

To: Jesse Soto, Safety & Health Advisor  
From: Dina Enders, Safety & Health Committee  
Date: 3 August 2015  
Subject: SMF Safety Visit

Jesse, I made a visit to SMF to do a complete Ramp Walk requested by our Local Membership. I was accompanied by TWU Safety Rep Steve Harlan and Cargo Representative Heard Bryant. We found the following safety concerns.

## **EQUIPMENT**

- Many employees have issues with the equipment being tagged out of service for brakes on carts being inoperable and that same cart being returned to service the next day without being fixed.
- Equipment is out of service way to long. For example: Belt loader 05 was taken out for hydraulic leak on 7-25-2015 and during my Safety Visit on 8-3-2015 this BL was parked behind Gate 18.
- Cleaners using our baggage carts as trash bins, the carts are not cleaned before the next day. Our customer's bags are being damage by fluids left over from trash bags.
- Defective equipment tags must be available for all employees, presently they are in the Ramp Sups office and in Ramp Hallway. Once a piece of equipment is tagged out for maintenance/GSE mechanic can remove an equipment tag from a piece of equipment. Under no circumstances should tagged out and defective equipment be operated or used until the proper repairs have been done. (**SMF equipment needs to be address between GSE and The Bone Yard there was a total of 12 items that had a Parts out of Service tag with no explanation**).This list does not include the items that needed attention during the Safety Visit.
- I had opportunity to check out the GSE work area where our equipment is being staged. On 8-4-2015 I went over my findings with West Coast GSE Fred Susoeff. At that time I sent Fred a list of equipment concerns. Fred understands that Southwest Employees need the proper tools and equipment to do their jobs safely. SMF is not safe when it comes to the equipment.
- All push backs need to have tool boxes installed on top to store the wands, bypass pins and Parts out of Service tags.

## **EQUIPMENT TAGGED OUT OF SERVICE DURING VISIT:**

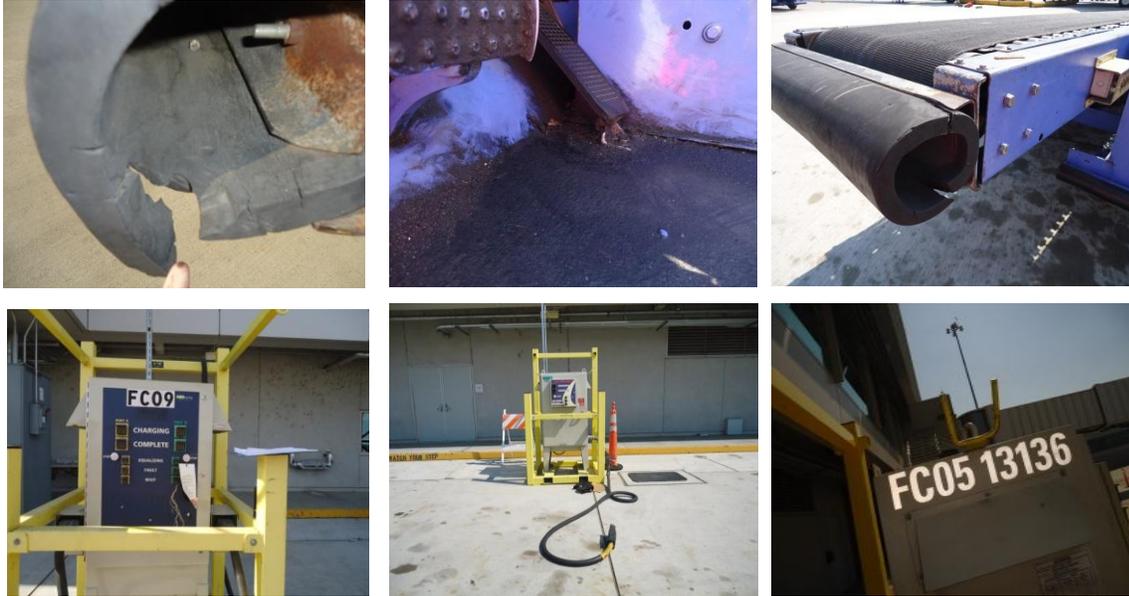
- TB-08-shear bolt doesn't move freely
- TB-04-shear bolt doesn't move freely.
- TB-07-shear bolt doesn't move freely.
- BL-01 front rubber bumper split on left side and spot light Inoperable.

- BL-05 tag out of service since **7-25-2015**.
- BL-12 leaking hydraulic fluid under the steering column.
- BLE-06 leaking hydraulic fluid behind the seat and front rubber bumper cracked on left side.
- PBE-02 wireless storage wire cage not available for box on top of pushback.
- PBE-08 wireless storage wire cage not available for box on top of pushback.
- 21487-baggage cart taken out for brakes being Inoperable and missing corner rubber bumper.
- OC-05 back hitch spring needs to be replaced.
- Equipment Charger FC-06 **out of service since 3-20-2015**.
- Equipment Charger FC-09 **out of service since 5-29-2015** and these units are missing the hooks to store the power head when not in use.
- LT-02 missing flag on left side.

**BONE YARD-EQUIPMENT NOT IN SERVICE DURING MY VISIT:**

- LT-01-unknown
- PB-01 front left tire
- PB-05 tag just states “danger”
- BL-13 no information on Parts out of Service Tag
- BL-07 no information on Parts out of Service Tag.
- BT-19 unknown
- BT-20 unknown





### **SAFETY COMMITTEE GOM 02.040.00**

- Many new policies and procedures HDQ has put in place are not being communicated or taught to employees in SMF.
- Monthly Focus Safety Topic from HDQ is not being talked about during daily huddles only at the monthly safety meeting.
- New Policy and Procedures not being talked about prior to going into effect.
- Sharing information about and pertaining to safety is a joint effort between Southwest and TWU. Supervisor must communicate the daily ramp safety topics to employees and how we all can be more aware of our surroundings. When leaders do not utilize the proper tools the results is an effective program and employees at a greater rick of accident and injuries.

### **EMPLOYEES SAFETY CONCERNS:**

- Break room capacity for the agents on duty is not adequate-not enough chairs for all. Leadership has in the past used the conference room; it's not always available for members.
- Remoting aircraft what is consider a long tow? And why is it not taught in SMF?
- Remoting area needs to have better lighting on the remote pad, unable to see J-line and stop mark while bringing aircraft to this area.
- Agents are asking for some type of marking for the proper position of the engine 2 cones and the winglet cone.

## GATE AREA

- B-18 spill cart not marked as a spill cart and is missing a drum for used absorbent.
- Porta Gator Kits are missing broom and shovel.
- First Aid Station eye wash bottles are missing. OSHA 29 CFR 1910.151
- Lime Cones are not being used properly or staged under winglet.
- B-20 ground power cord head is damage and needs to be replaced. OSHA 29 CFR 1910.305
- Parts out of Service tags need to be made available at all gate areas.
- PC Air Condition Cradles have been stage at B-20 for months since SMF has gone to a roll up cradle. OSHA 29 CFR 1910.141
- Doors that swing out to the ramp area need to have marking to prevent any employee being hit by the door opening.
- Cargo Bin Shield needs to be stored with the Dasher Cart.
- Spill Drum full and no information of the contents inside. OSHA 29 CFR 1910.1200



## **FIRE EXTINGUISHER GOM 02.100.13 AND OSHA 29 CFR 1910.157**

- Fire extinguishers do not comply with the monthly audits policy in the **GOM 02.100.40**
- PBE-03--unable to read indicator if it needs to be recharged or not
- Several Fire Extinguishers are missing the monthly inspection tag.



## **CLOSING CONFERENCE**

Steve and I were unable to review our finding with Station Manager Dave La Plante or MRO Pedro Teixeira.

Thank you, to all TWU Safety Reps for trying to improve the work environment for all employees. If you have any question or concerns about this report my number is 214-927-6743 or email me at [dina.enders@twu555.org](mailto:dina.enders@twu555.org).

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