



TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor
From: Dina Enders, Safety & Health Committee
Date: 12 February 2015
Subject: SAN Safety Visit

I made this visit at your request to address local safety concerns in SAN. Safety Ops Representative Jilynn Kaczmarek accompanied me on a safety inspection.

Our CBA requires that the local safety representative be called when an incident or accident involving a TWU member occurs. SAN management continues to ignore this contractual right.

Time off from regular duties for TWU Safety Ops Representatives to do equipment checks and follow up on items isn't being granted by local management. I recommend that a specific day of the week be set aside for this purpose, such as, every Tuesday.

- Equipment is not being checked; baggage carts have not been looked at in several months
- Inspection of Jet Bridges have not been done monthly because management has not granted the time. Several concerns were written up about canopy and wheel chair lifts, but these have not been resolved

SAFETY COMMITTEE GOM 02.040.00—SAN Leaders ignore these policies!

- Each classification should be represented at all meetings, Attendance by local Station Leaders is recommended. Department representative are responsible for keeping their fellow Employees in their respective work area updated on the committee progress.
- Monthly Focus Safety Topic from HDQ is not being talked about during daily huddles or at the monthly safety meeting.
- Seven days prior to the next safety committee meeting, these documents must be presented to TWU Safety Rep Enoch Toilolo by local management: OSHA 300 log; monthly potable cabinet's inspections; PC/Air cradle inspections and fire extinguisher inspections.

TRAINING OSHA 2254

1. Team leaders are not sharing information about and pertaining to safety with SAN employees. We can start by having Ramp Supervisors speak on the daily safety focus and talk up how we can be more aware of our surroundings.
2. Lack of training is very prevalent at this station. Agents are not getting adequate time to go over new procedures. Policy and Procedures that HDQ has put into place are not always being communicated in SAN.
3. Brand new Pushbacks and Tarp Saver Carts-agents had no training; this equipment had several items completely different from previous equipment. IE start button is a push button that stalls if the agent keeps pushing on the starter button. Pushback headlights did not come with light switch available, during push headlights stay on, agents cannot turn off the lights when requested by the pilot.
4. Tow bar procedures-what to do after the shear bolt breaks-not taught to agents.
5. Wheelchair lift, the agents have to be inside the lift to retrieve strollers and electrical scooters; the lift states: "no live body" can be inside or on the lift, making it un-safe for operations agent to retrieve gate checked items.
6. Hot shot De-ice unit agents not trained on this, when there has been a need to use this equipment, no agent on property knew how to use it or had been signed off.

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RAMP AREA/GATES

1. Several gates have wide expansion joints in the concrete and broken concrete creating a trip/fall hazard. **OSHA 29 CFR 1910.22**
2. Concrete potholes inside the safety zones need to be repaired to prevent trips and falls and concrete FOD from being ingested into the engine. **OSHA 29 CFR 1910.22**
3. Electrical boxes at all gates are missing the signage “Keep clear 36 inches” signs need to be added to all main jet ways. **OSHA 29 CFR 1910.305**
4. Gate 9 pavement behind the gate area needs to be repaved, several potholes are creating trip/fall hazard. **OSHA 29 CFR 1910.22**
5. Gate 8 ground power cord head needs to be replaced- metal on metal and the hook needs to be replaced to prevent it getting caught on the canopy. **OSHA 29 CFR 1910.303**
6. The following gates inside the Jet bridge need the arrows repainted coming out of aircraft #2,4,6,8 and 9
7. Wheel chair lifts, ops agents retrieving items from it; agent must go inside the lift, which clearly states: “no live bodies”.
8. All jet bridges have water stains from jet bridges leaking, the new jet bridges with tile flooring leaks too, the cleaners will put out slippery signs and jet bridges leak all day when raining.
9. Jet Bridge # 10 canopy does not come all the way down creating a gap on the left side. When it rains it causes a trip/fall hazard for passengers and employees. **OSHA 29 CFR 1910.22**
10. Jet Bridge # 3 does not move left to right which creates an un-safe condition for agents to park the aircraft. This jet way should be tagged out of service until fixed.



BAGGAGE DROP OFF

SAN baggage belt behind Gate 2 is being blocked by Southwest Company Van which inhibits Local Runners to drive in and out safely.



T-POINT

- T-point agents have seen co-workers suffer injuries by maneuvering a cart into and out of the T-point area. Furthermore, anytime we have baggage carts being moved, there is a high probability the carts with a full load can get away from agent and cause injury—especially to hands, arms and the rib area of the body.

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- Baggage Carts are being over stacked by 2-4 rows high, not enough carts in SAN for the amount of baggage coming out of T-point.
- Anti-fatigue mats have several areas that need to be put back together, the gaps create a trip/fall hazard. **OSHA 29 CFR 1910.22**
- Due to limited space to stage carts, agents must place bags on the floor creating one more lift for each bag (**Zone next to Gate 3**).

EQUIPMENT

- TWU Safety Reps are following the guidelines of the daily operator checklist. While circumstances with ramp equipment are a challenge, employees need the proper equipment and tools to do their job safely. It's imperative that repairs be made. Minor fixes can be made without causing a disruption in daily operations (i.e. lights, horns and tarp handles)
- Tagged out equipment is being operated even though the equipment has not been fixed--I must remind all SAN employees that: "Only maintenance/GSE mechanic can remove an equipment out of service tag from a piece of equipment", and ----Warning: Under no circumstances should tagged and defective equipment be operated or used until the proper repairs have been done."
- I am not a mechanic but one does not have to be a mechanic to notice steering columns leaking, damaged front rubber bumper on belt loaders and bald tires. Common sense can determine unsafe equipment. If the brakes do not work, you can strike an aircraft, or god forbid, another employee working on the ramp.
- Baggage Cart missing rubber bumper corner on several new Tarp Saver Carts.
- Baggage Cart handle needs to be welded.
- Tow bar #4679 safety pin bracket moves freely left to right.



FIRE EXTINGUISHER GOM 02.100.13 and OSHA 29 CFR 1910.157

Fire extinguisher does not comply with the monthly audits as policy states. GOM 02.100.40 show what to look for and what to do if tags are missing, expirations dates not present or if they are mounted without signage. These conditions could result in a monetary penalty.



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Potable Water Cabinets: GOM 05.170.40 and OSHA 29 CFR 1910.141

The FDA has instituted an Operational Maintenance Program for our water service and all stations are responsible for maintaining the purity of potable water. **(These Potable Water Cabinets were clean and in excellent shape.)**

SPILL CARTS/SPILL DRUMS OSHA 29 CFR 1910.1200

Each spill kit cart must have all necessary inventory, no exceptions. I noticed the following items missing from the spill carts: Eye Protection; Gloves; Shoe Covers/Over Booties; Heavy Mill Poly sheeting; Trash Bags and Traffic Cones.

When drums are full, Ashley must be called out to empty the contents according to GOM. When drums are not labeled and overflowing this causes a cross-contamination problem and it is very costly in EPA fines.



In closing, thanks to the entire SAN employees for your continued hard work and the dedication to safety you display on a daily basis. Thank you also to all the TWU Safety Reps for trying to improve the work environment for all. If you have any question or concern about this report my number is 214-927-6743 or email me at dina.enders@twu555.org.

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