

TWU Local 556 Safety Team

Michael Massoni – 1st VP and National Safety/Security Coordinator

...The mission of the Unions Safety Team is to provide **Union Leadership** in all issues of health & safety; **Technical Counsel** to the TWU Executive Board; **Representation** to our Membership; **Stewardship** within our Company, Industry, its regulatory bodies and most importantly, **facilitate Effective Communications** between all...

To: TWU Local 556, Executive Board
CC: Cuyler Thompson, Recording Secretary
Date: January 10, 2010
Re: January 2010 EB Safety Team Report

Currently the Safety Team has the following open and/or resolved action items:

Aviation Safety & Health Data Base (ASHDI) – Reports Under Review = **2**

<u>Report</u>	<u>Acceptance Deadline</u>
ASHDI 1700 (AVIATION SAFETY/SECURITY)	Wed 03/10/2010
ASHDI 1701 (AVIATION SAFETY/SECURITY)	Fri 03/26/2010

ASHDI Incident Reports received to date:

All Sponsor Unions / TWU = **3613+ / 264**

- Accepted Reports to date (TWU) = **176**
 - See Attached Detail
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Southwest Airlines Event Notification System (ENS)

Fielded Events for Period:

- 10/09/09 through 01/10/10 = **259**
 - Emergencies Declared = **44**
 - All OF 2010 to Date = **12**
 - ALL OF 2009 to Date = **1210**
 - ALL OF 2008 = **940**
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- Several months ago the TWU 556 Safety Team **identified what appeared to be a high number of cabin/flight deck smoke events**. We brought our concerns to Southwest Airlines Executive Vice President of Operations, Mike Van de Ven who had the Maintenance and Engineering Department provide us their processes of tracking and trending of such events. After reviewing Maintenance and Engineering's response, we believe the spike in events still falls within the acceptable safety parameters based on Southwest Airlines approved maintenance program. The Maintenance and Engineering Departments response is as follows:

The Maintenance and Engineering department tracks and trends smoke/smell reports and in October we experienced an increase in events on the classic fleet from .15 to .17 events per 1,000 flights. Said another way we average 6 events per month and in October we had 9 events for the month. Typical causes for smoke/smells can be attributed to coffee makers, light ballast, gasper and recirculation fans, hydraulic leaks, LAV blower motor (NG only), engine and auxiliary power unit oil smell (very rare), and "No fault Found". "No fault Found" represents 27% of all findings and is the largest single contributing factor for smoke/smell reports. We monitor "No fault Found" to ensure they continue in service with no further reports, lending to the probability that the odor was caused by something other than an aircraft system or component problem.

Even though there are numerous components that can cause smoke/smell in the cabin, the number of times these components, independently, are replaced due to a smoke/smell event is very rare and typically not systemic. We have worked with the manufacturer of the gasper fans to use improved greases for the bearing to reduce the possibility of smoke/smell, and have also worked with Flight Ops to modify procedures related to operation of gasper fans in flight to mitigate the potential of in-flight smoke/smell events.

Anytime there is a report of a smoke/smell in the cabin Maintenance performs extensive functional checks of all the possible components and systems and the findings are recorded in the permanent aircraft maintenance records to enable our Reliability Department to monitor the frequency and cause of the events. If trends indicate an increase in events, or identify a particular component that is lending to increased smoke/smell events, the findings are presented to the Reliability Control Board and a mitigation plan is devised and implemented.

- **The TWU International Health and Safety Task Force (ISTF)** will be conducting an H1N1 / pandemic symposium in NYC on January 27th and 28th, 2010. TWU 556 National Safety/Security Coordinator and International Health and Safety Task Force Member, Michael Massoni along with TWU 556 National Health Coordinator, Michele Moore will be attending on behalf of the Local.
- As previously reported **The Southwest Airlines Flight Attendant Aviation Safety Action Program (ASAP)** – which was placed on hold last year, will be moving forward with the submission of the memorandum of understanding (MOU) between Southwest Airlines, TWU 556 and the FAA for subsequent approval by the FAA. We are tentatively planning the submission for the first quarter of 2010 with possible implementation of the program in the fourth quarter. An overview of Flight Attendant ASAP will appear in the next issue of Unity magazine in order to facilitate both the program familiarization and education process to our Membership.
- **The Civil Aerospace Medical Institute (CAMI)** released the technical report regarding Flight Attendant fatigue mitigation training. As a result of this training technical report, CAMI is currently working to develop a Flight Attendant training program that meets the specifications outlined in the technical report and could be used free of charge. They plan to beta-test this training program in February of 2010.

CAMI also released the technical report regarding flight attendant fatigue international policies and regulations, Flight Attendant Fatigue Survey and NASA ASRS Flight Attendant Fatigue Reports. Copies of all these reports are available for review upon request.

SCHEDULED AND STANDING MEETINGS:

- Monday January 18th, 2010 – Health & Safety Coordination (HASC) with Inflight Safety and Regulatory Standards
- **Thursday January 21st, 2010** – Unions of Southwest Airlines Labor Summit
- **Thursday January 21st, 2010** – Union Leadership Report of Earnings
- American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) Winter Conference - **Saturday January 23rd, 2010 through Sunday January 24th, 2010** in Orlando Florida
- **Wednesday January 27th, 2010 through Thursday January 28th, 2010** - International Health and Safety Task Force H1N1 / Pandemic Symposium in New York City