

HELICOPTER SAFETY GUIDELINES

INFORMATION FOR RIVER TRIPS:

1. **Secure all loose items around the landing zone.** Remember, the rotor wash is substantial and flying items can injure people and could be catastrophic to the helicopter. Either tie-down or place rocks on loose clothing, paco pads, lifejackets etc.
2. Find a level area approximately **15 feet x 15 feet** and that is clear of obstacles with a 75-foot diameter. Wet down as much of the landing area as possible just prior to the helicopter landing. This will minimize sand being blown into eyes, boats, and food and will reduce erosion to the helicopter surfaces and engine.
3. It is **extremely important** that other personnel and passengers be grouped together away from the landing zone and in full view of the helicopter to prevent any mishaps.
4. Most of the time there will be an EMT/Paramedic onboard the helicopter. Remain away from the helicopter until they get out and approach you.
5. Wind direction is critical in the Canyon. Put your back to the wind as an indicator of wind direction for the pilot. This will assist in a safe landing.

ADDITIONAL REMINDERS:

1. **Do not approach helicopter until directed by helicopter crew.**
2. Approach and depart from the front or side of the helicopter. Walk—**Don't run**—in a crouched position, in view of the pilot.
3. **Never walk to the rear of the helicopter.** The tail rotor is invisible and deadly.
4. Assign someone to ensure that no one approaches the helicopter without authority.
5. Do not let anyone use flash cameras.
6. **If helicopter is coming in at night with night-vision, turn off all lights. Green glow sticks can be used to identify your location.**

HELICOPTER SAFETY GUIDELINES:

1. **Do not approach helicopter until directed by a heliport personnel.** If they are not available, wait for the pilot to signal for your approach.
2. Approach and depart from the front or side of the helicopter. Walk—**Don't run**—in a crouched position, in view of the pilot.
3. **Never walk to the rear of the helicopter.** The tail rotor is invisible and deadly.
4. Heliport personnel will load and unload all cargo.
5. **Secure all loose items.** Wear hats with chinstrap down or carry in hand. **Never reach up** to retrieve hats or other objects swept away by the rotor wash.
6. All passengers are required to wear Nomex flight suits (available at heliport) and helmets (available on helicopter).
7. Seatbelts should be fastened snugly. Do not release them or open doors until directed by heliport personnel or by the pilot. Insure seatbelts are inside before closing door.
8. Don't slam the doors. Close them firmly but carefully with latch in the open position; when door is completely shut, return latch to the closed position. **Don't let the doors swing in the wind.**
9. Smoking is not permitted aboard the helicopter or within 50 feet of it.
10. In the event of an emergency landing, prepare by lowering the visor in your helmet, leaning forward so that your head and arms rest on your knees (back seat passenger only), or by giving

both shoulder straps a sharp tug and leaning slightly forward (front passenger). Once the helicopter has landed, **do not get out until the rotor blades have stopped turning.**

AT UNIMPROVED LANDING SITES:

1. **Keep well clear of landing areas** when the helicopter is landing or taking off, especially with external loads. Be aware of the wind direction. The helicopter will generally take off and land into the wind.
2. **Never approach or leave uphill of the helicopter.** This is extremely dangerous and could put you in fatal contact with the rotor blades. Always approach or leave from the downhill side.
3. **Keep the landing area clean.** The helicopter downwash will lift and toss around any unsecured items.
4. Eye protection (goggles) and hearing protection are highly recommended when working around helicopters. If you are blinded by dust, stop, kneel down and wait for someone to help you.
5. Carry tools and other long objects horizontally and below waist level, not upright or over the shoulder where they might make contact with moving rotor blades.
6. When directing the helicopter, stand with the wind at your back, arms out-stretched in the direction of the landing site. If you have a 2-way radio, use it to keep the pilot informed of current weather and landing conditions.