

NARRATIVE SUMMARY

Establishment Name: <i>Menzies Aviation</i>	Inspection Number: <i>317541076</i>
Management Contacted: <i>Brian Bartal</i>	Title: <i>VP Support & Compliance</i>

Information on Injured Covered by Workers' Compensation Yes No

Name, Address and Phone Number	Occupation
<i>Cesar Augusto Valenzuela</i>	Ramp agent

Use additional form(s) as needed

Witness Name(s) and Title

*Check box preceding name if confidentiality is given

x	Names and Title(s)	Address	Phone No.	Signed Statement?
				Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
				Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
				Yes <input type="checkbox"/> No <input type="checkbox"/>
				Yes <input type="checkbox"/> No <input type="checkbox"/>
				Yes <input type="checkbox"/> No <input type="checkbox"/>

Use additional form(s) as needed

Summary

NOTE: **DO NOT USE** employees' name in the narrative summary. Rather, assign a number to the employees or nonemployees refer in the report. Compliance personnel shall complete all items on the Cal/OSHA 170A and shall not rewrite or abstract the information already entered on the OSHA 170. Cal/OSHA 170A is designed to provide a concise summary of the accident investigation in narrative form.

INTRODUCTION

At approximately 5:15 am on February 21, 2014, an employee of Menzies Aviation sustained fatal blunt trauma injuries when he was ejected from the tow tractor he was driving at Los Angeles International Airport.

REPORTING REQUIREMENTS:

On February 21, 2014 at 8:45 am Los Angeles DOSH received a report of a workplace fatality from the employer. The employer reported the incident as an employee heart attack. Cal/OSHA arrived on site on February 24, 2014 and began an accident investigation.

CONDITIONS AND FACTORS LEADING TO ACCIDENT:

On February 21, 2014 at approximately 5:15 am an employee of Menzies Aviation

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was driving a cargo tug (ID RT-149, serial number 17978) from a storage area at the Tom Bradley International Terminal to the Korean Air warehouse. The employee apparently lost control of the tug near the LAX fire department crash 80 station. The tow tractors struck a 7 1/2 inch high curb and the employee was ejected from the tug. The employee was not wearing a seatbelt as the seatbelt was missing from the tow tractor. The employee was found pinned under a rear drive tire of the tow tractor.

CAUSES AND CONCLUSIONS:

The employee lost control of the cargo tug. The tow tractor should have been equipped with a seatbelt to prevent the ejection of the employee from the tow tractor. The employer's equipment inspection procedures were not effective in removing the tow tractor with the missing seatbelt from service in a timely manner. The accident investigation also revealed that seatbelts were rarely used on tow tractors in the workplace. In addition, the employer's seatbelt use policy implemented in February 2013 permitted employees to operate tugs, loaders, bobtail truck and loaders without using seatbelts while traveling between adjacent gates and while near airplanes. This policy did not ensure seatbelt use as required under Title 8 regulations.

ACCIDENT RELATED-SERIOUS CITATIONS ISSUED:

The employer received several accident related citations:

- T8 CCR Section 3203(a)(2)
- T8 CCR Section 3203(a)(6)
- T8 CCR Section 3650(t)(33)

Use additional sheet(s) as needed

		Signature:	Date:
Prepared by:	CSE, IH	<i>[Signature]</i>	8-20-14
Reviewed By:	District Manager	<i>[Signature]</i>	8-20-14
Reviewed By:	Sr. SE/IH		
	Regional Manager		