

GUARDIAN

HELICOPTERS, INC.

HELICOPTER LIFT OPERATIONS SAFETY BRIEF CHECKLIST

PRIOR TO BEGINNING ANY HELICOPTER OPERATION A THOROUGH SAFETY BRIEF WILL BE CONDUCTED UTILIZING THE FOLLOW CHECKLIST: *Trabuco Canyon*

- ☐ SAFETY BRIEF SIGN IN
- ☐ GHI CREW INTRODUCTION
- ☐ IS A TRANSLATOR REQUIRED
- ☐ WORK STOP AUTHORITY
- ☐ DESIGNATE A 911 CALLER
- ☐ IDENTIFY CLOSEST EMERGENCY MEDICAL SERVICES
- ☐ CREW FATIGUE AND HYDRATION
- ☐ HELICOPTER LIFT LIMITATIONS
- ☐ HAZMAT WILL OR WILL NOT BE CARRIED ON THE HOOK
- ☐ NON GHI EMPLOYEES WILL NOT APPROACH HELICOPTER WITH ROTORS ENGAGED
- ☐ HELICOPTER HAZARD AREA (TAIL/MAIN ROTOR)
- ☐ EFFECT OF ROTOR DOWN WASH ON LOAD

90309967

NON CAP

HEC (ARMS only 500LBS)

DUST MASK: BURN AREA, DUST, POLLEN EXPOSURE

- ☐ HELICOPTER DOOR REMOVAL AND FIRE EXTINGUISHER LOCATION
- ☐ PPE REQUIREMENTS (GLOVES, EYE PROTECTION, HARD HAT WITH CHIN STRAP)
- ☐ PILOT/GROUND CREW COMMUNICATIONS/ LOST COMMUNICATIONS PROCEDURES
- ☐ POTENTIAL STATIC CHARGE CAUSED BY HELICOPTER
- ☐ SITE PLAN /FLIGHT PATH
- ☐ FALL, PINCH, CRUSH DANGER POINTS
- ☐ RIGGING OPERATIONS CONNECTING AND DISCONNECTING CRANE HOOK AND SPREADER BAR HOOK
- ☐ PROPER SECURING OF EQUIPMENT / TOOLS IN SUPER SACK AND ON LONG LINE
- ☐ STREET CLOSURE / EVACUATION USE DIAGRAM TO ENSURE ALL HOMES ARE CLEAR
- ☐ NO CELL PHONES OR CAMERA USED BY GROUND CREW

[illegible]

AIRCRAFT	ENVIRONMENT	EXTERNAL LOAD
☐ Approach and departure ☐ Main/tail rotor hazards ☐ Safe cargo loading/unloading ☐ Loose articles: - Aircraft & LZ ☐ Hearing protection ☐ Door/seatbelt operation ☐ Headset/helmet/intercom ☐ Air-sickness ☐ In-flight emergencies Establish who will call 911 ☐ Location of: o First aid/survival kit o Fire extinguisher o Fuel and battery shut off procedure o Radios, ELT, SAT Phone ☐ Fueling Operations: - Duties & Safety Issues	☐ Weather conditions ☐ Wind direction ☐ Fuel ☐ Gross weight ☐ Terrain ☐ Landing zone hazards ☐ Density altitude ☐ Noise abatement ☐ Congested area plan ☐ Traffic/crowd control CRM ☐ COMMUNICATION IS CRITICAL ☐ Standardized language ☐ "Code Red" phrases ☐ Sterile cockpit ☐ Flight following/radio procedures ☐ Possible tasks for crew, e.g., switch/tune radios, maps ☐ Hazard awareness, e.g., birds, other hazards ☐ STOP work policy ☐ Re-brief in case scope changes ☐ <u>IMSAFE Acronym</u> Pilot fatigue mitigation must be briefed prior to work	☐ Ground crew PPE ☐ Long Line & Rigging Equipment Inspection ☐ Communication: Use of headset for lineman communicating with pilot ☐ Head/Hand Signals ☐ Pole set procedures: Brief how pole will be secured: 1) Taglines 2) Pikes 3) fill dirt ☐ Steps on pole ☐ Remote hook operations ☐ Ground crew hook up procedures ☐ Static discharge ☐ Emergency flyaway procedures ☐ Long line clearance (6'- 25'- 150% rule) ☐ No person under load ☐ Ground crew safety zone ☐ Pole removal with potential snag issues must be discussed ☐ Nylon straps (wood vs. glass) ☐ Load ratings (7:1 minimum) ☐ Dry Run/Play by play pole set Procedures ☐ Induced Voltage from: - Adjacent circuits, Underbuild, Parallel circuits etc. ☐ In case of Non-Company ground crew: Rigging procedures must be briefed ☐ No cell phone/camera use during external loads ☐ Essential crew only

Please respond within 1 hour to acknowledge receipt

Hello Team,

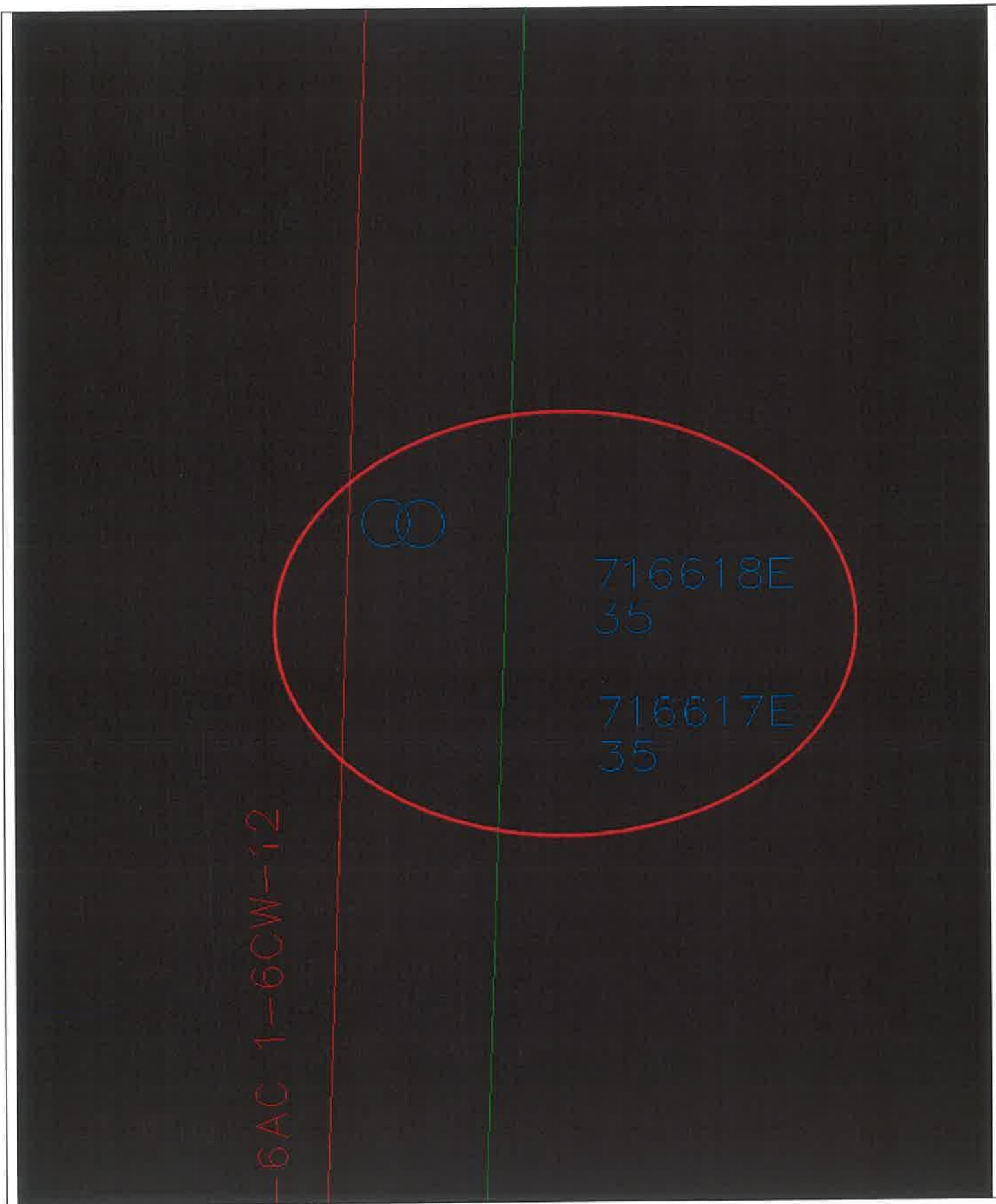
Immediate action is required on your part to remediate the following Priority 1 condition found by Aerial Inspections.

If unable to immediately remediate, update the notification Long Text field with what type of temporary measures were taken to make the condition safe, who made them and the date this occurred.

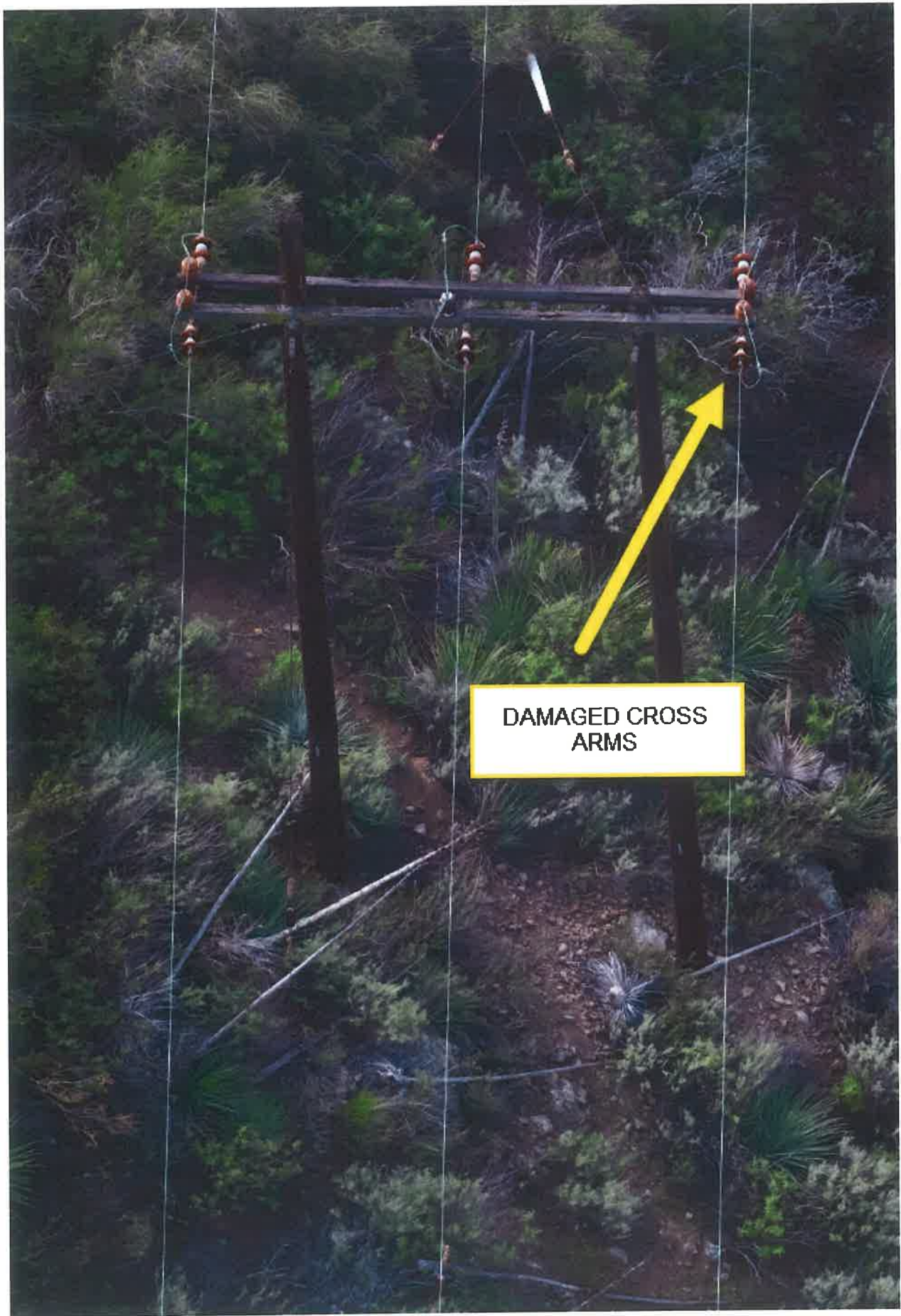
Any changes to this notification NEED to be updated in the LONG TEXT section of the notification.

Basic Info:

Type (Transmission, Distribution, Veg., Bird Nest)	Choose an item.
SAP Notification #	410672645
SAP Order #	903039567
Date and Time Reported (Identified by inspector)	03/09/2020
Inspector's Name	JASON REDMOND
Inspector's Windows UserID	REDMONJ1
Inspector's Company (SCE or if Contractor, enter company name and abbreviation)	PRO ENERGY
Reviewer's Name	THOMAS MCNEILL
Reviewer's Windows UserID	MCNEILT2
Reviewer's Contact Info	661-310-6701
Structure/FLOC #	716617E
Flight Company	HAWCS
Reason (English language – for long text)	DAMAGED CROSS ARM
Problem Statement	REPLACE DAMAGED PRI CROSS ARM POLE
Circuit Name	RUSTIC
Circuit Voltage	12KV
District/GRID/Veg Zone	43-SADDLEBACK
Latitude	33.682421
Longitude	-117.574438
Location	PP 104' W/O E/L & 4144' N/O S/L SEC 2
Picture Reference # (folder and structure)	TRABUCO CANYON Please verify correct structure # upon arrival
Aerial due diligence was performed in determining structure locations. In some cases due to errors in mapping or other factors, location precision is unobtainable. A highly researched location approximation is given in this notice.	
EXISTING SAP NOTIFICATIONS (PERTAINING TO NOTICE)	
Circuit Map or FIM	







DAMAGED CROSS
ARMS

Submit



SECTION 7

Part 135 GH 4A Part 133 GH 4L
NON Congested Area Plan

Operator: Guardian Helicopters, Inc
67 D STREET
Fillmore CA. 93015
Phone (818) 442-9904
FAX (818) 442-9901

PROJECT: EDISON HEC ARM REPLACEMENT WORK ORDER #: 903039567
ADDRESS: ROSE CANYON ROAD : TRABUCO CANYON CA
LZ STAGING AREA LATITUDE 33°40'31.28"N LONGITUDE 117°34'32.63"W
716618E 716617E LATITUDE 33°40'56.62"N LONGITUDE 117°34'27.63"W
CONTRACTOR'S JASON REDMOND PHONE#: 661-310-6701
CONTACT AT SITE; MICHAEL PACHECO PHONE#: 949-812-9582
PILOT'S NAME(S): 1. JOHN OLSON CERT #: 2769166
2. BUCKEY MACKAY CERT #: 2778051
3. MICHAEL KLINK CERT# 3018828
4. IAN GOODALE CERT# 3741973
5. ROSS GOULET CERT# 339677

TYPE OF AIRCRAFT: BELL

UH-1H N# N711GH A/C CATEGORY: RESTRICTED
BELL UH-1H N# N214KK A/C CATEGORY: RESTRICTED
BELL 407 N# N407GH A/C CATEGORY: STANDARD
BELL 205A1 N# N216GH A/C CATEGORY: STANDARD
AS350 B2 N# N498PT A/C CATEGORY: STANDARD
AS350 B3 N# N718GH A/C CATEGORY: STANDARD
AS350 B3 N# N215GH A/C CATEGORY: STANDARD

TYPE OF ITEM LIFTING: POLE ☐ AERODYNAMIC ☒ NON- AERODYNAMIC

IF SAFETY DICTATES AND OR THE CUSTOMER REQUESTS ADDITIONAL LIFTS THE LIFTS WILL BE CONDUCTED REMAINING WITHIN THE APPROVED TIME PARAMETERS.

TYPE OF LIFTS HEC AND 500 LBS ARMS CLASS OF LOAD: EXTL CL B

NO. OF LIFTS: TBD LONG LINE: (NO) XXX (YES) LESS THEN 150 FT (LENGTH)

OPERATIONAL ALTITUDE: < 250 STREET CLOSING: (N0) XX (YES)

DATE AND TIMES OPERATION WILL BEGIN AND TERMINATE:

FLIGHT DATES	TIME BEGIN	TIME END	TODAY'S DATE
4-2-2020	SUNRISE	SUNSET	3-29-2020
AGENCY NAME:	PHONE#:	PERSON NOTIFIED:	DATE:
RANCHO SANTA MARGARITA	949-770-6011	WATCH COMMANDER	NOTIFY
ORANGE COUNTY FIRE	714-573-6000	STATIN 18	NOTIFY

Evacuation



No Evacuated Structures



Evacuated Structures

Crowd Control



Operator



Contractor

Street Closure

☐ Yes



No



Contractor



Operator



SECTION 7

Part 135 GH 4A Part 133 GH 4L NON Congested Area Plan

Operator: Guardian Helicopters, Inc
67 D Street
Fillmore, California 93015

LIST OF BUILDINGS THAT SHALL EITHER BE PARTIALLY OR ENTIRELY UNOCCUPIED PERSONS
ALSO HOMES THAT WILL BE NOTIFIED OF ACTIVITY:

BUILDING DESCRIPTION/ADDRESS	REMARKS	METHOD
NO EVACUATIONS	VACANT DURING OPS	HAND DELIVER
ALL HOMES WITHIN RED OPERATING AREA	VACANT DURING OPS	HAND DELIVER
SEE DIAGRAM = VACANT	VACANT DURING OPS	HAND DELIVER

Narrative description of pick-up site, route, delivery site, and plan for ceasing operation if unauthorized persons enter operational area or real hazard occurs.

SITE INSPECTION NOTES

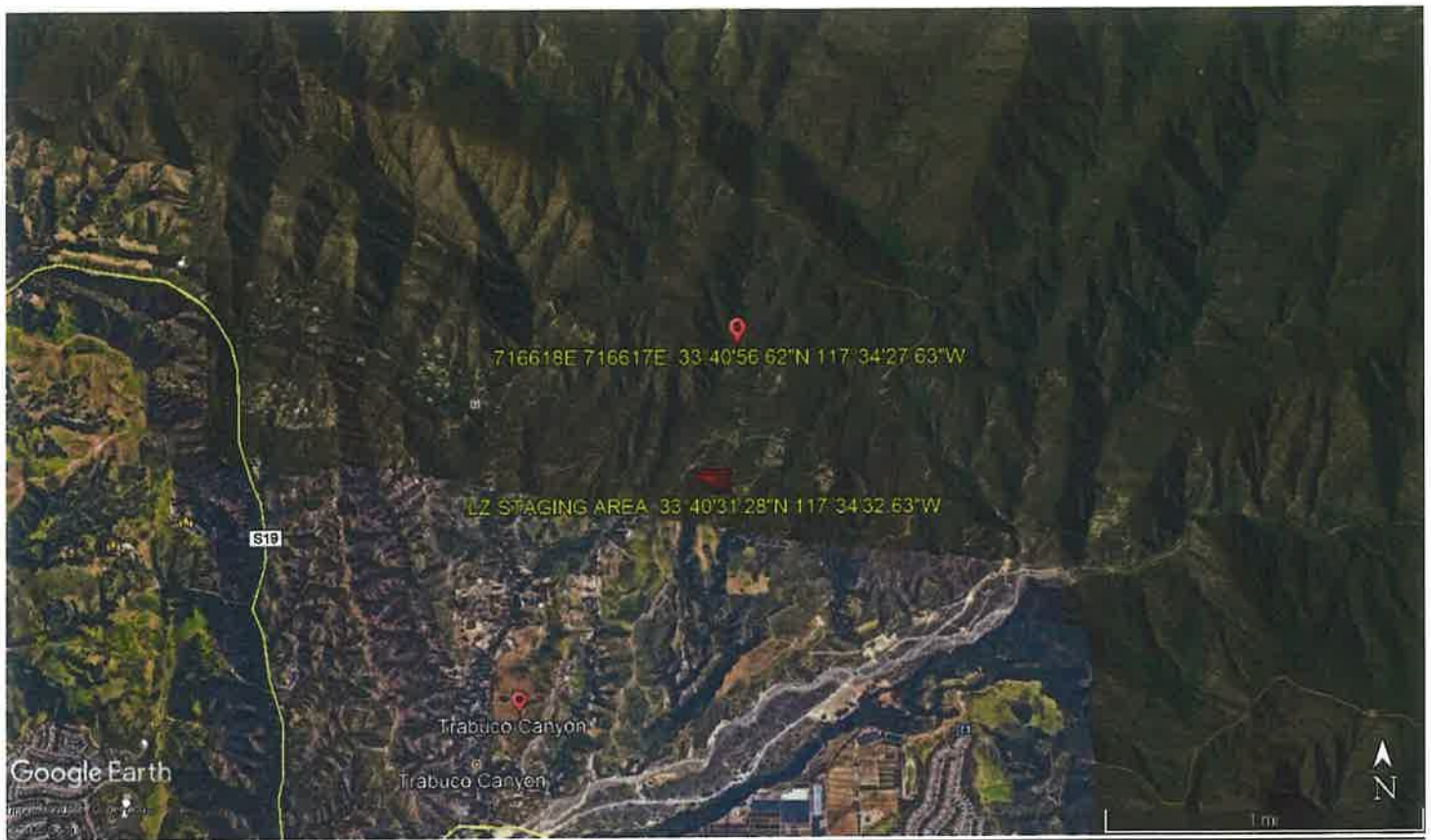
ONLY PERSONNEL ESSENTIAL TO COMPLETING THE JOB SAFELY WILL BE PERMITTED TO PARTICIPATE IN THE EVOLUTION. ONLY PERSONNEL PARTICIPATING IN THE SAFETY BRIEF WILL BE PERMITTED TO BE IN THE AREA OF OPERATIONS. ONLY AUTHORIZED ESSENTIAL PERSONAL WILL BE PERMITTED IN THE IMMEDIATE AREA OF OPERATIONS. IN THE EVENT AN UNAUTHORIZED PERSON ENTERS THE OPERATIONS AREA OR A POTENTIAL HAZARD IS IDENTIFIED THE PILOT WILL HOLD THE AIRCRAFT IN RELATIVE POSITION. THIS WILL BE ACHIEVED WITHOUT OVER FLYING THE GROUND CREW. ALL OPERATIONS WILL BE CEASED UNTIL THE PROBLEM IS RECTIFIED. IN THE EVENT OF AN AIRCRAFT EMERGENCY, THE PILOT WILL RADIO GROUND PERSONNEL AND WILL ATTEMPT TO LAND IN THE EMERGENCY LANDING AREA.

DURING THE LIFT EVOLUTION THE AIRCRAFT AND GROUND CREW WILL ALL BE IN RADIO COMMUNICATIONS. IN THE EVENT OF LOSS COMMUNICATIONS, THE CREW WILL USE STANDARD HAND SIGNALS TO COMMUNICATE WITH THE PILOT. WHEN THE PILOT IS CLEAR HE WILL MOVE THE AIRCRAFT TO A SAFE LOCATION TO ALLOW THE COMMUNICATION PROBLEM TO BE RECTIFIED.

THE OPERATIONS AREA IS WITHIN THE SECURED AREA. ALL ESSENTIAL CREW WITHIN THE OPERATIONS AREA WILL NOT BE INVOLVED IN TAKING PICTURES OR ANY OTHER USE OF CELL PHONES.

PRIOR TO BEGINNING OPERATIONS, A TAILBOARD SAFETY BRIEF WILL BE CONDUCTED.

1. HELICOPTER WILL LAND AT THE LZ TO CONNECT THE LONGLINE AND CONDUCT A TAILBOARD SAFETY MEETING AND HEC TRAINING
2. FUELING WILL BE CONDUCTED AT THE LANDING ZONE
3. EMERGENCY LANDING ZONE IS AT THE STAGING AREA AND ALONG THE FLIGHT PATH
4. NO STREET CLOSURES
5. WATER TRUCK REQUIRED AT STAGING AREA
6. FLAGMAN WILL BE POSTED AT ROAD CROSSING PER DIAGRAM BELOW
7. EVACUATION NOT REQUIRED
8. EQUIPMENT WILL BE AT THE STAGING AREA
9. **THE CONTRACTOR WILL TRIM TREES IF REQUIRED**





3-29-2020
DATE OF SUBMISSION

Jeffrey M. Jutson

COMPANY OFFICIAL / TITLE