

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: February 10, 2010
Re: February 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 1701 (AVIATION SAFETY/SECURITY)	Fri 03/26/2010
ASHDI 1711 (AVIATION SAFETY/SECURITY)	Wed 4/21/2010

ASHDI Incident Reports received to date:

All Sponsor Unions / TWU = **3944+ / 265**

- Accepted Reports to date (TWU) = **177**
 - See Attached Detail
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Southwest Airlines Event Notification System (ENS)

Fielded Events for Period:

- 01/10/10 through 02/15/10 = **92**
 - Emergencies Declared = **13**
 - All OF 2010 to Date = **104**
 - ALL OF 2009 = **1210**
 - ALL OF 2008 = **940**
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- On Tuesday February 9th, word of a **new safety compliance investigation of Southwest Airlines was confirmed by sources at the FAA**. These allegations are still being sorted and defined at this time, but center around maintenance that was

performed at Aviation Technical Services (ATS), a maintenance contractor in Everett Washington just outside of Seattle.

The allegations surround work that was performed in 2008 during required repetitive maintenance on classic Boeing 737's (-300/-500 series) that are in use at Southwest. It has been alleged that during the repetitive maintenance, ATS was responsible for the replacement of skin panels, and was unable to complete the work as prescribed by the FAA. ATS and Southwest developed a workaround solution, but purportedly failed to inform the FAA to obtain the required clearance for the change in the mandated procedure.

On Thursday February 11th, TWU Local 556's First Vice President and National Safety/Security Coordinator, Michael Massoni along with Financial Secretary Treasurer, John Parrott met with Company officials to discuss this newest of Safety Compliance Investigations being conducted by the FAA. During that meeting the Company confirmed that there was indeed a new investigation underway by FAA and explained in detail the issues surrounding this investigation. Because this is an ongoing investigation, SWA will not make public comment concerning its particulars. However, we felt it important to get clarification on issues of compliance and the overall safety of the aircraft that are being called into question in this FAA probe.

We are happy to report that the aircraft involved are, through a regulatory process known as: Alternate Means of Compliance (AMOC), indeed in full conformity with all applicable FAA regulations. **Thus we are confirming that the affected 737 Classic (-300/-500) aircraft within our fleet are completely safe, meeting all airworthiness standards set forth by the FAA.**

TWU Local 556's Safety Team takes the safety of our Members and the flying public very seriously, and is duly concerned when allegations of this type are brought against Southwest Airlines. We are committed to providing our workforce with the complete details of this investigation as they become available, as well as any further information we may receive concerning the same.

- The TWU Local 556 Safety Team met with Members of Inflight Safety and Regulatory and the FAA concerning **the Southwest Airlines Flight Attendant Aviation Safety Action Program (ASAP)** – which is moving forward with a tentative late 2010 rollout. This meeting provided us the opportunity to go over final draft language of the memorandum of understanding (MOU) between Southwest Airlines, TWU Local 556 and the FAA. An advance copy of this confidential draft language was email to the Executive Board *for their review and subsequent approval in this meeting*. We are planning the official submission of the MOU for FAA approval in the later part of this quarter. An overview of Flight Attendant ASAP appeared in the January issue of Unity magazine in order to facilitate both program familiarization and education to our Membership.
- **The Civil Aerospace Medical Institute (CAMI)** released a technical report regarding Flight Attendant fatigue mitigation training. Per this report the FAA is developing such a fatigue countermeasure training program that incorporates their findings from the Flight Attendant fatigue field study. In other industries, fatigue countermeasure training has resulted in substantial benefits to both employees and their employing organizations. As such, FAA would like to evaluate the benefits such

training might have for the aviation industry and Flight Attendants in particular.

Currently FAA is seeking volunteers to take part in this initial Flight Attendant fatigue countermeasures training evaluation and we are encouraging our Members to volunteer to participate through our website.

Three fatigue countermeasure training session opportunities are for line Flight Attendants and are being held on March 3, 10, and 24 (one-day only) in Oklahoma City at the Civil Aerospace Medical Institute. The training is **free** for line Flight Attendants and space is limited to 60 per session, registration runs through February 19, 2010. Once the registration information is provided, Flight Attendants will be contacted by CAMI and provided with a confirmation of registration, detailed itinerary, and local hotel information. As of the date of this report FAA is describing brisk enrollment for this training with all but one class being filled to capacity.

In addition to the training, all flight attendants will receive a tour of CAMI cabin safety research facilities, a paper copy and a CD of all training materials, as well as tools to help assess and prevent fatigue on a daily basis. Flight Attendants will also receive a series of articles that have been published on the issue of fatigue in cabin crew operations.

- **The American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE)** Winter Conference – was a productive two day session which included responses to the second round of public review comments on the ASHRAE aircraft cabin air quality standard guideline, a new section for means to comply with the bleed air monitoring provisions of the standard, and some revisions (addenda) to the standard itself. Copies of the addenda and Public Comment Review ballots and the voting results are available for Executive Board review.
- TWU Local 556 1st Vice President and National Safety/Security Coordinator, Michael Massoni presented the report on the **International Transport Workers Federation (ITF) Civil Aviation Section, Contesting the Crisis 2 Seminar and Cabin Crew Committee Meetings** to TWU ATD Director John Conley for presentation to the International Executive Council at their meeting in Miami, FL. Copies of this report are available for Executive Board review.

SCHEDULED AND STANDING MEETINGS:

- **Monday March 15th, 2010** – Health & Safety Coordination (HASC) with Inflight Safety and Regulatory Standards
- **Tuesday February 23rd & Wednesday February 24th, 2010** – Coalition of Flight Attendants, Hosted by: AFA-CWA in Washington DC
- **Thursday February 25th & Friday February 26th, 2010** – Safety Management Systems (SMS) Aviation Regulatory Committee (ARC) Working Group at Air Transport Association (ATA) HDQ Washington, DC
- International Health and Safety Task Force - **Thursday February 18th, 2010 @ 2PM CST** (Conference Call) **Tuesday March 2nd, 2010** (Meeting) in NYC
- **Tuesday March 16th, 2010 through Wednesday March 17th, 2010** - RTCA SC221/Secondary Barrier Systems for Flight Deck Security in Washington, DC