

To: Jesse Soto, Safety & Health Advisor
From: Dina Enders, Safety & Health Committee
Date: 16 September 2015
Subject: SEA Safety Visit

Jesse, I made a visit to SEA to do a complete Ramp Walk requested by the Local Membership. I was accompanied by Local Rep Shawn Ufer.

SEA leadership has denied the right of employees to tag out defective equipment. Leadership is disregarding their policy/procedures and keeping Safety Priority One. Agents that need to tag out defective equipment are being told "NO you can't do that" by SEA Leadership. They have Parts out of Service Tags locked up now in the Ramp Supervisor Office.

UNSAFE PARTS TAG

1. Any Employee can remove equipment from service for safety reasons. Only Maintenance/Ground Support mechanics can remove a SA-M449 Unsafe Parts Tag from a piece of equipment.
2. White copy: Retained by Employee tagging out equipment
3. Yellow copy: Supervisor's copy
4. Back: Maintenance/Ground Support(attach to equipment)

Part (1) Completed by Employee. Include the following:

- A. Employee Name
- B. Employee Number
- C. Equipment Number
- D. Equipment Type
- E. Exact Equipment Location
- F. Tag out Date
- G. Reason for Removal from Service

Part (2) Completed by Employee's Supervisor

- A. SUPERVISOR INITIALS TO VERIFY Maintenance/Ground Support (as applicable) has been notified of equipment disposition.

Part (3) Completed by Maintenance/Ground Support. Include the Following:

- A. Mechanic Name
- B. Employee Number (SWA Employee only)
- C. Provider Performing Repair (including contract Maintenance)
- D. Repair Date
- E. Return to Service Date

F. Resolution



- A. Ramp Supervisor filled these out with all copies still attached! Part 2 and 3 are not being done here in SEA, GSE contractor does not fill out Part 3 and there is no resolution for the equipment.
- B. Being proactive instead of reactive protects our Employee's, our Customers, Aircrafts and Equipment.
- C. The Employees are the Operator of Equipment being used during that time. SEA has a memo that states that any equipment being Tag out of Service you first must contact Ramp Supervisor who will then deem if the piece of equipment in question is safe or be Tag out by Ramp Supervisor only.
- D. Ramp Supervisor isn't the one using the equipment, the Employee working the flight is responsible for checking the Operator's Daily Checklist. **OSHA 29 CFR 1910.178**

PUSHBACK



1. EPB01-plastic cover on front of bucket is missing; the Operator Daily Checklist is missing on these pushbacks.
2. There are 5 of these pushbacks in SEA and only one has been numbered making it hard to report to GSE. In July Fred Susoeff told Local Rep Shawn that they would put numbers on them.

3. B-8 pushback straps is coming apart, in July Fred Susoeff explained these straps have been compromised.
Remains open from last safety visit 7-15-2015
4. Engine light comes “on” on each one of them, on July 15 2015 West Coast Fred Susoeff was in SEA and explained the red light is about the battery having water in them.
5. PB05 is parked on the ramp and will be used by agents who have not been properly trained on the new pushback. When an aircraft needs an air start--PB05 will be used since it’s difficult to line air start next to the new pushback. Agents expressed concern that this equipment (PB05) has not been on a PM check in a year!
6. Fire Extinguisher monthly inspection tag has no signature or punch hole on card attached
7. PB06-seat belts need to be adjusted, strap is tied to handle

BAGGAGE TUGS



1. BT05-both wheel seals are leaking, anti-skid needs re-applied on gas/driver side and sharp metal edges exposed inside tug on right side. **Remains open from last safety station visit 7-15-2015.**
2. BT06-seat belt fixture is missing on the right side. **Remains an open item since last safety visit 7-15-2015.**This baggage tug had been parked since the 9-12-2015 out of gas, during my visit it had not been refueled.

3. BT08- front right corner rubber bumper is damage and side right glass fixture is broken which was reported in the **last safety station visit 7-15-2015**.
4. BT01-anti-skid needs to be reapplied on gas pedal and at driver's feet. Window on the right side is losing and right rear brake light is out.
5. BT03-corner rubber bumper is missing, E-brake leans to the left, anti-skid tape needs re-applied on gas/brake pedal and seat cover needs replace.
6. BT04-gearshift plate needs replace, grooves are shaved down, anti-skid tape needs reapplied and seat belt doesn't retract properly.
7. BT09-anti-skid on gas pedal needs to be re-applied; the rear tire is worn and needs replaced.
8. BT10-anti-skid needs to be reapplied on gas pedal and at driver's feet. The gear shift light needs replaced.
9. BT-12 driver's seat needs replaced, gear shift light is out and front right tire needs replaced, and back hitch spring is loose.
10. BT2263-back brake light is inoperable and reverse light needs to be installed.
11. BT2164-right head light is broken and reverse head light inoperable.

BELTLOADER



1. BL03-steering column has hydraulic fluid on the base leaking down to the ground where driver's feet are located. Saturated residue fluid built up is present and the metal plate has been welded this remains an open item from last safety visit. **Remains Open from last safety visit 7-15-2015**
2. BL01-anti-skid plate is hanging by one bolt that needs to be reattached. **Remains Open from last safety visit 7-15-2015**
3. BL05-anti-skid is bowing; parking brake is rusted unable to adjust. **Remains Open from last safety visit 7-15-2015.**
4. BL04-shark fin needs re-attached, tracking on the belt needs an adjustment and anti-skid tape needs re-applied. **Remains Open from last safety visit 7-15-2015.**
5. BL08-shark fin needs re-attached. **Remains Open from last safety visit 7-15-2015.**

6. BL09-belt tracking system needs to be adjusted, anti-skid plate is bowing and metal plate has been welded down.

BAGGAGE CARTS



These are just some of the examples looked at during my Safety Inspection

Brake Bars on several carts found that the tongue drops to the ground. Agents have been informed that it's costly to repair. The employees have expressed their concern that leadership is putting cost before the employee. The brake bar drops on the agents foot, who has reported to leadership and nothing gets fixed.

1. OC025- brake bar handle is broken sharp metal exposed and back hitch spring is loose.
2. OC024-back hitch spring is loose.
3. OC031-brake bar is loose and back hitch spring is loose.
4. OC023-back hitch spring is loose.
5. OC24-tongue falls to ground, needs spring hitch
6. OC30-front end is loose the (5th wheel.)
7. OC31 tarp straps are worn
8. OC38-back hitch spring is loose and the front end loose (5th wheel.)
9. OC39-hitch handle is bent and back hitch spring is loose
10. OC40-tarp is damage and back hitch spring is loose and eyelet needs to be replaced.
11. OC41-eye lid spins around all the way around and back cart panel is damaged.
12. OC43-tarp is damaged, back hitch spring is loose and sharp metal edges exposed front railing.
13. OC44-brake bar needs adjusted, while setting brakes it pulls to left to right.
14. OC51-locking pin on brake bar is bent.
15. OC54back hitch spring is loose and eyelet needs to be replaced.
16. OC60-brake bar is bent.
17. OC66-tarp is damage, brake bar needs to be adjusted and back hitch spring is loose.
18. OC65-tarp is damage and back hitch spring is loose.
19. OC68-tarp strap is missing and are damage and eyelid spins around that connects to the baggage tug or another cart.

HR CARTS/TOW BAR/CHOCKS



1. Safety mechanism on brake bar is bent needs to be bent back into place. **Remains Open from last safety visit 7-15-2015**
2. TB01- shear bolt doesn't move freely (**These are supposed to move to prevent shear bolt breaking during push.**)
3. TB03-shear bolt doesn't move freely
4. HR 3378 door locks are bent, doors don't shut properly. **Remains Open from last safety visit 7-15-2015.**
5. HR037-bent door locks on rear door, will not shut properly.
6. LT01-flags need to be replaced, signal light on driver side in front needs to be reattached. Seat cover on driver side needs to be replaced. **Remains Open from last safety visit 7-15-2015**
7. LC01 both blue water hoses are worn and need to be replaced

CLOSING CONFERENCE

Shawn and I were unable to review our finding with Station Manager Terry McHugh, who at the time was in DAL and MRO Shane Callahan was not on property. During my visit I did not see one Ramp Supervisor on the Tarmac nor did I see any employee from Tug coming out and repairing Southwest Airlines Equipment.

If you have any question or concern about this report my number is 214-927-6743 or email me at dina.enders@twu555.org

Steve Goldberg
Matt Hafner
Matt Buckley
Mike Miller
Michelle Jordan
Scott Halfmann
Larry Laney
Anthony Gregory
Pro Mahabir
Dan Kusek

Debbie Griego
Elaine Karnes
Arman Nolcox
Terry Mchugh
Shane Callahan
Shawn Ufer
TWU Safety Committee
Website
LEB