



# Waiver and Release of Liability

Helicopter Operations

Pacific Gas and Electric Company (PG&E) and Shane Burke (visitor) agree as follows:

## Part 1

- I have read and understand **Part 2, Basic Helicopter Safety Requirements,** beginning on page 3. (Please keep a copy for your reference.) SB (init.)
- Visitor wishes to participate in a PG&E helicopter ride from 3/25/26 and returning to the same location on 3/25/26 to observe Inspection at Old woman mountain (purpose).
- Visitor agrees to adhere to all PG&E safety requirements communicated at any time and to all requests of PG&E personnel related to safety.
- In consideration for permission to fly along and participate in the helicopter ride described above, Visitor, on behalf of themselves, representatives, agents, heirs, estate and assigns, agrees to release, discharge and covenant not to sue or take administrative action against PG&E, its parent company, their affiliates, officers, directors, agents, principals, receivers, trustees, visitors, insurers, predecessors or successors-in-interest and assignees as to any and all claims or causes of action of every kind and nature whatsoever, in law and in equity, whether known or unknown, which arise out of or are related to the helicopter ride, including demands or claims for personal injury, death or property damage excepting only such loss, damage, cost, expense liability, strict liability, or violation of law or regulation as is caused by the gross negligence or willful misconduct of PG&E, its officers, manager, or employees.
- Visitor has read this agreement, understands its contents and understands that this is a release of liability and a contract between PG&E and Visitor and voluntarily enters into this agreement. Visitor further understands this release to expressly waive all rights under Section 1542 of the California Civil Code, which reads as follows:

A general release does not extend to claims which the creditor does not know or suspect to exist in his favor at the time of executing the release, which if known by him must have materially affected his settlement with the debtor.

Signed at 12:16PM Date: 3/20/26

Signature: Shane Burke

Print Name and Phone number: Shane Burke 5595751022

Visitor Address and e-mail: 2335 carolina avenue, sgbq@pge.com

Visitor's Employer: CAL-INC



**Emergency Notification**

FOR OFFICIAL USE ONLY

Name: Shane Burke 5595751022 Classification: Inspector

Company Location: Fresno

**Current Home Information:**

Home Telephone: 5595751022 Listed? Yes  No

Cell Number: 5595751022

Emergency Call Out Number: 5593603511

Home address:  
2335 carolina avenue clovis 93611  
Street City Zip

**In the event of an emergency, who should the Company notify?** (Note: The second person will be called only if attempts to reach the first person are unsuccessful.)

1. Name: laura burke Relationship: mother  
 Address: 2335 carolina avenue Telephone: Home: 5593603511  
 Work: \_\_\_\_\_

2. Name: \_\_\_\_\_ Relationship: \_\_\_\_\_  
 Address: \_\_\_\_\_ Telephone: Home: \_\_\_\_\_  
 Work: \_\_\_\_\_

**Do you have a personal physician whom you want notified in the event of a non-industrial medical emergency?**

Yes  No

Physician's Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Employee's Signature: Shane Burke

Date: 3/20/26

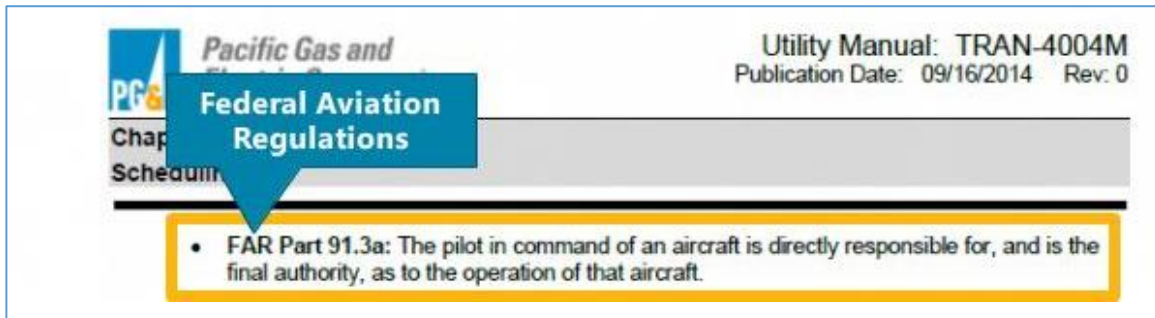
Distribution - Original: Local Office

## **Part 2, Basic Helicopter Safety Requirements**

(TECH-0002WBT Waiver for Non-PG&E Employees)

Please read and understand the basic helicopter safety requirements below, prior to flight. Remember, YOU are part of the flight crew (crew member): (definition of a crew member) “A person assigned a duty aboard an aircraft”.

The pilot is the final authority.



### **Components of a flight Mission**

Each time a helicopter is scheduled for a “mission” whether it’s to ferry personnel to a new work location or for utility operations, the following MUST be carried out:

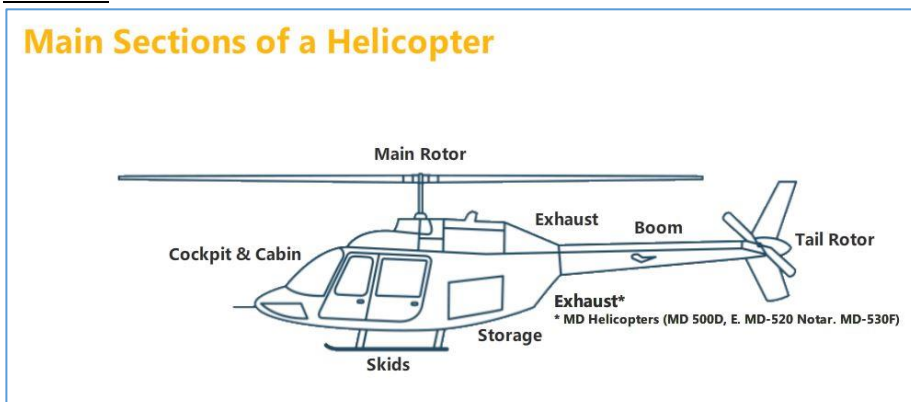
1. Conduct a preflight tailboard briefing.
2. In-flight discipline MUST be followed during the flight.
3. Complete a post flight “hot debrief”.

### **Preflight Safety Tailboard**

You MUST attend the preflight tailboard briefing prior to any flight. The preflight tailboard briefing should consist of:

- The work to be accomplished
- The role and responsibilities of the pilot and crew
- Identification of sections of the helicopter (see image 1 below)
- Safety procedures to be followed:
  - Outside, inside, and boarding/exiting the helicopter
- The style of communication to be used when identifying hazards during flight
- The Emergency Response and Action Plan

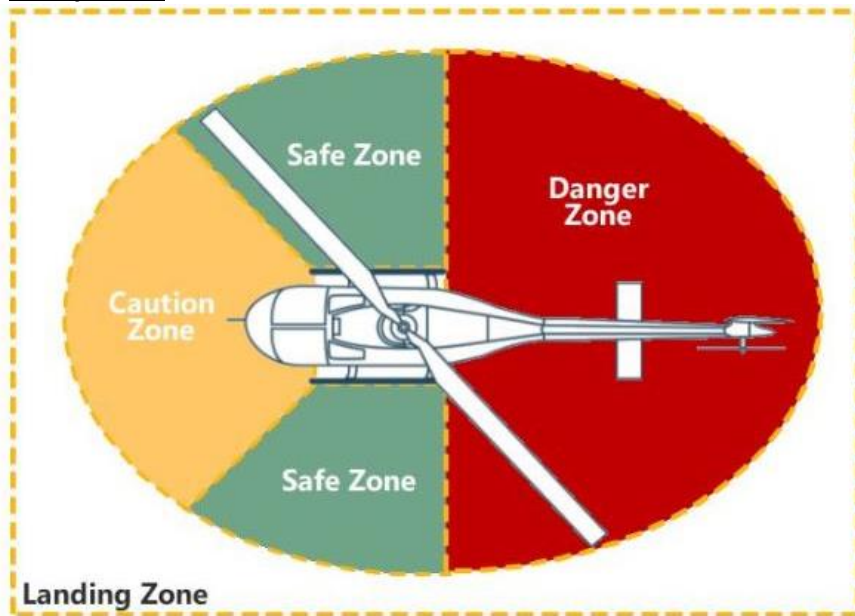
### **IMAGE 1**



## Safety Procedures – Outside the Helicopter

- Safety Zones
- Latching and Opening Doors
- Carrying Objects
- Storage
- Eye and Hearing Protection
  - You are required to wear authorized eye protection when approaching and/or exiting an operating helicopter
  - Hearing protection is required if you are working outside of a running helicopter

### Safety Zones

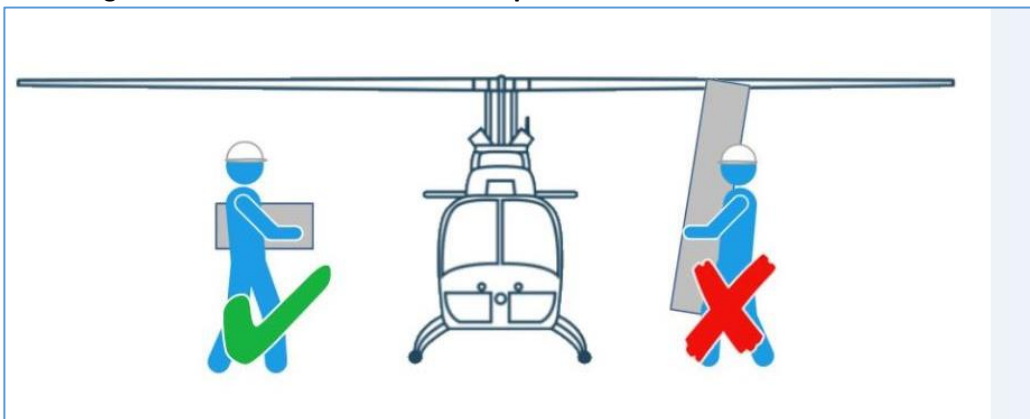


### Latching and Opening of Doors

If you are uncomfortable with latching and opening the helicopter doors INFORM the pilot, they will do it for you.

### Carrying Objects

All materials and tools shall be carried horizontally and NEVER above waist level at any time while working near a helicopter. No article shall be loaded on or unloaded off a helicopter without the pilot's full knowledge and consent. **Remember: The pilot is in command.**




## Storage

When riding in a helicopter ALL loose items must be properly secured in an approved manner. No unsecure or compromised baggage or cargo shall be placed in the aircraft. All items not being worn or used by the pilot or passengers are required to be secured in the baggage compartment of the aircraft OR in an approved aircraft equipment bag, which is then securely connected to the aircraft by means of a seat belt, hard point entry handles, or an authorized Daisy Chain attached to the existing aircraft hard points.



## In Flight Emergency Procedures

 **Pacific Gas and Electric Company**

Utility Manual: TRAN-4004M  
Publication Date: 09/16/2014 Rev: 0

**Chapter 9: Patrolling and Passenger Transport**  
**In-Flight Emergency Procedures**

**7 In-Flight Emergency Procedures**

**7.1 Passengers must be aware of, and pilots should instruct passengers on:**

- Emergency Exits: location and normal operation
- Emergency Seating Position **WITH SHOULDER HARNESS** (four point OR single diagonal strap): sit in full upright position with head and back pressed against seat and use arms to brace in position. If time permits and so equipped, lock the inertial reel to shoulder harness.
- Emergency Seating Position **WITH LAP Belt ONLY**: bend over as far as possible and hold onto your legs
- Follow instructions of pilot/air crew
- Snug seat belt and shoulder harness; secure gear
- Assist any injured person who cannot leave the aircraft
- Move clear of the aircraft only after rotor blades stop or when instructed to do so by the pilot or helicopter crew

## Seat Belts/Safety Harness

Your seat belt and shoulder harness should be snug against your body to help secure you to your seat. Never remove your seatbelt or shoulder harness without pilot approval.

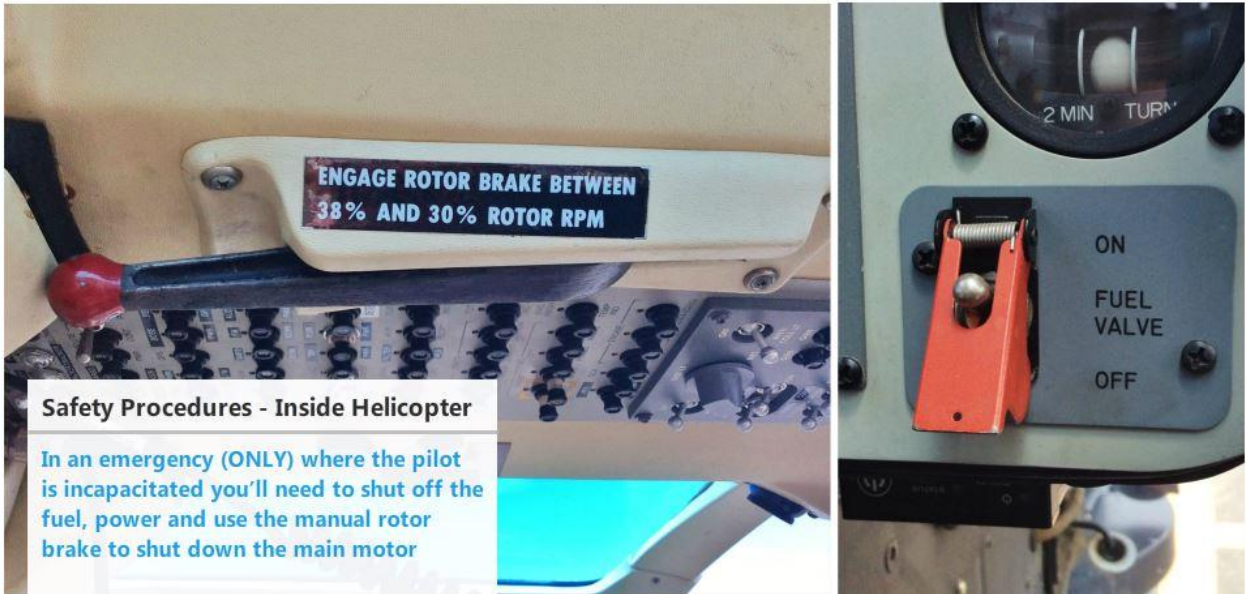
## Fire Extinguisher and First Aid

While the pilot is familiarizing you with the cabin, they will point out the locations of the First Aid Kit and Fire Extinguisher. Do not reach for or use these items unless otherwise instructed by the pilot.

## Fuel, Battery, and Rotor Brake

Ask the pilot about the location of the main power switch.

**Fuel, Battery & Rotor Brake**



**Safety Procedures - Inside Helicopter**

In an emergency (ONLY) where the pilot is incapacitated you'll need to shut off the fuel, power and use the manual rotor brake to shut down the main motor

## Life Jackets

**Life Jackets**



**Safety Procedures – Life Jacket**

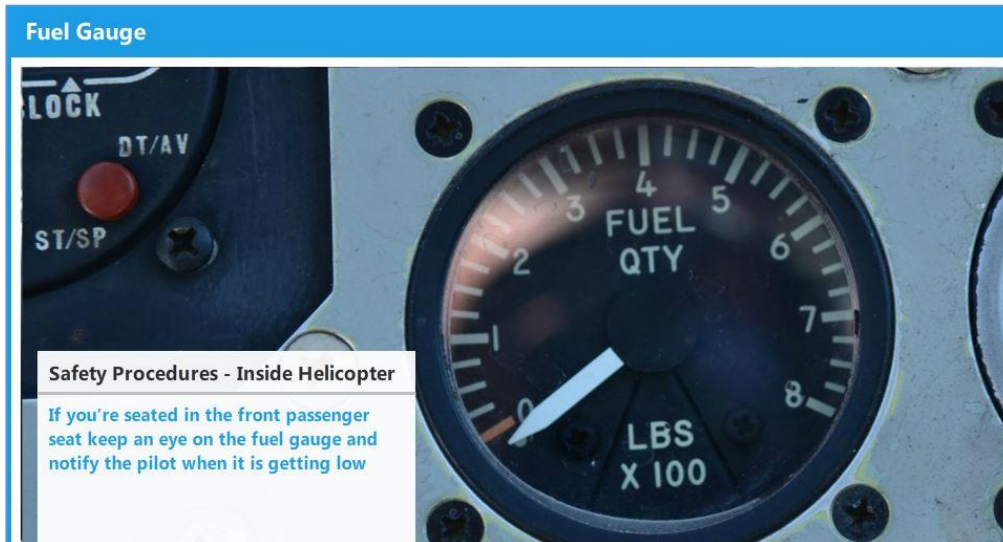
Is only necessary when your mission is over water and beyond the glide slope distance to shore

## Communications Systems

Make sure the pilot demonstrates how to use the intercom to keep your communication within the cabin and how to broadcast out in the event of an emergency.

## Fuel Gauge

Make sure the pilot points out the fuel gauge on the panel.

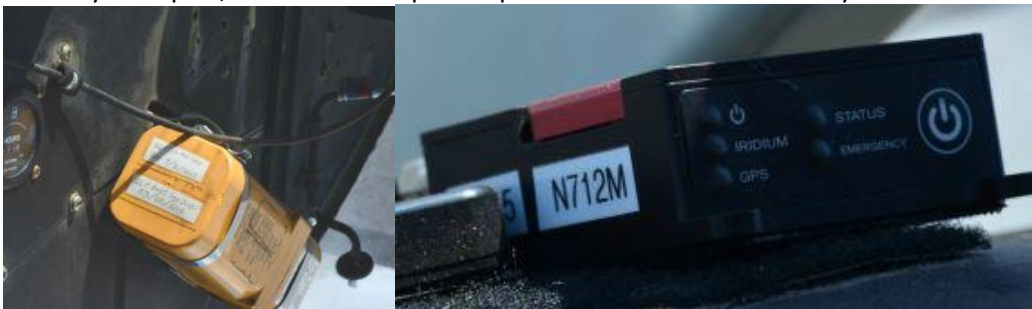


## Satellite Phone

Some helicopters have been equipped with a satellite phone due to the type of missions they perform. Ask the pilot if your helicopter does or does not have a satellite phone installed. If it does, the pilot will demonstrate how to open the phone and enter the access code stenciled on the case so you can then make an emergency call out.

## TracAssets and the Emergency Locator Transmitter

In the event of an emergency one of the quickest ways for the PG&E rescue crews to find you is using the TracAssets and Emergency Locator Transmitter (ELT) systems. These are two different locating systems. The ELT is auto activated on impact whereas the TracAssets is manually activated. If the ELT does not auto activate or if the pilot does not have the ability to manually activate these systems, as a crew member you will need to do this. Before you depart, make sure the pilot explains the location of these systems and how to manually activate them.



## Evacuation of the Cabin

In an emergency it's essential that you understand how to get out of the cabin if the doors are jammed closed. During the inside cabin safety brief the pilot will outline the best way to do this whether it is by kicking the windows out or by pulling the emergency latch.

## Emergency Response Plan

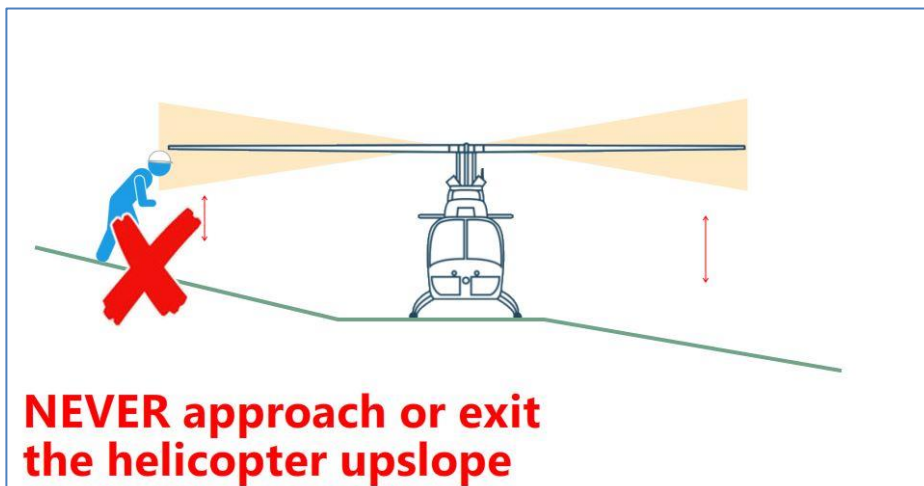
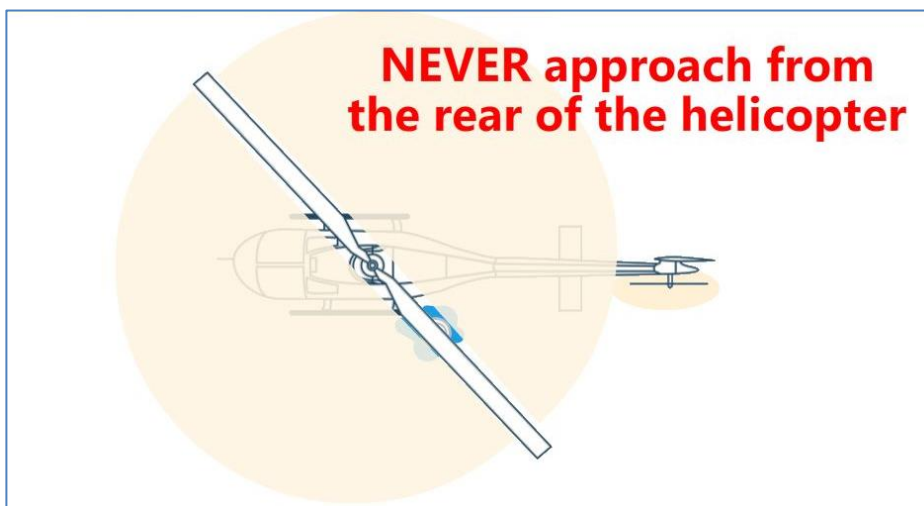
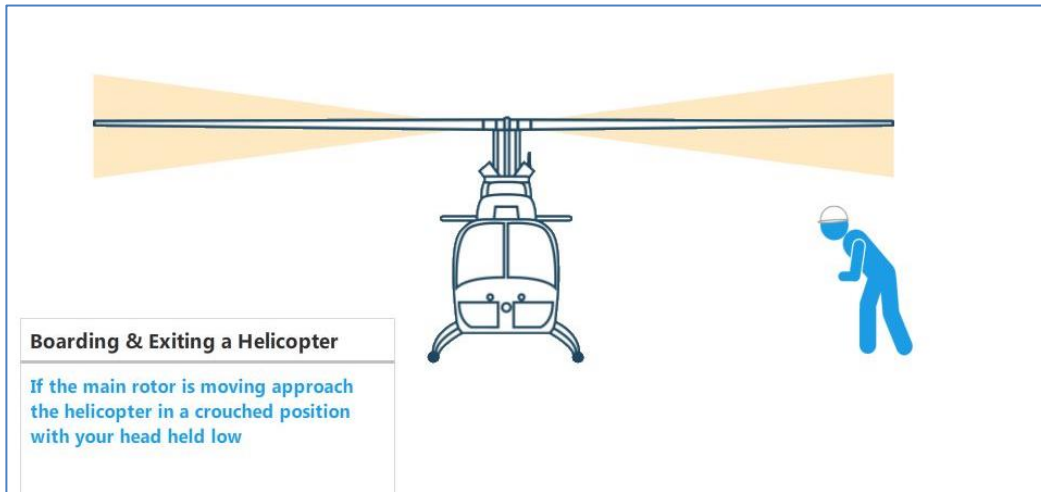
Throughout the pre-flight tailboard briefing the pilot and crew must discuss the Emergency Response Plan to be followed should a medical issue occur either in-flight or while completing the mission.

## **Boarding and Exiting Aircraft**

As part of the pre-flight tailboard briefing the pilot will instruct you how to approach and exit from the helicopter. When boarding an aircraft, unless otherwise instructed by the pilot, wait at the end of the designated landing Zone. No unauthorized persons are permitted in the landing zone.

**DO NOT approach the helicopter without acknowledgement from the pilot through either eye contact or hand gesture.**

Do not approach the helicopter when the engine is running or the main rotor blades are still in motion, unless signaled to do so by the pilot.



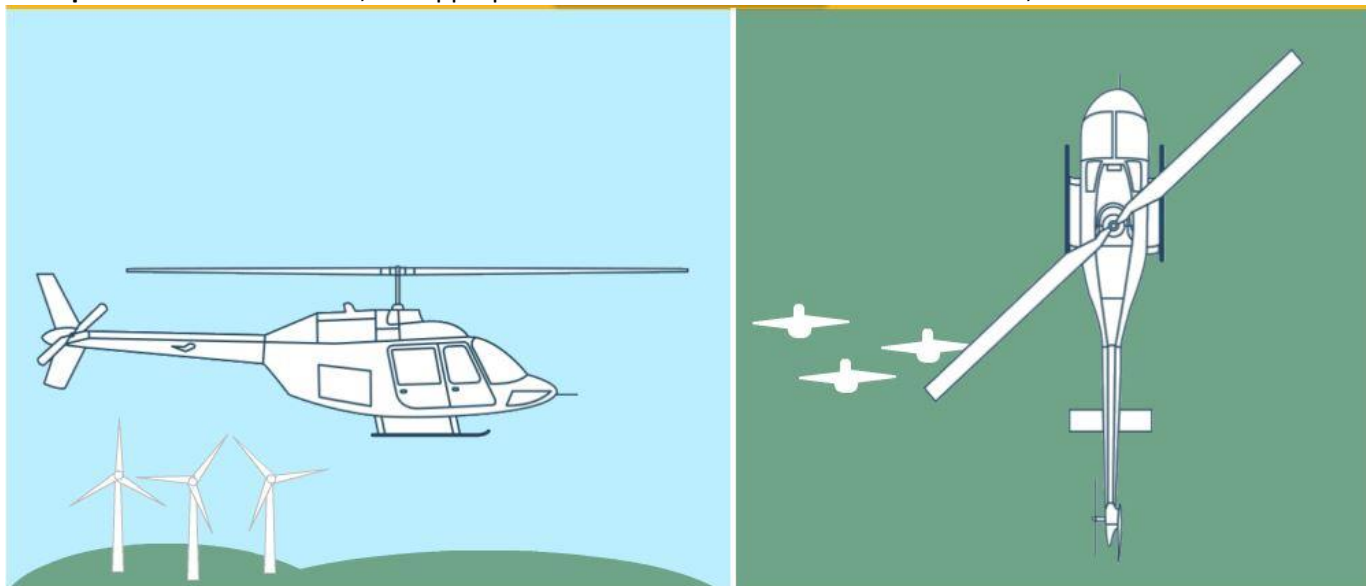
## Communications and Hazards

One of the fundamental components to safety on or around a helicopter is communication, making sure the entire crew is on the same page. During the pre-flight safety briefing the pilot will outline to you the ways in which they want to be notified of any hazards you may see during the flight. If you see something that could be hazardous, be assertive and get everybody to notice it – nobody cares if you are wrong! The instant you think you see a problem, voice it.

**The THREE Communication Elements**

- 1 WHAT you say**  
**What it is and where it is located, be short and concise.** What you say is highly critical (describe the exact nature of the issue)
- 2 WHEN you say it**  
**Say it right away, don't hesitate.** What you say is also critical, don't hesitate
- 3 HOW you say it**  
**How you say is even more critical.** Don't sugar coat it, say it as you see it!

**Example:** In the hazard below, the appropriate call out would be “wind mills 8-o’clock, low”.



### **In-Flight Behavior**

It is important to understand the discipline required of the crew when in-flight. A sterile cockpit is required during take-off and landing.

### **Sterile Cockpit**

As soon as the pilot notifies you of the commencement of take-off or landing all communication in the cabin must cease and all crew members must remain quiet until the pilot instructs otherwise. The only conversation that should be carried out during this time is from you or another crew member to the pilot identifying a hazard.

### **Hot Debrief**

After any mission, a "hot debrief" should be conducted and should consist of the following:

- Verbal feedback to involved personnel
- Identification of areas of concern or follow up
- Reinforcement of lessons learned