

# Safety *Net*

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

**T**he air transport industry plays a major role in global economic activity and development. One of the key elements to maintaining the vitality of civil aviation is to ensure safe, secure, efficient and environmentally sustainable operations at the global, regional and national levels. As such, St. Louis Lambert International Airport (STL) is committed to the implementation and maintenance of a Safety Management System (SMS) that enables management, employees, airlines, tenants and other business partners to work and operate in a safe environment. An integral part of the SMS is the reliance on every individual to participate in and improve safety practices at every level. It is the responsibility of all staff, tenants, and contractors to report hazardous conditions, accidents, incidents, or unsafe actions. SMS is designed to keep the number of incidents and accidents in the airport's operating areas as low as practicable. SMS allows the airport to proactively manage risk, detect and correct safety problems before those problems result in incidents or accidents, and reduce the impact and cost of incidents. Remember, no matter what role you have at the airport, you play an integral part in maintaining STL's SMS.

If you have any contributions or suggestions of your own to improve STL SMS, the SMS office will be pleased to hear from you at [mochiwara@flystl.com](mailto:mochiwara@flystl.com) or 314-426-8094. →



**SAFETY**  
MANAGEMENT SYSTEM

## STL SMS: WORKING FOR YOU

During the period from April 2019 to June 2019, the Safety Management System Office at STL Airport received **17** reports of safety concerns. The following are examples of reported safety concerns and the actions consequently taken. A full breakdown of the second quarter can be found on Page 3.

**Reported Concern:** Exposed wires in the grass area along eastbound Lambert International Boulevard (LIB) across from the Terminal 2 exit lanes.

**Corrective Action:** Exposed wires were buried into the ground.

**Reported Concern:** Shuttle bus drivers unable to see, and not stopping for, pedestrians at Terminal 1 Parking Garage, Green Level crosswalks across Arriving Flights Drive.

**Corrective Action:** Installed 18 inch convex mirrors at the T1 Parking Garage Green Levels enabling drivers to see people as they walk out of the Garage.

**Reported Concern:** Numerous potholes in Cargo Building 3's employee parking lot.

**Corrective Action:** Potholes and pavement cracks were patched and sealed.

**Reported Concern:** Debris, pavement breakouts and cracks on Ramp around Gate A21.

**Corrective Action:** Debris (FOD) removed; breakouts and cracks were patched and sealed.

### REPORT POTENTIAL SAFETY CONCERNS

#### SMS Hazard Reporting Website



<https://sms.flystl.com>

#### SMS Hazard Reporting Hotline



**314-426-8117**

#### EDITOR



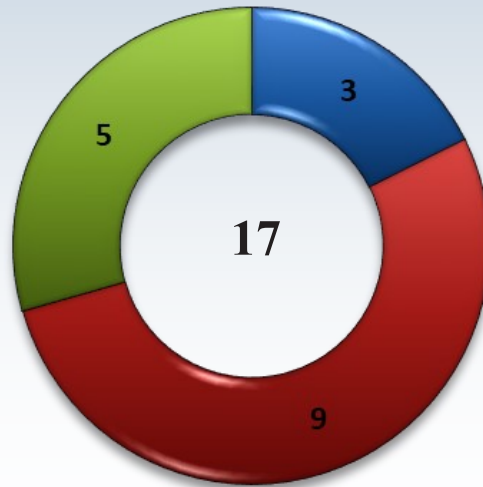
Mac Chiwara, MSc.  
STL SMS Coordinator  
[mochiwara@flystl.com](mailto:mochiwara@flystl.com)



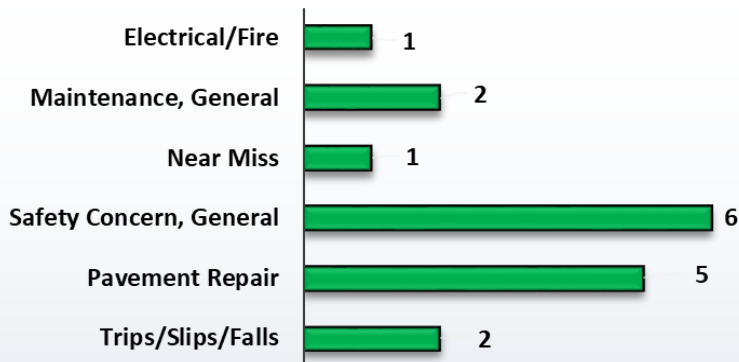
**SAFETY**  
MANAGEMENT SYSTEM

## Total Reports Received

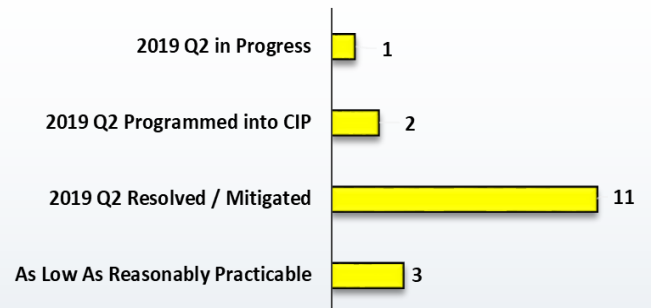
■ April ■ May ■ June



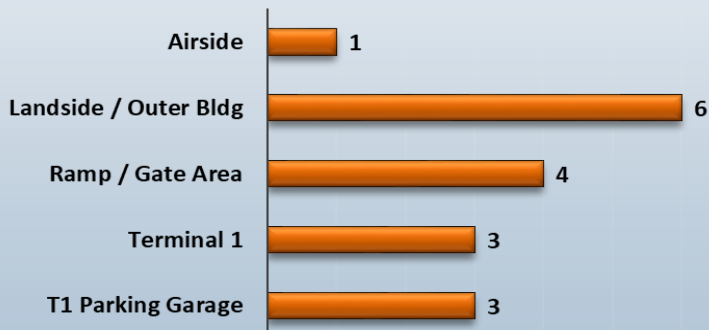
## Reports by Hazard Type



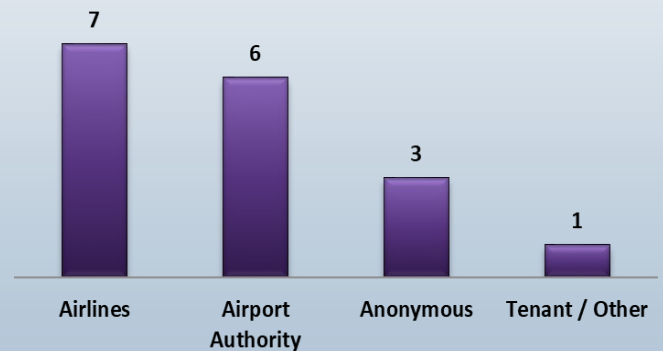
## Reports by Outcome



## Reports by Location



## Reports by Entity



## CLASSIC YELLOW LIGHT DILEMMA DO I FLOOR IT OR SLAM ON THE BRAKES? ...



I've often heard people say: "Red means stop; green means go; yellow means go faster."

That's obviously not helpful advice, but in observing drivers at several intersections, some people have readily accepted that flawed guidance. Eastbound and westbound Lambert International Boulevard (LIB) have a set of traffic signals on yellow flash.

Motorists are often caught in the yellow light dilemma, mostly coming to a complete stop, as reported in a SMS Hazard Report in April, 2019, which raised concerns of near-crashes. Due to high volume of traffic in this area, the set of lights cannot be removed or

changed to regular traffic lights as this will lead to unnecessary vehicle congestion. Missouri Department of Transportation (MoDOT) requires drivers to proceed through the intersection with caution when they see a **Flashing Yellow Light**.

**Do not come to a complete STOP when you come across the set of flashing yellow lights along LIB!!!**

## SMS HAZARD REPORTING SYSTEM

As an employee working at STL, you have a job that takes you to areas where you see things that many cannot. Because of this privilege, we need you to be the eyes and ears of the Airport and report **hazards, near misses and unsafe conditions**.

The Airport has two resources for employees to report non-emergency airside or landside hazards: the **SMS Hazard Reporting Website** and the **SMS Hazard Reporting Hotline**. The website allows employees to report hazards anonymously. All hazard reports will be processed through the Airport's structured SMS system, thoroughly investigated and kept confidential, to the full extent allowed by law.

Remember, reporting a safety concern is everyone's responsibility. If you see something that should be addressed, utilize STL's Hazard Reporting resources.

**Website:** <https://sms.flystl.com/>

**Hotline:** 314-426-8117



### STL CONTACT NUMBERS



#### AIRPORT POLICE DISPATCH

(314) 426-8100\*

(314) 426-8133

\*Emergency Line

For Police, Fire and EMS



#### AIRPORT OPERATIONS CENTER

(314) 426-8040



**SAFETY**  
MANAGEMENT SYSTEM

## WATCH YOUR STEP!!!

Escalators and moving walkways are a convenient way to travel from floor to floor, go up and down slopes and comfortably cover flat distances. They may also act as potential sources of serious injuries to passengers and airport employees. There has been quite a number of injury cases within the airport related to slips, trips and falls on escalators. In order to avoid injury on an escalator, follow these basic safety tips:



1. Stand up straight, face forward and hold onto the handrail at all times.
2. If your hands are full or you have luggage, take the elevator.
2. Make sure your shoe laces are tied before getting on an escalator.
3. Stand in the center of the step, and be sure to step off the escalator at the end of your ride.
4. Always hold children's hands on escalators and do not permit children to sit or play on the steps.
5. Do not bring luggage carts, hand trucks, wheelchairs, strollers, walkers or Segways onto escalators.
6. Avoid the sides of steps where entrapment can occur. Learn where the emergency shutoff buttons are in case you need to stop the escalator. And remember—use the emergency buttons in emergency situations only.

**Enjoy A Smooth and Safe Ride!!!**

## DON'T ZONE OUT IN WORK ZONES



The summer months are a marathon of construction, repairs and maintenance at STL. Work zones can be moving operations, such as mowing, patching or striping. They can also include short term, temporary lane closures to make quick repairs or remove debris from the roadway. The average text takes five seconds to read. Traveling at 35 mph, drivers will travel about half the length of a football field blindfolded. Work zone safety is a serious matter. In

2018, 11 people were killed in work zone crashes on highway system and an additional two on the local roads a total of 13 fatalities. Between 2014 and 2018, 46 people were killed in work zone crashes on Missouri highway system and an additional eight on the local roads, for a total of 54 fatalities.\*

\* Adopted from MoDOT Work Zone Awareness Article, <https://www.modot.org/work-zone-awareness>

**Slow down, Put Phone Down and Pay Attention as you drive past work zones!!!**

## CONSTRUCTION UPDATES

- Airside Project:** **LED Light and Sign Conversion.**  
**Start Date:** In Progress.  
**Projected End Date:** Fall 2020  
**Impacts:** This project will upgrade the existing Airfield sign lights and Runway Guard Lights. This project will include temporary Taxiway closures. Contact the Airport Operations Center @ 314-426-8040 or review the Airport Condition Report @ <http://acr.lambert-stl.org/> for closure information.
- Landside Project:** **Traffic Management Enhancement along St. Louis Lambert International Boulevard (LIB)**  
**Start Date:** In Progress  
**Projected End Date:** Spring 2020  
**Impacts:** This project will improve traffic signal timing on LIB, construct longer T2 entrance left turns from LIB, upgrade existing vehicle detection, traffic monitoring, and communication infrastructure. An existing left turn lane will be modified to create dual lefts in order to provide much needed capacity. There will be temporary lane closures in these areas for the duration of the project.
- Landside Project:** **Repaving of Banshee Rd. – Navaid Rd. to Missouri Bottom Rd.**  
**Start Date:** Fall 2019  
**Projected End Date:** Fall 2019  
**Impacts:** The project entails the removal and replacement of the asphalt pavement on Banshee Road. There will be temporary road restrictions.
- Landside Project:** **Terminal 1 and 2 Parking Facility Structural Repairs**  
**Start Date:** Fall 2019  
**Projected End Date:** Summer 2020  
**Impacts:** This project will improve the state of the garages. There will be detours in the garages, some parking spots will not be accessible. This project will impact all garage levels.
- Airside Project:** **Reconstruction of Taxiway Kilo from Taxiway Foxtrot to the Cargo Ramp**  
**Start Date:** Spring 2020  
**Projected End Date:** Fall 2020  
**Impacts:** This project will affect cargo operations and will include temporary Taxiway closures. The airport will coordinate this project with the impacted cargo carriers and tenants.



## CONSTRUCTION UPDATES

**Airside Project: Paging (PA) System Replacement – Phase III**

**Start Date:** Summer 2019

**Projected End Date:** Summer 2020

**Impacts:** This project will replace the Paging System in Terminal 1, A Concourse, B Concourse, C Concourse and D Concourse from Gate E40 to the C Concourse Checkpoint. The Airport will coordinate this project with the impacted air carriers.

**Airside Project: Reconstruction of the Terminal 1 Departing Flights Drive Staircase and Waterproofing of Terminal 1 Arriving Flights Drive**

**Start Date:** In Progress

**Projected End Date:** Winter 2019

**Impacts:** Traffic detours are in place; passenger pick-up and drop off areas have been temporarily relocated.

**Landside Project: Lighting Upgrades in Super Park Parking Lots A, C and D**

**Start Date:** In Progress

**Projected End Date:** Fall 2020

**Impacts:** This project will enhance and upgrade the lighting within the parking lots. There will be detours within the parking lots.

**Airside Project: Installation of New Passenger Boarding Bridges at Gates A8, A10, A14, A15, A19 & C30**

**Start Date:** In Progress

**Impacts:** This project will entail the removal and replacement of six passenger loading bridges. There will be temporary gate closures associated with this project. Operations for affected airlines will be temporarily relocated to Gates A9 and A15.



Need more construction information? Contact Airport SMS.

## THE DUTCH REACH



We often attribute things to the wrong nation; **DID YOU KNOW;** French fries are from Belgium, Canadian bacon is from England, Swiss cheese is American, and Mexi fries are from Taco Bell. But the Dutch Reach really is Dutch. “So what is the Dutch Reach?” **Working from the driver’s position, to do the Dutch Reach you open your door with your right hand instead of your left hand and look out for oncoming pedestrians and/or cyclists.** This technique is especially

valuable when parking along a narrow road or next to a bike lane or even at the airport. As you may have seen in St. Louis City, Lime electric scooter and/or bike lanes have been added to existing roads by squeezing them between shoulder parking and the lane of travel. This results in a too-narrow bike lane that is completely blocked when a parked motorist opens a car door, often called a door-zone bike lane. By using the Dutch Reach you can make sure you see any oncoming pedestrians, passengers at the airport and/or cyclists before you open your door in front of them.

**The Dutch Reach is probably a good habit to pick up!!!**

## SIGNAGE: BE ALERT

Signage: the kind we see in airports, city streets, highways, hospital corridors, is the most useful thing to which we pay no attention. When it works well, it tells us where we are, as when an interstate marker assures us we are on the right highway, and it helps us to get where we want to go, as when airport signage directs us to our boarding gates.



When it fails, we miss flights, we are late to appointments, we spend hours pacing the indistinguishable floors of underground parking garages, muttering to ourselves in mounting frustration and fury. Everyone who goes through driver’s education and studies their state’s motor vehicle laws learns about **STOP** sign laws and the importance of obeying these regulations. So why is it that so many people, after getting their licenses and taking to the road, including roadways within the Airport, have a tendency to disobey **STOP** signs? It seems that many people don’t want to wait very long for anything these days, including going through a stop sign.

**“Look left, look right, and look left again,” Let us obey all **STOP** signs!!!**