



TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor
From: Steve Riley, Safety & Health Committee
Date: 09 Feb 2009
Subject: Fll Safety Visit

Jesse, at your request Rob Castilleja and I visited the FLL station to follow up on items previous committee visits. Safety Rep Steve Bush accompanied us during our walk around. Together, we made note of the following concerns:

T-POINT

- The mats in T-point still have not been installed. Prior to our walk around, Station Manager Tennina McAnany explained that the mats have been ordered, but due to a clerical error at HDQ there is an ongoing delay processing the order. Though errors happen, this particular error has left the existing, insufficient mats in place far too long.

BREAKROOM

- There were no signs over either of the fire extinguishers.

PROVO ROOM

- The wall in the provo room still has water leaking under it from the ice room, and there is still what appears to be mold growing on the wall. Although the airport authority, the county, or whoever is in charge, is slow at getting the terminal facilities fixed, Southwest Airlines must do everything possible to protect its employees from any potential hazards such as mold exposure.
- The flammable cabinet in the room has boxes of flammable paper products stored in it and does not lock.

FREIGHT HOUSE

- There is an exterior overhead light out on both the front and back of the building.
- There are small crevasses in the floor near the center pillar, creating a trip hazard.
- There is still no lighting in the front cooler

EQUIPMENT

- CC13 has a badly worn tire.
- CC17 has a chunk missing from a tire.
- CC 19's brake bar needs to be adjusted.
- CC48 has a chunk missing from a tire.
- Cart # 13991 is missing a tarp handle.



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- OC 55 is missing a tarp handle.
- OC 56 is missing a tarp handle.
- HS 2 has no reverse lights, very little anti skid on the cab floor and the fuel cap will not secure. With the fuel cap loose there is fuel residue all around the cap.
- BL 5's throttle handle is sticking and cannot be moved.
- BT 7 was tagged out at the time of my visit. This tug is unable to pull a load.
- BT 9 has a loose start switch, and in order to start it you must wiggle the gear shift.
- PB 2 cannot be started unless you wiggle the gear shift.
- The roof of both HS1 and HS2 leak when it rains.

Rob, Steve and I meet with Chris Gians, Manager Maintenance Services for Servisair, to discuss how we can get all of the covered carts into a rotation to have their fifth wheels repaired. Chris asked that the local safety team compile a list of broken equipment that he will prioritize and then have his team repair the items. When the local safety team completes their monthly walk around they will give the list to Chris.

Before we departed FLL we met with members from both the A.M. and P.M. shifts as well as the Station Manager. In our meeting with Tennina we discussed the items we noted during our walk around. Tennina took notes and pledged her continued commitment to safety.

In closing, I thank the entire TWU membership in FLL for their continued diligence in safety and the hard work they display on a daily basis. I also thank Safety Rep Steve Bush and the entire FLL Safety Team for the work they do for the membership. If you should have any questions please do not hesitate to reach me at 214-927-6129 or steve.riley@twu555.org.

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