



TRANSPORT WORKERS UNION OF AMERICA AFL / CIO

LOCAL 562

AIRCRAFT
MAINTENANCE / STORES
Bostons Title II

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TWU/AA M&E QUARTERLY LINE MAINTENANCE SAFETY MEETING JAN. 20-21, 2009

Members of Local 562,

This is an update on the safety meeting I attended in Miami, FLA. in January. The names listed below are the Safety Chairmen/AA Safety representatives from their stations that attended:

NAME	STATION	NAME	STATION
J. Brian Johnson	AUS	Graig Gillet	SFO
Buster Kelly	DFW	Ray Williams	SJU
Doug Cohen	DFW	Bill Renner	STL
Kevin McCartney	DFW	Bill Jackson	TPA
Brent Clark	DTW	Ted Schoelkopf	TPA
Joe Urso	JFK	Bob Zimney	TUL
James Colbert	MIA	Hasan Quazilbash	TUL
Ted Harris	RDV	Jerry Yates	TUL
Frank Krznic	SAN		

Fall Protection: The first topic of discussion was Fall Protection Training. There is a training video under review that may be put in the Giesers in the near future. There also may be a once a year CBT as well. The committee also discussed putting a video tape in the equipment storage crate along with the Fall Protection equipment. I will keep you informed of the status on this topic.

Bill Jax: As you all may have noticed by now the old blue Bill Jax Stands are being replaced by the bright green and light green Bill Jax stands. This committee has worked on the design of these stands for quite some time. There were many changes made along the way to accommodate our needs to do our jobs safer. This replacement program came about due to the many injuries that have occurred with the old stand. Eventually these stands will replace all of the old blue Bill Jax stand.

Golhofer: Jerry Yates went to Germany and met with the Golhofer manufacturer. Goldhofer still stands behind its product. Goldhofer had recommended:

- 1) To install some new components in the brake system of the Goldhofer
- 2) A 30% stronger brake-pedal spring.
- 3) Two gas pre-charged accumulators into the brake hydraulic lines. These accumulators eliminate brake pressure peaks.
- 4) There will also be brake pressure transducers installed.

These modifications are supposed to protect against the Goldhofer from jerking forward and aft when applying the brakes under heavy loads. These modifications of the Goldhofer will be completed in the coming months.

Goldhofer Towing: In the near future, the FAA may require a person in the cockpit when towing A/C with the Goldhofer. The rule reads "No less than two people should be used to tow large A/C including a qualified person in the cockpit to operate the brakes (in an emergency situation), and a qualified tow vehicle operator." This came about due to the runway incursion that occurred April 6, 2008 in DFW when using a towbarless tug (GOLDHOFER). Members will be notified when the change takes place.

GPU: There have been several GPU'S that have pulled off the Jet Bridge. The committee had discussed installing breakaway power cords. This will stop the GPU from sliding off the mounts of the Jet Bridge. The company will look into the cost and feasibility to get this accomplished. This item is still open.

Work Stands: When SJU goes on field trips they often find that the work stands are either missing or inadequate to do their work safely. There will be a list created to see exactly what we own at these locations. This committee will review the list and recommend what is needed, then send the equipment to specified locations.

CPR Training: Ken Durst has agreed to fund CPR training. The CPR training course will be coordinated with training departments and certified CPR personnel. There will be notices posted on when the training will be conducted. When people get CPR training they will be issued a pin that will identify them as 'CPR Trained'.

Lightning Protection Notification: SJU is lacking a Lightning Protection Notification system. Ken Durst will be notified of this condition. The idea is to standardize all AA stations for lightning protection notification. This committee also would like to see an AURAL warning tied into the blinking blue lights. Keppel will be looking into this issue.

A/C Maintenance Motorized Vehicles: We are still having difficulty getting our A/C maintenance motorized vehicles maintained. This is a system wide problem. Jerry Yates is going to bring this issue to Tony McCoy of the international. Bob Zimney will bring this issue to Ken Durst.

Work Shoe: This committee wanted a definition of a sturdy work shoe. We may need to know instead what is not a sturdy work shoe. There is a PD12 form in the GPM 13-01 which is an employee purchase program that you can buy footwear thru payroll reduction. This issue is still being evaluated. Jerry Yates will follow up with this.

Primer Removal: AA has removed Zinc Chromium Primer from its stock supply. This is no longer to be sprayed or used on the property.

Uniform Policy: The committee discussed CBT 1667 on uniform policy. If the company policy says 'Required' and not to deviate from company issued clothing, then the committee is dedicated to make sure that the company issue winter gear is sufficient in keeping our members warm and away from frostbite. This item is still being discussed. The committee will keep the members informed.

SFAR 88: The committee also discussed SFAR 88. There is an online training course that discusses this topic in detail. The course number is T1663. It covers fuel tank system fault tolerance evaluation requirements. Compliance of SFAR 88 has been incorporated into the AA maintenance program. This became an issue from exploding fuel tanks. We are all familiar with the TWA 747, trip 800. There are two categories to be concerned about.

- 1.) Unsafe condition mandated by AD'S.
- 2.) No unsafe condition mandated by operational rules. The online training T1663 has a quick link to SFAR 88 for more detailed information.

Steve Gukelberger is also now a Safety Chairman for Local 562. He will join me in the quest for safety for our membership. Any safety issues should be brought to Steve or I. If there are any questions feel free to contact us.

Fraternally,



Joe Urso
Local 562
Recording Secretary