



# TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor  
From: Rob Castilleja, Safety & Health Committee  
Date: 9 September 2008  
Subject: SEA Safety Visit

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This visit was at the request of District 6 Representative Mike Davis. Fellow Safety Committee Member David Deflippa and new Station Safety Representative Nicholas McKnight offer the following as current safety and health issues/concerns.

- So much of the equipment at this station is in great need of repair that I am not listing it as Manger Brian Davis has informed us that they are dedicated to getting this stations equipment refurbished.
- There are about 20 open and 20 closed new carts at the station with brakes that need to be adjusted for tension and greased to move them without stress to the body.
- The T-point mats are a great trip hazard as they are not secured and are scattered around. Recommend they be secured down to avoid serious injury.
- BL 08 has the pinch plate cut out at the rear of the belt creating a pinch hazard. This is also an OSHA violation.
- There are currently no eye wash stations anywhere in the ramp work areas.
- The air stairs have been completely taken out of service due to being unsafe. Now, another unsafe practice is being allowed which is to allow employees to use the belt loaders to enplane and deplane from overnight remotes.
- Agents have stated that the team lift for freight is a joke at this station. We know there is a new log procedure for communication but the bottom line is, if the help does not show up the log can still be pencil whipped! Brian did remark that he fully supports a safe operation and while we need to load the cargo, we must not do it at the expense of an injury.
- The venation system at the freight house needs to be repaired and cleaned regularly. Agents have the vent in the break room blocked with a cloth and taped to keep the black smut out of their eating area. A cargo agent showed me the copy/fax machine behind the freight counter covered in the black dust from the vents above.
- There is a big concern for the use of wood pallets on the ramp as they have chipped wood and protruding nails. This is not only a safety issue for ramp agents but can cause aircraft bin damage.
- The sloped area exiting the cargo house is a slip, trip, and fall hazard. An agent moving carts recently lost control, fell, and was dragged under the carts. He is currently on O.J.I. We recommend a cart mover be brought in to this work area to reduce and hopefully eliminate any future accidents like this.
- Agents did state that they feel ELS Maintenance will be better than other previous contractors on the field. They just need help labeling all the equipment and getting it in better condition first.
- We looked at the tow bars for Alaskan airlines which have a locking mechanism to keep the release latch secure during the pushback instead of the little bin pins we currently use at SWA. I looked at most pins on our pushback's tow bars and found that they will not stay in place most of the time from wear and tear. Recently an aircraft came loose from the tow bar here in SEA because the pin came out of the latch area. Some ramp areas have slopes that will cause the aircraft to bounce during pushback. We strongly recommend a change be made to the latch locking mechanism to reduce the potential to lose an aircraft during movement.

We met with agents in the break room and discussed following company and local airport policies to reduce accidents and injuries. Agents were frustrated due to the huge amount of equipment issues. We discussed ways to have everyone personally involved in helping make a difference from utilizing documentation to bring attention to issues, to taking care of the facilities and equipment as it is restored.

I have known Brian Davis for some time and believe his commitment to get Team SEA to the safe and healthy working environment that is deserved by every city SWA services. What is needed even more are full commitment from the top people at DAL to support and closely monitor the needed improvements. I thank Dave and Nicholas for their willingness to help resolve safety hazards at SEA.

For questions or comments please contact me at 214-334-4295 or [r.castilleja@twu555.org](mailto:r.castilleja@twu555.org).

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