

TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor
From: Dina Enders, Safety & Health Committee
Date: 24 August 2015
Subject: LAX Safety Visit

I made this visit at your request to address local safety concerns and support our LAX membership. Local TWU Provisioning Rep Jerry Carrillo accompanied me on a safety inspection of Gates. Some of the examples of the current concerns are as follow.

GATE AREA/CONSTRUCTION

A top concern was to address the serious safety issues with construction in LAX. All gates are compacted and congested. I observed drivers from ramp, provisioning, as well as, construction drivers having a difficult time maneuvering in and out of these areas due to the lack of space and carts parked all over. All gates are extremely congested. Navigating in and out of these areas to deliver bags from T-point, transfer baggage and freight being staged at each gate create a high probability of accidents. These pictures are just a few examples:



GATE 10

1. The only way to download/upload the front of Aircraft is to use a motorized chugger that pulls one cart up at a time to be staged at the bottom of the beltloader
2. Push back has very little room to maneuver into the gate area
3. To get to the front of the Aircraft with a cart you must drive under the tip of the wing
4. The makeshift stop mark which was painted by Ramp Safety Supervisor Jamison O Neill is not marked properly, difficult to be identified at night due to poor lighting. I talked with a few members working at gate 10 and asked if they knew where to stop the aircraft before towing it into the gate? Their response was “no”, they had not been trained.

5. Provisioning Van parks on engine #1 side provo agents are unable to provide full service due to lack of space, LAX front galley agent provides Ice and trash. FAA rules that all Drinks will be dumped into the trash cans makes the can heavy. This trash can is hand carried down the jet way stairs.
6. LAX has a very high number of New Hires Agents, Ramp Supervisors need to properly train these agents on how to tow an aircraft into gate 10 properly and show them where to stop the aircraft.
7. Construction trucks and dumpster are located behind gate 10 adding to more congestion.
8. Cover Cart for Transfer bags is parked at the very end of the gate next to the service road.
9. There is little room for the provisioning driver to get to the front of the aircraft as LAX has the outside of the safety zone designated as "No Parking". This area is being used for cover carts too making it difficult for provisioning drivers to get into this gate area safely.
10. Beltloaders must be parked behind the gate, due to the entire gate is the safety zone.
11. Fueller, once the hose and fuel pit is open the space for the the baggage cart is extremely tight, the cart is being pushed in by hand.
12. Gate 12A when aircraft is parked at this gate and Gate 10 has a plane parked at that gate --it's impossible to drive up safely to the front of the aircraft due to the amount of equipment parked in this area to provide Ice and Trash Service.
13. Gate 16 behind the gate the area is saturated with aircraft maintenance golf carts, construction trucks and vendor trucks. This makes it hard for provisioning to back toward the building after servicing the front galley.
14. Gate 17B Gate area is very condensed, with how equipment is staged at the gates. Ramp Agents and Provisioning Agents are putting their safety in jeopardy. Provisioning agent while performing job duties in front galley the driver must drive right next to the jet way slide on gate 17 to avoid hitting the fuel pit.
15. Gate 17 Tall covered carts being staged between 17 and 17b creates unsafe conditions that must be addressed by Local Management. There is inadequate space to navigate the baggage carts and ground equipment while there is an aircraft parked at these two gates.
16. At all gates the provisioning drivers need to be parked in front of the aircraft prior to landing otherwise it is a challenge between the aircraft and equipment parked at each gate.
17. At all gates, the space at these gates extremely limited and the staging of equipment compromises our employee's safety.

Like many stations, the work areas are tight and extreme caution must be used to safely perform ramp, provisioning and operations duties. If an agent needs a guide while performing provisioning and one does not show up the truck must not move until proper help is available. What is the procedure should an emergency arise and the entire gate is being blocked in by carts, construction equipment and Airport vehicles?

SAFETY COMMITTEE GOM 02.040.00

1. Each classification should be represented at these meetings and attendance by local Station Leaders is recommended. Department representatives are responsible for keeping Employees in their respective work area updated on the committee's progress. **(This was not the case in LAX as the station didn't have a Monthly Safety Meeting from February 2015 until July 2015.)** ASM Brian Fairbanks did have a Safety Meeting in July and invited me to attend their meeting.
2. Monthly safety minutes need to be signed off by both Leadership and TWU Representatives. This isn't the case in LAX.
3. Time off from regular duties for TWU Safety Reps to do equipment/facilities/jet way checks and the follow up on items that haven't been resolved has not been adequate. TWU Safety Rep Paulo Barbosa needs to have the same opportunity of doing the Monthly Required Ramp walk with a Manager as stated in the GOM Chapter 2 Safety Committee.

- Seven days prior to the monthly safety meeting, These documents must be presented to TWU: OSHA 300 logs; monthly potable water cabinet's inspections; PC/Air cradle inspection, fire extinguisher inspections-again, this is not being done here in LAX

T-point

- Baggage Carts being over stacked by 2-4 rows high not enough carts in LAX for the amount of baggage coming out of T-point.
- Due to limited space to stage carts, agents must place bags on the floor creating one more lift for each bag.
- Station Manager Toni Wilson did explained during their Round Table that leadership is working towards which flights will be assigned to the oversized belt to give relief to the current carousel.

EQUIPMENT

- Bone yard has 30 baggage carts tag out of service that needs to be repaired.
- Tarp Saver Carts are missing the second corner rubber bumper.
- These are the following cart numbers:
- 21740,21730,21729,21733,21737,21736,21727 and 21728. When I mention to a Ramp Supervisor out on the ramp that these corners needed to be replaced he had explained that would be all new tarp saver carts.
- Push back tag out of service- Parts out of Service Tag not filled out.



I did get to see Station Manager Toni Wilson and ASM Brian Fairbanks was unable to go over my finding with them since they had already had a Round Table meeting set up for 2 agents from each department for their Station to attend the meeting. I did get the opportunity to sit in on the round table; LAX has several concerns between Airport, Baggage Belts, Construction Project, Training New Hires and Congested Gates.

If you have any question or concerns about this report, feel free to contact me at 214-927-6743 or email me at dina.enders@twu555.org.

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