



TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor
From: Leonard P Brown, Safety & Health Committee
Date: 03 February 2009
Subject: IAD Safety Visit

At the request of TWU District Rep Mike Cernosek I conducted this visit to IAD with the assistance of Local Safety Rep Chris Walker. Listed below are my findings.

Point

The carousel is roughly 18.5" high. This is well below the OSHA recommendation of 29" to 33" high.

The anti-fatigue mats are not secured to the floor.

Inbound bag drop belt

- Carousel 13 is missing eight dodge caps. The guard rail around carousel 13 is broken and has sharp edges exposed on the end near the elevators.
- Carousel 14 is missing five dodge caps.

Equipment

- TC01: The brakes do not hold.
- CC03: There is no handle on the tow tongue.
- CC04: There is no handle on the tow tongue.
- CC07: The brakes do not hold.
- CC09: The brakes do not hold and there is no handle on the tow tongue.
- CC10: The brakes do not hold.
- OC05: There is no handle on the tow tongue.
- BL03: This beltloader has no working brake lights.
- WN11: The parking brake does not hold on this beltloader.
- GP01: The fire extinguisher is missing the pin zip tie giving the impression that it has been used.
- WN18: This tug does not have a working horn.
- WN06: The fire extinguisher on this lav truck is located behind the passenger seat and it is not securely mounted to the truck.

Office Area

- There is a fire extinguisher on the floor with no indicator sign between operations and the breakroom.
- There is a fire extinguisher on the floor with no indicator sign in the union office/storage room.



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I want to thank Local Union Rep Angela Cox and all of our coworkers in IAD for their hard work. They are faced with lots of challenges. Their dedication to customer service and safety is what will help keep Southwest Airlines profitable in the future. I also want to thank Chris Walker for taking the time out of his day to come in and escort me around.

Closing Conference

I met with Station Manager Brian Fairbanks and disclosed my findings. He seemed responsive to the items listed above.

Deicing is an issue so I encouraged Mr. Fairbanks to look into an alternative place to defrost and/or deice the airplanes other than at the gates. By spraying glycol at the gates the agents are left with a slippery and unsafe work environment. Mr. Fairbanks told me that deicing and defrosting is done on the gates to save time.

An employee was told to make a choice to either take off a non-uniform garment to stay warm during extreme cold weather or go home. I do not understand how this would be considered inappropriate. The Southwest GOM clearly states that during extreme cold weather agents are able to wear non uniform garments. It does state "Management discretion," but it does not state that it has to be the outer most garments. Safety at Southwest Airlines is the number one priority. Apparently, it appears, IAD puts fashion at a higher priority than the safety and health of our valued employees.

Should you have any questions regarding this report please feel free to contact me at 214-927-6152 or lenny.brown@twu555.org.

Cc: Greg Wells
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TWU Safety Committee
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