



TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor
From: Dina Enders, Safety & Health Committee
Date: 23 September 2008
Subject: PDX Safety Visit

This visit was requested by District 6 Alternate Rep. John McLaughlin and Local Safety Representative Jason Gomes. District 6 Rep. Mike Davis was present to address local concerns. Jason Gomes accompanied me on a full safety inspection of equipment and facilities. Some examples of current safety concerns are as follows:

PDX Safety Meeting

I attended this month's safety meeting. In attendance from TWU: Mike Davis; Kevin Carney; and Albert Barbosa. PDX MRO Tyrin Cook represented management. Employee's who were on lunch sat in for the meeting. The meeting started with old items, and continued with the Safety Recommendation Reports that were still unresolved. SRRs signed by Tyrin Cook still had no plan of action for resolution. The SRR is a tool available to all employees so safety concerns can be addressed by their local management. Employees told me that because so many SRRs are not responded to, they have little faith in filling them out. They feel there is no point because management allows unsafe acts to occur everyday.

Agents working t-point are very concerned with the construction which causes dust to accumulate everywhere in the work area. Pushing carts and working on this surface the dust is so thick it has become a slip/fall hazard. Rubber Mats at t-point have been ordered thanks to Kim McDaniel; the new mats will go into the new t-point.

Provisioning stands were utilized on the #1 engine side until issues came up that caused the stand to now be utilized on the rear galley #2 side. Safety is compromised when the stands are used to service a 700 aircraft—there is a 2 foot drop from the top platform of the provisioning stand to the galley floor. The stand has fall protection on only one side. Also, the stand does not have anti-skid paint or strips or another type of anti-skid protection. **(GOM 05.060.55, 05.280.10)**

The provisioning ice machine is extremely low to the ground that bagging ice causes strain on the back. This is a big ergonomic hazard. The resolution was to have a stool put in place for employees to sit and bag the ice. Mike Davis asked if the ice machine could be lifted up onto blocks. Tyrin responded that it would cost a lot of money and that they had to go the cheapest way first.

As the meeting went on Tyrin Cook mentioned that BT-09 was back in service, but the employees said the bag tug is still shifting gears and jerking—it is not fixed. BT-09 has been in the safety minutes since 6/16/08. I asked Tyrin why wasn't the representative from ASIG at the safety meeting his response was that he wasn't invited. ASIG must be invited to these safety meetings. Rick Waugh and Norm France visited PDX last month and our employees voiced their concerns. As of today pushback 04 is still leaking fluids on to the ramp and pushback 02 is out of service still.

A big issue for our agents is that aircraft often come into their assigned gate a few minutes before the employee is scheduled to end his/her shift. The flight comes in; the agent signs the bin slip which is a legal document. By the time the aircraft is ready to push that agent has already clocked out and gone home. Weight/Balance is a big concern. The agent replans their flight and leaves before it pushes. The schedule prohibits an employee to finish the turn. What if there is a safety issue over weight and balance how can the agent who didn't finish the flight be held accountable?

Another safety issue is over weight freight requiring a team lift. The communication isn't happening between cargo and ramp supervisor to preplan for heavy freight coming off or on the aircraft. The "team lift" or heavy freight must be on the bin slips under remarks. This way the notice gives everyone a heads up. This policy must be communicated to everyone and adhered to by all employees.



TWU 555 Safety & Health Committee

The next question asked is what to do if we have a team lift situation but there is no help on the gate. I told them to wait until you can get some help- that is the proper procedure otherwise we are compromising safety by attempting to lift it alone.

The next situation was what if an agent opens up the bin door only to find only one person can get into the bin due to limited space. I answered that we still have to protect ourselves by performing our job in a safe manner. It was apparent that our employees are performing team lifts by themselves and the communication was lacking regarding heavy freight shipments.

The question of wearing safety vest came up. Tyrin referenced the safety advisory that came out August 2007.

In short, PDX has a lot of safety violations. For example, Gate Services (CPAT) has been active since 2006. The safety minutes for August 04, 2008 reference implementing (CHOCK, POWER, AIR, TOWBAR) programs.

The use of heavy tags was addressed from the employee's who work t-point and the gate leads on the ramp. On many of these heavy bags the tags are not marked with the weight or not tagged at all. This affects the weight/balance of the aircraft. Customer Service was committed to resolving this safety concern and had already started talking with the agents on the ticket counter.

Question was asked if all employees have been trained on the forklift. Not all have been signed off.

The next safety concern was the fuelers being very close with the truck to engine #2. ASIG policy when backing up is for there to be a guide agent, this wasn't observed while I was on this station visit.

The question was asked if the fueling company was invited to this meeting. Tyrin said that he wasn't invited though he can be to the next monthly meeting. Tyrin stated to all employees in the lunch room that he didn't want the next meeting to become a bashing on ASIG/FUELERS; agents must have valid points.

PDX has had several aircraft damage incidents. After these type of accidents, the employee involved in the accident are put right back on the front line with the rest of the employees putting everyone at risk. This is a difficult time for someone involved in this type of accident. Tyrin said that they just started sending the agents home after an incident/accident involving aircraft.

One agent suffered a head injury. The supervisor told the victim to ride his bike home. The question was put to Tyrin why would this person with a head injury be allowed to ride his bicycle .One of the employees took the agent and bike home. The 9-1-1 emergency hotline has a good response time here in PDX. So I must ask, why would we tell an agent with a head injury to ride a bike home? I commented in front of all employees, "I know that I'm not a doctor but when it comes to a head injury-- that needs to be taken serious".

The ground power cord stays half way down and prevents the Jetway from moving when operation agents are being told to push 5 minutes early. On this particular accident, an aircraft was damaged because the Jetway was pulled without confirming that everything was disconnected.

As we all work towards a common goal keeping safety number one and staying profitable. The communication and education needs to improve from managers to mid-level supervisor to all employees.

GATE AREA

- Two Spill Drums found on ramp at gate C-15, C-16, these drums did not have labels with information of what is the drum.
- Potable Water Cabinets need to be cleaned; the monthly water cabinet audit needs to be completed (**GOM 05.170.40**)
- Water Cabinet **C-13 cap was not fastened-** the FDA requires that the potable water hose coupling be capped when not in use
- Safety Corridor lines need to be painted on the following gates:C-13,C-14,C-15,C-16 (**GOM05.090.00**)
- Type IV glycol found in two buckets sitting on the ground with no labels
- Ice-man all trucks D-01, D-02, D-03 have the problem of not properly heating up the type IV4glygol.
- Equipment BT-06 needs anti-skid replaced to prevent slip/fall hazard.



TWU 555 Safety & Health Committee

BREAKROOMS

- All places of employment shall be kept clean to the extent that the nature of the work allows. **OSHA 29 CFR 1910 141**
- All breakroom are dirty; this includes Cargo.
- The women's locker room needs cleaning. **OSHA 29 CFR 1910.141**
- Cargo Safety board needs new key, Safety minutes were from June 2006.
- Refrigerator in main break room won't keep the food cold and makes a very loud sound.
- Ceiling tiles outside of break room door need to be replaced, Tyrin Cook did say they are on order
- Ceiling tiles in Cargo Office have water stains over the counter top.
- First Aid Kit must be mounted in main break room.
- First Aid Kit must be mounted in the Cargo break room.
- Blank safety recommendation report forms need to be accessible and available to all employees. This form ensures that a reported concern does not go unanswered, as can occur when our agents rely on verbal notification.
- Sam449 tags will be put into the gate scanner boxes to make them more accessible and available to all employees.
- Safety Boards should be updated monthly with the current safety minutes posted and the monthly focus report

I thank all of our employees in PDX for their hard work in keeping themselves safe. A special thanks to the members who were on lunch during the safety meeting and stayed and contributed to discussion. Thanks to Safety Representative Jason Gomes and Local Representative John McLaughlin for your dedication to the safety of all employees, stay strong.

After the inspection and the local safety meeting I looked but could not find Station Manager Chris Herren. So I was sat and discussed my findings with MRO Tyrin Cook and Local Safety Representatives Jason Gomes. Tyrin was receptive to all the concerns, Tyrin response was I understand that Safety is supposed to be Number one but that's not the case in PDX. The mid-level management supervisor aren't on the same page. Communication needs to improve as Tyrin Cook agrees with that. It was disappointing to hear from MRO Tyrin Cook that PDX is still not putting safety first. I did appreciate that Tyrin Cook was honest and willing to admit that safety should be first, but that isn't the case.

Cc: Greg Wells
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