

2/7/2024

FOR YOUR INFORMATION

2024-21/5-10

To: Airport Manager, Cyril E King Airport (STT), U.S.V.I., FAA (AAS-1)

2067749

Info: FAA (AVP-1, AVP-200, ATM STT Tower, AAS-300, ASO-600, AJV-A, AFS-260, AFS-200, Runway Safety Team), A4A, ALPA, AOPA, APA, ASAP, IATA, CAPA, ATSAP, ATSG, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: TIST Airport Ramp Markings

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2067749

DATE / TIME

Date of Occurrence	202312
Local Time Of Day	1201 to 1800

PLACE

Locale	STT.Airport
State	VI
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	STT
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2067749

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

The STT company page and the 10-9 Airport Diagram does not contain a diagram of the terminal parking gates/spots. The lack of a terminal diagram can cause confusion, especially considering how busy the airport can be. Often times we are arriving while an aircraft at our assigned parking spot is pushing back. There is very little room to maneuver. When we commit to park at parking spots 8 and 9, we are unable to turn around and are oftentimes nose to nose with the pushed back aircraft. Having a diagram would increase situational awareness and possible prevent blocking the alleyway to the west of the terminal.

SYNOPSIS

Air carrier Captain reported a chart safety concern highlighting the lack of parking gates/spots on the STT airport diagram, contributing to ground conflicts due to the lack of position awareness of other aircraft in the terminal area and minimal area to maneuver.