

## APPROACH PROCEDURES

### S low

Slow down; walk don't run. There is no need to rush.

### E ye contact

Ensure you have made eye contact and have been acknowledged (given the ok) prior to moving towards a helicopter or exiting one.



### A pproach

Approach, in a crouched position, as a group, from the front of the helicopter **NEVER** the rear.

### S lope

Pay attention to the slope, always enter from and exit to downhill. Know where the rotors are.

### I gnition

Ensure all ignition sources are extinguished prior to approaching the helicopter (this includes cigarettes!). Check with your pilot prior to loading ignition sources or pressurized containers (including bear spray, ammunition and flares!)

Ensure they are in the rear cargo hold or basket.

### C argo

Make sure your cargo, equipment and clothing are secure (watch out for loose flagging tape, lunch bags, hard hats or scarves, etc.). Always carry tools and equipment below your waist. Designate one person to load the cargo. Never throw items around a helicopter (inside or out).

### K now

Know how to use seatbelts, doors and the ELT before you finish the Pre-Flight Briefing or get into the helicopter.



**HEAR THIS!** - Protect your ears! Wear hearing protection when working around loud machinery. Make sure you keep your eyes open and are aware of your surroundings.

## ENTRY AND EXIT

### ALWAYS SECURE CLOTHING & OTHER ITEMS PRIOR TO APPROACHING A HELICOPTER!

- Prior to boarding or exiting, ensure you **have the ok** from the pilot. Always use controlled deliberate movements near to and on helicopters.
- One person should open and hold the door (so it doesn't fly open) until all people are seated. This person will enter and **firmly close AND secure** the door. **Fasten your seatbelt and put on the headset.** Double check that the door is closed properly and let the pilot know when you are ready.
- Exiting is the same thing but in reverse. Make sure the seatbelts are done up and the door is secured prior to letting the pilot know you are **all clear**.

## CALLING AND DIRECTING

- When you **contact the pilot** use the last three call letters in the name of the aircraft.
  - E.G. You are flying in C-GABC - Call: Helicopter ABC, Helicopter ABC this is John Smith.
- **Direct the pilot using the 12 hour clock.** Always tell the pilot where you are in relation to the nose of the helicopter.
  - E.G. The helicopter is straight in front of you, the nose pointed towards you—You are at 12 O'clock. If the nose was facing away from you, you would be at 6 O'clock.
- **Limit radio chatter** on the frequency used for communicating with the pilot.

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**HAC**  
Helicopter Association of Canada  
BC Forest Safety Council  
*Unsafe is Unacceptable*  
[www.bcforestsafesafe.org](http://www.bcforestsafesafe.org)



BC Forest Safety Council  
*Unsafe is Unacceptable*

# Helicopter Passenger Safety Guide



BC Forest Safety Council (BCFSC)  
*Transportation Safety*

Toll Free : 1-877-324-1212  
For more info and links...

[www.bcforestsafesafe.org](http://www.bcforestsafesafe.org)

*This document provides basic information for helicopter passengers and is intended for forest workers in BC. It should not be considered a replacement for any training programs or a pre-flight briefing. There is not enough information contained in this document to train staff. Please contact the BCFSC or Transport Canada for more info. Information Current to April 2012.*

## PRE-TRIP PLANNING

### Plan ahead!

**W**eather - **plan for all types of it!**  
Ensure you have appropriate clothing to stay dry and warm and make sure you have a hat, sun block and enough **water** in case it's sunny and hot!



**H**ypothermia - make sure you know the signs, symptoms and how to treat hypothermia.

**A**sk - your supervisor what you will do in an emergency; ask them about **survival kits** and who is responsible for bringing them along.

**C**heck in - know the procedure and stick to it!  
Who knows when you are coming back? Will they know what to do if you don't arrive on time?

**K**now - where you are going! What is your destination, where did you start? Write down the coordinates. If you have a GPS - use it too!

**K**now - what frequency you will communicate with the pilot on. Test it before you take off.

**E**mergency Response Procedures/Plan – know what they are; ensure they are specific to the trip.

**D**iscuss with your supervisor what **the PLAN** is, where it's written down, what gear you will need, how much it can weigh, how long you will be gone for and what you should generally expect.

### GOOD IDEA:

If you require medication, take extra with you in the event of delays.

Tell a co-worker, supervisor, or first aid attendant and/or pilot about any medical concerns or conditions you have or if you are susceptible to motion sickness.



## PRE-FLIGHT SAFETY BRIEFING

All passengers **must** be given a pre-flight safety briefing by the helicopter pilot.

Make sure you understand, if you don't know **ASK!**

The briefing should include instructions related to:

- the aircraft;
- area of travel;
- effect of your movement on the aircraft;
- and emergency procedures.

The pilot should identify:

- the call sign of the aircraft,
- how many passengers are on board,
- off limit areas and potential hazards such as rotors,
- slippery surfaces, ignition sources, etc.

If you are unsure, **ASK!**

**Make sure you know where the safety equipment is and how to use it!**

Know where to find the ELT and how to use it; know who the first aid attendants are AND their location. know where the first aid kit and fire extinguisher are.



## NEED TO KNOW!

• **Your pilot is the authority on safety procedures regarding helicopter travel.**

- Listen to the pilots directions.
- If your pilot says its time to go - stop what you are doing and head to the landing site.
- Most pilots and helicopters are not equipped to fly in the dark.



• **Helicopters are expensive pieces of equipment, treat them with respect.**

- Confirm, beforehand, if you may wear caulk boots in the helicopter.
- Do not touch anything on or in the helicopter unless directed to by the pilot - this includes windows!
- Do not step on the skid or basket.

• **Pets are discouraged from travelling in helicopters.**

- Best bet – leave Rover home for the day.
- If pets are nearby (e.g. in camp) ensure that they're kept well away from the landing site.

• **Guns, Ammo, Bear Spray, Flares & Other Dangerous Goods.**

- The pilot must be notified and permission must be granted prior to the transportation of any dangerous goods.
- Bear spray or flares must always be contained in an air tight container and stored in the baggage or external cargo compartment.

• **Landing Sites**

- Have your pilot point out a good pick up spot - prior to being dropped off.
- Landing sites should be at least 30m X 30m, maybe more depending on the wind, size, and power of the helicopter.
- If you need to find a new landing site make sure you look up when evaluating it - don't forget the canopy.
- Pilots generally fly into the wind, consider this when determining the location of a landing site AND where to wait for the helicopter at the landing site (don't be waiting where the pilot needs to put the tail).



• **Rotor wash can be extreme!**

- Ensure that the landing site is clear of debris or materials that are not weighed down.
- Wear eye protection.
- Be prepared for uncomfortable conditions - in extreme cold "wash" may take your breath away; powdery snow or dust may cause visibility restrictions.