



TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor
From: Daniel Hilton, Safety & Health Committee
Date: April 8th, 2015
Subject: MDW Safety Visit

The purpose of this visit was to investigate an accident that occurred on March 14, 2015. I was accompanied by fellow TWU 555 Safety and Health Committee member Karl Mager and local Safety Chairman Ryan Gass.

The accident occurred at approximately 7:50 am. The agent got her hand stuck inside the beltloader that was staged at the rear cargo bin. It occurred near the top of the beltloader close to the bin. Much information providing details of how this injury occurred is not known. There was confusion of whether the hand was stuck in the top of the belt loader (pic1) or the underneath (pic 2). I setup a meeting with Station Manager Craig Vaughn for us to review the video. The video footage was inconclusive due to the angle of the camera.



1.



2.

Facilities: The Sparky System which notifies agents of severe weather has not been working properly at certain points around the airport. It was stated that the 8 mile yellow beacons are working properly, but not the three mile blue beacons. The blue signifies that the ramp is closed. The system is triggered by the ops coordinator who receives severe weather report from the southwest Hubcast and flips a switch triggering that sparky system. This information was received from Ramp Supervisor Ray Husky.

Eye Wash: No eye wash stations or eye wash bottles noticed around the ramp. It was stated that they are located in three safety kits centralized throughout the facilities. A couple of issues with this is agents do not know where they are located. Also, if hydraulic fluid or blue lav juice comes in contact with an agent's eyes they have a ways to go to have eyes flushed properly.

Equipment: Agents have stated the overall condition of all the equipment is very poor. They will tag out equipment and it will sit at GSC for two or three weeks. The problem with that is they have more equipment that needs to be tagged out and fixed. Agents are put in unsafe working conditions due to the bad equipment they operate daily. This should result in prompt action from Management and GSC.

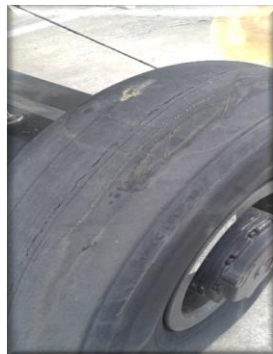


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Beltloaders: We noticed during our walk that most have issues with pinch points. They need to be adjusted immediately to prevent injury. This should receive prompt action from GSC.



Jetway Tires: we noticed worn dry rotted tires on some of the jetways. Also found one that had threads showing. This could potentially explode and cause serious injury.



Prior to our departure we met with Station Manager Craig Vaughn. We watched the video of the accident. Craig stated that he has not spoken with the agent yet to discuss the events of the accident. He mentioned once he does, that he will send us the findings of the discussion.

Karl stated that equipment is in poor condition and that it has remained the same since he visited last in 2005. Karl stressed that more needs to be done by GSC to improve and maintain the equipment.

Craig stated he will look into eye wash stations or bottles being installed around the ramp. Also he took immediate action on the Sparky system. He notified us that a maintenance team would be out Thursday morning to fix the system.

I would like to thank Ryan Gass for escorting Karl and me around. Also, thank Craig Vaughn for taking the time to meet with us.

If there are any questions regarding this report please feel free to contact me at dan.hilton@twu555.org.

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