



## TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor  
From: Rob Castilleja, Safety & Health Committee  
Date: 1 March 2010  
Subject: MCO Accident Investigation Carlos De Jesus

---

On 25 February 2010 Station Rep Phil McNally, Safety Rep Miguel Perdomo and I met with Station Manager Stan Cielak as part of a TWU 555 accident investigation. The following is a summary of events that occurred and caused injury to Ramp Agent Carlos De Jesus.

### **Accident/Injury 12/5/09**

- Carlos was at carousel 13 to drop local bags.
- He is removing the tarps off open carts due to rain on ramp side.
- As he steps between the carts he is immediately struck by a golf cart knocking him to the ground.
- Carlos suffers chest pains and multiple bruises to the head.
- Carlos is checked by the fire department and then taken to Centra Care at the airport.
- Carlos calls his sister to pick him up and take him home.
- Later in the afternoon Carlos is still hurting so he goes to Florida Hospital East Emergency room.
- Carlos is told by the doctor on duty he has suffered a mild concussion. He is instructed to rest.
- When Carlos returns to work he does not feel the same. He continues to suffer from headaches and gets nervous when work equipment is driven by or close to him.
- As of this report date Carlos has not returned back to work.
- On 1/14/10 Carlos did submit an SRS and it is attached.

### **Jeff Balducci report of accident/injury**

- MRO Jeff Balducci submits an accident report for the accident causing injury to Ramp Agent Carlos De Jesus at carousel 13 area of t point. Report attached.
- MRO Balducci is driving the golf cart and MRO J Evans is a passenger according to Jeff's statement.
- MRO Balducci fills out the I3R for the accident he was directly involved in.
- Look at the SWA I3R 'cause of injury' and you will read, "motor vehicle".
- Look at the 'contributing conditions' and it reads, "congested work area".
- Notice on the 'root cause'. "No established root cause" according to MRO Balducci.
- The next question on the company I3R asks, "Did this incident result in an injury to another person or damage to property?" MRO Jeff's response, "**NO**". I spoke with GSE Forman Bob Stock and he stated a headlight was knocked out so it was replaced.
- The I3R on the lower left requests a brief description of what happened. Carlos according to the description walked between the carts into the road. So it appears he is at blame for this injury.



## TWU 555 Safety & Health Committee

- Next to the OSHA detailed incident it merely reads, “While dropping bags at t point Carlos was struck by a golf cart.”
- What MRO Jeff Balducci failed to mention in the I3R is what he personally contributed to this injury that he was driving the wrong way in a one-way traffic area. This is a total disregard of airport operational driving rules, thus putting pedestrians and all employees in danger.
- Carlos would have no reason to be looking for traffic coming from the opposite side of a one-way road. He stepped out to finish pulling the tarps off the carts.
- In MRO Balducci’s accident statement he writes that luckily he was driving very slow. We cannot establish his speed at this point but very slow would have meant time for brake action to avoid hitting an employee.
- We must question why MRO Jeff Balducci, who was involved in the accident, would fill out the company 13R?
- It appears that MRO Balducci intended to keep as much blame away from himself for reckless driving and causing injury to a Southwest Airlines employee.
- In my professional opinion, this is falsification of an official company document.

We did not get a written statement from golf cart passenger and MRO J Evans.

In the meeting with Stan we asked if there was an official company investigation for this accident. “There was not an investigation that I am aware of,” was the reply from MRO Jeff Balducci.

Was the TWU Safety committee notified and allowed to do an investigation in to this accident? Again, “no” was the reply from MRO Balducci.

The January MCO monthly meeting minutes on the first page makes mention of TWU inquiring about the two accidents we have had at T point. However, there is no further information documented or given to the local safety committee.

We did request and receive copies of the OSHA 300 Log from John Andrus and Tim Quarles.

On March 2, 2010 I requested from Corporate Safety Specialist Lindsay Waites the Status Report for SRS # 553 submitted by Ramp Agent Carlos De Jesus for his injury.

On March 2, 2010 Lindsay responded that, “SRS # 553 is progressing thru the routing process as we continue to gather information.”

On March 5, 2010 I replied to Ms Waites;

*“This is very concerning as SRS #553 was submitted on 1/14/2010. We were informed by Lindsey Kramer that SRS’S would be responded back to employees within 20 days or less. If not then the station manager and director of that station would be getting a red flag on their computer or email reminding them to follow up and respond.”*



## TWU 555 Safety & Health Committee

With all the supporting documentation and information I have gathered I come to the following conclusion.

- MRO Jeff Balducci acted with negligence by driving the wrong way and breaking the driving rules of Orlando Airport.
- Ramp Agent Carlos De Jesus was struck by a golf cart, injured, and to date still is not able to work as a direct result of MRO Balducci driving carelessly and with no regard for employee safety.
- MRO Balducci should not have been allowed to do the official company documentation on an accident in which he was not only involved in, but was the reason the accident occurred.
- On the I3R MRO Jeff Balducci was untruthful in his facts under: 'Cause of injury', 'What happened', 'OSHA detailed incident information', 'To whom reported', 'Contributing conditions', 'Contributing practice', 'Root cause', and 'Damage to property'.
- MRO Balducci was also untruthful in his Accident at T point statement submitted to MRO Brendon Korsgren and Station Manager Stan Cielak. Jeff did not report he was going the wrong way.
- MRO Balducci was at the December 22, 2009 Monthly Safety Meeting. Jeff failed to ensure the accident he caused was documented as discussed and recommendations made to follow the driving rules to ensure this type of accident does not happen again.

We request from Southwest Airlines the action taken on this matter and responses to all items on this report.

Cc: Chris Wahlenmaier  
Matt Hafner  
Steve Goldberg  
Scott Halfmann  
Chris Johnson  
Frank Guistiani  
Trudy Christensen  
Stan Cielak  
Jeff Balducci  
Garry Drummond  
Miguel Perdomo  
Phil McNally  
TWU Safety Committee  
LEB