

5/16/2008

Local 562

Safety Information Update

From Joseph Urso

I have been attending Quarterly line safety meetings in Dallas for the last two and a half years. This safety committee is comprised of Board members from the city line stations who like myself are the safety chairman for their local. We all meet with Bob Zimney, the company safety representative and discuss safety issues and topics on any way possible to keep our members in a safe work environment.

Our committee had posed a question to the company in Nov. 2007. If the base stations have prescription safety eyeglasses, would it be possible to afford the same opportunity to the line stations? The answer was yes. The line station prescription eyewear plan was launched in the beginning of 2008. There was a website created on the M&E home page. Each local safety chairman was responsible for arranging the onsite visits. This program has been successful thru out the system. Many members at line stations are currently wearing their made-to-order prescription safety glasses.

JFK, and LGA have had their onsite visits for their prescription eyewear. A Boston onsite visit is coming soon. SJU was just plugged into the computer for offsite visits. If possible we will try to have an optician come to the SJU terminal for an onsite visit.

This committee has also been working on the replacement of the bill jack stand. There have been numerous injuries reported with the one we all currently use. There have been several prototypes evaluated. We have two models in mind. These new stands will be easier to erect, and easier to go up and down the stairs. The new stands should be delivered in the near future.

We are all concerned with Lightning strike protection on the ramp. This committee is trying to get the best lightning detection system for all stations. I had also requested an aural warning device as well as the blinking blue lights to signal ramp closings.

In SJU we have a safety issue of concern. There was a problem with the opening of an A300 reverser cowling. Apparently the hydraulic opening system on the engine was inoperative. The A300 M.M. states that two or more people should pull up on the cowling to open it. The M.M. also states not to get between the engine and the cowling. Someone may get injured while trying to accomplish this task. I discussed this issue with Pedro Diaz, Jerry Yates, Bob Zimney, Danny Martinez, Don Videtich, SJU Mgmt., and Tulsa engineering on a conference call. We will be doing an engineering task analysis of this issue in SJU in the near future. Peer our findings we will see if we can create a safer procedure.

If anyone has a safety issue of concern, you can contact me at 516-633-2609. Joseph Urso, local 562 board member/local safety chairman.