



The Union of
Southwest Airlines Flight Attendants
TWU LOCAL 556

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Safety Team Report

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, its regulatory bodies and most importantly, facilitate Effective Communications between all...

To: TWU Local 556, Executive Board
CC: Cuyler Thompson; Erich Schwenk
Date: March 14, 2016
Re: May 2016 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 = 17

ID	Event Date	Status	Summary
3540	3/28/2016	Sent to ERC for review	Inexperienced pilot taking off with overweight aircraft
3559	4/5/2016	Sent to ERC for review	FAR Policy Procedure / Passenger landed in forward lav
3561	4/6/2016	Sent to ERC for review	FAR Policies Procedures / Passenger landed in Forward Lavatory
3562	4/6/2016	Sent to ERC for review	Arm/Disarm Door / Jetbridge brought back due to maintenance issue
3585	4/11/2016	Sent to ERC for review	FA told to open door and I "A" FA began to open door before disarming
3603	4/6/2016	Sent to ERC for review	Company Safety Policy / unusual movement of aircraft on climb and unusual sounds
3605	4/21/2016	Sent to ERC for review	Maintenance / Fumes on take off and landing
3607	4/21/2016	Sent to ERC for review	Arm/Disarm Door / Disarmed Fwd Entry door too soon
3608	4/19/2016	Sent to ERC for review	Arm/Disarm Door / Unable to land in my jumpseat and disarm my doors.
3622	4/27/2016	Sent to ERC for review	Maintenance / Fumes on take off and landing
3628	4/28/2016	Sent to ERC for review	Arm/Disarm Door / Unaccessible jumpseat harness
3635	4/18/2016	Sent to ERC for review	Stoage of POC
3638	5/4/2016	Sent to ERC for review	CRM / to advice passengers of weather
3640	5/5/2016	Sent to ERC for review	OWWE_Briefing / Late on exit row briefing
737-800			Boarding / Three-Man Assist hampered by fixed arm rests putting assistants and pax at risk of injury
3642	4/21/2016	Sent to ERC for review	Employee Passenger Conflict / Leaving owwe during boarding
3643	5/2/2016	Sent to ERC for review	OWWE_Briefing / exit row briefing
3646	5/8/2016	Sent to ERC for review	Unsercure Cabin / Flight door flew open

ASAP Reports received Year-to-Date:	250 Reports Covering 226 Events
Accepted Reports Year-to-Date:	223
Excluded Reports to date:	17
Open Reports:	17
Total Reports Received over the Life of Program	3943

Southwest Airlines Event Notification System (ENS)

Fielded Events for Period:

- 03/14/16 through 05/09/16 = 451
- Emergencies Declared = 36
- 2016 Year-to-Date = 1053
- All of 2015 = 2843
- All of 2014 = 2119
- All of 2013 = 1138*
- All of 2010 = 1413
- All of 2009 = 1210
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*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 events and will include the same in all future Safety Team Reports

Southwest Airlines Hot Aircraft Event Reporting

Events for Period:

03/14/16 through 05/09/16 = 35

2016 Year-to-Date = 48

All of 2015 = 788

- Year-to-Date OSHA 300 Log for all Domiciles (Attachment) for EB Review

ASAP InfoShare:

A Teleconference meeting concerning ASAP Cabin InfoShare took place between fellow InfoShare co-chairs, TWU Local 556 Operational Safety Chair Michael Massoni, AFA-CWA Air Health & Safety Coordinator Candace Kolander and FAA CSI Sherry Miller. The focus of the teleconference was our twice-yearly InfoShare meetings <or alternatively> changing those meetings to an annual frequency. The reasons for considering such a change has to do with challenges in:

- 1.) Filling up two half-day sessions or a half day and full day in the overall agenda
- 2.) Having enough organizations willing to come forward with presentations
- 3.) Limited resources available to some organizations to attend on a bi-annual bases

After much consideration the parties came to the consensus that they will move to an annual frequency effective immediately. This means that the Cabin InfoShare session will not be held during the next InfoShare (tentatively scheduled for September, 2016) and instead will be held

during the next annual Cabin InfoShare session in March 2017 (or alternate month). In the 2017 session we will again reassess this frequency change as an agenda item for consideration by the entire floor of participants.

We will carry forward (to our 2017 Cabin InfoShare) the top 3 discussion items from our last session (March, 2016) along with groups that agreed to give presentations on specific topics. We will also reach out to all cabin InfoShare participants when we are closer to the March 2017 date to solicit additional presentations and training/education opportunities for all participants.

KCM:

As released in a May 9, 2016 IIOTG - Effective May 17, the Transportation Security Administration (TSA) will implement changes to the Known Crewmember (KCM) program for Crew Members traveling to international destinations for personal travel. The TSA policy changes will be as follows:

- Crew Members traveling for personal travel from a U.S. location to an international location must be screened as a passenger through the passenger-screening checkpoint prior to entering the sterile area of the airport.
- Crew Members will no longer be allowed to use the KCM access point for personal travel from the U.S. to an international location.

Crew Members traveling from the U.S. to international locations on Company business may continue to use the KCM access points. Company business includes, but is not limited to, the following:

Flight Operations (Pilots and Flight Attendants)
Training
Crew Positioning
Deadheading
Other Company Business

GCAQE / UW Research:

The outgoing Global Cabin Air Quality Executive (GCAQE) Board (of which TWU has been a long-standing charter member of) updated TWU Local 556 Safety about some recent changes within the GCAQE. On Feb. 19, 2016, Tristan Loraine voluntarily resigned from his Co-Chair position and also from the GCAQE Board. The primary reason at that time was that he was unhappy that the remaining members of the Board disagreed with his proposed budget and fee increase.

Because he resigned, the Board had no choice but to notify him that he must transfer control of the GCAQE bank account (located in the UK) to the remaining UK-resident member on the board. Tristan did not respond favorably, and it was not until April 18, 2016 that he confirmed how to transfer the funds to a new GCAQE bank account that we had to establish. To meet the Boards financial responsibilities as stewards of member unions' money, they have now used those funds to initiate payment of GCAQE bills from the new account.

Effective immediately, all five Board Members are stepping down and our unions are withdrawing from the GCAQE. This decision is a direct result of long-standing and significant differences of opinion with Susan Michaelis and Tristan regarding what is achievable – and how to achieve it - given the available resources.

The Board knows that we are stronger, as unions, when we stand together on this issue, so it was a hard decision to tender their resignations. But it is simply not possible for them to continue to work productively as volunteers under the circumstances. Each of them will continue their commitment to address the health and safety hazards of onboard exposure to contaminated air within their respective unions. And each of them has valued the professional and personal connections forged with each other and with representatives from other GCAQE member unions.

As for the future of the GCAQE, it is assumed that Susan and Tristan will be in contact with member unions to discuss next steps. The outgoing Board will send any newly appointed Board the most recent Board meeting minutes, and will address other administrative details to facilitate the transition. The hope is that, under new leadership, the GCAQE will continue because it is a valuable means to share important health and safety information with unions.

If the GCAQE does not continue, or if our union does not renew its membership, the outgoing Board asks that we PLEASE donate our annual dues to Prof. Clem Furlong's research project at the University of Washington. The research team is working to define the toxicity of TCPs in oil fumes and to develop a blood test for exposure to oil fumes, both essential for airline crewmembers and oil workers around the world.

Concerning the University of Washington research: Prof. Clem Furlong at UW has informed us that if \$75,000 is donated into the research account by May 13th, that would be enough to secure the blood test by the end of this year that will prove Crew Member and passenger exposures during bleed air events. This is the first time in the 10 years of research in the matter that Prof. Furlong has ever given a definite time frame on a final product. In short, this appears to be the end game! But they must get this aggregate amount to the research fund by May 13th, or the program will not be able to continue.

In addition to TWU International and Local 556, the other Unions or organizations that have been asked to make a contribution to reach the total of \$75,000 are:

IAM

ALPA MEC at United Airline

Allied Pilots Association

Independent Pilots Association (IPA represents UPS pilots)

CUPE

Unite (UK)

ACPA (Air Canada Pilots Association)

Kreindler & Kreindler (largest Plaintiff's aviation law firm in the U.S. I have a connection with them since the founding partner, Lee Kreindler used to contribute to the Aviation Consumer Action

GCAQE collected \$4,000 in donations for this research and that has been sent. It is expected that IAM and UNITE will contribute and that CUPE will provide a smaller amount. APA made their first contribution ever to the UW research of \$15,000 in February 2016, but are anticipated to contribute more by the deadline.

AFA will contribute what they need to in order to keep the UW blood test research from shutting down even though they have already given \$100,000 over the last year alone.

Thom McDaniel is going to bring the request for additional funding on behalf of TWU

International to his Leadership this week and Michael Massoni from Local 556 is presenting the request to his EB simultaneously.

Open discussion items:

Fume Events in April

Global Cabin Air Quality Executive (GCAQE) Future Participation

University of Washington Research Funding Continuation Request

737 MAX / 737-800 G7 Update

Scheduled and Standing Meetings:

Tuesday, May 10, 2016 – UDT Final Presentation to ESG

Tuesday, May 17, 2016 – Health and Safety Coordination (HASC) Meeting

Tuesday, May 17 – Wednesday, 18, 2016 – Final H&H Meeting

Tuesday, May 24 - Thursday, May 26, 2016 – 737-800 G7 GDT Event