

Safety Net

VOLUME 4 | ISSUE 2 | FALL 2017

STL SAFETY MANAGEMENT SYSTEM (SMS)

INTERNAL QUARTERLY NEWSLETTER



The Federal Aviation Administration (FAA) defines Safety Management System (SMS) as the “formal, top-down business approach to managing safety risk, which includes a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures”.

SMS contains four pillars: 1) **Safety Policy** - establishes senior management's commitment to continually improve safety and defines the methods, processes, and organizational structure needed to meet safety goals. 2) **Safety Risk Management** - determines the need for, and adequacy of, new or revised risk controls based on the assessment of acceptable risk. 3) **Safety Assurance** - evaluates the continued effectiveness of implemented risk control strategies and supports the identification of new hazards. 4) **Safety Promotion** - includes actions to create a positive safety culture within all levels of the workforce.

It sounds complicated, but the idea behind SMS is simple. All organizations have systems in place to manage their day-to-day operations: SMS is the system that manages the risk associated with operating the organization. SMS considers hazards and risks that affect the entire airport. It allows the organization to pro-actively manage those risks and hazards, detects and corrects safety problems before those problems result in incidents or accidents, and reduces the impact and cost of incidents.

SMS - maximizing opportunities to continuously improve the overall safety of the airport. →

STL SMS: WORKING FOR YOU

The Airport received **16** reports during the **third quarter** of 2017. The following are just a few of the reported concerns and corresponding improvements. A full breakdown of the third quarter can be found on Page 3.

Reported Concern: Trash and cigarette butts collecting on top of the former Ozark Bag Room roof, near the Terminal 1 Metrolink.

Corrective Action: Removed all debris from the roof.

Reported Concern: Wooden structure held together with energized electrical wires on the airfield near Perimeter Gate 79N.

Corrective Action: Ameren UE disconnected the power and eliminated the electrical meter; contractor removed the old wooden structure and associated items.

Reported Concern: Rubber joint between the floor tile and metal walk-off mat loose and no longer attached to the floor, Terminal 1 Parking Garage, Yellow Level, outside Exit 15.

Corrective Action: Repaired rubber floor joint.

Reported Concern: Stone pavers loose in the courtyard located on the west side of Exit 6, Terminal 1.

Corrective Action: Repaired plastic clips that hold the stone pavers in place.

Reported Concern: Parked Airport vans blocking vehicle drivers' view of pedestrians utilizing crosswalk, Terminal 1 Loading Dock.

Corrective Action: Relocated the designated Airport van parking spots into the Terminal 1 Parking Garage.

Reported Concern: Holes and cracks in the pavement near the entrance to the Terminal 1 Parking Garage and Loading Dock.

Corrective Action: Holes in the pavement were patched; cracks in the pavement were filled.

REPORT POTENTIAL SAFETY CONCERNS

SMS Hazard Reporting System



<https://sms.flystl.com>

SMS Hazard Reporting Hotline



314-426-8117

EDITOR

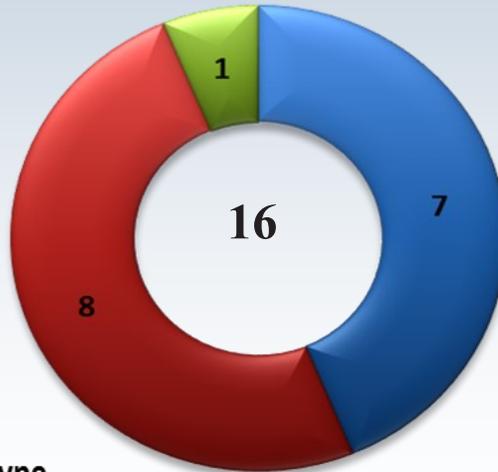


Liz Smart, AAE
STL SMS Coordinator
ecsmart@flystl.com

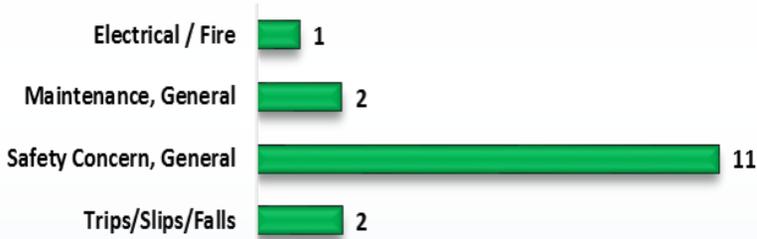
STL SMS REPORTING: 3RD QUARTER 2017 STATISTICS

Total Reports Received

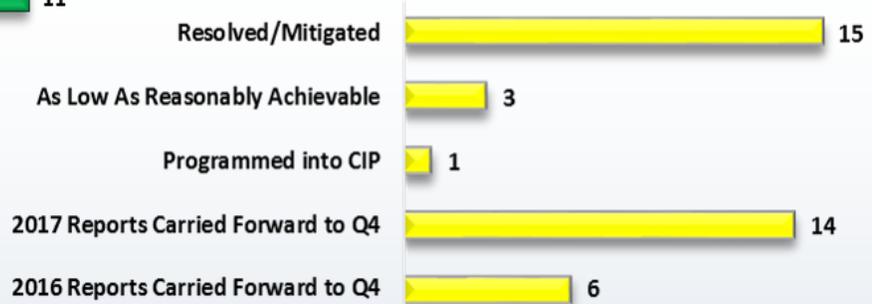
July August September



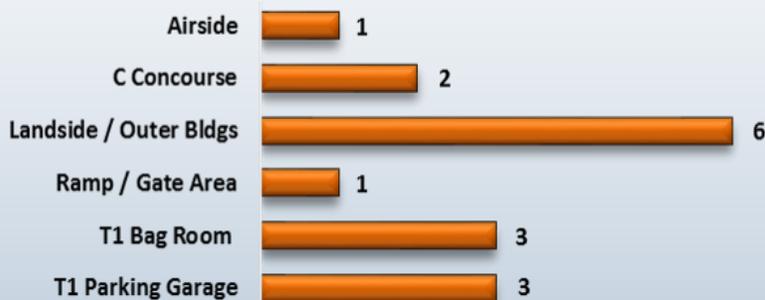
Reports by Hazard Type



Reports by Outcome



Reports by Location



Reports by Entity



ELECTRICITY IS DANGEROUS



There are numerous electrical rooms containing power distribution or communication equipment located throughout Airport property. These rooms are identified by the “E” at the end of the door number (e.g., MT-1202-E). In addition to Airport Authority electricians, tenants and contractors may need to enter electrical rooms to repair or maintain equipment.

If you need to maintain or repair equipment located inside an Airport electrical room, *prior* to performing any work you *must* contact the Airport Electric Shop and make them aware of your plans. The Electric Shop will evaluate your plans and review the work you are about to perform to ensure it does not conflict with other electrical-related projects.

Performing electrical work without notifying the Airport Electric Shop puts people and property at risk. Contact Airport Electric Shop Supervisor Mike Lyles (314-426-8046 or mjlyles@flystl.com) prior to entering any electrical room.

CUTTING OFF AIRCRAFT

Aircraft always have the right-of-way. A vehicle driver who fails to yield the right-of-way to an aircraft may cause an aircraft cut-off. An aircraft cut-off occurs when an aircraft pilot must:

- Deviate from his/her planned course;
- Adjust the aircraft’s speed in order to maintain a safe distance from a vehicle;
- Avoid a collision with a vehicle; or
- Avoid the possibility of a collision with a vehicle.

Prevent aircraft cut-offs. Use caution when driving on the Ramp. Be on the look-out for aircraft taxiing to and pushing back from the gates. Not sure of an aircraft’s intention? Wait - be patient.

Remember: AIRCRAFT always have the RIGHT-OF-WAY.



STL CONTACT NUMBERS



AIRPORT FIRE DEPARTMENT

(314) 426-8133*
*Emergency Line



AIRPORT OPERATIONS CENTER

(314) 426-8040



AIRPORT POLICE & EMS

(314) 426-8100

FALL CONSTRUCTION UPDATES

Airside Project: Terminal 1 Door 27 Air Curtain Installation and Ceiling Repair

Start Date: In Progress

Projected End Date: December 31, 2017

Impacts: This project will replace the air curtain and repair the ceiling at the entrance to Terminal 1 Bag Room Door 27. There will be temporary closures of Door 27 during this project.



Airside Project: Rehabilitation of pavement between Gates E29 – E33

Start Date: In Progress

Projected End Date: November 1, 2017

Impacts: This project will rehabilitate the pavement on the Ramp located between Gates E29 and E33. The Airport will coordinate this project with the impacted airline.

Airside Project: A Concourse Gate Electrification

Start Date: Late October 2017

Projected End Date: Summer 2018

Impacts: This project entails installing Ground Power Units (GPUs), Pre-Conditioned Air (PC Air) units and electrifying the jetbridges at Gates A4, A8, A9, A10, A14, A15 and A17. There will be temporary jetbridge impacts and power shutdowns associated with this project. The Airport will coordinate this project with the impacted airlines.

Airside Project: Airline Ramp Fuel Hydrant System Replacement

Start Date: January 2018

Impacts: This project will replace the fuel hydrant system and repair the A Concourse to C Concourse Connector fuel line. The contractor will coordinate repairs and fuel system shutdowns with impacted airlines.

FALL CONSTRUCTION UPDATES

Airside Project: Replacement of Diesel Tank
Start Date: Late October 2017/ Early November 2017
Projected End Date: January 2018
Impacts: This project will replace the diesel tank located at the Airport's Airfield Maintenance facility.

Landside Project: Replacement of Terminal 1 Departing Flights Drive to Arriving Flights Drive Staircase/Ramp
Start Date: Early January 2018
Projected End Date: Summer 2018
Impacts: This project will reconfigure and enlarge the staircase and ramp leading from Departing Flights Drive to Arriving Flights Drive. This project will also modify the island and crosswalks located on Departing Flights Drive across from Exit 5. There will be temporary roadway and sidewalk closures associated with this project.

Landside Project: Replacement of Pavement Joints on Terminal 1 Departing Flights Drive
Start Date: January 2018
Projected End Date: Summer 2018
Impacts: This project will replace select pavement joints located on Departing Flights Drive. There will be temporary roadway closures associated with this project.

Do your part to keep our work areas safe for everyone. Focus on your surroundings. Abide by all work zone signs. Remain alert and prepare for changes. Need more construction information? Contact Airport SMS.



IT'S EASY BEING GREEN

According to the Environmental Protection Agency (EPA), the nation's overall recycling rate has more than doubled since the 1990's. In addition to the positive effects recycling has on the environment, many materials retain value even after we use them, so burying these materials in landfills is a waste of precious resources.

The Airport has a single stream recycling program in place that does just that - diverts valuable recyclable materials from going to the landfill. Did I mention it's easy? Because it's single stream, all recyclables go into the same container – no sorting required. These blue single stream containers are conveniently located on the Ramp around all Concourses and are located next to or very close to the green landfill trash containers. There are also two recycling compactors located at the Terminal 1 and Terminal 2 Loading Docks.

Certain items can be recycled while others cannot. It is important to know which items should go in the blue single stream recycling containers and which items should go in the green landfill trash containers. (See graphic below.)

Take the time to put recyclables in the correct container. Let's increase our recycling rates and prove Kermit the Frog wrong. It is easy being green with single stream recycling!

Recycling questions? Contact Orangella Bittick/Airport Operations & Maintenance @ 314-890-1816.



LIVE FIRE TRAINING

For firefighters at STL, extinguishing actual fires - the kind of work they love – thankfully comes to Lambert just once a year, in the form of a drill.

In accordance with the Federal Aviation Administration (FAA), Federal Aviation Regulation (FAR)

Part 139.319, *Aircraft Rescue and Firefighting (ARFF) Operations*

ARFF personnel are required to participate in a live-fire drill once every 12 consecutive calendar months. This year’s live-fire training took place during the week of September 10th on the west side of the airfield. The Airport



once again utilized The University of Missouri Fire and Rescue Training Institute’s Mobile Aircraft Firefighting Trainer to simulate the burning aircraft. All three shifts of firefighters were able to train on their own equipment as a team to extinguish the fire.

To keep their skills sharp between these mandated live-fire events, the men and women of STL ARFF train extensively, participating in numerous drills and exercises throughout the year, thus ensuring an immediate and effective response to any incident or accident that may arise.

The Eighth District of the St. Louis City Fire Department, STL ARFF, is ready to respond 24 hours a day, 365 days a year. Personnel and equipment, meeting all the requirements of Index “D”, are based at two stations on the Airport - the North Fire House located near the intersection of Taxiway F6 and Taxiway F7 and the West Fire House located on the north side of Runway 11-29.





**THE FIRST 5 EMPLOYEES TO COMPLETE THE CROSSWORD
PUZZLE CORRECTLY WILL RECEIVE SOME SMS SWAG.**

EMAIL YOUR ANSWERS TO:
ECSMART@FLYSTL.COM

OR

DROP OFF YOUR ANSWERS AT THE
AIRPORT ADMINISTRATION OFFICE.

ACROSS

3. Department to contact prior to performing work in electrical rooms.
4. The _____ District of the St. Louis City Fire Department.
5. It's easy being _____.
7. Title of STL's SMS Quarterly Newsletter.
8. Number of SMS Pillars.
9. Total number of reports received during the 3rd Quarter.
11. Aircraft _____ have the right-of-way.
13. ARFF personnel are required to participate in a live-fire drill once every _____ consecutive calendar months.
14. Safety _____ System

DOWN

1. Fire House located on the north side of Runway 11-29.
2. St. Louis Lambert International Airport's three-letter identifier.
4. _____ is dangerous.
6. Aircraft Rescue and Firefighting acronym.
7. All recyclables go into the same container.
10. Fire House located near Taxiway F6 and Taxiway F7.
12. Training that took place during the week of September 10th.