

TWU Local 556 Safety Team

Michael Massoni – Operational Safety Chair

*...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; regulatory bodies and most importantly; **facilitate Effective Communications** between all...*

To: TWU Local 556, Executive Board
CC: Cuyler Thompson; Erich Schwenk
Date: December 9th, 2013
Re: December 2013 EB Safety Team Report

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

Aviation Safety Action Program (ASAP) – Reports Under ERC Review = **6**

ID - Event Date – Status

Summary

1387	5/3/2013	Sent to ERC for review	Carts were in galley blocking galley entry
1528	7/29/2013	Sent to ERC for review	Flight Deck Door Procedures, Failure to exit the flight deck following correct procedures
1668	11/5/2013	Sent to ERC for review	Arm/Disarm Door, As I was opening the forward entry door the slide started to fall out of compartment
1681	11/10/2013	Sent to ERC for review	The fuselage assist handle for the forward entry door is missing.
1696	11/30/2013	Sent to ERC for review	Minimum Crew Violation, Boarding Position, Possible violation of boarding position requirements
1702	12/2/2013	Sent to ERC for review	it became turbulent in the back and I sat down on back jumpseat and landed in the back

ASAP Reports received to date: **1702**

▪ Accepted Reports to date = **1606**

ASAP YTD Summary:

Events & Reports

Jan- 53 events and 57 reports

Feb- 43 events and 55 reports

Mar- 66 events and 82 reports

Apr- 55 events and 57 reports

May- 36 events and 41 reports

Jun- 69 events and 74 reports

Jul- 52 events and 53 reports

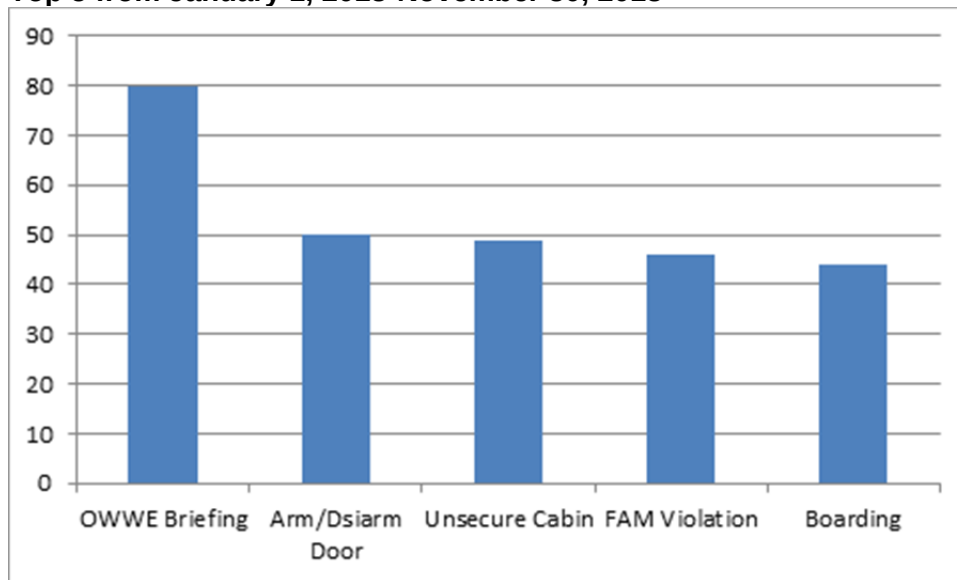
Aug- 50 events and 56 reports

Sep- 40 events and 54 reports

Oct- 35 events and 39 reports

Nov- 34 events and 43 reports

Top 5 from January 1, 2013-November 30, 2013



Aviation Safety & Health Database Int'l (ASHDI) – Reports Received = **0**

Report

Entered into LaborForce

Southwest Airlines Event Notification System (ENS) and

AirTran Safety Information Reported Event Notification (SIREN)*

Fielded Events for Period:

- 10/15/13 through 12/09/13 = **288**
- Emergencies Declared = **43**
- All OF 2013 to Date = **1031****
- ALL OF 2010 = **1413**
- ALL OF 2009 = **1210**
- ALL OF 2008 = **940**

*With the advent of SWA / AT SOC, TWU 556 receives both ENS and SIREN events from OCC. All ENS events will be tracked, trended and vetted for possible follow-up. All SIREN events will be tracked and trended but will not be vetted for follow-up as AT is covered under a different CBA and bargaining unit.

***ENS tracking and trending was suspended for the period of May 2012 – June 24th, 2013 – However ENS follow-up was maintained throughout this period. The Safety Team has re-established the practice of tracking and trending all ENS/SIREN events and will include the same in all future Safety Team Reports*

- TWU Local 556 Operational Safety Chair, Michael Massoni and Occupational Health and Safety Coordinator, Michele Moore are continuing to monitor **Flight Attendant reported allergic reactions that are seemingly linked to Evolve interior converted aircraft**. Since this phenomenon surfaced the TWU 556 Safety Team has encouraged Flight Attendants to report any and all suspected Evolve related allergic reactions via IR and/or ASAP. To date we have received the following documented information:
 - In all of 2013 to date a total of 31*complaints have been received
 - 25 of the 29 complaints can be traced to specific A/C
 - 9 of the 25 A/C specific complaints involved A/C that had been converted within a month or less of the report
 - 13 of the 25 A/C specific complaints involved A/C that had been converted in 2012
 - 6* of the documented complaints were anecdotal and generalized in nature

* = Numerical change since last Safety Team reporting in the matter

At this time the TWU 556 Safety Team, in cooperation with Management, are still looking into the following items:

1. Accessing all products and materials related to the Evolve interior this includes review of Material Safety Data Sheets (MSDS/SDS) on all furnishing coverings, textiles and mastics (all SDSs have been received) <and>
2. Reviewing installation and cleaning procedures as it relates to Evolve conversions and maintenance and upkeep

Some of the preliminary findings thus far are: change of air-out procedures during the Evolve installation process; two different carpeting products being installed and methods of cleaning each of the different carpeting types. Other possible causes to be considered are the correlation between increased reports of allergic reactions and the introduction of cabin pets into the operation, as well as, any changes in pest control procedures and aircraft interior cleaning products/practices.

Above all we will continue to investigate all substantiated reports in the matter until we have either definitively concluded the cause of these reactions or are forced to apply mitigation strategize if it is not operationally feasible to engineer the problem out of the work environment.

- As agreed during **Article 25 Negotiations** – The Union is anticipating renegotiating the Letter Of Understanding (LOU) between SWA and TWU556 concerning our Flight Attendant Aviation Safety Action Program (ASAP) within the next 30-60 days. This - in order to bring our LOU in line with best practices of the industries voluntary reporting systems; specifically as it relates to non-punitive corrective action (verses discipline) on certain categories of reported safety related events.
- **The 737-MAX Galley Design Team (GDT)** of which TWU 556 Operational Safety Chair, Michael Massoni has been serving on in order to provide a voice for all Southwest Flight Attendants on the future of our work environment. Michael has committed to help provide the safest, most efficient and comfortable working equipment and environment possible in what is to be the future aircraft operated by Southwest Airlines. Over the last 8 weeks the entire GDT has put in thousands of man hours coming up with design possibilities that solves to past challenges, current needs for improvement and future opportunities for efficiencies within our work environment and the overall Customer experience. All of these design possibilities have now been handed off to a broader group of SWA Leadership, Boeing and suppliers for final analysis and decision making. Whatever those decisions are we are excited about all the possibilities the 737MAX will bring to SWA and our Members.
- **The FAA/OSHA Policy on Occupational Safety and Health Standards for Aircraft Cabin Crewmembers Policy** – Through the FAA Modernization and Reform Act of 2012, Congress required the FAA to develop a policy statement to outline the circumstances in which OSHA requirements could apply to Crewmembers while they are working onboard aircraft. Today's final policy statement is a product of years of Union and AFL- CIO advocacy for inclusion of Flight Attendant safety and health protections, a year 2000 Clinton administration memorandum of understanding between the FAA and OSHA, later shelved during the Bush administration, preceded the final policy before you today. The FAA/OSHA policy outlines 3 specific OSHA Standards that will apply to Flight Attendants' work

environment – these standards can be found in their entirety at www.osha.gov. The standard(s) titles along with a compliance status update on each are as follows:

o **Hazard Communications or (HAZCOM)**

The Hazard Communication Standard (HCS) will provide a common and coherent approach to classifying chemicals and communicating hazard information on labels and safety data sheets. Once implemented, the revised standard will improve the quality and consistency of hazard information in the workplace, making it safer for workers by providing easily understandable information on appropriate handling and safe use of hazardous chemicals Crewmembers might encounter within their workplace.

- This standard has now been incorporated into the FAM with its own tabbed HAZCOM Section.

o **Blood Borne Pathogen (BBP)**

The standard's requirements state what employers must do to protect workers who are occupationally exposed to blood or other potentially infectious materials (OPIM), as defined in the standard. That is, the standard protects workers who can reasonably be anticipated to come into contact with blood or OPIM as a result of doing their job duties.

- Our current BBP training and policies are still under review by OSHA and while believed to be in compliance, it is still unclear as to our occupational risk level as it pertains to BBP vaccination protocols. This issue will be resolved and communicated to all Flight Attendants prior to full implementation.

o **Hearing Conservation**

The employer shall administer a continuing, effective hearing conservation program, whenever employee noise exposures equal or exceed an 8-hour time-weighted average sound level (TWA) of 85 decibels measured on the A scale (slow response) or, equivalently, a dose of fifty percent. For purposes of the hearing conservation program, employee noise exposures shall be computed without regard to any attenuation provided by the use of personal protective equipment. When information indicates that any employee's exposure may equal or exceed an 8-hour time-weighted average of 85 decibels, the employer shall develop and implement a monitoring program. This monitoring program shall be provided at no cost to employees.

- Southwest Airlines conducted the required noise exposure testing on all 737 variants within our fleet (see RBF 2013-126) and believes our entire fleet falls under the TWA of 85 dBs threshold thus not requiring the development and implementation of a hearing conservation monitoring program. However, OSHA will make the final determination based on the data provided. That being said please remember that Flight Attendants are contractually entitled to baseline

hearing tests on an annual basis, Flight Attendants will have notification of and access to hearing tests offered by the Company. The hearing tests will be offered in each location where a Flight Attendant Domicile is located. Such tests will be offered at no cost to the Flight Attendants. The results of the baseline tests and all subsequent tests will be retained in the Flight Attendant's medical file and a copy will be provided to the Flight Attendant.

The FAA/OSHA Policy became effective 30 days after publication in the federal register (on or after 09/23/13). During phase-in, OSHA will not conduct enforcement activities in the first 6 months after the policy's effective date and prior to beginning enforcement of these three standards, OSHA will engage in outreach and compliance assistance activities [with stake holders (FAA, carriers and affected workers and/or their representatives)].

SCHEDULED AND STANDING MEETINGS:

- **Thursday December 12, 2013** – Health & Safety Coordination (HASC) with Inflight Safety and Regulatory Standards <and> Training concerning WN345 in RT
- **October 8, 15, 16, 17, 22, 23, 24, November 5, 6, 7, 11, 12, 13, 14, December 2-3, 2013** – The 737MAX Galley Design Team
- **Wednesday December 11, 2013** – EB / Staff ERP & ASAP Training
- **January 17, 18, 19, 20, 2013** – ASHRAE Winter Conference in NYC