error and without supervision. Can teach and mentor others on how to perform basic tasks.</td>
<td>Comprehends the functional area. Can identify why and when the task must be done and why each step is needed. Can analyze facts and processes and draw conclusions about the functional area.</td>
</tr>
<tr>
<td><strong>SME</strong></td>
<td>Capable to perform complex tasks or procedures. Can illustrate, teach, mentor and evaluate others on how to do the task. Ability to provide insight and recommendations regarding related policy and procedure issues.</td>
<td>Demonstrated expertise in the defined functional area at a level to distinguish capability that is recognized as exceptional among peers. Thorough understanding of the tasks and their interdependencies in other areas. Can predict, isolate and resolve problems about the subject in the context of policy recommendations and decisions.</td>
</tr>
</tbody>
</table>
• **Hazardous Materials Afloat Program (HMAP)**
  – NAVSUP sponsored program to provide assistance to forces afloat in their efforts to implement HMC&M Program policies
  – Biannual meetings co-chaired by COMFISC & NAVSEA

• **Background/History of Issue:**
  – Most HM additions to aviation squadron AULs are not being reviewed by a NAVAIR technical representative to ensure material is qualified for use on aircraft systems.
  – No coordination between aviation and ship SUPPO to minimize HMs brought on board.
  – Air dets leave HM on board after departing which creates problems for ship

• **Lack of standardized aviation HM lists:**
  – Impacts the ability of NAVSUP to support squadron HM requirements
  – Excess HM ordered & HW generated
• From Organizational Breakdown Structure:
  
  – Identify, prevent, or correct consumable and hazardous materials deficiencies at all levels of maintenance and functional failures of the system, including elimination/minimization of deleterious environmental effects.
  
  – Plans, develops, sponsors, and coordinates the development and transition of maintenance, pollution prevention, and hazardous material minimization technology alternatives.
• DODI 5000.02
  – During the design process, PMs shall document hazardous materials (HAZMAT) contained in the system
  – Identification of HAZMAT, wastes, and pollutants (discharges/emissions/noise) associated with the system and plans for their minimization and/or safe disposal

• OPNAVINST 5090.1C
  – Business Support Offices will work with acquisition PMs to ensure a HM AUL is prepared for the system

• DoD’s Executive Order 13423: Toxic and Hazardous Chemicals Reduction Plan
  – Ensure that the agency reduces the quantity of toxic and hazardous chemicals and materials acquired, used, or disposed of by the agency

Once these HM lists are developed: Where do they go? Who reviews for HM substitutions? Who maintains?
• **Naval Aviation Maintenance Program (NAMP)**
  
  – Squadron HM PM forwards AUL change recommendations via the appropriate ACC/TYCOM to COMNAVAIRSYSCOM (AIR-6.7.1.4) when ashore.
  
  – When afloat, materials listed in the AUL must also be listed in the SHML…Forward SHML change recommendations to NAVICP via the ship HAZMAT and HAZWASTE Coordinator and appropriate ACC/TYCOM…Requests are forwarded to appropriate COMNAVAIRSYSCOM and COMNAVSEASYSCOM POCs for processing. (AIR-6.7.1.4 is NAVAIR POC)

**Authorized Use List (AUL):** HM list at the squadron level needed to support the requirements of the squadron. In addition to HMs needed for maintenance of the weapon system and associated support equipment; this AUL might also contain HMs needed for general housekeeping.
Aviation HM Working Group established

Working Group Objectives:

- Short Term:
  - Build approved aviation hazardous materials list (AHML)
  - Develop procedure for NAVAIR approval of HMs placed on aviation squadron AULs and SHML

- Long Term: Standardize Pack-Up Kits???
**Proposed HMC&M Process**

**Program Office Engineer/Logistician** identifies a HM Requirement (Supportability Analysis; Maintenance Plan; Technical Publication)

- **Is HM on AHML?**
  - **YES:** HM is authorized for use
  - **NO:**
    - **Is a suitable substitute on the AHML (per Materials Lab or program design engineer)?**
      - **YES:** Request environmental logistiican add HM to AHML
      - **NO:**
        - **Has an NSN been assigned?**
          - **YES:** Environmental logistician submits request for assignment of NSN(s) (and if necessary ensures HHA has been conducted and MSDS loaded in HMIRS)
          - **NO:**
            - **Is a suitable substitute on the AHML (per Materials Lab or program design engineer)?**
              - **YES:**
              - **NO:**

**Afloat**

- **Navicp**
  - **Authorized?**
    - **YES:** NAVICP and Local Hazmin Centers update Squadron AUL and SHML
    - **NO:**

**Ashore**

- Fleet POC (Wings, MALS) forwards request to Local Hazmin Center
  - **Local Hazmin Center performs ESOH review**
    - **Authorized?**
      - **YES:**
      - **NO:**
Progress to Date

• AHML Database Development
  • Identified Team Members to ensure all stakeholders provide input
  • Received funding for development of the database
  • Prepared a Software Requirements Specification to define database requirements
  • Request HM Data from PMA (preferred source – LSA Database)
  • Developed prototype
  • Ensure AHML database can be integrated with existing/future Navy HM IT solutions
  • Identify website to host AHML Database
    • Current Solution - AHML will be a module in the SSAR Tool hosted on the Naval Systems Engineering Resource Center website

• Socialization
  • PEO(L)s; Air-1.6; AIR-4.3; DDG ESOH Working Group; Environmental Information Exchange; FSTs - North Island/Jacksonville/Cherry Point
• Aviation Hazardous Materials List (AHML) Database would be the repository for program HM requirements
• AHML database will be a key tool for implementing the aviation Hazardous Material Control and Management
• The purpose of the database is to:
  – Consolidate HMs technically authorized for aviation maintenance
  – Provide ordering information for hazardous materials used in aviation maintenance.
  – Reduce hazardous waste by limiting the quantity of hazardous materials required for aviation maintenance.
  – Control the use of hazardous materials.
  – Reduce the requirement for proprietary materials.
  – Reduce the use of toxic and hazardous chemicals.
  – Minimize to the greatest extent practical the use of ozone depleting substances (ODSs) and chemicals of emerging concern (identified by the Deputy Under Secretary of Defense (Installations and Environment), Emerging Contaminant Directorate’s Materials of Evolving Regulatory Interest Team).

Most HMs are common across all platforms – makes sense to consolidate into 1 list
SSAR
Shipboard/Shorebased/Airborne Aviation Requirements

What is it?
Delineate criteria and requirements that a weapon system imposes on shore and/or shipboard facilities for all training, maintenance and operations. SSAR is derived from Facilities Requirements Databases/Documents (FRDs) used to plan and develop the necessary modifications, alterations and/or construction of facilities both ashore and afloat.

Database versus Document
SSAR is a web-based tool including relational databases providing for:
- Cross-platform requirements analysis
- Access to the most up-to-date requirements
- Consistent templates that can be tailored to specific platforms as well as ship versus shore needs

Sponsored by the FELT
SSAR is provided to the facilities community by the Facilities Enterprise Leadership Team (FELT).
The AHML (Aviation Hazardous Materials List) database is a work in progress. The AHML database takes HM requirements identified by aviation program offices, consolidates the information and correlates the HM requirements with existing Supply information. HMs listed in the AHML are “technically authorized” for use in aviation maintenance HOWEVER local regulations may prevent authorization at the installation level. All HMs used at a shore facility must be reviewed by the local environment, safety and occupational health office and placed on the work center AUL (Authorized Use List).

If a required HM is not on the AHML or you have a problem getting a technically authorized HM, please submit a feedback report.

From this screen, 4 reports can be generated:

- **HMAUL Reports**
- **T/M/S and GS Publication Supply Information Reports**
- **Specification/Part Number Substitution Information**
- **Environmental Considerations**
HMAUL Reports

Proposed page layout for accessing HMAUL Reports

- Similar screen for generating supply information reports
- In addition to aircraft platforms, select General Series publications would also be included

TBD - Will provide a brief description on the HMAUL Reports generated.
The information in the HMAUL reports is derived from HM requirements found in technical publications and/or program office logistics support databases. Information in these reports is as received from the data source and could contain inaccurate information, which could be addressed in the Remarks column.

<table>
<thead>
<tr>
<th>T/M/S or PUB</th>
<th>NOMENCLATURE</th>
<th>SPEC/PN</th>
<th>CAGE CODE</th>
<th>CHARACTERISTICS</th>
<th>NIIN</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>F18</td>
<td>PRIMER, PRESSURE SEN</td>
<td>94</td>
<td>52152</td>
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<td></td>
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<tr>
<td>F18</td>
<td>OPTICAL CLEANING KIT</td>
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<td>F18</td>
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<td>TY1C L1</td>
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<tr>
<td>F18, 509, 75</td>
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<td>MIL-PRF-85285</td>
<td>81349</td>
<td>TY1CL2</td>
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<td></td>
</tr>
</tbody>
</table>

- This report will provide information, **as received** from the program office
- Requires spec/pn clarification to ensure supply info can be found
- Report information will be exportable to Excel
The information in the AHML supply reports is derived by querying program HM requirements with FLIS data. This report is intended to be used as a GUIDE for procuring HMs. HM Supply data in SSAR is updated quarterly, for the most up-to-date supply information refer to FLIS.

**Report Limitations:**
- HM information must be properly entered in the supply system
- To be included in the AHML database: HM must have an active advice acquisition code and Navy interest
- Report information will be exportable to Excel
The information in the Specification/Part Number Substitution Information Report is queried from information found in the ASSIST database.

<table>
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<tr>
<th>ShortSpec</th>
<th>TITLE</th>
<th>Recommended Replacement</th>
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<tbody>
<tr>
<td>TT-L-26</td>
<td>LACQUER (BRUSHING, CLEAR AND PIGMENTED FOR EXTERIOR AND INTERIOR USE) (NO S/S DOCUMENT)</td>
<td>None</td>
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<tr>
<td>TT-L-48</td>
<td>LACQUER, NITROCELLULOSE AND ACRYLIC, HIGH SOLIDS, HYDROCARBON PROPELLANT (IN PRESSURIZED DISPENSERS) SUPERSEDED BY TT-L-50G</td>
<td>TT-L-50</td>
</tr>
<tr>
<td>TT-L-50</td>
<td>LACQUER, NITROCELLULOSE, ACRYLIC AND ACRYLIC BUTYRATE, AEROSAL (IN PRESSURIZED DISPENSERS) (NO S/S DOCUMENT)</td>
<td>None</td>
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<tr>
<td>O-A-51</td>
<td>ACETONE, Technical (S/S BY ASTM-D329)</td>
<td>ASTM-D329</td>
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<tr>
<td>TT-V-91</td>
<td>VARNISH, SHELLAC</td>
<td>No Indication</td>
</tr>
<tr>
<td>BB-C-104</td>
<td>CARBON DIOXIDE, TECHNICAL: SOLID (S/S BY CGA-G6.2)</td>
<td>CGA-G6.2</td>
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<tr>
<td>P-C-111</td>
<td>CARBON REMOVING COMPOUND (NO S/S DOCUMENT)</td>
<td>None</td>
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<tr>
<td>O-C-114</td>
<td>CALCIUM HYPOCHLORITE, TECHNICAL (S/S BY ASTM-E1229)</td>
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</table>
The Environmental Considerations report is generated by relating HM information received from the program office with technical characteristics information found in FLIS and remarks from the NAVAIR technical authority.

<table>
<thead>
<tr>
<th>SPECIFICATION /PART #</th>
<th>ITEM NAME</th>
<th>PARTNO</th>
<th>CAGE CODE</th>
<th>NIIN</th>
<th>ZZT</th>
<th>CBGS</th>
<th>ENAC</th>
<th>FEAT</th>
<th>STORAGE CODE</th>
<th>REMARKS</th>
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<td>AAAA</td>
<td>0144161832</td>
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<td>STRONTIUM CHROMATE</td>
<td>340.0</td>
<td>LOW VOLATILE ORGANIC COMPOUND - COATINGS - AEROSPACE OPERATIONS COATINGS</td>
<td>WATERBORNE, STANDARD PIGMENTS, NOT FOR USE ON IRON OR BARE CARBON STEEL</td>
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<tr>
<td>MIL-PRF-85532</td>
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<td>340.0</td>
<td>LOW INFRARED REFLECTIVE PIGMENTS, LEAD FREE, WATERBORNE, NON-CHROMATE BASED CORROSION INHIBITORS, NOT FOR USE ON IRON OR BARE CARBON STEEL</td>
<td></td>
<td></td>
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<tr>
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<td>CCCC</td>
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<td>LOW VOLATILE ORGANIC COMPOUND - COATINGS - AEROSPACE OPERATIONS COATINGS</td>
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<td></td>
</tr>
<tr>
<td>MIL-PRF-680</td>
<td>CLEANING COMPOUND,SOLVENT</td>
<td>MIL-PRF-680</td>
<td>81348</td>
<td>003649068</td>
<td>I TYPE</td>
<td>PHYSICAL FORM: LIQUID, SPECIFIC USE FOR DEGREASING METALS AND DRY CLEANING, 5 GALLON CAN</td>
<td>Use of MIL-PRF-680 Type I is restricted in various locations; Contact local lead office for site-specific restrictions.</td>
<td></td>
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<tr>
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<td></td>
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Current Projects
Aviation HMC&M Program

- Update AHML Database Prototype
  - Developed Software Requirements Document
  - Collect and clean up PMA HM and supply data
  - Update SSAR
- Update Standard Work Packages for implementing environmental logistics procedures
- Develop Training
  - Environmental Logistics Certification Plan
  - Environmental Logistics Training Course
  - Update existing Navy training courses
- Identify HM policy documents to update
  - NAVAIR Environmental Program Instruction; OPNAVINST 5090.1; NAMP; etc.
Two Standard Work Packages (SWPs) were developed for Environmental Logistics:

1. Aviation HMC&M Program: Describes the process for implementing an aviation HMC&M program for weapon systems under NAVAIR Cognizance.
2. ESOH Support: Describes the process for providing ESOH support to aviation program offices.

SWP under consideration for Pollution Prevention.

SWPs have 10 sections addressing:

1. Purpose
2. SWP Owner
3. Initiation Requirements
4. Inputs/Suppliers
5. Skills Required
6. Resources
7. Work Steps
8. Completion Requirements
9. Product Format & Configuration
10. Metrics (Tasks)
Environmental Logistics
Certification Training Requirements

• In addition to DAWIA requirements:
  • Level 1:
    • DI/MP Course
    • Environmental Logistics Training
  • Level 2:
    • Basic Environmental Law
    • National Environmental Policy Act (NEPA)
    • DAU Environment, Safety, & Occupational Health (CLM 035)
    • DAU Systems Safety in Systems Engineering (CLE 009)
    • DAU Improved Statement of Work (CLM 031)
  • Level 3:
    • Risk Management Training
    • RCM (Reliability-Centered Maintenance) Familiarization Course

Certification Plan also includes a required reading list, education/experience requirements and suggested courses and reading material.
Benefits

- **PMA perspective:**
  - Ensures qualified personnel available to support program
  - Reduce time and cost associated with HM management
  - Centralizes aviation HM data to assist engineers/logisticians in selecting HMs for maintenance procedures
  - Establishes process for engineering oversight and control of products added or removed from AULs

- **Fleet perspective:**
  - Workload taken off sailor/marine
  - HM available in supply in the right quantity
  - Fleet able to procure HMs needed in a timely manner

- **Navy Pollution Prevention (P2) perspective:**
  - Improved management of HMs could allow us to identify P2 opportunities
  - HM available in right size (less hazardous waste produced)
Independent Logistics Assessment

• **SECNAVINST 4105.1  ILA AND CERTIFICATION REQUIREMENTS**
  
  – Executive Officers (PEOs) and Systems Command (SYSCOM) Commanders are responsible for ensuring that an ILA is accomplished on all ACAT programs prior to Milestones B, C and the Full Rate Production (FRP) decision.

  – The purpose of the ILA is to provide the program manager and Milestone Decision Authority (MDA) with a measure of Integrated Logistics Support (ILS) planning and implementation.

  – The assessment is independent of a system's developers to assure an objective evaluation of program status

  – Program logistics assessed by NAVAIR Subject Matter Experts (SMEs) prior to going to the MDA for approval.
ESOH – The Hidden ILS Element

Where does ESOH fit in the picture?
Component in all of them; Reviewed during the Integrated Logistics Assessment

Integrated Maintenance Plan

Maintenance Planning

Support Equipment

Supply Support

Training and Training Support

Computer Resources Support

Technical Data

PHS&T

Design Interface

Facilities

Manpower and Personnel

INPUT A

INPUT B

C = A + B

011010

111000

1010010

\[ R = e^{-\lambda t} \]

\[ \lambda = \frac{MTBF}{MTTR} \]
**LOGISTICS SUPPORT ANALYSIS**

**ENVIRONMENTAL TASKS**

- **WHAT I DON'T SEE:** *304.1 LSA-078. HAZARDOUS MATERIALS SUMMARY.
THE REPORT PROVIDES A SUMMARY OF ALL HAZARDOUS MATERIALS REQUIRED TO SUPPORT A SELECTED END ITEM. THIS SUMMARY IDENTIFIES ALL ITEMS HAVING ASSOCIATED HAZARDOUS MATERIALS STORAGE, HAZARDOUS WASTE STORAGE OR DISPOSAL COSTS. THIS SUMMARY ALSO IDENTIFIES THE MAINTENANCE TASKS REQUIRING QUANTITIES AND COSTS PER TASKS..."

- **WHAT I DON'T SEE:** *1388-2 (APPENDIX B)*
- **WHAT I DON'T SEE:** *1388-1A
  - TASK 2012.2.e. (USE STUDY)
  "ENVIRONMENTAL REQUIREMENTS TO INCLUDE HAZARDOUS MATERIALS, HAZARDOUS WASTES, AND ENVIRONMENTAL POLLUTANTS."
  - TASK 203.2.4. (COMPARATIVE ANALYSIS)
  "IDENTIFY QUALITATIVE ENVIRONMENTAL, HEALTH-HAZARD, SAFETY AND SUPPORTABILITY PROBLEMS ON COMPARATIVE SYSTEMS WHICH SHOULD BE PREVENTED ON THE NEW SYSTEM/EQUIPMENT."
  - TASK 204.2.1.a (c) TECH OPPORTUNITIES
  "IDENTIFY TECHNICAL ADVANCEMENTS AND OTHER DESIGN IMPROVEMENTS THAT WILL REDUCE ENVIRONMENTAL IMPACT..."