



## SAFETY PLAN

### Tom Bradley International Terminal

### Refurbishment Project

#### Introduction

The purpose of the TBIT construction/ramp safety program is to produce an effective, integrated safety program for the duration of the terminal refurbishment project. Initial refurbishment activities planned for the north interstitial and gate 119 areas will soon bring elements of primary users, construction contractors and ground handling services into an integrated and definable work area. Although these disciplines perform different functions, they all have structure and systematic systems that are expected to be safely integrated. Primary to this integration is the need for a definable, enforceable safety program. Therefore, the proposal for this program should represent no less than a workable plan with the safety elements of the stakeholders included and for the purposes of enforcement codified into the airports Rules and Regulations.

#### Background

In simple terms, for a period of three years, the TBIT construction activity will take place on the ramp, in the bag room and at each terminal gate as well as in the interior of the terminal building. Not only will a major part of this construction be immediately adjacent to ramp activity, the construction will also take place within the interstitial baggage room. Accordingly, the airport will be implementing a plan to assure affected users of an ongoing safety program.

The construction will begin on the north side of TBIT and within three years install a new baggage system, a north and south matrix building, modify gate 123, the ticket counters and each departure gate. This construction will begin on or about January 29, 2007.

#### Authority

The Rules and Regulations Manual for Los Angeles International Airport (LAX) is published under the authority contained in Section 632(b) and 633(a) and (b) of the Los Angeles City Charter.<sup>1</sup>

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<sup>1</sup> Los Angeles World Airports (LAX), Section 1, Paragraph 1, p 1-1, September, 2005



## **Compliance**

City ordinance provides that any person violating or failing to comply with regulations established by the BOAC for control of the conduct of persons and ground operations on and traffic on and over the airport shall be subject to statutory process.<sup>2</sup>

## **Enforcement**

The Airport Manager is assigned the responsibility of enforcing compliance. This responsibility and commensurate authority is exercised by LAX Airport Operations and Airport Police Divisions.<sup>3</sup>

## **Deviations**

The Airport Manager or his representative may authorize deviation from the Airport Rules and Regulations when in their judgment action is necessary to maintain established standards of operational safety.<sup>4</sup>

## **Identifying Construction and Ramp Safety Zones**

The construction will begin on the north side of the Terminal and within three years complete the refurbishing on the south side adjacent to Gate 106. Concurrently, on Gates 119, 122 and 123, and within the bag room, construction activity will begin at the end of January 2007.

The construction/ramp safety areas of Gate 106, 119 and bag room will be defined by a single boundary and divided into (4) color coded zones as follows:

- RED ZONE:** Gate 119 to Terminal 3, and includes both bridges leading to the terminal bag room.
- YELLOW ZONE:** Interior building, baggage interstitial, from the buildings' north entrance to the center of the interstitial construction area.
- GREEN ZONE:** Interior building, baggage interstitial, from the buildings' south entrance to the center of the interstitial construction area.
- BLUE ZONE:** Gate 106 to Terminal 4, and includes both bridges leading to the terminal bag room.

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<sup>2</sup> Los Angeles World Airports (LAX), Section 1, Paragraph 5, p 1-1, September, 2005

<sup>3</sup> Los Angeles World Airports (LAX), Section 1, Paragraph 6, p 1-1, September, 2005

<sup>4</sup> Los Angeles World Airports (LAX), Section 1, Paragraph 2, p 1-2, September, 2005



Gate construction safety zones will be designated by a single color code as follows:

**PURPLE ZONE:** Terminal gates.

The ground handling activity expected within the zones will also be defined within 4 parts:

Operations – the specific operational standards and practices in the zone areas.

Equipment – the specific type of equipment approved for use within the zones.

Personnel – the employees performing tasks within the zones will be given additional specific training.

Enforcement – the implemented plan will be supervised by appropriate airport divisions, codified and administered by Terminal Operations.

### **Operations**

An effective safety program requires standards and practices that reflect the course and scope of the primary users and is effective in the work environment. This section presents operations ground rules that promote maximum safety but allows stakeholders to conduct business.

- 1 *Los Angeles World Airports, LAX Rules and Regulations, is the primary source establishing operational safety procedures. Appendix B – Primary Sources.*
- 2 *Construction/ramp **red** and **yellow** safety zones will be recommended hard hat and safety vest for all users.*
- 3 Litter and Refuse. No person shall place, discharge or deposit in any manner paper, trash, rubbish, plastic or other refuse anywhere on the airport except in receptacles prescribed by the Director.<sup>5</sup>
- 4 Smoking in airport facilities. No person shall smoke or carry lighted cigars, cigarettes, pipes, matches, or any flames in or upon any terminal and aircraft parking areas.<sup>6</sup>
- 5 Airport Construction and Obstruction Control. No person shall: erect, construct, modify, or in any manner, alter any structure, sign, post, or pole of any type; alter, or in any way change color, design or décor of existing airport facilities; and or conduct any other work without strict compliance and adherence to the safety specifications and directions of the airport authority.<sup>7</sup>

<sup>5</sup> Los Angeles World Airports (LAX), Section 2, Paragraph 3, p 2-2, September, 2005

<sup>6</sup> Los Angeles World Airports (LAX), Section 2, Paragraph 7, p 2-2, September, 2005

<sup>7</sup> Los Angeles World Airports (LAX), Section 2, Paragraph 5, p 2-4, September, 2005

- 6 Damage to Airport Property. No person shall destroy or cause to be destroyed damage, deface or disturb in any way, property of any nature located on the Airport.<sup>8</sup>
- 7 Plastic covers shall not be used in portions of the terminal facility, except to cover pallets or containers and only where such covered pallets or containers are completely secured by netting.<sup>9</sup>
- 8 Starting or Running of Aircraft Engines. No aircraft engine exhaust, blast and/or propeller wash shall be directed in such a manner as to cause injury, damage, or hazard to any person, structure or property.<sup>10</sup>
- 9 Truck fueling will not be permitted on terminal gates or within designated construction/ramp safety zones unless otherwise approved by the director.<sup>11</sup>
- 10 Passenger enplaning and deplaning of passengers within designated areas shall be approved by the airport Director when: all passengers can be directed through designated routes to and from the terminal building; airline personnel shall be stationed to assist and direct during ground level enplaning and deplaning; there is no enplaning or deplaning of passengers on the ramp when aircraft engines are operating; and, no pedestrian traffic is allowed to cross any taxiway, Taxilane or terminal ramp between boarding areas.<sup>12</sup>
- 11 Intoxicants and drugs will not be permitted by any person attending to or assisting in any aircraft or terminal operations and or be under the influence of intoxicating liquor or drugs.<sup>13</sup>
- 12 In addition to the fire inspector, any representative of LAX Airfield Operations and Airport Police is authorized by the Executive Director to check for fire hazards for flammable conditions on airport property.<sup>14</sup>
- 13 Fire extinguishers and equipment shall not be tampered with at any time, nor used for any purpose other than fire fighting or fire prevention.<sup>15</sup>
- 14 Open flames, welding: will require special welding permit; will not be permitted within 50 feet of aircraft operations; require that a fireguard is standing by at all times during welding operations; and, that a fire extinguisher be present at the site during welding.<sup>16</sup>
- 15 *Any person observing any unattended or uncontrolled fire on the airport premises shall immediately report it directly to the LAFD Emergency Dispatcher (213) 485-6180 or **67911**.*<sup>17</sup>
16. Any spillage or dripping of fuel, oil, grease or any other material which may be unsightly, unsafe to personnel and/or property or detrimental to the pavement in any area on or in the terminal facilities shall be removed immediately by suitable

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<sup>8</sup> Los Angeles World Airports (LAX), Section 2, Paragraph 6, p 2-4, September, 2005

<sup>9</sup> Los Angeles World Airports (LAX), Section 2, Paragraph 6, p 2-5, September, 2005

<sup>10</sup> Los Angeles World Airports (LAX), Section 3, Paragraph 8, p 3-2, September, 2005

<sup>11</sup> Los Angeles World Airports (LAX), Section 3, Paragraph 9, p 3-6, September, 2005

<sup>12</sup> Los Angeles World Airports (LAX), Section 3, Paragraph 5 - 9, p 3-9, September, 2005

<sup>13</sup> Los Angeles World Airports (LAX), Section 3, Paragraph 10, p 3-11, September, 2005

<sup>14</sup> Los Angeles World Airports (LAX), Section 6, Paragraph 4, p 6-1, September, 2005

<sup>15</sup> Los Angeles World Airports (LAX), Section 6, Paragraph 6, p 6-3, September, 2005

<sup>16</sup> Los Angeles World Airports (LAX), Section 6, Paragraph 3 - 6, p 6-4, September, 2005

<sup>17</sup> Los Angeles World Airports (LAX), Section 6, Paragraph 7, p 6-4, September, 2005

- procedures in a manner satisfactory to the Executive Director. The responsibility for the immediate removal of such fuel, oil grease or other material shall be assumed by the operator of the equipment causing the spillage. Airports “Best Management Practices” shall be in effect.<sup>18</sup>
17. No refueling vehicle shall be parked, stored, repaired or operated within 50 feet of a building or terminal construction without prior approval of the Executive Director.<sup>19</sup>
  18. Operators found to have employees not familiar with the program may be required to implement new training and demonstrate to the program administrator compliance with the intent of the program.
  19. *The driver, operator or attendant of any refueling vehicle shall be in attendance with the vehicle at all times when the vehicle is fueling or refueling equipment.*<sup>20</sup>
  20. When it is deemed not feasible to dispense automotive fuel outside to the construction/ramp safety area, the Executive Director may permit fueling to be dispensed by an approved automotive fuel dispensing vehicle operated by an authorized fueling service contractor at an approved site.<sup>21</sup>
  21. Fuel dispensing vehicles shall carry at all times a sufficient quantity of absorbent material, or a type approved by the Executive Director, to contain accidental fuel spills.<sup>22</sup>
  22. All fuel spills shall be immediately reported to LAX Airfield Operations (310) 646-4265, regardless of type or amount spilled.<sup>23</sup>
  - 23.\* Unless otherwise approved by Terminal Operations, only training personnel will be permitted within the safety zones. Exceptions will be specific emergency response personnel as defined by airport safety and security plans.
  - 24.\* Primary users will be required to give continuous shift briefings, regarding issues in the safety zones. These briefings will be facilitated by Terminal Operations Safety Advisories and shall require the primary user to maintain a posting of the advisory for affected employee's information.
  - 25.\* Unauthorized vehicles found transitioning safety zones will result in drivers cited for an infraction and a letter of correction will be sent to the operator.

*\*Please note: Original Doc, page 5, item 23 deleted, 24, 25 and 26 renumbered.*

## **Equipment**

The TBIT construction projects, especially in the safety zones, further reduce already limited working and storage space. The equipment plan, although limiting space, will incorporate basic IATA airport ground support specifications for equipment currently in use.

1. Pending approval, primary users will be required to submit specific equipment plan to Terminal Operations. Equipment list must include a manufacture's name,

<sup>18</sup> Los Angeles World Airports (LAX), Section 6, Paragraph 10, p 6-4, September, 2005

<sup>19</sup> Los Angeles World Airports (LAX), Section 6, Paragraph 3, p 6-6, September, 2005

<sup>20</sup> Los Angeles World Airports (LAX), Section 6, Paragraph 3, p 6-8, September, 2005

<sup>21</sup> Los Angeles World Airports (LAX), Section 6, Paragraph 2, p 6-9, September, 2005

<sup>22</sup> Los Angeles World Airports (LAX), Section 6, Paragraph 4, p 6-9, September, 2005

<sup>23</sup> Los Angeles World Airports (LAX), Section 6, Paragraph 5, p 6-9, September, 2005

- airport vehicle identification number and published nomenclature. Upon further request operator may be required to provide the vehicle for inspection and or field test in the safety zones prior to approval.
2. Only approved equipment (Appendix C) will be permitted within safety zones.
  3. *Operators of approved GSE tow vehicles will be restricted to a tow of no more than (3) approved GSE units within safety zones.*
  4. Without exception, equipment will not be permitted to stop, park or stage on designated roads within the safety zones.
  5. Equipment operating within the safety zones, removed pending further operations and found to be affecting non-safety zones, such as pre-staging empties on the adjacent gates, regardless, will be immediately incorporated and subject to ramp safety program enforcement and administration.
  6. The equipment speed limits within all safety zones will be no faster than conditions allow and not to exceed 3 miles per hour, which is considered consistent with a walking pace.
  7. *Unless approved by Terminal Operations, Unit Loading Devices (ULD) shall not exceed specifications of an LD7 in the safety zone. Standardized transporters of unit loading devices shall also be restricted to no greater than LD7 capacity.*
  8. Unauthorized equipment found transitioning and or in use in the safety zones will be cited for an infraction and a letter of correction will be sent to the operator.
  9. Only vehicles with a TBIT Bag room Decal or baggage tugs are permitted in the bag room. Bobtail trucks and or Super-tugs will not be permitted with the construction/ramp safety zones.<sup>24</sup>
  10. All posted traffic signs will be enforced. Violators are subject to citation.<sup>25</sup>
  11. Equipment shall not be left in the interstitial level of the roadway unless actively being used for loading or unloading of bags. Unattended equipment will be subject to discretionary and immediate impound at owner's expense.<sup>26</sup>
  12. *No diesel or gasoline powered tugs are allowed in the interstitial area (bag room).<sup>27</sup>*
  13. The west interstitial roadway is separated by a white line to accommodate two-way traffic. The east roadway is one way from south to north only.<sup>28</sup>
  14. *At no time shall vehicles or equipment impede traffic or park on any roadway in the construction/ramp safety zones.<sup>29</sup>*
  15. *Towing of LD7 dollies in the construction/ramp safety zones are restricted (to) as follows: no larger than GSE approved LD7 transporters and the towing of all LD7 transporters will be limited to (1) LD7 transporter within the ramp safety zones.*
  16. No vehicle shall be operated in or upon any airport property in a careless or negligent manner or in disregard of the rights and safety of others, or without due caution or circumspection.<sup>30</sup>

<sup>24</sup> Los Angeles World Airports (LAX), Section 7, Paragraph 1, p 9-23, September, 2005

<sup>25</sup> Los Angeles World Airports (LAX), Section 7, Paragraph 2, p 9-23, September, 2005

<sup>26</sup> Los Angeles World Airports (LAX), Section 7, Paragraph 3 p 9-23, September, 2005

<sup>27</sup> Los Angeles World Airports (LAX), Section 7, Paragraph 5, p 9-23, September, 2005

<sup>28</sup> Los Angeles World Airports (LAX), Section 7, Paragraph 6, p 9-23, September, 2005

<sup>29</sup> Los Angeles World Airports (LAX), Section 7, Paragraph 7, p 9-23, September, 2005



17. No vehicle shall be operated at a speed or in a manner, which endangers unreasonably, or is likely to endanger unreasonably persons or property.<sup>31</sup>
18. No vehicle shall be operated if such vehicle is so constructed, equipped or loaded as to endanger or be likely to endanger persons or property.<sup>32</sup>
19. No vehicle shall be operated which is not in a sound mechanical and safe condition. The airport reserves the right to inspect and declare unfit for use on airport property any vehicle or piece of equipment that does not comply with all safety requirements.<sup>33</sup>
20. *It will be the joint responsibility of the vehicle owner and driver for ensuring the roadworthiness and operational safety of the vehicle.*<sup>34</sup>
21. Any accident, which results in damage to any property, must be reported immediately to Airfield Operations (310) 646-4265 and Airport Police Division (310) 646-7911.<sup>35</sup>
22. Any accident involving an aircraft and a vehicle must be reported immediately to Airfield Operations Division (310) 646-4265.<sup>36</sup>
23. Where conditions preclude the use of post-mounted traffic signs, road surface markings a have the same validity. Special caution is therefore advised in case of poor road conditions.<sup>37</sup>
24. No vehicle shall remain stopped on a passageway except when actively used in connections with servicing operations.<sup>38</sup>
25. No vehicle shall be stopped or parked on any taxiway, Taxilane, access lane, passageway or area marked with solid red or red hatched lines unless authorized use of a vehicle in these areas must receive prior approval from the airport.<sup>39</sup>
26. Any condition which creates a hazard or obstruction to traffic in the construction/ramp safety areas shall immediately be removed as soon as possible by the responsible tenant.<sup>40</sup>
27. Special caution is necessary if markings on the road surface are not visible because of weather and road conditions. All persons operating a motor vehicle shall drive at speeds that are reasonable and prudent under the prevailing conditions.<sup>41</sup>

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<sup>30</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 2, p 4-1, September, 2005

<sup>31</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 3, p 4-1, September, 2005

<sup>32</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 4, p 4-1, September, 2005

<sup>33</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 4, p 4-6, September, 2005

<sup>34</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 7, p 4-6, September, 2005

<sup>35</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 3, p 4-7, September, 2005

<sup>36</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 4, p 4-7, September, 2005

<sup>37</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 7, p 4-9, September, 2005

<sup>38</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 11, p 4-10, September, 2005

<sup>39</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 6, p 4-13, September, 2005

<sup>40</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 9, p 4-16, September, 2005

<sup>41</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 2, p 4-17, September, 2005

28. The Executive Director may move, or cause to be removed from any area, any roadway or right-of-way, or any other area on the Airport, any vehicle which is disabled, abandoned or illegally or improperly parked or which creates a safety hazard or interferes with airport operations.<sup>42</sup>
29. The SAFE Program is in place to identify violations of the LAWA Rules and Regulations.<sup>43</sup>
30. Driving privileges on the airport is a privilege granted by the Executive director and may be suspended or revoked at any time for just cause.<sup>44</sup>
31. *Only bags – no cargo/mail shall be towed in the ramp safety areas.*
32. *Pending approval, primary users will be required to submit specific equipment use plans to Terminal Operations. Equipment list must include a manufacture's name, airport vehicle identification number and published nomenclature so as to reference published IATA Basic Equipment Specifications. Upon further request operator may be required to provide the vehicle for inspection and or field test in the safety zones prior to approve equipment use within the safety zones.*
33. *Only approved equipment (Appendix D) will be permitted within safety zones.*

*\*Please note: Original Doc., page 8, items 33 through 38 deleted. Item 31 new, items 31 through 33 renumbered.*

## Personnel

Safety is dependent of the human factor and it will be the intention of this program to provide as much information and training as feasible to the personnel most affected by the events taking place throughout the safety zones.

- 1 Prior to deployment and concurrent with the already standardized airport training will be the requirement of all primary user's personnel to be trained in a standardized training format specific to the needs of the safety zones.
- 2 Terminal Operations in order to ensure accountability will require records of completed training as well as immediate notification identifying by name and badge number who has received the training.
- 3 Effective the first Wednesday of every month, Terminal Operations will have received a list of qualified personnel approved to access the safety zones - this will require personnel names, badge numbers and date of most recent training.

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<sup>42</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 7, p 4-17, September, 2005

<sup>43</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 4, p 4-21, September, 2005

<sup>44</sup> Los Angeles World Airports (LAX), Section 4, Paragraph 7, p 4-21, September, 2005



### **Enforcement and Administration**

To ensure continuity with the LAX rules and Regulations, employees working in the safety zones will be subject to the statutory requirements of published rules and regulations. Accordingly, Terminal Operations will provide training and materials to ensure compliance. Our goal is to provide such training and materials to company training personnel and monitor their efforts. The program will require companies to provide written updates to Terminal Operations as the administrator to ensure all employees are trained.

### **WEBSITE**

[lawa.org > lax > Airport Operations > terminal operation > TBIT Ramp Safety Program](#)

1. Terminal Operations will be the administrator of record and can be reached at the following:

*Terminal Operations Division: TBIT Construction/Ramp Safety*  
*Richard Croul + Mark Weller*  
[TBITrampsafetyteam@lawa.org](mailto:TBITrampsafetyteam@lawa.org)  
*310/877-5997 (24/7)*

2. Primary users requesting access to the safety zones shall be required to complete and submit a point of contact information form. Terminal Operations will maintain these records until program completion.
3. Since the Construction/Ramp Safety Program is intended to supplement the airport and companies standardized training primary users requesting access to the safety zones will be required to first submit an approved company safety plan and maintain changes throughout the program.



## **Summary**

The Safety Plan has presented a codified document designed to promote employee safety. It is also a living document that will be modified over time as construction zones and conditions change. As conditions change, employees will be kept up to date as to safety conditions and regulations. All suggestions and recommendations are welcome and should be submitted to Terminal Operations.