**DEPARTMENT OF THE AIR FORCE**

**HEADQUARTERS 167th AIRLIFT WING (AMC) MARTINSBURG WEST VIRGINIA**

18 June 2015

MEMORANDUM FOR ALL CONCERNED FROM: 167TH MXG/CD

SUBJECT: Environmental Differential Pay (EDP)

The intent of the EDP (Environmental Differential Pay) committee is to provide the 167th AW with a fair and workable Environmental Differential Pay (EDP) plan in a timely manner so that all technicians and supervisors are fully aware of entitlements to EDP I/A/W WVHRO 532-1 and WVHRO 550-2.

|  |  |  |  |
| --- | --- | --- | --- |
| Title  Chairman | Rank  CMSgt | Name  Jesse Carr | Position  AMXS Superintendent |
| Co-Chairman | SMSgt | Todd Kirkwood | Avionics Element |
| Committee | Lt Col | Christian Cunningham | MXG Deputy Commander |
|  | CMSgt | Douglas Manuel | EMF Superintendent |
|  | CMSgt | Keith Foreman | CFR Superintendent |
|  | CMSgt | Daniel Effland | AFE Superintendent, |
|  | SMSgt | Richard Long | Accessories Element |
|  | SMSgt | Curtis Surratt | Avionics |
|  | MSgt | Donald Grove | Electro Environmental |
|  | MSgt | Robbie Webb | President ACT |
|  | SMSgt | Fred Lawrence | Safety |
|  | MSgt | Gary Fletcher | BIO Environmental |
|  | SSgt | Tiffany Chapman | HRO |

# CUNNINGHAM.CHRI

Digitally signed by CUNNINGHAM.CHRISTIAN.P.1035443521

DN: c=US, o=U.S. Government, ou=DoD,

ou=PKI, ou=USAF, cn=CUNNINGHAM.CHRISTIAN.P.1035443521 Date: 2015.07.08 07:49:01 -04'00'

STIAN.P.1035443521

CHRISTIAN P. CUNNINGHAM, Lt Col, WVANG

Deputy Commander, 167th Maintenance Group

*MOUNTAINEER PRIDE WORLDWIDE*

**11 JUNE 2015**

**ENVIRONMENTAL DIFFERENTIAL PAY**

**CATEGORY DETERMINATION REQUEST**

**CATEGORY OF EXPOSURE:** Pressure Chamber and Centrifugal Stress. Simulating Cabin Pressure at Altitude while on the Ground.

**DIFFERENTIAL RATE REQUESTED: 8%**

**AUTHORITY:** Appendix A, CFR 532.511 Part II

**UNIT/ACTIVITY:** 167 AW

**BASED ON:** Payment on Basis of Hours in Pay Status

**SITUATION:** Exposure in pressure chamber which subjects employee

to physical stresses or where there is potential danger to participants by reason of

equipment failure or reaction to the test conditions.

1. Participating in altitude chamber studies ranging from 5500 to 45,700 meters (18,000 to 150,000 feet) either as subject or as observer exposed to the same conditions as the subject.
2. Personnel should be compensated accordingly when directed to perform tasks under above mentioned conditions.

**POSITION NUMBER AND TITLE POSITIONS TO BE EVALUATED:**

**. D1549P01 Aircraft Electrician and D1550P01 Aircraft Electrician Supervisor**

**. D80399000 Aircraft Mechanic and D1635000 Aircraft Engine Mechanic**

**. D1637000 Aircraft Engine Mechanic Leader**

**OFFICIAL(S) REQUESTING AUTHORIZATION TO ASSIGN AND CERTIFY EXPOSURE FOR PAY PURPOSES:**

**. D1550P01 Aircraft Electrician Supervisor**

**. D0806000 Aircraft Mechanic Supervisor**

**. D1634000 Aircraft Engine Mechanic Supervisor**

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Print Name**

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Signature Date**

**May 29, 2015**

**ENVIRONMENTAL DIFFERENTIAL PAY**

**CATEGORY DETERMINATION REQUEST**

**CATEGORY OF EXPOSURE:**Work in fuel storage tanks.

**DIFFERENTIAL RATE REQUESTED: 8%**

**AUTHORITY:** Appendix A, CFR 532.511 Part II

**UNIT/ ACTIVITY:** 167 AW

**BASED ON:** Payment on Basis of Hours in Pay Status

**SITUATION:** When inspecting, cleaning or repairing fuel storage tanks where there is no ready access to an exit, under conditions requiring a breathing apparatus because all or part of the oxygen in the atmosphere has been displaced by toxic vapors or gas, and failure of the breathing apparatus would result in serious injury or death within the time required

to leave the tank.

1. Personnel should be compensated accordingly when directed to perform tasks under above mentioned conditions.

**POSITION NUMBER AND TITLE POSITIONS TO BE EVALUATED:**

**D1356000 AIRCRAFT PNEUDRAULIC SYSYTEM MECHANIC**

**D0097000 AIRCRAFT PNEUDRAULIC SYSYTEM MECHANIC**

**D1371000 SHEET METAL MECHANIC**

**D0790000 NON-DESTRUCTIVE TESTER**

**D1489000 MACHINIST**

**D1493000 MACHINIST**

**OFFICIALS REQUESTING AUTHORIZATION TO ASSIGN AND CERTIFY EXPOSURE FOR PAY PURPOSES:**

**D0806000 AIRCRAFT MECHANIC SUPERVISOR**

**D0789000 FABRICATION SUPERVISOR**

**D0791000 SHEET METAL MECHANIC SUPERVISOR**

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Print Name**

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Signature Date**

**11 JUNE 2015**

**ENVIRONMENTAL DIFFERENTIAL PAY**

**CATEGORY DETERMINATION REQUEST**

**CATEGORY OF EXPOSURE:** Explosives and incendiary material—high degree hazard. Flotation Equipment Deployment System (FEDS) components, Arm Fire Initiators and Pressure Cartridges.

**DIFFERENTIAL RATE REQUESTED: 8%**

**AUTHORITY:** Appendix A, CFR 532.511 Part II

**UNIT/ACTIVITY:** 167 AW

**BASED ON:** Payment on Basis of Hours In Pay Status

**SITUATION:** Working with or in close proximity to explosives and incendiary material which involves potential personal injury such as permanent or temporary, partial or complete loss of sight or hearing, partial or complete loss of any or all extremities; other partial or total disabilities of equal severity; and/or loss of life resulting from work situations wherein protective devices and/or safety measures either do not exist or have been developed but have not practically eliminated the potential for such personal injury. Normally, such work situations would result in extensive property damage requiring complete replacement of equipment and rebuilding of the damaged area; and could result in personal injury to adjacent employees.

1. Personnel should be compensated accordingly when directed to perform tasks under above mentioned conditions.

**POSITION NUMBER AND TITLE POSITIONS TO BE EVALUATED:**

**. D1549P01 Aircraft Electrician and D1550P01 Aircraft Electrician Supervisor**

**. D1435000 Ordinance Equipment Worker**

**OFFICIAL(S) REQUESTING AUTHORIZATION TO ASSIGN AND CERTIFY EXPOSURE FOR PAY PURPOSES:**

**. D1550P01 Aircraft Electrician Supervisor**

**. D1444000 Aircraft Maintenance Supervisor**

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Print Name**

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Signature Date**

WVHRO Regulation 532-1

ENVIRONMENTAL DIFFERENTIAL/HAZARDOUS DUTY PAY

CATEGORY DETERMINATION

UNIT/ACTIVITY: 167 AW/AMXS CATEGORY EXPOSURE: Dirty Work

Differential Rate: 4% BASED ON: Actual Exposure

AUTHORITY: Paragraph 4(a) (b) (c), Part I, Appendix A, CFR 532.511

SITUATION:

1. Aircraft Mechanic personnel are required to wash C-17 Aircraft every 120 days. During the wash process personnel are required to wash the entire exterior of the aircraft, which generally takes one shift to complete. The aircraft soap has the potential to cause mild skin irritations if exposure is over an extended amount of time, in accordance with Safety Data Sheet for stock number 6850-01-429-2371. Rain suits are provided for protection, but do not alleviate all instances of clothing from becoming soiled.

2. The majority of the wash is located overhead of the personnel accomplishing it. Body and clothing become soiled as water and soap enter the rain gear through sleeves as well as the collar. This causes clothing underneath to become soaked with water and aircraft soap. The potential also exists for water or soap to come in contact with the face.

DETERMINATION: Personnel should be compensated accordingly when directed to perform the tasks described above. Incumbents of the following positions are eligible for EDP within the scope of the stated criteria.

WG-10 Aircraft Mechanic –PD # 80105000

WG-12 Aircraft Mechanic - PD # 80399000

OFFICIALS AUTHORIZED TO ASSIGN AND CERTIFY EXPOSURE FOR PAY PURPOSES:

Aircraft Mechanic Supervisor – PD# 0734000

DATE OF DETERMINATION:

APPROVED FOR PAYMENT: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

HUMAN RESOUCES OFFICER

28 May 2015 WVHRO 532-1

ENVIORMENTAL DIFFERENTIAL

C-17 FLARE UPLOAD/DOWNLOAD

CATEGORY EXPOSURE: Explosive and Incendiary Material

UNIT/ACTIVITY: 167 AW/MXG

DIFFERENTIAL RATE: 8%

BASED ON: Hours in Pay Status

AUTHORITY: Paragraph 2, Part II, Appendix A, Subpart E, CFR 523.511

SITUATION:

1. Individuals will be required to upload and download class 3 and 4 munitions onto C-17 aircraft. Working with or in close proximity to explosive and incendiary material which involves potential personal injury such as permanent or temporary, partial or complete loss of sight or hearing, severe burns, or complete loss of life resulting from work situations wherein safety measures have been developed but do not practically eliminate the potential for such personal injury. Stray voltage is always a factor when uploading and downloading munition and load crews must constantly ground themselves before handling the magazines. Even though the magazines have a retainer plate to secure the munition, the squibs are exposed for potential stray voltage. Much effort is incorporated to mitigate hazards, but there will always be the potential hazard from the stray voltage. Individuals are also exposed to the direct path of the munition when upload/downloading aircraft.
2. This hazard increases when adverse weather conditions exist (i.e., high winds, rain, ice, snow and sleet), by adding additional clothing that may contain unsuitable material. This increases potential for detonation due to static electricity. These conditions could also increase the hazard by creating an environment for mishandled or dropped magazines while performing the duties noted above.

DETERMINATION: Personnel performing the upload and download class 3 and 4 munitions onto C-17 aircraft should be compensated when required to perform the above task under the stated hazardous criteria. Incumbents of the following positions are eligible for EDP:

a. Avionics Section

50103 Electronics Integrated Systems Mechanic Supervisor

80069 Electronics Integrated Systems Mechanic

b. Aircraft Generation Squadron

F4509 Aircraft Mechanic

80105 Aircraft Mechanic

OFFICIAL(S) AUTHORIZED TO ASSIGN AND CERTIFY TO EXPOSURE FOR PAY PURPOSES:

a. Avionics Section

50103 Electronics Integrated Systems Mechanic Supervisor

b. Aircraft Generation Squadron

40082 Aircraft Mechanic Supervisor

80162 Aircraft Mechanic Supervisor

DATE OF DETERMINATION: 11 February 2015

APPROVED FOR PAYMENT \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Human Resource Officer

16 June 2015 WVHRO 532-1

ENVIORMENTAL DIFFERENTIAL

C-17 LARGE AIRCRAFT INFRARED COUNTERMEASER (LAIRCM)

CATEGORY EXPOSURE: Lasers (Class IV)

UNIT/ACTIVITY: 167 AW/MXG

DIFFERENTIAL RATE: 4 %

BASED ON: Hours in Pay Status

AUTHORITY: Currently, there is no regulation for EDP in 5 CFR covering Class IV Lasers.

SITUATION:

Individuals will be required to perform operational function check of the Large Aircraft Infrared Countermeasure (LAIRCM) system. The LAIRCM is a class 4 laser and has a "high risk" or "high power" system that can cause serious injury to eye and skin. It can cause combustion of flammable materials and may produce diffuse reflections that are hazardous. Individuals will be working in the Nominal Hazard Zone (NHZ) which requires special precaution and safety measures necessary to operate the LAIRCM system. Individuals performing the operational check stimulate the system with the Multi-Purpose Electro Optical End-to-End Tester in which the system acquires the position of the threat and then sends a laser to the tester. Individual holding the tester is in the direct line of sight of the laser and the potential hazard.

DETERMINATION: Personnel working inside the Nominal Hazard Zone (NHZ) should be compensated when required to perform the above task under the stated hazardous criteria. Incumbents of the following positions are eligible for EDP:

a. Avionics Section

50103 Electronics Integrated Systems Mechanic Supervisor

80069 Electronics Integrated Systems Mechanic

b. Aircraft Generation Squadron

F4509 Aircraft Mechanic

80105 Aircraft Mechanic

OFFICIAL(S) AUTHORIZED TO ASSIGN AND CERTIFY TO EXPOSURE FOR PAY PURPOSES:

a. Avionics Section

50103 Electronics Integrated Systems Mechanic Supervisor

b. Aircraft Generation Squadron

40082 Aircraft Mechanic Supervisor

80162 Aircraft Mechanic Supervisor

DATE OF DETERMINATION: 7 March 2015

APPROVED FOR PAYMENT \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Human Resource Officer

**11 JUNE 2015**

**ENVIRONMENTAL DIFFERENTIAL PAY**

**CATEGORY DETERMINATION REQUEST**

**CATEGORY OF EXPOSURE:** Underfloor Work in C-17a Aircraft with OBIGGS I systems installed, potential exposure to **Zeolite Dust.**

**DIFFERENTIAL RATE REQUESTED: 8%**

**AUTHORITY:** Appendix A, CFR 532.511 Part II (4)

**UNIT/ACTIVITY:** 167 AW

**BASED ON:** Payment on Basis of Hours in Pay Status

**SITUATION:** Exposure to highly poisonous and toxic ZEOLITE material exists while performing maintenance in the underfloor area of the C-17a Aircraft. Underfloor conditions (temperature, confined area, and potential life-threating hazards) subjects’ employee(s) to physical stresses or where there is potential danger to participants by reason of equipment failure or reaction to the physical conditions of exposure to ZEOLITE. The product dust may dry the skin. This material becomes hot when it first comes into contact with moisture. The hot material could cause thermal burns; the product gets hot as it adsorbs water. Burns to moist body tissues can result if contact is prolonged. Prolonged or repeated exposure may cause lung injury. In clean-up efforts, personnel are required to don respirators and various other garments to assure contamination is mitigated. Current technical data and regulations do not require personnel to wear PPE to perform maintenance in the potential hazardous area.

1. Poisons (toxic chemicals) - *high degree hazard*. Working with or in close proximity to poisons (toxic chemicals), other than tear gas or similar irritants, which involves potential serious personal injury such as permanent or temporary, partial or complete loss of faculties and/or loss of life including exposure of an unusual degree to toxic chemicals, dust, or fumes of equal toxicity generated in work situations by processes required to perform work assignments wherein protective devices and/or safety measures have been developed but have not particularly eliminated the potential for such personal injury.
2. Personnel should be compensated accordingly when directed to perform tasks under above mentioned conditions.

**POSITION NUMBER AND TITLE POSITIONS TO BE EVALUATED:**

**. D1549P01 Aircraft Electrician and D1550P01 Aircraft Electrician Supervisor**

**. D80399000 Aircraft Mechanic and D1635000 Aircraft Engine Mechanic**

**OFFICIAL(S) REQUESTING AUTHORIZATION TO ASSIGN AND CERTIFY EXPOSURE FOR PAY PURPOSES:**

**. D1550P01 Aircraft Electrician Supervisor**

**. D0806000 Aircraft Mechanic Supervisor**

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Print Name**

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Signature Date**

**May 29, 2015**

**11 JUNE 2015**

**ENVIRONMENTAL DIFFERENTIAL PAY**

**CATEGORY DETERMINATION REQUEST**

**CATEGORY OF EXPOSURE:** Working above a 10 foot height without any fall protection, to fill de-icing trucks with fluid and water.

**DIFFERENTIAL RATE REQUESTED: 25%**

**AUTHORITY:** Appendix A, CFR 532.511 Part I (2).b, (3)

**UNIT/ACTIVITY:** 167 AW

**BASED ON:** Payment on Basis of Hours in Pay Status

**SITUATION:** Flight Line mechanics are required to de-ice aircraft to meet mission needs. In order to continuously de-ice aircraft, mechanics are required to fill the equipment with de-icing fluid and water at heights above 10 feet without fall restraint. This all takes place on top of the de-icing vehicle, where there is no ladder and footing is not adequate, in mostly adverse conditions. (i.e. rain, snow, fluid and limited visibility).

1. Working at a lesser height: If the footing is unsure or the structure is unstable; or

If safe scaffolding, enclosed ladders or other similar protective facilities are not adequate (for example, working from a swinging stage, boatswain chair, a similar support); or

If adverse conditions such as darkness, steady rain, high wind, icing, lightning or similar environmental factors render working at such height(s) hazardous.

b) Personnel should be compensated accordingly when directed to perform tasks under above mentioned conditions.

**POSITION NUMBER AND TITLE POSITIONS TO BE EVALUATED:**

**. D80399000 Aircraft Mechanic**

**OFFICIAL(S) REQUESTING AUTHORIZATION TO ASSIGN AND CERTIFY EXPOSURE FOR PAY PURPOSES:**

**. D0806000 Aircraft Mechanic Supervisor**

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Print Name**

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Signature Date**

**May 29, 2015**