

PREPARATIONS FOR A HELICOPTER LIFT

1. An SBA Safety Manager must be notified when the work has been awarded and the schedule has been determined for the lift. We require 7 days advance.
 - Ryan Coppola – 860.559.9096
 - Dwayne Smith – 954.297.7375
 - Jeremy Buckles – 309.363.9908
 - Matt Surface – 704.281.8612
 - Nick Wilkerson – 502.316.2670

2. All SBA pre-work safety documentation must be completed as necessary.

3. All of those involved with the lift must review the OSHA regulation for helicopter operations and brief all persons involved with the operation. (29 CFR 1926.551 Helicopters – Subpart N.)

4. All personnel shall use hardhats with chinstraps, eye protection, hearing protection, and gloves. The helicopter services contractor will conduct a safety briefing on FAA guidelines for helicopter operations before the lift(s) begins.

5. **SITE PREPARATIONS:** The wind or rotor wash generated by the helicopter rotors can be strong, the following safety precautions **MUST** be taken **BEFORE** the job can begin:
 - All loose materials of any type (the lighter the material the more hazardous it is) **MUST** be **REMOVED OR ADEQUATELY WEIGHTED DOWN**, both at the **PICK-UP SITE AND THE SETTING SITE**. For example: items that roll or slide easily, loose plastic sheeting or tarps, boards, shingles, windows and other materials must be covered, weighted down, or secured.
 - Notify any other “trades” working in close proximity to the operational area to protect any of their loose materials in a similar manner.
 - Remember when selecting a pick-up site the helicopter services contractor needs an area approximately 200 feet by 200 feet. The site should be at least 300 feet away from the nearest building. When unloading units off the trucks, orient the units as they will set.
 - Try to locate the pick-up site so the helicopter has a clear approach to its destination without having to fly over workers or equipment with the load.
 - Federal regulations prohibit workers not connected with the job from working directly beneath the flight path of the helicopter and areas where lifts are to be set.
 - If the pick site is sandy or dusty, workers must thoroughly wet down the area before and during the lift operation.
 - Notify the local law enforcement agency of the helicopter operation and provide the helicopter services contractor with the official’s name and phone number.
 - Control all ground vehicles, workmen and pedestrian traffic at the job site, and provide safe working space and conditions for the helicopter services contractor’s ground and flight operations.

6. **GETTING THE UNITS READY:**
 - All crating and other materials must be removed from the units and the pick-up site prior to the helicopter’s arrival.
 - Be sure the units being lifted are well clear of overhead obstructions such as power or phone lines, pipes, roof overhangs, or extension arms on transmission or other towers.
 - If there are several lifts to take place, develop a lift schedule and provide a copy to the helicopter crew upon arrival.
 - When units must be precision set, the use of “guides” will greatly facilitate the placement of the units.

7. **ARRIVAL OF HELICOPTER:**
 - The helicopter services contractor representative will call to confirm the estimated time of arrival of the helicopter.
 - The helicopter services contractor will inspect the pick-up site and setting site for loose materials. **WE CANNOT WORK UNTIL THESE SITES ARE CLEARED OR SECURED.**
 - The helicopter services contractor will hold a safety briefing with those persons responsible for attaching, detaching and directing the loads into place.
 - In order for you to obtain maximum benefit from the helicopter, the helicopter services contractor will conduct one (or more) briefings relating to the manner in which the helicopter work will be performed. Work will begin only when mutual agreement pertaining to the work is reached. Failure to cooperate with the helicopter services contractor shall give them the right to (a) stop performance of the work until a method of operation can be mutually agreed upon, or (b) leave the job.
 - A normal flight crew consists of one pilot and two signalmen, one at the pick site and one at the set site. Even though they are equipped with headsets and 2-way radios, more effective coordination will take place if both your pick site supervisor and set site supervisor each have a copy of the lift schedule.