

### HELICOPTER LIFT OPERATIONS SAFETY BRIEF CHECKLIST

PRIOR TO BEGINNING ANY HELICOPTER OPERATION A THOROUGH SAFETY BRIEF WILL BE CONDUCTED UTILIZING THE FOLLOW CHECKLIST: *South San Jose*

- ☐ SAFETY BRIEF SIGN IN *4/20/2022*
- ☐ GHI CREW INTRODUCTION *22/00809 PGE*
- ☐ IS A TRANSLATOR REQUIRED *HEC / cargo*
- ☐ WORK STOP AUTHORITY *NON. CAP*
- ☐ 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

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



## **HELICOPTER HEC OPERATIONS SAFETY BRIEF CHECKLIST**

**PRIOR TO BEGINNING ANY HELICOPTER HEC OPERATIONS A THOROUGH SAFETY BRIEF WILL BE CONDUCTED UTILIZING THE FOLLOW CHECKLIST THIS DOES NOT SUPERSEDE INITIAL HEC TRAINING REQUIREMENTS**

- ☐ **CONDUCT STANDARD HELICOPTER LIFT SAFETY BRIEF PRIOR TO HEC SAFETY BRIEF**
- ☐ **HEC SAFETY BRIEF SIGN IN**
- ☐ **INITIAL HEC TRAINING VERIFIED ISSUE STICKER DISPLAYED ON HELMET**
- ☐ **WORK STOP AUTHORITY**
- ☐ **PPE REQUIREMENTS (HELMETS, EYEWEAR, GLOVES AND FOOTWEAR)**
- ☐ **HARNESS, FITMENT, CONDITION AND LOAD LIMIT**
- ☐ **PROPER USE OF ATTACHMENT EQUIPMENT (CARABINERS)**
- ☐ **BUDDY /SELF CHECK**
- ☐ **COMMUNICATIONS REQUIREMENTS VIA RADIO OR HEAD AND HAND SIGNALS (RADIO WILL BE TETHERED OR SECURED)**
- ☐ **NO EQUIPMENT WILL BE TRANSPORTED DURING HEC**
- ☐ **HEC SHORT HAUL OPERATIONS PLAN, DAILY MISSION**
- ☐ **INSERTION POINT AND AREA HAZARDS**
- ☐ **HEC ATTACH ZONE AND WAITING AREA**
- ☐ **EMERGENCY PROCEDURES; ENGINE FAILURE, TR FAILURE, HOOK FAILURE, LINE ENTANGLEMENT)**
- ☐ **NO CELL PHONE OR CAMERA USED DURING HEC**

**Non-compliance with established procedures may result in your removal from the mission**

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

## 22-00809 Request Summary



|                  |                       |                       |               |
|------------------|-----------------------|-----------------------|---------------|
| <b>Requestor</b> | Robyn Stephan         | <b>Request Date</b>   | 04/13/2022    |
| <b>LAN ID</b>    | RT12                  | <b>Work Type</b>      | Lift Work     |
| <b>Phone</b>     | (707) 449-5832        | <b>Lift Work Type</b> | HEC -         |
| <b>Cell</b>      | (707) 365-7760        |                       | Non-Energized |
| <b>LOB</b>       | Electric Transmission | <b>For Contractor</b> | Yes           |
|                  | Line                  |                       | MICHELS       |
| <b>Vendor</b>    | Guardian Helicopters  |                       | PACIFIC       |
|                  |                       |                       | ENERGY        |

### Work Dates

04/20/2022 BELL 407

**Approver** Superintendent Michael E Willey (MEWK) MEWk@pge.com (C) (916) 804-4526

**Scope of Work** SAN CLARA COUNTY  
VASONA-METCALF 230KV CIRCUIT  
CAP- NIL  
DISPATCH NOTIFICATIONS- NIL

USFS/NATIONAL PARK TERRITORY- NIL  
NOTIFICATIONS MADE- NIL

CONTRACTOR NAME- MICHELS PACIFIC ENERGY  
REQUESTOR/FOREMAN- BO ROSECRANS 208-369-1071  
PGE PM (PROJECT MANAGER) NAME/LAN ID- JSBY

SCOPE- TO HEC, TO LIFT TOOLS AND MATERIALS TO REPLACE INSULATORS AND  
HARDWARE

LZ/WORK LOCATION INFORMATION  
LZ- OK ON A DIRT AREA, SOME TREES/BUSHES CLOSE IN PROXIMITY. LZ APPROVED  
FOR A TYPE 3 AIRCRAFT | DIAMETER VERIFIED 75 FEET

WL- OK ON A DIRT AREA, MULTIPLE LINES IN VACINITY

REQUESTOR TO ENSURE TRAFFIC MITIGATION IN PLACE

### Daily Information

04/20/2022

**Reason for Request in Less than 10 Days:**

Other

**Reason for Request in Less than 10 Days Explained:**

SUBMITTED AT THE 10 DAYS.

**Asset Category:** LIGHT

**Asset Type:** BELL 407

**Locations**

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## 22-00809 Request Summary

**08:00 - LZ**      LZ      37 13.85'N      <no headquarters>      <no county>  
121 51.27'W

Dust/Snow Mitigation Plan:      Surface will have water applied prior to landing.

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### --- - Work Location

20171 VASONA-METCALF 230 KV      37 13.37'N      Line #: 003/017      METCALF      <no county>      482 ft  
121 48.25'W

Dust/Snow Mitigation Plan:      ---

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|                   |          |                    |                      |
|-------------------|----------|--------------------|----------------------|
| Est. Use Hours    | 8.00     | Vendor             | Guardian Helicopters |
| Contract          | ---      | Over Water         | No                   |
| Fuel Truck        | Yes      | Cargo Weight       | 1500.0 lbs           |
| Special Equipment | HEC Gear | Billing Number     | 31539354 100%        |
| Comments          | ---      | Req. Notifications | ---                  |

|                      |              |                   |           |                     |           |
|----------------------|--------------|-------------------|-----------|---------------------|-----------|
| <b>Talk About #</b>  | TBD AT       | <b>Talk Group</b> | TBD AT    | <b>Talk Radio #</b> | TBD AT    |
|                      | TAILBOARD    |                   | TAILBOARD |                     | TAILBOARD |
| <b>CC Recipients</b> | JSBY@PGE.COM |                   |           |                     |           |

22-00809 - April 2022

| Sunday | Monday | Tuesday | Wednesday                                                   | Thursday | Friday | Saturday |
|--------|--------|---------|-------------------------------------------------------------|----------|--------|----------|
| 27     | 28     | 29      | 30                                                          | 31       | 1      | 2        |
| 3      | 4      | 5       | 6                                                           | 7        | 8      | 9        |
| 10     | 11     | 12      | 13                                                          | 14       | 15     | 16       |
| 17     | 18     | 19      | 20<br>08:00 -16:00 BELL 407<br>LZ<br>37 13.85'N 121 51.27'W | 21       | 22     | 23       |
| 24     | 25     | 26      | 27                                                          | 28       | 29     | 30       |
| 1      | 2      | 3       | 4                                                           | 5        | 6      | 7        |



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: PG&E HEC INSULATORS WORK ORDER #: 22-00809

ADDRESS: OLD QUARRY RD CITY: SAN JOSE STATE: CA

LZ 37°13'51.00"N 121°51'16.20"W

003/017 37°13'22.20"N 121°48'15.00"W

**SEE ATTACHED FLIGHT REQUEST AND KMZ FILE**

CONTACT REQUESTOR: BO ROSECRANS PHONE#: **202-369-1071**

CONTACT FORMAN: BO ROSECRANS PHONE#: **202-369-1071**

PILOT'S NAME(S) 1. MICHAEL KLINK CERT#: 3018828

2. **BUCKEY MACKAY** CERT #: **2778051**

3. IAN GOODALE CERT#: 3741973

4. ROSS GOULET CERT#: 3396777

5. TREVOR NEEDHAM CERT#: 3597668

TYPE OF AIRCRAFT: BELL UH-1H N# N777GH A/C CATEGORY: RESTRICTED

**BELL 407 N# N407GH A/C CATEGORY: STANDARD**

BELL 407 N# N447GH A/C CATEGORY: STANDARD

BELL 407 N# N999GH A/C CATEGORY: STANDARD

BELL 407 N# N111GH A/C CATEGORY: STANDARD

BELL 205A1 N# N216GH A/C CATEGORY: STANDARD

BELL 205A1 N# N211GH A/C CATEGORY: STANDARD

AS350 B2 N# N498PT A/C CATEGORY: STANDARD

AS350BA N# N55TV A/C CATEGORY: STANDARD

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

TYPE OF LIFTS: **CARGO PASSENGER** LOAD: EXT CL B TYPE OF ITEM LIFTING: ☐

AERODYNAMIC ☒ NON- AERODYNAMIC LONG LINE: (NO) \_\_\_\_\_ (YES) **XXX LESS 200 FT** (LENGTH)

OPERATIONAL ALTITUDE: < 250 AGL STREET CLOSING: \_\_\_\_\_ (NO) XX (YES)

DATE AND TIMES OPERATION WILL BEGIN AND TERMINATE:

| FLIGHT DATES        | TIME BEGIN     | TIME END                | TODAY'S DATE |
|---------------------|----------------|-------------------------|--------------|
| 4-20-2022           | SUNRISE        | SUNSET                  | 4-18-2022    |
| <u>AGENCY NAME:</u> | <u>PHONE#:</u> | <u>PERSON NOTIFIED:</u> | <u>DATE:</u> |
|                     |                | DISPATCH                | NOTIFIED     |
|                     |                | DISPATCH                | NOTIFIED     |

**Evacuation**

☒ No Evacuated Structures

☐ Evacuated Structures

**Crowd Control**

☒ Operator

☒ Contractor

**Street Closure**

☐ Yes ☒ No

☒ Contractor

☐ Operator



Part 135 GH 4A Part 133 GH 4L

NON-Congested Area Plan

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       |
|------------------------------|-------------------|--------------|
| <b>REMOTE NO EVACUATION</b>  | 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.

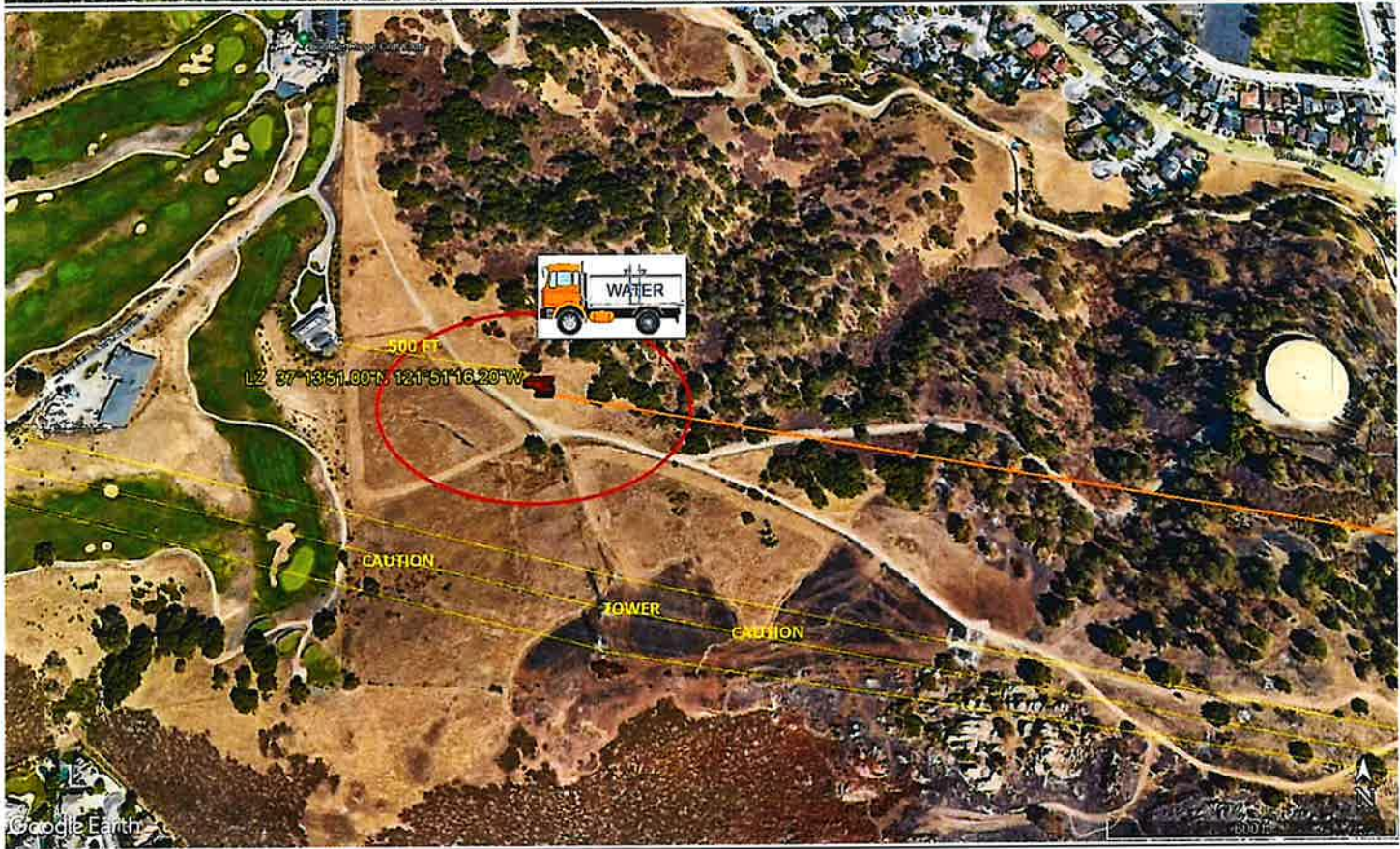
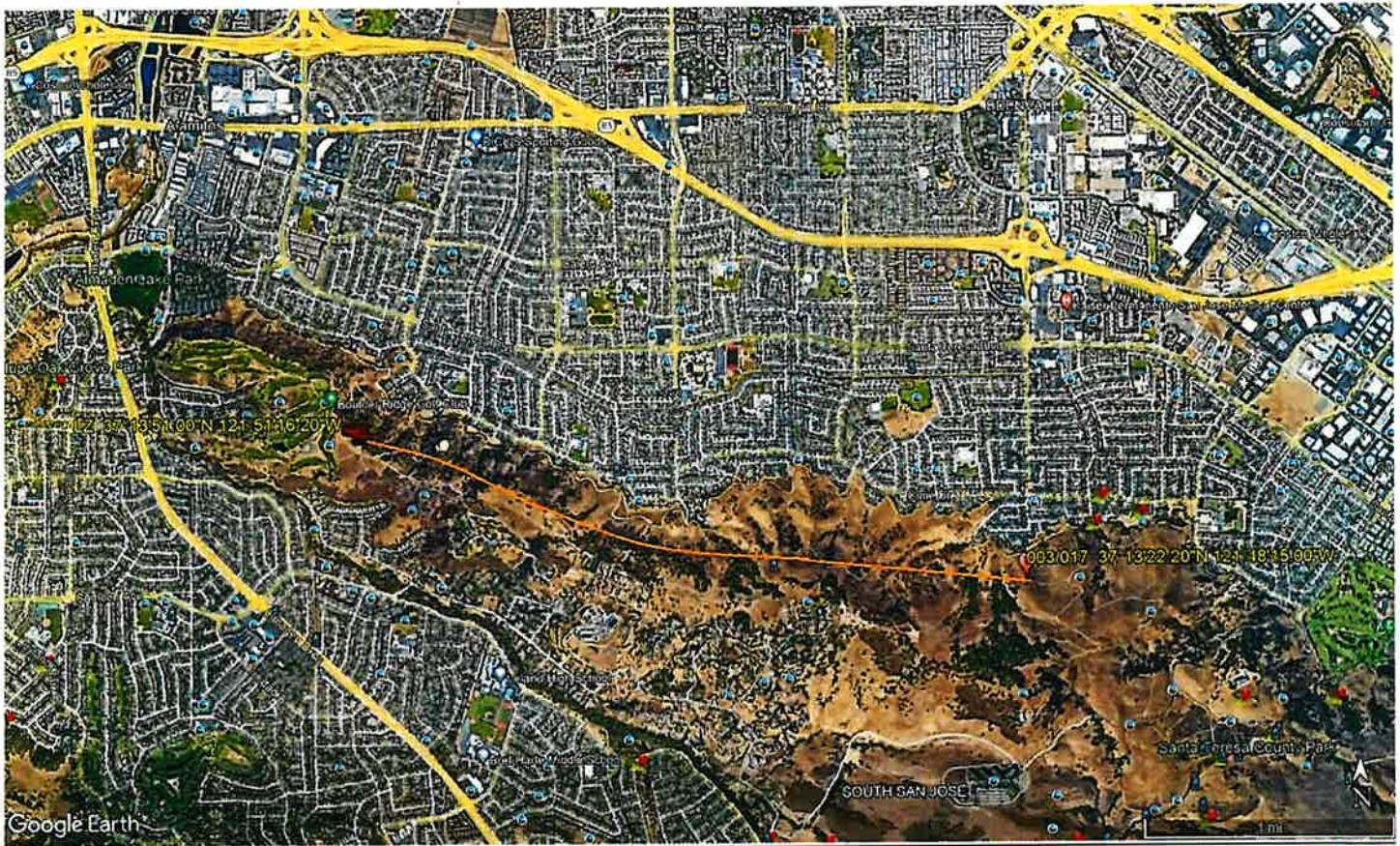
THE OPERATIONS AREA IS WITHIN THE SECURED AREA. ALL ESSENTIAL CREW WITHIN THE OPERATIONS AREA WILL NOT BE INVOLVED IN TAKING PICTURES OR ANY OTHER USE OF CELL PHONES.

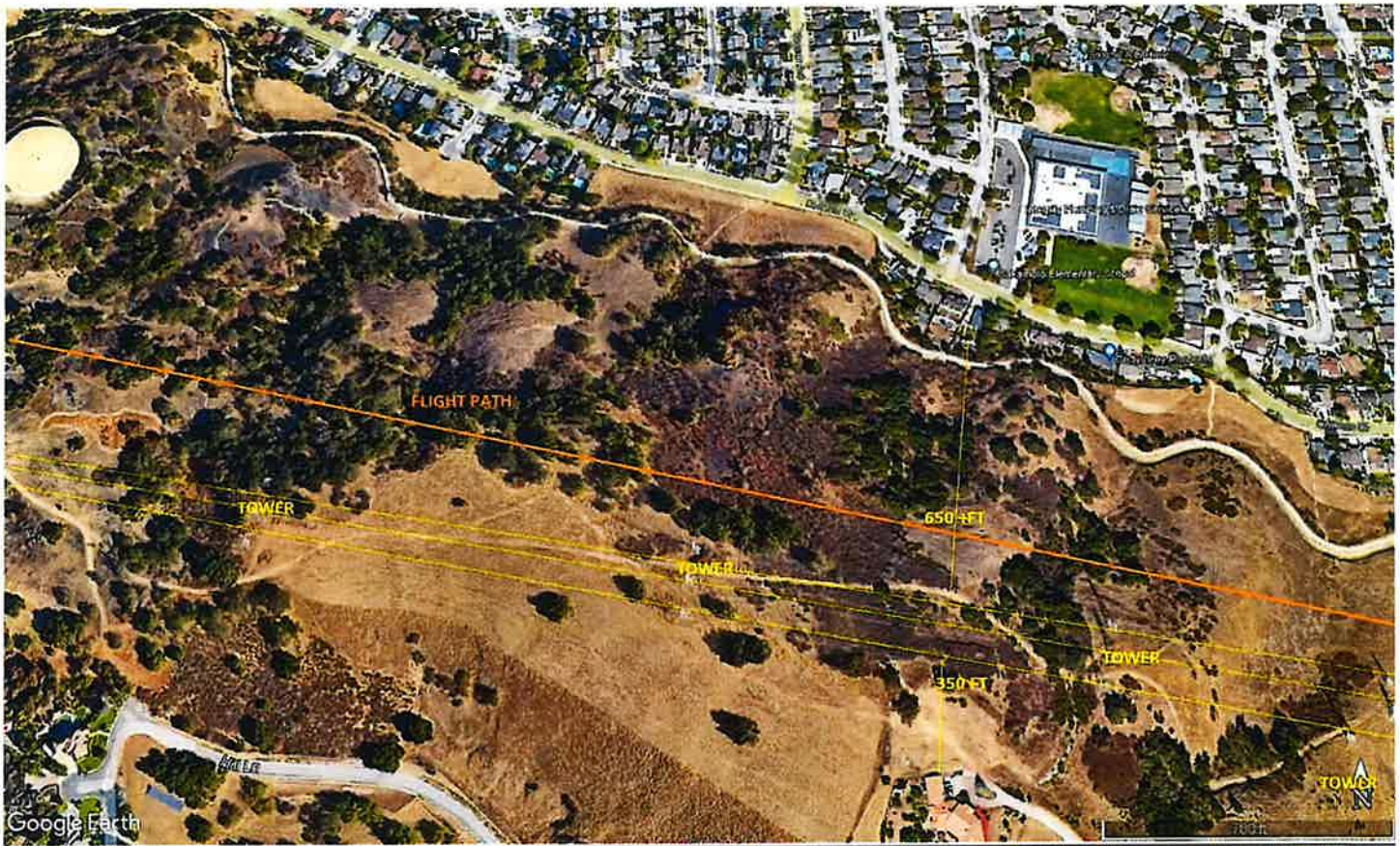
**PRIOR TO BEGINNING OPERATIONS, A TAILBOARD SAFETY BRIEF WILL BE CONDUCTED.**

1. HELICOPTER WILL LAND AT THE LZ STAGING AREA TO CONDUCT A TAILBOARD AND HEC TRAINING
2. WATER TRUCK REQUIRED AT LZ STAGING AREA
3. REMOTE AREA ROADS NO STREET CLOSURES
4. REMOTE AREA NO EVACUATIONS

LEGEND

| <u><b>SITE PLAN SYMBOLS: EVACUATION FLIGHT PATH</b></u> |                                        |                       |
|---------------------------------------------------------|----------------------------------------|-----------------------|
| LANDING AREA = (LZ)                                     | STREET BLOCKED = XXXX                  | TOP TWO FLOORS = UBT2 |
| ATTACH AREA = (A)                                       | RELEASE AREA = (R)                     |                       |
| FLIGHT PATH = >>>>                                      | EMERGENCY LAND = (ELZ)                 |                       |
| UNOCCUPIED BUILDING = (UB)                              | UNOCCUPIED BUILDING TOP FLOOR = (UBT1) |                       |





*Jeffrey M. Teubner*

4-18-2022

DATE OF SUBMISSION

COMPANY OFFICIAL / TITLE

Jeffrey M. Teubner Flight Coordinator