

# Safety Net

VOLUME 3 | ISSUE 2 | SUMMER 2016

## STL SAFETY MANAGEMENT SYSTEM (SMS) INTERNAL QUARTERLY NEWSLETTER



The world's largest voluntary confidential aviation reporting system, Aviation Safety Reporting System (ASRS), was established on April 15, 1976. Funded by the Federal Aviation Administration (FAA) and administered by the National Aeronautics and Space Administration (NASA), the program was designed primarily to support the FAA in its mission to eliminate unsafe conditions in the national aviation system and prevent avoidable accidents. This highly successful, ground-breaking, trust-driven system found that people are generally willing to share observations, information and knowledge if they are assured their identities will remain confidential.

Effective confidential hazard reporting systems are a critical component of every Safety Management System (SMS). After all, the ultimate objective of any hazard reporting system is to save lives and protect resources. Most SMS programs, including STL's, provide an "anonymous" reporting option. Anonymous reporting is exactly that – Anonymous. The organization does not know who reported the hazard, concern or irregularity, and will not dig deeper to investigate who reported the issue. Anonymous reporting is a good option for those employees who truly wish to remain unknown. Confidential reporting, on the other hand, is where the reporter is not hiding behind a veil of anonymity by providing his or her name with the report; however, only the SMS manager or organization's safety team and the reporter will know who reported the issue.

In the pursuit of the aviation community's goal of zero accidents, a Confidential Hazard Reporting System provides a means for all to report hazards within our aviation industry, on the ground or in the air, whether real or perceived, before there is a loss of life, an injury or property damage. <https://sms.flystl.com/> →

## STL SMS: WORKING FOR YOU

The Airport received **14** reports during the second quarter of 2016. The following are just a few of the reported concerns and the corresponding improvements. A full breakdown of the second quarter can be found on Page 3.

### Notable Improvements (Q2):

**Reported Concern:** Stop sign missing at the Exit 14 crosswalk, Arriving Flights Drive, Lower Level, Terminal 2.

**Corrective Action:** Installed two (2) stop signs and two (2) red flashing lights at the Exit 14 crosswalk; installed one red flashing light at the Exit 12 crosswalk and eliminated a non-compliant sidewalk curb located on the far south side of Arriving Flights Drive, Lower Level, Terminal 2.

**Reported Concern:** Bumpers/guard rails missing from Oversized Inbound Baggage Belts 2A and 7; employees making contact with the gearbox and eye bolts, Terminal 1 Baggage Make-Up Area.

**Corrective Action:** Installed a guard rail system and painted the edge of the curbing yellow in front of Oversized Inbound Baggage Belt 2A and Oversized Inbound Baggage Belt 7.

**Reported Concern:** Start-up warning alarm not functioning on baggage carousel unit MU5, located near column D23, Terminal 1 Baggage Make-Up Area.

**Corrective Action:** A faulty terminal block jumper wire was discovered and replaced, restoring power to baggage carousel unit MU5's beacon and siren start-up alarm. Baggage carousel preventative maintenance task list was updated to include inspection of all the beacon and siren start-up alarms.

**Reported Concern:** Insulation on water line at southeast end of American Airlines baggage make-up carousel is missing insulation.

**Corrective Action:** Repaired missing/damaged water line insulation.

### REPORT POTENTIAL SAFETY CONCERNS

#### SMS Hazard Reporting System



<https://sms.flystl.com>

#### SMS Hazard Reporting Hotline



314-426-8117

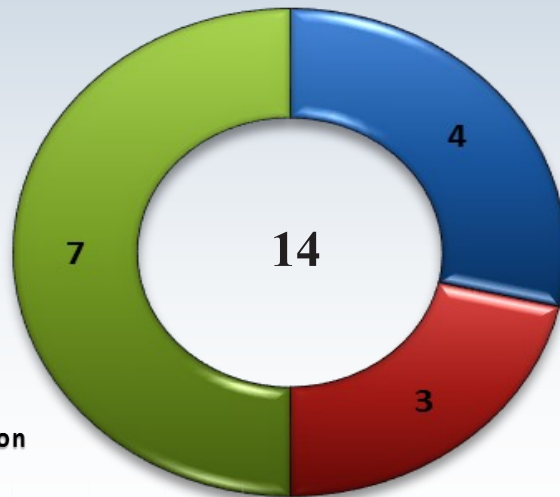
#### EDITOR



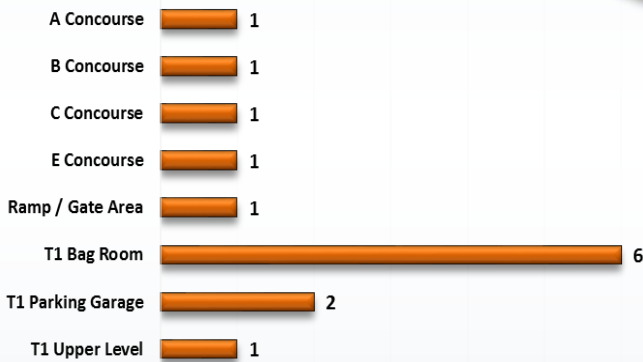
Liz Smart, AAE  
STL SMS Coordinator  
[ecsmart@flystl.com](mailto:ecsmart@flystl.com)

## Total Reports Received

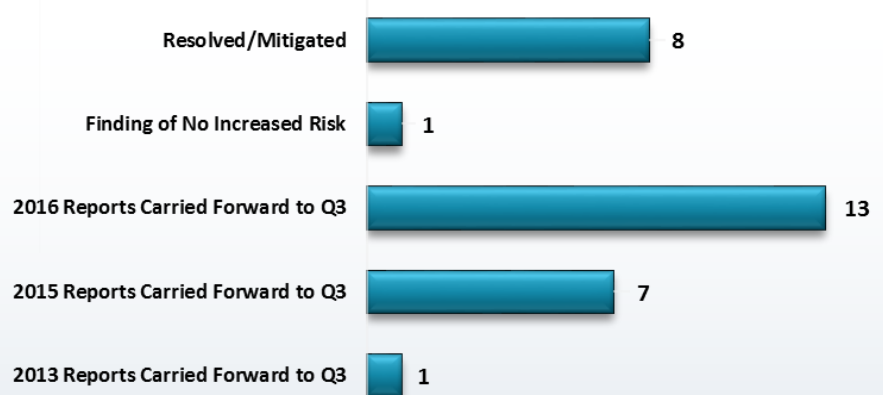
■ April ■ May ■ June



Reports by Location



Reports by Outcome



Reports by Hazard Type



Reports by Entity



# EMERGENCY PREPAREDNESS & RESPONSE

Before anything else, preparation is the key to success. –Alexander Graham Bell



The Federal Aviation Administration (FAA), Federal Aviation Regulation (FAR) Part 139 requires STL to conduct a **Table Top** exercise once every 12 consecutive calendar months and hold a **Full Scale** airport emergency plan exercise at least once every 36 consecutive calendar months.

Tabletop drills test a hypothetical situation with participants identifying gaps in training, equipment, supplies and response plans. The annual Table Top exercise ensures that we, as an Airport, are in compliance with FAA regulations and are prepared to respond to and recover from a disaster.

The Airport hosted its annual Table Top exercise on April 21, 2016. This year's functional drill, loosely based on the Asiana Airlines Flight 214 aircraft accident, simulated an international aircraft crashing on arrival at STL. Ninety-one individuals from across the St. Louis region including Airport Authority employees, airline partners, tenants, contractors, and government agencies actively participated in this year's drill discussions.

This year's tabletop scenario will serve as the basis for next year's Full Scale airport emergency plan exercise. The Full Scale exercise is tentatively scheduled for April 2017.

## AIRCRAFT ACTIVITY @ GATE E36



The Airport recently removed the passenger loading bridge from Gate A12 and re-installed the bridge at Gate E36. Currently available for emergency and per turn use, this new bridge will support a mix of aircraft parking at Terminal 2. With this new gate comes increased aircraft activity on the western side of Terminal 2 and change in aircraft movement on the Ramp. Use caution when operating near Gate E36. Be on the look out for aircraft taxiing into and pushing back from this gate and ensure vehicles and equipment do not block aircraft operations.

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

### STL CONTACT NUMBERS



#### AIRPORT FIRE DEPARTMENT

(314) 426-8133\*  
\*Emergency Line



#### AIRPORT OPERATIONS CENTER

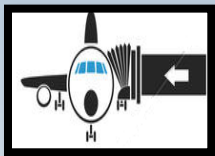
(314) 426-8040



#### AIRPORT POLICE & EMS

(314) 426-8100

## AIRCRAFT ACTIVITY @ GATE C5 & C6



The Airport is in the process of removing the passenger loading bridge at Gate C5 and re-installing the bridge at Gate C6. Once installed, the bridge at Gate C6 will support American Airlines' aircraft operations. During the construction and after the bridge installation, use caution when operating on the Ramp near Gate C5 and Gate C6. With Gate C6 once again an active passenger loading bridge, be on the look out for aircraft taxiing into and pushing back from this gate and ensure parked vehicles and equipment do not block aircraft operations.

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

## PALLET PARKING

Do you have wooden pallets? Not sure what to do with them? Don't hide them; recycle them! As part of the Airport's overall FOD reduction plan, STL has a wooden pallet pick-up program in place, officially called *Pallet Parking*.

There are three (3) designated *Pallet Parking* locations on the south side of the airfield:

- **West:** Across from Gate A3 (near the blast fence).
- **East:** Between Gates C31 & C33 (open Ramp space near the building).
- **Cargo City:** North of Perimeter Gate 2S (across from Air General's Cargo Building space-secure side).



All three *Pallet Parking* locations are identified by program signage. Each individual airline and/or tenant is responsible for staging pallets in the designated *Pallet Parking* locations. Airport Airfield Maintenance will monitor the *Pallet Parking* locations and coordinate pallet removal. Pallets in good condition will be recycled. Pallets in poor condition will be turned into mulch. Pallet recycling questions? Contact Airport SMS.

## MOTOR WITH CARE



### FIRE LANES

Do NOT park in designated fire lanes.



### SPEED LIMITS

Check your speed. Drive the posted speed limit.



### STOP SIGNS

Come to a *complete* stop at ALL Stop Signs.

## CONSTRUCTION UPDATES

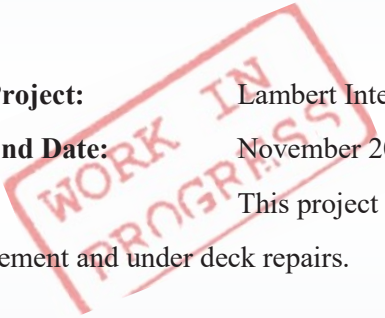
**Airside Project:** Waterline Replacement between the C Concourse and the D Concourse  
**Projected Start Date:** July 2016  
**Projected End Date:** October 2016  
**Impacts:** This project will include an open cut excavation to replace the waterline and the removal and replacement of six (6) foot wide concrete pavement for excavation. This project will affect Gate C23; Frontier Airlines will temporarily relocate to Gate C27.

**Airside Project:** Reconstruction of Taxiway E, from Taxiway J to Runway 30R.  
**Projected Start Date:** September 2016  
**Projected End Date:** June 2017  
**Impacts:** This project will include temporary Taxiway and Runway closures. Contact the Airport Operations Center (314-426-8040) for up-to-date closure information.

**Landside Project:** Lambert International Blvd (LIB) Bridge Rehabilitation over Airflight Drive.  
**Projected End Date:** November 2016  
**Impacts:** This project will include bridge deck repairs, bearings replacement, abutments, joints replacement and under deck repairs.

**Landside Project:** Replacement of Select Concrete Roadway Pavement  
**Projected Start Date:** July 2016  
**Projected End Date:** October 2016  
**Impacts:** This project will include the removal and replacement of select concrete pavement on Eastbound Lambert International Blvd (LIB), from Terminal 2 to Terminal 1.

**Landside Project:** Demolition of the Trademart Building  
**Projected Start Date:** July 2016  
**Projected End Date:** August 2016  
**Impacts:** This project will include the demolition and removal of the Trademart Building, located at the west end of Navaid Road. The removal of the Trademart Building will improve operational efficiency and allow for future site development.



## SAFE DRIVING IN WORK ZONES

Work zones can present unfamiliar situations to all roadway users. Hazards presented to our traveling public include changes in traffic patterns, closed or narrowed travel lanes, closed sidewalks, and the presence of construction equipment and personnel. As drivers, passengers, and pedestrians, we are all responsible for keeping work zones safe.



- ◇ **Expect the Unexpected.** Things may change overnight on the routes you travel every day. Normal speed limits may be reduced; traffic lanes and sidewalks may be closed, narrowed, or shifted; and people may be working on or near the road.
- ◇ **Stay Alert.** Dedicate your full attention to the roadway and avoid distractions while approaching and driving/walking/biking in a work zone. Do not phone or text while driving.
- ◇ **Obey Speed Limits.** Speeding is one of the major causes of work zone crashes.
- ◇ **Pay Attention to Signs.** The construction signs are there to help everyone move safely through the work zone.
- ◇ **Know Before You Go.** Check the web, TV and radio for traffic information; schedule enough time so you can reach your destination safely and on time.
- ◇ **Wear Your Seatbelt.** It is your best defense in a crash.

## AIRFIELD DRIVER TRAINING

The Airport's Safety Training Center, previously located at the Trademart Building, has relocated to the 4<sup>th</sup> Floor of the Airport Office Building (AOB) (11495 Navaid Road).



Need to renew your *Red Driver Stripe* on your Airport-issued ID Badge? The computer-based, recurrent driver training is now offered at the Airport Office Building (AOB) (4<sup>th</sup> Floor) and the B Concourse. Need more information? Contact the Airport Operations Center @ 314-426-8040.