

Helicopter Logging Safety Training
(In accordance to WAC 296-54-581 Helicopter Logging-General Standards)

Employee's Name: _____

Trainer's Name: _____

I have received and understand the information listed below:

Employee's signature: _____ Date: _____

Required personal protective equipment

- Employees must wear high visibility hard hats secured by a chinstrap.
- Employees hooking and receiving the load must wear high visibility vests or outer garments.
- Boots **(in accordance to WAC 296-54-51170)*.
- Caulk boots **(in accordance to WAC 296-54-51170)*
- Gloves
- Hearing protection **(in accordance to WAC 296-817)*
- Leg protection **(in accordance to WAC 296-54-51160)*
- Eye protection **(in accordance to WAC 296-54-51120 and WAC 296-800-160)*

General

Prior to daily logging operations, a briefing must be conducted. The briefing must set forth the plan of operation for the pilot(s) and ground personnel. Anytime a change in operating procedure is necessary, affected personnel must be notified.

Employees and equipment must remain in the clear and employees must never be under a suspended load.

Employees must not work under hovering craft except for that limited period of time necessary to guide, secure, hook/unhook loads, and perform maintenance/inspections or other related job duties.

The location of the drop zone, decking areas, loading areas, and designated safety zones must be established by a pilot and a responsible supervisor taking into consideration current operating conditions.

Whenever approaching or leaving a support helicopter with blades rotating, employees must:
Remain in full view of the pilot and keep in a crouched position;

Obtain a visual or audible acknowledgment from the pilot before entering or exiting the helicopter;

Avoid the area from the cockpit or cabin rearward unless authorized by the helicopter company to work there; and

Exercise special caution to keep clear of rotors when visibility is reduced.

Before approaching or departing the service area for maintenance, visual and/or audible communication must be established.

There must be reliable communication available between the helicopter, woods crew, landing, and service areas. In the absence of radio communication there must be a designated signal person.

Developed hand signals must be clearly communicated and understood by all persons working in the area who may be affected by their use.

Riding the load or hook of a helicopter is prohibited except in an emergency rescue situation.

Unauthorized employees must not be allowed to approach within fifty feet of the helicopter when the rotor blades are turning.

Every practical precaution must be taken to provide for the protection of employees from flying objects in the rotor downwash.

Loads must be properly slung. Tag lines used by ground personnel to position loads must be of a length that will not permit their being drawn up into rotors. Pressed sleeve, swaged eyes, or equivalent means must be used for all freely suspended loads to prevent hand splices from spinning open or cable clamps from loosening.

Landing

The landing drop zone must be large enough for the longest logs to be landed without endangering the landing crew.

Landing crew must remain in the clear until the load is placed flat on the ground and chokers are released from the hook.

Landings must be constructed with minimal slope for drainage in the drop zone and a decking area to prevent logs from rolling.

The approach to the landing must be kept clear and long enough to prevent tree tops from being pulled into the landing.

Landing personnel must be notified when chokers are being picked up.

If the load will not release from the hook, the hook must be on the ground or at eye level, whichever is safer, before employees approach to release the hook manually.

Yarding

Helicopters must not work in areas near enough to cutters to cause the rotor wash to affect a cutter's ability to safely control a tree or to cause dislodging of limbs.

The yarding helicopter must be equipped with a siren to warn employees of any hazardous situation.

Log pickup must be arranged so that the hookup crew will not work on slopes below fell and bucked timber that appears unstable and likely to roll.

If the load must be lightened by the hooker, the hooker must remain on the uphill side of the load and slack given to the entire load before releasing the hook.

If the load must be aborted or lightened by the pilot, the hooker must be in the clear before releasing the hook.

Employees must remain in the clear as chokers are being delivered. Under no circumstances can employees move under the chokers being delivered or take hold of the chokers before they are placed on the ground.

Helicopter logging - Fueling area.

Separate areas must be designated for landing logs and for fueling helicopter(s).

Refueling any helicopter with either aviation gasoline or Jet B (turbine) type fuel while the engine is running is prohibited.

Helicopters using Jet A (turbine-kerosene) type fuel may be refueled with engines running provided the following criteria are met:

- (a) Unauthorized employees must not be allowed within fifty feet of the refueling operation or fueling equipment; and
- (b) Fire extinguishers must be strategically located in the fueling area and must have a combined rating of at least 20A:120BC.

All fueling employees must be thoroughly trained in the refueling operation and in the use of the available fire extinguishing equipment they may be expected to use.

The following are prohibited within fifty feet of the fueling area or fueling equipment:

- (a) Smoking;
- (b) Open flames;
- (c) Exposed flame heaters;
- (d) Flare pots; and
- (e) Open flame lights.

EXCEPTION:

Aircraft preheaters are not prohibited. However, no fueling may be performed while the heaters are in operation.

The fueling area must be posted with “no smoking” signs.

Because there are many causes of static electricity, fueling employees must assume that it is present at all times. Before starting refueling operations, the fueling equipment and the helicopter must be bonded and the fueling nozzle must be electrically bonded to the helicopter. Using conductive hose is not an acceptable method of bonding. All grounding and bonding connections must be electrically and mechanically firm to clean unpainted metal parts.

To control spills, fuel must be pumped either by hand or power; pouring or gravity flow is prohibited. Self-closing nozzles or dead man controls must be used and must not be blocked open. Nozzles must not be dragged along the ground.

In case of a spill, the fueling operation must be immediately stopped until the person in charge determines that it is safe to resume.

Helicopters with their engines stopped while being refueled with aviation gasoline or Jet B (turbine) type fuel, must comply with subsection (4) through (9) of this section. Please see WAC 296-54-58130 Helicopter logging-Fueling area.