



TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor
From: Dina Enders, Safety & Health Committee
Date: 1 December 2015
Subject: AUS Safety Visit

The visit was at your request to address local concerns and to support our AUS membership. Local Rep John Spencer and Nick Hajek accompanied me on a safety inspection.

TWU Safety Reps are not being notified by local leadership when an accident or incident involving TWU members occurs. This has been an ongoing concern in AUS.

Time off from regular duties for TWU Safety Rep Charlie Bennett to do his equipment/facilities checks and the follow up on items that haven't been resolved has not been adequate. Charlie has not been taken offline for the Required Monthly Ramp Walk and the Monthly Safety Meeting. Instead, AUS Leadership has another agent, not recognized by TWU, comes into the meeting. I asked but was not able to get the safety meeting minutes from Leadership during my visit.

SAFETY COMMITTEE GOM 02.040.00

1. Each classification should be represented at all meetings, Attendance by local Station Leaders is recommended. Department representative are responsible for keeping their fellow Employees in their respective work area updated on the committee progress.
2. Monthly Focus Safety Topic from HDQ is not being talked about during daily huddles or at the monthly safety meeting.
3. Seven days prior to the monthly safety meeting, these documents must be presented to TWU: OSHA 300 log; monthly potable water cabinet's inspections; fire extinguisher inspections-again this is not being done here in AUS
4. Safety meeting minutes should be reviewed and signed off together right after the meeting by Local Leadership and TWU Safety Rep prior to sending to HDQ.
5. Monthly Safety Minutes posted were from August 2015.
6. I was unable to find an updated current CPR list.

RAMP WALK

I explained to Local Station Rep John Spencer that TWU Safety Rep Charlie Bennett will be checking the equipment and the facilities and share his findings with Station Manager Tim Mcgee. MRO Nastasi Hancock will do the monthly Ramp Walk with Charlie Bennett to address all open safety concerns and any new safety concerns that are found during the monthly walk needs to be attached to Monthly Safety Minutes.

GATES/EQUIPMENT

1. The Nova Lift at every gate has a sticky substance from the trash bags leaking after the cleaners have cleaned the inside of the aircraft, this same substance is leaking on to the ramp. Our customer's bags and strollers are being damaged due to the left over sticky substance.
2. All gates with the Nova Lift need to have caution painted underneath to prevent any incident/accident while agent is walking to retrieve their CBLs.
3. Dasher Cart not plugged in and Cargo bin shield was not attached to it.

4. Eye Wash Stations at all gates need to be flushed weekly and checked monthly. During my visit brown water was coming out of the outlets.
5. Marshall line needs to be repainted on all gates. Since AUS airport changed the safety envelope the marshall line does not match up and the jet bridge is in the view of the captain.
6. Parts out of Service Tags are not accessible for the employees to use when a piece of equipment breaks down on the ramp, they must go into Ramp Supervisor's Office to get a tag out.
7. Biggest concern on the ramp from all agents is the amount of equipment that has several safety concerns and are not being repaired in a timely matter.
8. Belt loaders shark fins need to be re-attached on the following 388 and 393
9. Tarp Saver Carts--several on the ramp need the corner rubber bumpers replaced.
10. Cover Carts missing rubber bumper corners and need to be replaced.
11. Lavatory truck dump hose is leaking waste on ramp; coupler connector is bent and inside the cabinet has exposed wires above drivers head. Orange flags needs to be replaced to be able to see at night.
12. Pushback is missing gearshift lights and the reverse /forward needs to be repainted on the following 373 and 371.
13. Potable Water Cart needs to be cleaned on a monthly basis as stated in the GOM.
14. Tow bar shear bolts do not move freely on the following: 964; 20394; and 7959.



PROVISIONING Employee's main concern is the Provisioning Truck does not raise, only the forward hydraulic platform and the steps leading to the platform raises. The higher the platform goes up the steeper the steps get.

1. Agents have to carry the beer kits up and down the steep steps while holding onto the two handles of the beer kits. This prevent the agent from using the three-point contact rule (one hand and both feet or two hands and one foot) when going up or down the steep steps.
2. While servicing the AFT of an 800 and several 700 aircrafts there is a hugh height difference between the Provisioning Van platform and the aircraft galley service door... The Provo Van raised at max can be anywhere from 12inches to 18inches due to the fluctuating height of the aircraft during the boarding and deplaning of passengers.

3. The Provo Van (Van 2) Ice chest has built up rust, Van 1 needs to be checked regularly for rust.
4. Mold is present in several areas inside the box.



ICE ROOM

It is the responsibility of Station Management to maintain facility and equipment to specified appearance, safety and health standards.

1. Ice room/ice bins- Sanitary condition is unacceptable.
2. Ice is considered a food by the FDA
3. The ice room is currently being shared with the station cleaning crew. I found cleaning chemicals on top of the ice machine.
4. Ice Cart for storage is not provided, agents performing their regular duties must hand carry bags of ice out to ramp and then fill the cooler inside the provo truck, usually 3-4 bags at a time
5. The ice paddle was lying on top of the Ice Cooler. **Ice paddles should be covered with a plastic (ice bag recommended) after the Sani-Cide FSC has dried, whether kept in an ice room or other area. The plastic bag needs to be replaced daily after the first sanitizing cycle of the day.**
6. The ice machines and ice bins should be cleaned quarterly externally and internally to prevent the buildup of rust and/or mold and needs to be documented.
7. The door seals on both access door panels on ice bin 1 and 2 have calcium build up.

The Safety Concern above was first brought up to AUS Management Team by TWU Safety Committee Member Rudy Del Real back on March 10, 2015 as of today they remain open without resolution from Leadership.

Provisioning Manual 4.7

Cleaning/Sanitizing Procedures

“FDA cleaning and sanitation procedures include all equipment, utensils, and food contact surfaces that are used for food preparation (knives, sect ionizers, cutting boards, ice paddles, counter tops, and other identified surfaces).”

Provisioning Manual 4.7.1

Sanitizing

“All utensils and food contact surfaces will be sprayed with Sani-Cide FSC for sanitizing at the beginning of each shift. Sani-Cide FSC is a registered food grade sanitizer, specifically designed for surfaces that have contact with food where sanitization is of prime importance. Sani-Cide FSC does not requiring rinsing after use on food contact surfaces and can be sprayed directly from the bottle onto the surface until it is completely dry”. Ice paddles should be covered.



T-POINT

1. Several employees at t-point have stated that due to a lack of bag carts during busy times they often have to stack bags higher than they should. I had explained to all I had the opportunity to talk with that they are going against the GOM and that they increase the risk of injury by doing so.
2. Serious Concern that came up from all employees who work t-point was that agents are not able to take their lunch breaks at the appropriate times because they have no one to cover their flights. Membership stated that they do not get their lunch break until 6 hours into their shift, when they do get the opportunity to go to lunch; coming back the belt is covered with their zone bags. **This Safety Concern was first brought up to Leadership back on March 12, 2012 by TWU Safety Committee Member Karl Mager.**
3. Anti-fatigue mats have several areas that need to be bolted down. In zone one the mats have buckled creating trip hazard. **OSHA 29 CFR 1910.22**
4. Due to limited space to stage carts agents have, at times, put bags on the floor, creating one more lift for each bag. Our employees are committed to doing what it takes to get the job done, but we need safety to remain priority one. That means adequate staffing, when work space is limited.
5. The pavement by the t-point belt is uneven. This creates a trip/fall hazard. T-point employees expressed concerns over the complications this rise in pavement can cause when trying to move a cart into and out of the area. **OSHA 29 CFR 1910.21**
6. Parts out of Service tags are not accessible for the employees to use for defective equipment.

HOUSEKEEPING/BREAK ROOM

This is a concern in all employee areas. All places of employment shall be kept clean to the extent that the nature of the work allows: This includes the entire work area. The break room, refrigerator and microwaves must be on a consistent cleaning program and monitored by leadership. This is a joint effort between AUS Management Team and TWU Safety Team.

1. Electrical Cover plate is missing next to the refrigerator. **OSHA 29 CFR 1910.303**
2. Inside the break room there are sticking rat/mouse pads underneath lunch tables--which have dead rats, the smell is horrible. **OSHA 29 CFR 1910.141**
3. **The break room is extremely small, for the amount of agents working in AUS.**
4. Power surge protector being used as a daisy chain, for fids screen and computer. **OSHA 29 CFR 1910.305**
5. I was unable to find a first aid kit mounted on the wall where the supplies would be readily accessible in case they are needed **OSHA 29 CFR 1910.151 and GOM 2.010.00**



SPILL CARTS and PORTA GATORS OSHA 29 CFR 1910.1200

Each spill cart must have all necessary inventories. I noticed the following items missing from the spill cart. Eye protection; Gloves; Shoe Covers/Over Botties; Heavy Mill Poly sheeting; and Trash bags. The drums must have the proper labeling and must be dated.

Prior to me arriving there was a fuel spill at around 11:00 a.M.—4:45P.M. fuel was still on the ground. The Porta Gators were being used for trash can and was missing the broom, shovel and tray inside container.



FIRE EXTINGUISHER GOM 02.100.13 AND OSHA 29 CFR 1910.157

Fire extinguisher do not comply with the monthly audits policy in the **GOM 02.100.40**

If the tags are missing, expiration dates not present, or if they are mounted without signage, it could result in a monetary penalty.



Potable Water Cabinets: GOM 05.170.40 and OSHA 29 CFR 1910.141

The FDA has instituted an Operational Maintenance Program for our water service and all stations are responsible for maintaining the purity of potable water. The Monthly Cleaning of these cabinets needs improvement.



CLOSING CONFERENCE

We were unable to speak to Station Manager Tim McGee and, MRO Nastasi Hancock was on his way out.

We must insure good customer service to internal and external customers—this is not the case in AUS.

In closing, thank you entire AUS employees for your continued hard work and the dedication to safety displayed on a daily basis, Thank you, to all TWU Safety Representatives for trying to improve the work environment for all employees. If you have any question or concern about this report my number is 214-927-6743 or email me at dina.enders@twu555.org

Cc

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