

Exhibit	A
Port Commission	Special
Meeting of	October 23, 2012

Talking Points, Port Commission Meeting, October 23

Gary Yancey

My name is Gary Yancey

Thank You Port Commissioners for the opportunity to speak to you today about ongoing safety issues at ASIG.

I am a fueller for ASIG - a contractor for Alaska Airlines. I have been a fueller for 14 years. This used be a good job with benefits, a living wage and respect on the job. For ~~at least~~ ^{11/20} seven years, now I have to work full time at the airport and then a second part-time job at Sears just to make ends meet.

Back in the day, the equipment was promptly fixed. Safety for workers was important. There was back-up equipment to cover when something did break down. Management cared about us. We used to get bonus for a job well-done and raises. Now with ASIG - it is just take, take, and take.

It is good to see some of the equipment finally getting the attention it needs. BUT, why did it take the ~~serious decision~~ by fuelers ~~to take~~ after months of raising safety issues? Sea-Tac is a first class airport, the safety of the workers should be the highest priority

Unfortunately, there are still unresolved safety issues. In this documents, are reports by ASIG workers about equipment with soft brakes, rickety ladders, and broken nozzle latches.

As fuelers we also fuel all of the ground equipment, including belt loaders for luggage, tugs which pull the baggage carts, push-backs that move the plane away from the gate and with Alaska, preconditioned air (PCA) vehicles. So we have a very important job at our airport.

I want to tell you about some of the safety and work conditions.

Guide person is the person who guides backing up. The rule is that there should be two people within 10 feet of the airplane, but the problem is that there are seldom 2 people on the truck. We want to follow the rules, but if ASIG doesn't provide us the people and equipment - what are we supposed to do? People could get hurt, equipment could get damaged.

Personal Protective Equipment. We're supposed to have the proper gloves for emptying the propane tank. We never have the gloves, but we have to empty the tanks anyway. Isn't that a safety issue?

The interlock - which keeps the truck from moving while fuel is flowing - on the propane truck, does not work properly. ^{ASIA} We have asked numerous times to see that it is fixed.

These are only some of the many safety issues. We, ASIG fuelers, have been here before at these meetings and we are going to continue raise safety issues and fairness at our Port.

Not only is the equipment broken the process to get equipment fixed is broken.