

# TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor  
From: Dina Enders, Safety & Health Committee  
Date: 22 January 2015  
Subject: LAX Safety Visit

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I made this visit as you directed as requested by District Representative Mike Roach. Local TWU Alternate Station Rep James Barrett accompanied me on a safety inspection of equipment and facilities.

LAX leadership does not follow or practice Gary Kelly's commitment to safety.

## GATE AREA

Number one safety concern of all LAX ramp employees is construction at the gates. The construction takes up much of the work area and space to safely perform ramp duties is extremely limited. LAX is compact and congested for both Ramp and Provo agents, especially for driver duties. Each day our members are put into a daily unsafe situation at all gate areas. Navigating in and out of these congested gates is stressful and dangerous. On gates 4A, 6, 10, 12, 14, 13, 11, 9, and 7, I had the opportunity to observe drivers having a difficult time maneuvering out of the gate area due to freight carts staged at each gate. These pictures are just a few examples.

## GATE 4A



This gate is only used for 300 series non-winglet aircrafts; there are several safety concerns. HMS vendors drive several different trucks, a flatbed and a full side F150. According to ASM Tom Starr when there is an aircraft at this gate HMS isn't supposed to do delivery between flights. As you review these pictures that is not the case. HMS truck is passing our Southwest ACMX truck--coming very close to hitting the truck. Bag Runners coming in and out of this tight area with provisioning in front and local runners waiting to drop off local bags behind the gate. Provo drivers need to be parked in front of the aircraft prior to landing otherwise it is a challenge between aircraft and ACMX truck. The truck is parked during the day in the way of local bag runners trying to get in and out of gate area to drop of local bags behind gate 4A. I recommended to ASM Tom Starr to have the truck back up completely.

## GATE 6



Construction truck parked next to Jet Bridge making it hard to get around. Little room to drive up to top of the gate to drop transfer bags off. Adding to the congestion of this gate is Southwest Trucks parked just wherever. This gate is just as tight as the others.

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## GATE 12



The high number of covered carts being used at each gate is extremely difficult to get in and out safely.

## GATE 10



Spill Drums not on a pallet and not labeled with the proper information.  
Jet way stairs need anti-skid reapplied to steps to prevent trip/fall hazard. **OSHA 29 CFR 1910.22**

## GATE 7-9

The tall covered carts being staged between these two gates create unsafe conditions that must be addressed by Local Management. There is inadequate space to navigate the baggage carts and ground equipment. These gates are a safety hazard when the employee is unable to see around the cover carts.



7-9 the fuel pit is under the winglet up close next to gate 9 Jet Bridge making it hard for provisioning to get in to the gate safely.

## GATE 11-13

These gate areas are very congested with staged equipment at the gates. Ramp Agents and Provisioning Agents find it very difficult to perform their duties in a safe manner.

Like many stations the gate area, including t-point areas, are tight and extreme caution must be used to safely perform ramp, provisioning and operations duties.

## MISC ITEMS



- Propane tank not secured inside cage. **OSHA 29 CFR 1910.178**
- Gasoline needs to be stored properly.
- Propane tank not secured inside cage. **OSHA 29 CFR 1910.178**
- Cart 8147 missing tarp handle.

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Our CBA requires that the local safety representative be called when an incident or accident involving a TWU member occurs. The safety team needs to be notified and to have the same opportunity to do the investigation as local management. If no TWU Safety Representative or Local Station Representative is available, Article 17 requires that the TWU Safety Representative be called at home and be given the opportunity to come in and investigate. This is not happening in LAX.

Time off from regular duties for TWU safety representatives to do equipment checks and the following up on items is being granted by local management. A recommendation on May 13, 2014 to ASM Tom Starr was to increase TWU Safety Rep Paulo Barbosa hours to 16 on the first and third Monday of each month. **(Remains Open Item.)**

## **SAFETY COMMITTEE GOM 02.040.00 (These items remain open in LAX)**

- Each classification should be represented at all meetings. Attendance by local Station Leaders is recommended. Department representatives are responsible for keeping their fellow Employees in their respective work area updated on the committee progress.
- Monthly safety minutes need to be signed off by both Leadership and TWU Representative. This remains an open item from May 13, 2014
- Seven days prior to the next joint safety committee meeting, these documents must be presented to TWU Safety Representative by local management: OSHA 300 Logs; Monthly Potable Water Cabinets Inspection; PC/Air cradle Inspection; Fire Extinguisher Inspection; Monthly Focus Report; and the weekly eyewash station inspections. **RAMP WALK**

I explained to TWU Local Safety Representative James Barrett that ramp walk is different from equipment checks. TWU Safety Rep Paulo Barbosa will check the equipment and facilities and share his findings with ASM Tom Starr and Safety Supervisor Jamison O'Neill. The Ramp Walk is to address the open concerns from the monthly joint safety meeting to look for unsafe conditions or hazards. The items found during this walk need to be attached to the monthly safety minutes. This is not the case in LAX.

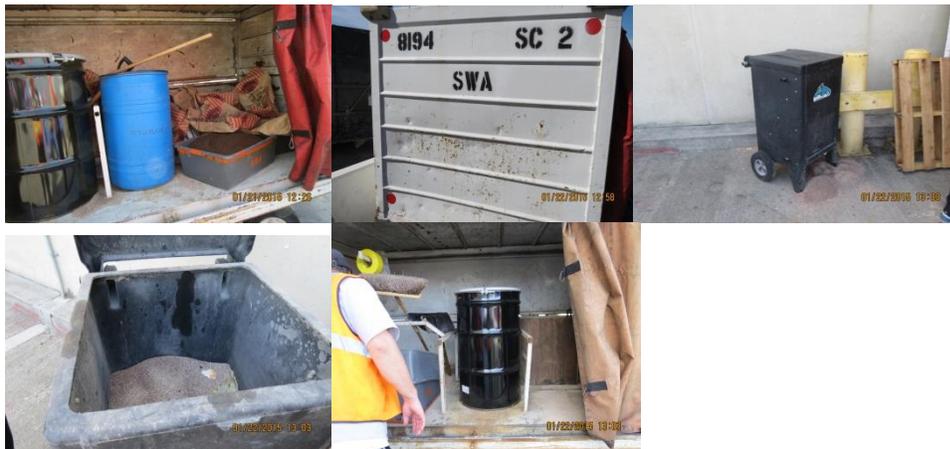
## **HOUSEKEEPING**

All places of employment shall be kept clean to the extent that nature of work allows. This includes the entire work area including rest rooms, break rooms, refrigerators and microwaves.

## **SPILL KITS/SPILL CARTS OSHA 29 CFR 1910.1200**

Each spill cart must have all necessary inventories, no exception. I found the following items missing from the spill cart: Eye Protection; Gloves; Shoe Covers/Over Booties; Heavy Mill Poly sheeting; and trash bags. The spill cart behind Gate 9 was being used as a trash can. **These carts were not stenciled in red for spill cart.**

The drums must have the proper labeling and must be dated. Southwest has done several revisions on spill response procedures and equipment.



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- Gate 4A Spill Cart does not meet Southwest standards as the drum has no information label, the absorbent needs to be replaced and PPE needs to be provided. **(The tub is filled with Jet A, from a spill a few days prior to my visit.)**
- Gate 13 Spill Cart is missing the date, content inside drum is not identified and absorbent needs to be replaced.
- Gate 13 Porta Gator is missing the tray inside, the broom and the shovel.

## T-POINT

- A second carousel is greatly needed as the amount of bags handled by LAX is not sufficient for one carousel. As a result, on days with heavy load factor, customer's baggage is overflowing into the center of the belt.
- 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.
- Anti-fatigue mats need to be put against the belt; the mats at the end of the belt are stacked on top of each other creating a trip/fall hazard. **29 CFR 1910.21**



Thanks to the LAX employees who took time to express their safety concerns during my visit. It is admirable to see their continued hard work and dedication to safety. 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](mailto:dina.enders@twu555.org).

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