

The Safety Briefing

A TWU Local 556 Safety Committee Newsletter



Aviation Safety Action Program



**Michele
Moore**



**Elizabeth
Leapley**

The Aviation Safety Action Program (ASAP) is a voluntary safety reporting system established under a FAA Memorandum of Understanding (MOU). Unlike Irregularity Reports and LINKs, our Union can review ASAP submissions. ASAP is for reporting any safety issue or concern encountered while working on the aircraft — it is not limited to self-reporting errors. The ASAP Event Review Committee (ERC) meets weekly to review de-identified reports and determine if they meet the acceptance criteria in the MOU. TWU Local 556, Southwest Airlines, and the FAA share equal authority in deciding whether a report is accepted into the program. A Letter of Understanding between TWU Local 556 and Southwest Airlines ensures that if a report is accepted into ASAP, Management cannot issue discipline—even if they have outside knowledge of the event.

From the Chairperson's Desk

As we near the end of summer, I want to thank everyone for the timely submission of ASAPs, LINKs, and SRS reports regarding dangerously hot aircraft and bursting cans. We took on a hefty project, and Southwest Airlines ultimately invested millions in cooling trailers and chilled provisioning trucks at several stations. PHX and LAS received all the cooling provisioning trucks for 2025, and the results speak for themselves — we are currently seeing more than a 50% reduction in reported bursting can events. That is incredible. I am hopeful Southwest will expand the purchase and use of these trucks in other cities with higher reports. I am amazed at the level of Member participation in reporting safety issues, including rest and fatigue, bursting cans, and other concerns.

I also want to thank my team of Safety Volunteers, many of whom joined the Safety Committee just a few months ago. This inaugural newsletter was put together by two of these volunteers. It is truly inspiring to see the talent and dedication our Members bring when given the opportunity to be part of the solution. In the past year, the Safety Committee has grown from two Members to seventeen, and I could not be more proud.



Thanks again for reading. Please share this newsletter with your Coworkers on the jumpseat, during trips and overnights, on social media, and anywhere else others may benefit.

In Unity,

TWU Local 556 Safety Committee Chairperson Chris Click

The Safety Briefing

A TWU Local 556 Safety Committee Newsletter



Safety Reporting System (SRS)

Concerns about the location and quality of emergency equipment continue to be reported. The Company is currently developing a new cabin equipment bag, similar to those used by other aircraft operators.

We are also aware that accurately counting all spare life vests can be challenging in the small compartments where they are stowed. SWA Inflight Safety is nearing completion of "spare life vest bags" that will hold vests in groups of five, making it easier to verify the number of spares onboard.

Fatigue Review

As of May 2025, the Inflight Fatigue Review Committee (IFRC) has received 3,378 Fatigue Reports. At this pace, 2025 could be the highest-reporting year since the program began. The IFRC continues to see reports submitted outside the required timeframes or with insufficient narrative detail. To be considered for pay, a Fatigue Report must be submitted within 72 hours of notifying Scheduling and must include a detailed account of the fatigue-inducing situation. Once a Flight Attendant calls in fatigue, Scheduling will provide 11 hours of uninterrupted rest and is required to arrange a hotel room for that rest period.

As the program grows and the IFRC reviews hundreds of reports each month, detailed narratives are critical. Please include specific factors that contributed to your fatigue. For example, if the issue occurred at a Crew hotel due to an HVAC malfunction, room location, or noise from housekeeping or guests, include the room number so the issue can be addressed. For transportation delays, note when the transportation arrived and how long it took to reach the hotel. The more detail provided, the faster and more accurately the IFRC can evaluate your report and make recommendations.

Fatigue Risk Management is an FAA-approved voluntary reporting program, and the data collected helps identify hazards and prevent future fatigue. The TWU 556 Members serving on the IFRC are Board Member at Large and Safety Committee Chairperson Chris Click, Scheduling Committee Chairperson Mark Torrez, and Safety Committee Member Jannah Dalak. We are honored to serve and advocate for our Members. If you have questions about Flight Attendant fatigue, please email safety@twu556.org from your personal email.



Jannah Dalak

Hotel Safety and Security

Since the Pink Contract was ratified, our hotel language has changed significantly. Longer overnights are now placed at downtown hotels. While this is great for those who enjoy exploring the city, always be aware of your surroundings. Newer downtown hotels may not be familiar with how our Crews operate or what we need for a restful overnight. Patience and an added level of vigilance is important when working with these newer hotels.

The Crew Accommodations Board (CAB) publishes newsletters on both SWALife and your Company-issued IEFB. These are worth reviewing to learn where our new hotels are located and how to get to and from them safely. CAB has partnered with the Safety Committee to share any relevant updates moving forward. Be sure to check future editions of this newsletter for more information on this topic.

The Safety Briefing

A TWU Local 556 Safety Committee Newsletter



Did You Know?

Did you know that deadheading Southwest Airlines Flight Attendants are permitted to come down the jetway with the working Crew?

While this is true, it is important the person(s) deadheading not board the aircraft until all working Crew Members have done so.

Your ASAP Event Review Committee has received several reports of working Crews boarding and finding deadheading Flight Attendants already seated.

Let's work together to protect this contractual enhancement!

Meet a Member of Our Team

TWU Local 556 Safety Volunteer Team Member Debby's journey in aviation reflects her dedication to both her profession and the well-being of her colleagues. She began her career as a Flight Attendant with ExpressJet Airlines (2004–2020), where she gained valuable experience and served in key IAM Union roles, including grievance representative, flight safety coordinator, and chairperson of their Union's Human Rights Committee.

In 2022, Debby joined TWU Local 556, the Union of Southwest Airlines Flight Attendants, and is now based in Houston. Outside of work, she enjoys fishing with her son and volunteering as a Guardian Ad Litem for Child Advocates. Her enthusiasm for joining the Safety Volunteer Team underscores her commitment to promoting safety awareness and resources among her fellow Members. Debby collaborated with our TWU Local 556 Communications Committee to create this newsletter.



**Debby
Tucker**

Safety Committee Mission

The mission of the Safety Team is to provide Union Leadership in all issues of health, safety and security; technical counsel to the TWU Executive Board; representation to our Membership; stewardship within our Company, industry, and its regulatory bodies and most importantly, promote effective communications between all.

Transport Workers Union of America Local 556, AFL-CIO
safety@twu556.org | (214) 640-4300