



TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor
From: Leonard P. Brown, Safety & Health Committee
Date: 18 June 2009
Subject: MCO safety visit

Jesse, at your request I paid a visit to the MCO station. On this visit I was accompanied by Ramp Agent Don Kelley and Operations Union Rep Elaina Randazzo. The items listed below are what were found to be of concern.

T-Point Hazards

1. There is little fresh air in this room. Between the Diesel tugs operating in and out and the delivery trucks operating below, this area has very little clean air flow. **OSHA 29CFR1910.141**
2. This area leaves something to be said for its cleanliness. I am not talking about trash. I am talking about dust, soot and cob webs. These health hazards cover not only the walls, but the equipment, the floors, and our employees are affected internally with every breath they take. **OSHA 29CFR1910.141**
3. All the Port-a-Coolers have filters that are dirty and must be changed. **OSHA 29CFR1910.141**
4. All the electric fans in this area are coated with dust and webs which require cleaning. **OSHA 29CFR1910.141**
5. The guards between the overflow pier and pier 23 need to be fashioned to the ground. One of them is lying on the ground. **OSHA 29CFR1910.23**

Pier 23

1. The top side at the end of the belt does not have a “stop eye” this allows bags to fall on to the ground.
2. The “stop eye” on the underside of the belt does not work.
3. There is a drain pipe above this pier that leaks when cleaning is being performed by the businesses located above. **OSHA 29CFR1910.141 and possible EPA violation**
4. The anti fatigue mat for this pier does not extend the full length of the work surface.
5. There are multiple dodge caps missing. **OSHA 29CFR1910.212**

Overflow

1. This pier has a split lower belt bed. The middle belt runs while the outer belt is stopped. This allows a potential for an agents body part to become pinched or a passengers luggage to get damaged. Both lower bed belts should run or not run at the same time.
2. There are multiple dodge caps missing. **OSHA 29CFR1910.212**

Pier 25; 26; 27; 28

There are multiple dodge caps missing. **OSHA 29CFR1910.212**

Pillar F27

There is an uncovered junction box exposing wires. **OSHA 29CFR1910.305**

Pillar G26

There is a fire extinguisher that does not have a label above it indicating its location. **OSHA 29CFR1910.157**

Pillar G27

There is a power shut off panel that is damaged and showing exposed wires. **OSHA 29CFR1910.305**

Gates and Jetways

All three jet bridges with assistive lifts are missing the mirror use by operations agent in backing up. This mirror allows them to see if the area near the slide and stairs is clear.



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Gate 102

1. The portable spill kit has a large barrel that has no content label. **OSHA 29CFR1910.1200**
2. A fire extinguisher on the Jet bridge pedestal is not mounted and does not have a location label above it. **OSHA 29CFR1910.157**
3. The flammable's cabinet contains paper and trash inside it.
4. The caps on the eyewash station were flipped open allowing for contamination. **OSHA 29CFR1910.151**
5. The AC unit is not draining properly causing standing water under it. **Possible EPA violation**

Gate 104

The portable spill kit does not have "stay dry" in it and the large barrel does not have a contents label on it. **OSHA 29CFR1910.1200**

Gate 120

The head of the ground power cord is damaged exposing metal. **OSHA 29CFR1910.305**

Gate 122

1. The head of the ground power cord is damaged exposing metal. **OSHA 29CFR1910.305**
2. The eyewash station had the cover flaps open allowing for contamination and there was trash in it. **OSHA 29CFR1910.151**
3. There is an overhead coolant pipe for the AC unit with a leaky valve. It is leaking glycol onto the ground under the breeze way. **Possible EPA violation**

Gate 124

The portable spill kit has a large barrel that has no content label. **OSHA 29CFR1910.1200**

Gate 125

The flammable's cabinet has paper and trash in it.

Gate 126

1. The cap was not in place on the potable water hose. **Possible FDA/EPA violation**
2. The caps on the eyewash station were open allowing for contamination. **OSHA 29CFR1910.151**

Gate 127

1. This eyewash station drains onto the ground allowing for standing water. **Possible EPA violation**
2. There is a pipe coming down from the overhang that is draining in to a vinegar bottle. This bottle is full and the fluids are spilling onto the ground allowing for standing water in this area. **OSHA 29CFR1910.141 and possible EPA violation**

Gate 128

1. The head of the ground power cord is damaged exposing metal. **OSHA 29CFR1910.305**
2. The AC unit is not draining properly causing standing water under it. **Possible EPA violation**

Gate 129

1. The portable spill kit has a large barrel that has no content label. **OSHA 29CFR1910.1200**
2. The AC unit on this gate is not draining properly allowing for standing water under it. **Possible EPA violation**

Building and Facilities

1. Between the flight ops hallway and the west exit hallway there are multiple ceiling tiles that have water damage and mold. Multiple ceiling tiles in this area are lifted out of place. **OSHA 29CFR1910.141**
2. Outside the training room there is a fire extinguisher that is not mounted on the wall and there is not a location label above it. **OSHA 29CFR1910.157**
3. In the hallway south of the breakroom by the elevator and exit door there is a ceiling tile with water damage. **OSHA 29CFR1910.141**



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Cargo

1. There are two breaker panels with their doors open by the front bay doors. **OSHA 29CFR1910.305**
2. There are six gas cans in the front corner of the warehouse that should be in a flammable's cabinet.
3. Two fire extinguishers on the back wall of the warehouse are blocked by pallets of cargo. **OSHA 29.CFR1910.155**
4. By the coolers there are two large propane bottles that are unsecured on the floor.
5. There is a fire extinguisher on the loft that is blocked by pallets of cargo. **OSHA 29CFR1910.155**
6. I did not see a posted weight capacity on the loft.
7. The eyewash station emitted "white, milky water" when I turned it on and the posted flush/maintenance log was blank. This implies that it has not been serviced. **OSHA 29CFR1910.151**
8. By the breakroom we found a fire extinguisher on the ground without a location label above it or a mount for it. **OSHA 29CFR1910.157**
9. A junction box near the breakroom door is missing a cover. **OSHA 29CFR1910.305**
10. In the breakroom there is a fire extinguisher that does not have a location label above it. **OSHA 29CFR 1910.157**

MCO's t-point has been, and unfortunately appears to remain, an area of concern when it comes to the safety and health of our employees working in this area. The facility has an excessive amount of dust, cob webs and emission carbon built up on the floor, the equipment, the fans and the walls. One could only imagine what the agents in this area are breathing into their sinuses and lungs. In contact with a member from corporate safety, I was told that the air quality level from the respirable dust test was within limit. However, this place looks and feels extremely unhealthy.

At the time of my visit of my visit Station Manager Stan Cielak was out of the office. I conducted my closing meeting with Assistant MRO Brendan Korsgren. He said that he had not received the results of the test done in t-point yet. Brendan seemed receptive to my findings.

I want to thank Ramp Agent Don Relley and Operations Union Rep Elaina Randazzo for escorting me around. I also want to thank all the hard working employees of MCO for the work they do on a daily basis. Should you have any questions please do not hesitate to contact me at 214-927-6215 or at lenny.brown@twu555.org.

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