

# Safety Net

VOLUME 4 | ISSUE 1 | SUMMER 2017

## STL SAFETY MANAGEMENT SYSTEM (SMS)

### INTERNAL QUARTERLY NEWSLETTER



A significant factor contributing to workplace distractions is the need to be constantly connected to others via cellphone calls, text messaging or social media. Additionally, there continues to be the mistaken belief that a person can continue to maintain full focus on his or her job while talking or texting. When working in and around aircraft and related ground equipment, there must only be one task at hand, and that task must have your full and undivided attention. What's more, cellphones are not only a distraction, they can also fall or be dropped into fuel tanks, aircraft component areas, engines, or other areas that can cause damage or create FOD.

The typical workplace two-way radio operation is as simple as pushing down on a button and speaking into a microphone. While some would argue this too could be distracting, communicating via radio can be accomplished in a reasonably safe manner because you can keep your head up and focus on the task. In contrast, cellphones and other devices, with their digital screens and miniature keyboards, require you to look down and sometimes use both hands – the primary reasons they are inherently more hazardous. This in no way implies hands-free phones are safer. The distraction factor associated with hands-free continues to be a serious issue since phone conversations are typically longer and more intensive than radio calls.

**Red stripe or yellow stripe—**

**Using a CELLPHONE while DRIVING on the AOA is STRICTLY PROHIBITED at STL. →**

## STL SMS: WORKING FOR YOU

The Airport received **15** reports during the **first quarter** of 2017 and **18** reports during the **second quarter** of 2017. The following are just a few of the reported concerns and corresponding improvements. A full breakdown of the first and second quarters can be found on Pages 3 and 4.

### Notable Improvements (Q1 & Q2):

**Reported Concern:** Unable to determine when the Terminal 1 Parking Garage, Red Level, employee section entrance and exit gate arm will go up or come down.

**Corrective Action:** Installed LED-illuminated barrier gate arms at the entrance and exit of the Red Level, employee section. The lights are red when the gate arm is down, turn green when the gate arm goes up and turn red when the gate arm goes down.

**Reported Concern:** Insufficient lighting Ramp level, Gate C7; two overhead lights are unlit.

**Corrective Action:** Re-lit the overhead lights, removed an abandoned cable and conduit, and installed several electrical box covers.

**Reported Concern:** The handrail has rusted away at one of the Terminal 1 Parking Garage emergency exit staircases.

**Corrective Action:** Installed new handrail and repaired damaged and missing concrete.

**Reported Concern:** The concrete sidewalk on the south side of the Bus Port is crumbling causing a hole to form around a sewer drain.

**Corrective Action:** Repaired sidewalk and concrete around the four (4) eastern-most sewer drains.

**Reported Concern:** Water leaking from a pipe, Terminal 1 Parking Garage, Yellow Level, outside Exit 15.

**Corrective Action:** Replaced the pipe, cleaned out a clogged drain, and replaced the drywall surrounding the pipe.

**Reported Concern:** Tree blocking view of traffic signal on LIB and Terminal 1 Departing Flights Drive.

**Corrective Action:** Pruned trees surrounding the traffic signal.

### REPORT POTENTIAL SAFETY CONCERNS

#### SMS Hazard Reporting System



<https://sms.flystl.com>

#### SMS Hazard Reporting Hotline



314-426-8117

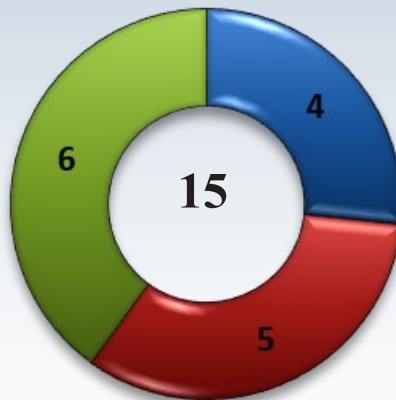
#### EDITOR



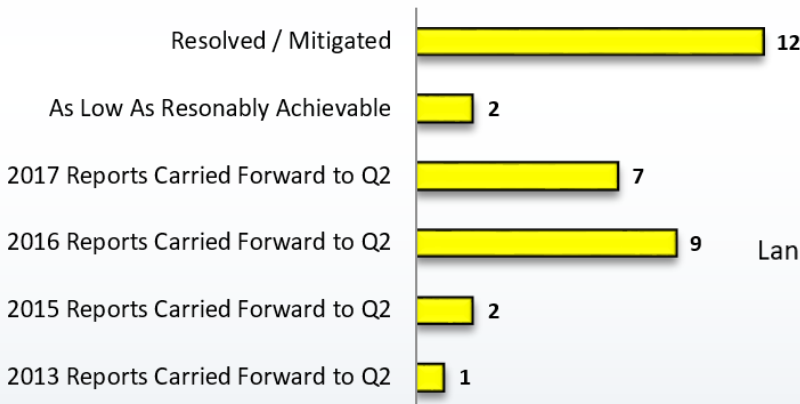
Liz Smart, AAE  
STL SMS Coordinator  
[ecsmart@flystl.com](mailto:ecsmart@flystl.com)

## Total Reports Received

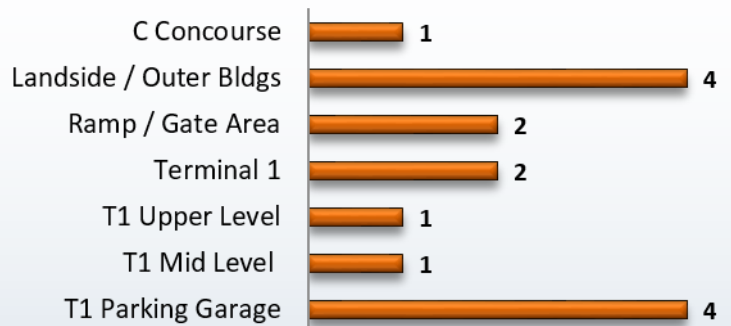
■ January ■ February ■ March



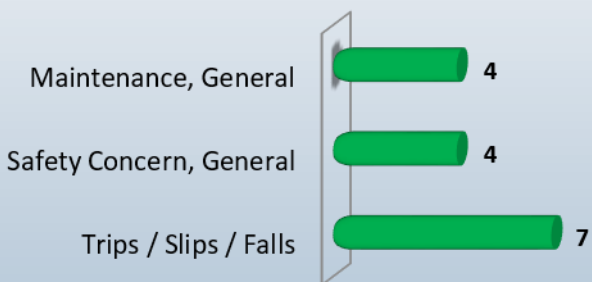
### Reports by Outcome



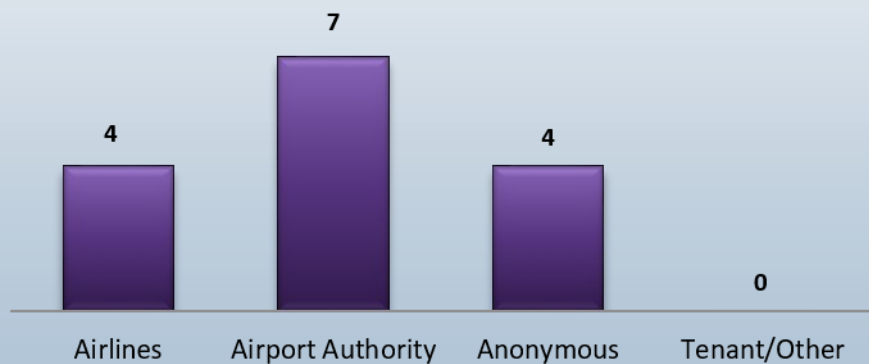
### Reports by Location



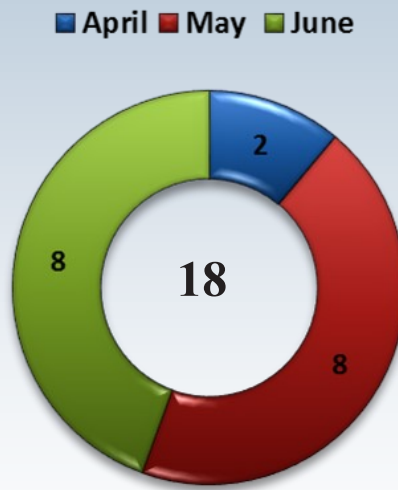
### Reports by Hazard Type



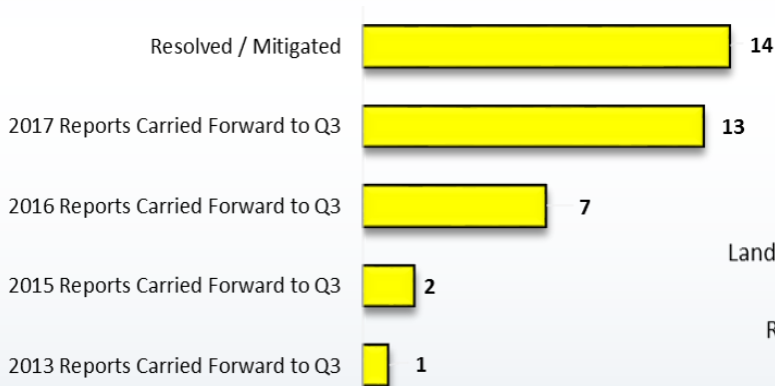
### Reports by Entity



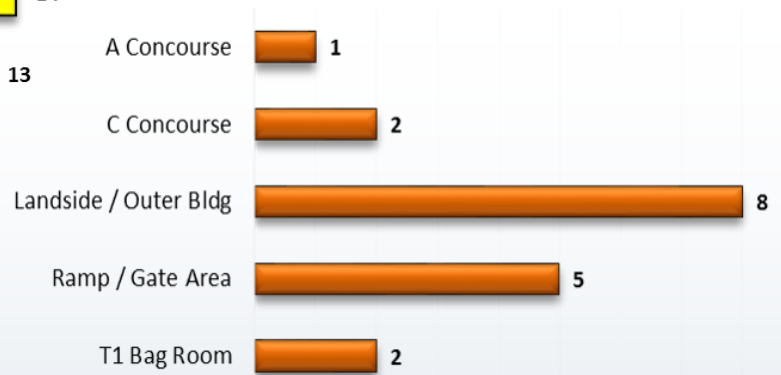
## Total Reports Received



### Reports by Outcome



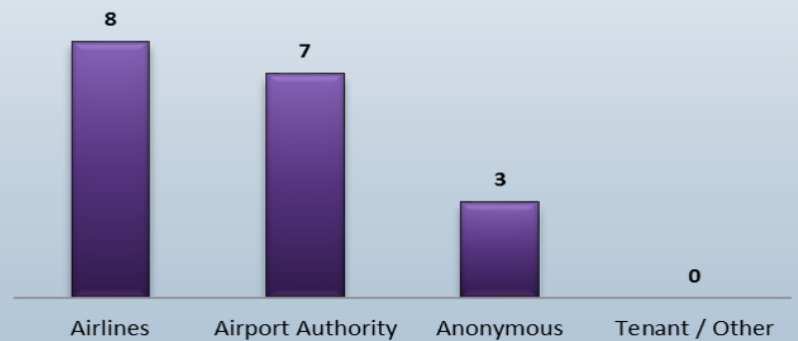
### Reports by Location



### Reports by Hazard Type



### Reports by Entity



# RUNWAY SAFETY ACTION TEAM

**Runway Incursion:** the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.\*

Nationwide there were 1,264 Runway Incursions in FY 2014, 1,458 Runway Incursions in FY 2015 and 1,560 Runway Incursions in FY 2016\*. An alarming, upward trend - a trend the Runway Safety Action Team (RSAT) looks to reverse. At a particular airport, a Runway Safety Action Team (RSAT) convenes to discuss surface movement issues and concerns and formulates a Runway Safety Action Plan to address those concerns.



STL's local Runway Safety Action Team (RSAT) held its annual meeting on May 31, 2017. To gain insight on the Airport's layout, the RSAT meeting began with a tour of the airfield, followed by a review of statistics, communication

best practices, flyover risk mitigations, NOTAMs, local incidents and action items. RSAT or runway safety questions? Contact Airport SMS.

\*Federal Aviation Administration definition & statistics.

## GATE 7S VEHICLE TRAFFIC INCREASE

In early 2017, Southwest Airlines (SWA) relocated their Provisioning Center from Terminal 2 to Cargo Building 3 in Cargo City.

The Provisioning Center supplies SWA aircraft with food, drink and entertainment items. With 110 daily departures and only 20 Provisioning Centers in the country, the team at the Provisioning is always on the go – literally. With this new location comes a significant increase in vehicles traveling to and from Cargo City through Gate 7S. A 137% increase in vehicle traffic to be exact.

Use caution when operating on the Terminal 2 Ramp. Slow down and look out for vehicles entering and exiting Gate 7S. Finally, take extra caution when *exiting* Gate 7S on rainy days as the pavement can become slippery when wet.



### STL CONTACT NUMBERS



#### AIRPORT FIRE DEPARTMENT

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



#### AIRPORT OPERATIONS CENTER

(314) 426-8040



#### AIRPORT POLICE & EMS

(314) 426-8100

# SUMMER CONSTRUCTION SEASON UNDERWAY

STL's 2017 summer construction season is in full swing. Some of this year's major projects include:

**Airside Project:** Reconstruction of Taxiway V connector.  
**Start Date:** In Progress  
**Projected End Date:** September 2017  
**Impacts:** This project will include temporary Taxiway closures. Contact the Airport Operations Center (314-426-8040) for closure information.



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

**Airside Project:** Airline Ramp Fuel Hydrant Repair  
**Start Date:** In Progress  
**Projected End Date:** December 2017  
**Impacts:** This project entails making repairs to all 105 fuel pits on the Airline Ramp. The contractor will coordinate repairs and fuel system shutdowns with impacted airlines.

**Landside Project:** Replacement of Select Concrete Roadway Pavement  
**Start Date:** In Progress  
**Projected End Date:** August 2017  
**Impacts:** This project will include the removal & replacement of select concrete pavement on Lambert International Boulevard (LIB) and Terminal 1 Arriving Flights Drive. There will be temporary lane closures in these areas for the duration of the project.  
On July 17, a detour affecting eastbound traffic exiting Terminal 2 Departing Flights Drive will be implemented. All eastbound and westbound traffic coming off Terminal 2 Departing Flights Drive will be required to turn right and go west on LIB.  
For the redirected eastbound traffic, a signed detour will be installed directing eastbound traffic through Terminal 1 Departing Flights Drive. A map depicting the detour can be found on Page 10.

## EMERGENCY PREPAREDNESS AND RESPONSE

A puff of smoke signaled the start of STL's Full Scale Disaster Drill. The triennial exercise to test and evaluate the Airport's Emergency Plan in a real-time environment took place on Saturday, April 8, 2017. This year's scenario, loosely based on the Asiana Airlines Flight 214 aircraft accident, simulated an international aircraft crashing on arrival at STL.

The University of Missouri Fire and Rescue Training Institute's Mobile Aircraft Firefighting Trainer,



staged on Runway 11-29, simulated the burning aircraft, complete with smoke and fire, allowing STL's Aircraft Rescue and Firefighting (ARFF) personnel to train on their own equipment to extinguish the fire. Personnel from Scott Air Force Base moulaged or applied mock injuries to volunteer victims based on their assigned medical condition. Volunteer victims

were then triaged and transported to DePaul Hospital where they played a part in the Hospital's mass casualty drill.

The Airport's Mobile Command Bus, Survivors Center, and Friends & Family Reception Area were also exercised during this drill.

All told, 225 individuals from across the St. Louis region including Airport Authority employees, airline partners, tenants, contractors, government agencies, non-profit organizations, local hospitals, ambulance services and other mutual aid organizations participated in this year's Full Scale Disaster Drill.

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

A Full Scale Disaster Drill is a multi-agency, multi-jurisdictional, multi-discipline exercise that allows various agencies that do not commonly work together to become familiar with their roles in the Airport Emergency Plan and one another's response capabilities. The Triennial Full Scale Disaster Drill exercise ensures that we, as an Airport, are in compliance with FAA regulations and are prepared to respond to and recover from a disaster.

## DRIVER SAFETY ALERT: L PAD & TAXILANES 4, 5 & 6

In late 2016, portions of the Airline Ramp were re-marked resulting in the following changes:

- ➔ The relocation of the Lima Pad west of its previous location.
- ➔ The addition of four (4) designated, deicing boxes within the Lima Pad.
- ➔ The relocation of Taxilane 4 and Taxilane 5 east of the new Lima Pad.
- ➔ The relocation of Taxilane 6 west of the new Lima Pad.
- ➔ The relocation of the C and D Concourse vehicle service road (aka – *the back alley*) to the south side of the C Concourse next to the tail limit line and to the north side of the D Concourse next to the tail limit line.

**Vehicles are prohibited from driving through the new Lima Pad.** To safeguard aircraft, maintain wing tip clearances and prevent collisions with vehicles and personnel - **wing walkers must be present when pushing back an aircraft from a back alley gate.** A map depicting the changes can be found on Page 11. (11x17 hard copies of the map are available upon request.)

### THE LIMA PAD

***DO NOT DRIVE THROUGH THE LIMA PAD.***



Driving through the Lima Pad is strictly prohibited. Use designated vehicle service roads. Vehicles observed driving through the Lima Pad will be subject to penalties including warnings, mandatory re-training and suspension or revocation of airside driving privileges along with possible police citations. Ramp driving question? Contact the Airport Operations Center.



## MOTOR WITH CARE



### STOP SIGNS

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



### CELL PHONES

No cellphone use while driving on the AOA.



### SPEED LIMITS

Drive the posted speed limit.

## AIRCRAFT ACTIVITY @ GATES E34, E36 & E38

Gates E34, E36 and E38 are once again active airline gates! In addition to the existing passenger loading bridge at Gate E36, Southwest Airlines (SWA) recently installed two new passenger loading bridges at Gates E34 and E38, all to support their 737 aircraft operations. The Concourse is also operational and features new restrooms, new Service Animal Relief Area (SARA), Hudson [news and gifts], Stella Artois [bar] and rocking chairs.

With these new gates come increased aircraft and ground service equipment activity on the western side of Terminal 2 and changes in aircraft movement on the Ramp.

Use caution when operating near Gates E34, E36 and E38. Be on the lookout for aircraft taxiing into and pushing back from these gates, and ensure vehicles and equipment do not block aircraft operations.

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

## SIGNS OF AN AIRCRAFT PUSH BACK

- Chocks removed
- Equipment removed
- Tug in position
- Tow bar connected
- Anti-collision lights on
- Engines running
- Bridge retracted
- Aircraft doors closed
- Marshaller present
- Wing-walkers present

DO NOT DRIVE behind aircraft pushing back.

DO NOT DRIVE between any wing walker or aircraft marshaller while the aircraft is being pushed or pulled by an aircraft tug tractor.

STOP when directed by the aircraft handlers and yield to the aircraft operation.

# TERMINAL 2 DEPARTING FLIGHTS DRIVE DETOUR

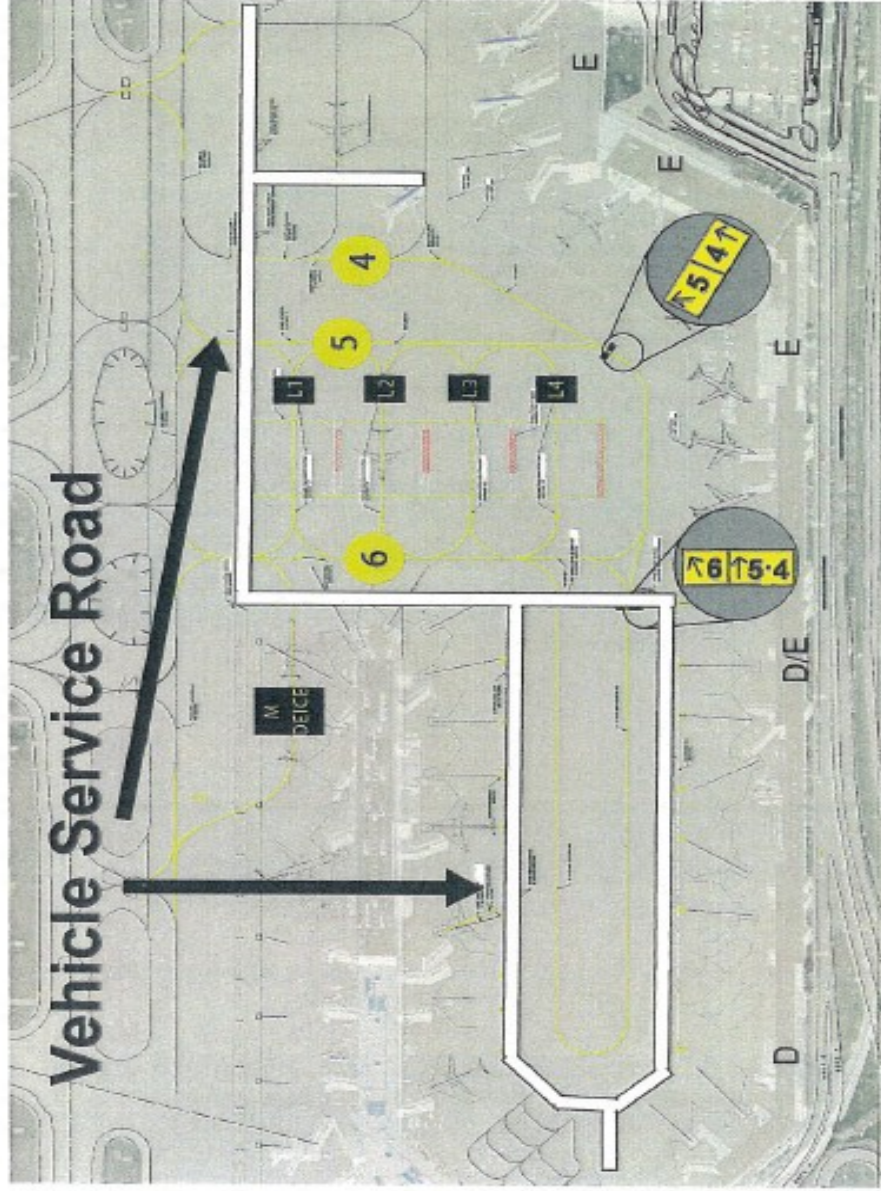


# DRIVER SAFETY ALERT

**NOTICE: Relocation of Lima Pad & Taxilanes 4, 5 and 6**



LAMBERT-ST. LOUIS  
INTERNATIONAL AIRPORT



1) The Lima Pad has been relocated WEST of its previous location. It now incorporates four deicer boxes.

2) Taxilanes 4 and 5 are now located EAST of the new Lima Pad.

3) Taxilane 6 is now located WEST of the new Lima Pad.

4) The service road running between the back alley taxiways has been relocated. It is now next to the Tail Limit Line on the SOUTH side of the C Concourse, as well as NORTH of the D Concourse.

5) Ground handlers **MUST** insure wing walkers are present, safeguarding the rearward movement of the aircraft, particularly wing tip clearances, to prevent collisions with other aircraft, vehicles or personnel with **THE NEW SERVICE ROAD.**

**NO VEHICLE TRAFFIC THROUGH THE LIMA PAD**