

MARITIME HELICOPTERS

ROTOCRAFT-LOAD COMBINATION FLIGHT MANUAL

Revision 17, 25 October, 2023

ROTOCRAFT-LOAD COMBINATION FLIGHT MANUAL

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Approved

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SECTION I. OPERATING LIMITATIONS

In addition to the operating limitations set forth in the approved Rotorcraft Flight Manual (RFM), this aircraft will be operated in accordance with the following operating limitations:

Pilot certification

No person shall operate this aircraft with an external-load unless that person holds an FAA External-Load Operator Certificate and has a letter of competency or an entry in his or her logbook as required by 14 CFR § 133.37(a)(2). A copy of letter of competency or the knowledge and skill test logbook endorsement must be in that person's possession during the operation.

Knowledge and skill tests

No person may serve as a pilot of this aircraft during external-load operations, unless that person has passed the knowledge and skill tests required by 14 CFR § 133.32 for the class of operation being conducted.

Persons aboard

No person who is not a required crewmember may be carried aboard the aircraft unless that person performs an essential function in connection with the external-load operation. When the aircraft used requires a hoist operator, the air crewmember must wear an approved hoist operator's safety harness while not seated with a seat belt fastened.

Congested Area Plan

Operations shall not be conducted over congested areas unless approved by the FAA FSDO in accordance with a Congested Area Plan (CAP) developed in compliance with 14 CFR § 133.33(d)(1) and (2). (See sample plan in Appendix 1)

Onboard records

A copy of the External-Load Operating Certificate and Rotorcraft-Load Flight Manual (RLCFM) will be on this aircraft during all external-load operations.

Location of center of gravity

The location of the center of gravity for this aircraft and load combination shall be within the center of gravity range established during type certification under CFR Parts 27, 29 or special purpose certification of the aircraft.

Miscellaneous limitations

Other limitations deemed necessary by the operator or contained in the approved flight manual or its supplements.

SECTION II. OPERATING PROCEDURES

Peculiarities of Load Combinations

Oscillating/Swinging tendencies (SAFO 13010 11/4/13)

Small heavy compact loads tend to fly well, while large light loads tend to oscillate. Usually a cargo net will stop or minimize oscillating loads. Certain external loads have a tendency to rotate in flight, either intermittently or in the form of a sustained spin. The overall effects generally become more pronounced with an increase in the helicopter's speed. Without a swivel device placed in the load configuration, twisting of the line due to a spinning load could cause damage to the rigging, damage to the aircraft, and/or inadvertent release of the load. Damage could be exacerbated by nonmetal-to-metal at the attachment point. Use of a swivel allows the load to rotate freely in flight without twisting the line and also limits the torsional strain on the hook assembly. In load configurations with multiple net loads, swivels allow each net load to rotate independently in flight. If the load cannot be configured to prevent spinning, a swivel should be used whenever practical and circumstances dictate.

Use of Swivels (SAFO 13010 11/4/13)

Swivels must be used on loads attached to non-swiveling cargo hooks. (CAUTION: Only bearing type swivels are acceptable for use.)

Ground effect

Most external load operations are conducted out of ground effect, so the pilot needs to be aware of reduced lifting capabilities.

Density altitude

The pilot needs to be aware of reduced lifting capabilities as density altitude increases.

Wind

Strong or gusty winds can cause load oscillations and create a hazard on the ground. Abrupt control movements should be avoided.

Acceleration limitation

The pilot should make smooth controlled accelerations to see how the load will react.

Load balance

Class A lateral load imbalances should be avoided by dividing the load equally on each side as much as possible.

Calculations

Lateral CG calculations are computed using the weight and balance information located in the rotorcraft flight manual, and the limitations section.

SECTION III. EXTERNAL LOAD OPERATIONS

Hand signals

All personnel engaged in the external-load operation will be familiar with and use the hand signals found (Figure 1). (List the procedures used to ensure familiarity.)

Pre-flight check

Inspect the cargo sling or basket for proper installation and overall condition. Check the load to make sure it is rigged properly and safely. For Blass B and C loads, check the electrical release and the manual release on the ground before flight. Arm the circuit by pushing the cargo release circuit breaker in.

Flight check

Lift the cargo load to a hover, then check the remaining power to determine if there is enough to carry the load safely. While hovering, verify that directional control is adequate. When moving into horizontal flight, use smooth, slow control movements to minimize settling and to prevent the load from swinging. In climbing forward flights check for hazardous oscillations of the external-load. When approaching a landing area with a load, identify the delivery point, come in slowly, into the wind, at the shallowest possible angle to ensure that the load clears all obstructions safely. Start bringing in power early to slow your decent and forward airspeed, ending in a hover short of the release point and in view of any ground crew personnel. Follow ground signal instructions to hover over the release point. Place the load on the ground without any movement of the load. When the helicopter is stabilized over the load and has slack in the sling, open the cargo hook by normal means.

Emergency procedures

In the event of electrical failure, use the manual release to drop the cargo load. If any difficulties arise during the flight that warrants an emergency landing, release the load immediately. If for some reason the load will not release, do not drag the load on the ground before touchdown. This may cause the aircraft to nose over with inadequate aft cyclic control to compensate.

Information regarding static electricity discharge

Before attaching the cargo hook to the load, make sure the aircraft has been grounded to dissipate charges of static electricity that may have built up during the flight.

Other information essential for safe operations

- Avoid high tension wires.
- Class C loads should not be conducted during any lightning activity.
- Radio communications procedures should be agreed upon prior to any external load operations.
- Crossing over main highways should be avoided if possible. If not, insure that the load does not endanger persons or property on the ground.
- Procedures for the placement of cargo at delivery may vary according to a specific operation class.

Class A external-load securing procedures

- a. Make a precautionary landing in the event the securing devices become disconnected or loose.
- b. Fuel burn-off may affect the center of gravity en route.
- c. A placard for the maximum external-load will be marked on each side of the fuselage near the external-load hook or basket if a Class A load.
- d. An instrument panel placard will be installed describing load class approval and passenger occupancy limitations.

Class B cargo hookup

- a. After the helicopter has been directed into position, one ground crewmember should remain within sight of the pilot to give positive direction with hand signals, or remain in direct radio contact with the pilot, while an appropriate number of other crewmembers attend to the cargo hookup.
- b. All hookups made to the helicopter while it is in a hover should be hastened to minimize the time the hookup personnel spend underneath the helicopter.
- c. Hand Signals: When giving hand signals to the pilot, a ground crewmember must stand in front of and to the pilot's side of the helicopter, within sight of the pilot. See Figure 1.

Class C authorization

- a. The conduct of a Class C operations deals with the use of the cargo hook, therefore all precautionary and procedural measures concerning Class B external load operations will be followed.
- b. In the event of an abnormal aircraft attitude or maximum power is realized, the tow tension will be decreased and the load re-hooked at a point closer to the initiating point. If an uncontrollable attitude is experienced, the collective will be lowered, the load released immediately and attitude recovery affected.

Class D authorization

Carriage of Persons is not allowed. The operating limitations as set forth in Section I and the load combination information contained in Section II are the conditions under which rotorcraft external-load combination operations will be conducted.

SECTION IV. PERSONNEL AND EXTERNAL-LOAD OPERATIONS

All personnel associated with an external-load operation should be familiar with the following information.

General

People have been injured, sometimes fatally, in helicopter accidents that would not have occurred had they been informed of the proper method of boarding or deplaning. Properly briefed non-flight personnel should never be endangered by a spinning tail-rotor. The simplest method of avoiding accidents of this sort is to have the rotors stopped before non-flight personnel are boarded or allowed to depart. This action is not always practicable and because of the unique capabilities of the helicopter, it is often necessary to board personnel while the rotors are turning. Therefore, to avoid accidents, it is essential that all persons associated with helicopter operations be made aware of all possible hazards and instructed in how to avoid them.

Flight and Non-flight Crew

Persons directly involved with boarding or deplaning personnel, aircraft servicing, rigging or hooking up of external-loads, etc., should be thoroughly instructed in their duties. It would be difficult, if not impossible, to cover each type of crew training related to the safe operation of helicopters; however, some areas that should be covered are discussed below.

1. Ramp attendants and aircraft servicing personnel should be instructed in their specific duties and how to accomplish them safely. This includes the following:
 - a. Keeping persons scheduled to board and unauthorized persons away from the helicopter landing and takeoff areas.
 - b. Briefing boarding personnel on the best way to approach, board and deplane a helicopter whose rotors are turning.
2. Proper procedures for aircraft servicing include the following:
 - a. The helicopter rotor blades should be stopped and both the aircraft and the refueling unit properly grounded before any refueling operation. The pilot should ensure that the proper grade of fuel and any required additives are used.
 - b. Refueling the aircraft while the blades are turning, "hot refueling" may be practical for certain types of operation. However, this can be hazardous when safe procedures are not followed. Pilots should remain at the flight controls during fueling; refueling personnel should be knowledgeable about proper refueling procedures and properly briefed for specific makes and models of aircraft.
 - c. Refueling units should be positioned to ensure adequate rotor blade clearance; persons not involved with the refueling operation should be kept clear of the area.
 - d. Smoking must be prohibited in and around the aircraft during all refueling operations.

- e. External-load rigger training is possibly one of the most difficult and continually changing aspects of the helicopter external-load operation. A poorly rigged cargo net, light standard, or load pallet could result in a serious, costly accident. It is imperative that all riggers be thoroughly trained to meet the needs of each external-load operation. Since rigging requirements may vary several times in a single day, proper training is of the utmost importance to safe operations.
- f. Pilot to remain at the flight controls. Many helicopter operators have been lured into a “quick turnaround” ground operation to avoid delays at airport terminals and to minimize stop/start cycles of the engine. As part of this quick turnaround, the pilot will leave the cockpit with the engine and rotors turning. Such an operation can be extremely hazardous if a gust of wind disturbs the rotor disc, or if the collective flight control moves causing lift to be generated by the rotor system. Either occurrence may cause the helicopter to roll or pitch resulting in a rotor blade striking the tail boom or the ground.
- g. Safe operating procedures include pilots remaining at the flight controls whenever the engine is running and rotors are turning. This is especially important near passenger terminal areas. If the pilot finds it necessary to leave the controls of a running machine when in areas where people may be endangered, the pilot should:
 - aa. Ensure that all controls are secured in accordance with the aircraft flight manual.
 - bb. Reduce rotor and/or engine RPM to the minimum recommended settings.
- h. External-load signalmen should know the following:
 - aa. The lifting capability of the helicopters involved. This knowledge is essential for some operators have models of helicopters that have almost identical physical characteristics but different lifting capabilities.
 - bb. The pilots. The safest plan would be to standardize procedures for pickup and release of sling loads. Without standardization, the hookup person would have to learn the technique used by each pilot. The hookup person should also insist on standardization of pilot techniques for any sort of emergency that may occur while personnel are beneath the helicopter.
 - cc. The cargo. Many items carried externally are very fragile. The hookup person should always know when a hazardous article is involved and the nature of the potential hazard. Explosives, radioactive materials, and toxic chemicals are examples of possible cargo. (49 CFR sections 172.101 and 172.102 contain the hazardous materials commodity lists.) In addition to knowing the nature of the cargo, hookup personnel should be familiar with the types of protective gear, clothing, and actions that are necessary for safe operation.
 - dd. The appropriate hand signals. When direct radio communications between ground and flight personnel are used, the specific meaning of hand signals should be assured before operations commence.
 - ee. Emergency procedures. Ground and flight personnel should fully agree to and understand all necessary actions to be taken by all concerned in the event of emergency. This prior planning is essential in avoiding injuries when emergencies do occur.

- ff. All aspects of the external-load operation being conducted. The pilot conducting the external-load operation will complete a detailed briefing for all personnel, no matter how remotely involved in the operation, prior to starting the operation.

Operating around the helicopter

All persons who board a helicopter while its rotors are turning must be instructed in the safest means of doing so. If at the controls, the pilot may not be able to conduct a boarding briefing. Therefore, the individual who arranged for the personnel to be carried or the individual assigned as a ramp attendant should accomplish this. The exact procedures may vary slightly from one model helicopter to another, but in general the following should suffice.

Boarding

- Stay away from the rear of the helicopter.
- Crouch low before walking under the main rotor.
- Approach from the side or front but never out of the pilot's line of vision, and only when cleared by the pilot or ground personnel in contact with the pilot.
- Hold firmly to hats and loose articles.
- Never reach up for or run after a hat or other object that is blown away.
- Protect your eyes by shielding them with your hand or by squinting.
- If you are suddenly blinded by dust or a blowing object, stop, crouch lower, or sit down, and await help.
- Never grope or feel your way toward or away from a helicopter.

Pre-takeoff briefing

Since few helicopters carry flight attendants, the pre-takeoff briefing must be made by the pilot. The type of operation will determine what sort of briefing is to be given, but personnel should always be briefed on the following:

- The use and operation of seatbelts for takeoff, enroute, and landing. Emphasis should be placed on how to release the specific kind of seat belt installed in the particular aircraft. Automotive type releases are not always used in helicopters; for instance, some belts use buckles that are rotated to open.
- The location and use of floatation gear and other survival equipment that might be on board; how and when to "abandon ship" if a ditching is necessary.
- For flights over rough or isolated terrain, all occupants should be told where maps and survival gear are located.
- Each person on board should be instructed in what actions and precautions to take during an emergency, and how and when to exit after landing in the event of an emergency. Ensure that passengers are aware of the location of fire extinguishers, pyrotechnic signaling devices, life preservers, and other survival equipment. Instructions on the location and methods of opening normal and emergency exits should be explained. A diagram or pictorial display on a passenger briefing card is encouraged.
- Smoking within 50 feet of an aircraft on the ground should be prohibited. Smoking while flying is not permitted.

- What passengers need to be told in a parenting briefing is determined by the conditions of the landing. For example, if on a hill, depart downhill. If this involves walking around the helicopter to avoid the area of lowest rotor clearance, always go around the front, never the rear. The diagrams included in AC 91-32, Safety in and Around Helicopters could be adapted to a passenger briefing card.

SECTION IV. AIRCRAFT SPECIFIC INFORMATION

In addition to the operating limitations set forth in the approved Rotorcraft Flight Manual (RFM), Refer to applicable Flight Manual Supplement for maximum weights, airspeed restrictions, and any other limitations. In the absence of any FMS limitations, the following weight and airspeed restrictions will apply:

Bell 206 L-I

Make and Model Bell 206 LI		N-Number N315MH	
Load Class	Max Weight*	Not to Exceed MGW	Max Forward Airspeed
A	500#	4,150#	130 Kts
B	2000#	4,250#	87 Kts
C	2000#	4,250#	87 Kts

Maximum load figures will vary based upon pilot weight and amount of fuel.

Bell 206-LIII

Make and Model Bell 206 LIII		N-Number N304MH	
Load Class	Max Weight*	Not to Exceed MGW	Max Forward Airspeed
A	500#	4150#	130 Kts
B	2000#	4250#	87 Kts
C	2000#	4250#	87 Kts

*Maximum load figures will vary based upon pilot weight and amount of fuel on board.

Bell 206-LIV

Make and Model Bell 206 L4 N-Number N305MH, N314MH, N405LP, N316MH			
Load Class	Max Weight*	Not to Exceed MGW	Max Forward Airspeed
A	500# (See Note 1)	4450#	130 Kts
B	2000#	4550#	87 Kts
C	2000#	4550#	87 Kts

*Maximum load figures will vary based upon pilot weight and amount of fuel on board.

NOTE 1: When using the Dart Quick Release Basket the maximum weight is reduced to 265 lbs.

Bell 407

Make and Model Bell 407 N-Number 308MH,N312MH,N407RH,N319MH,N325MH, N352MH, N355MH			
Load Class	Max Weight*	Not to Exceed MGW	Max Forward Airspeed
A	265#	5250#	140 Kts
B	2650#	6000#	100 Kts
C	2650#	6000#	100 Kts

*Maximum load figures will vary based upon pilot weight and amount of fuel on board.

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Bell 407 HEC Capable

Make and Model Bell 407 N-Number: N309MH, N407PA				
<i>Load Class</i>	<i>Hook Position</i>	<i>Max Weight*</i>	<i>Not to Exceed MGW</i>	<i>Max Forward Airspeed</i>
A	N/A	265#	5250#	140 Kts
B Non HEC	Left Lug	1100#	6000#	100Kts
B Non HEC	Center Lug	2650#	6000#	100 Kts
B HEC	Dual Hook	1100#	5250#	60 Kts
C	Left Lug	1100#	6000#	100Kts
C	Center Lug	2650#	6000#	100 Kts

****Maximum load figures will vary based upon pilot weight and amount of fuel on board***

Eurocopter MBB BO 105

Make and Model Eurocopter BO105		N-Number N326MH, N327MH	
<i>Load Class</i>	<i>Max Weight*</i>	<i>Not to Exceed MGW</i>	<i>Max Forward Airspeed</i>
A	N/A	N/A	N/A
B	2204#	5512#	100 Kts (60Kts w/ trailing empty hook)
C	N/A	N/A	N/A

*Maximum load figures will vary based upon pilot weight and amount of fuel on board.

Bell 412HP

Make and Model Bell 412 HP		N-Number N328MH, N330MH	
<i>Load Class</i>	<i>Max Weight*</i>	<i>Not to Exceed MGW</i>	<i>Max Forward Airspeed</i>
A	N/A	N/A	N/A
B	4500#	11,900#	80 Kts
C	N/A	N/A	N/A

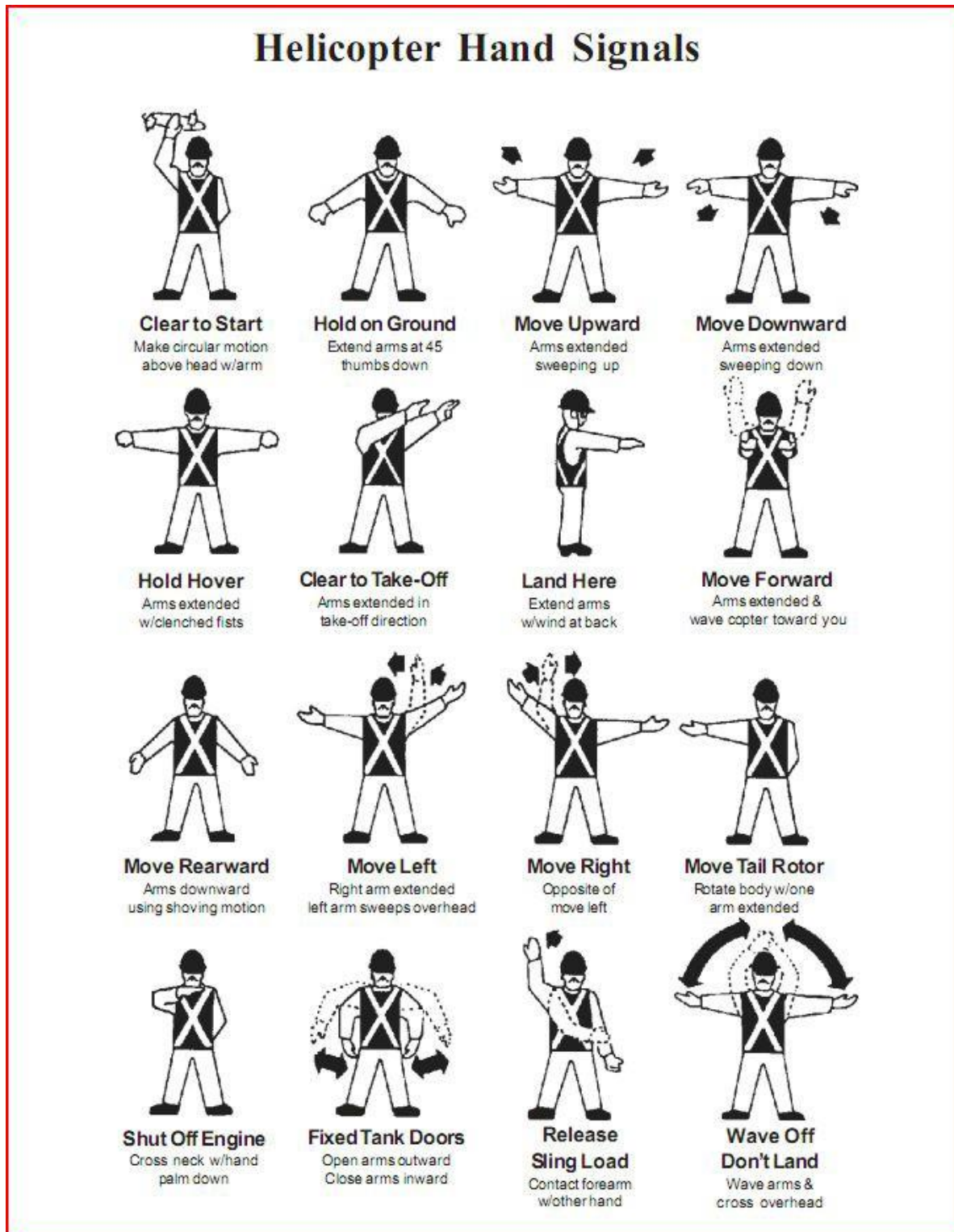
* Maximum load figures will vary based upon pilot weight and amount of fuel on board.

Agusta Westland 119-MKII

Make and Model AW119 MK II		N-Number N320MH	
<i>Load Class</i>	<i>Max Weight*</i>	<i>Not to Exceed MGW</i>	<i>Max Forward Airspeed</i>
B	3086#	6,944#	100 Kts
C	3086#	6,944#	100 Kts

* Maximum load figures will vary based upon pilot weight and amount of fuel on board.

Figure 1. Hand Signals



Appendix 1: SAMPLE CONGESTED AREA PLAN**(Submit in duplicate)*****Contact and aircraft information***

- Name, address, telephone number of Operator:
- Name, address, telephone number of Contractor:
- Rotorcraft Identification Number: N
- Rotorcraft Make and Model:
- Rotorcraft airworthiness category (Normal, Restricted, Transport):
- Pilot name and certificate number:

Dates and times operations will begin and terminate

Date: _____ Time begin: _____ Time end: _____
Date: _____ Time begin: _____ Time end: _____

If applicable

- Name, title, and telephone number of appropriate official of the local subdivision who has agreed to exclude unauthorized persons from the operational area:
- Attached copy of agreement.
- List of streets or roads that will be blocked during operation:
- Ingress/egress routes:
- Air traffic control facilities this operation coordinated with:

Description and weight of loads to be carried

- Class
- Description
- Length of attaching means (includes hook and cable)
- Weight of load
- Physical size of load

Buildings in area of operation

- List of buildings that shall either partially or entirely unoccupied by persons
- Building description/address
- Owner's telephone number

Load penetration (for occupied buildings)

- Number of floors which could be penetrated by the load if dropped from the highest point it will be lifted above the building
- Maximum height the load will be lifted above the building
- Attach applicable charts, maps and/or diagrams

Narrative description

Includes:

- Pickup site
- Route
- Delivery site
- Plan for ceasing operation if unauthorized persons enter operational area.

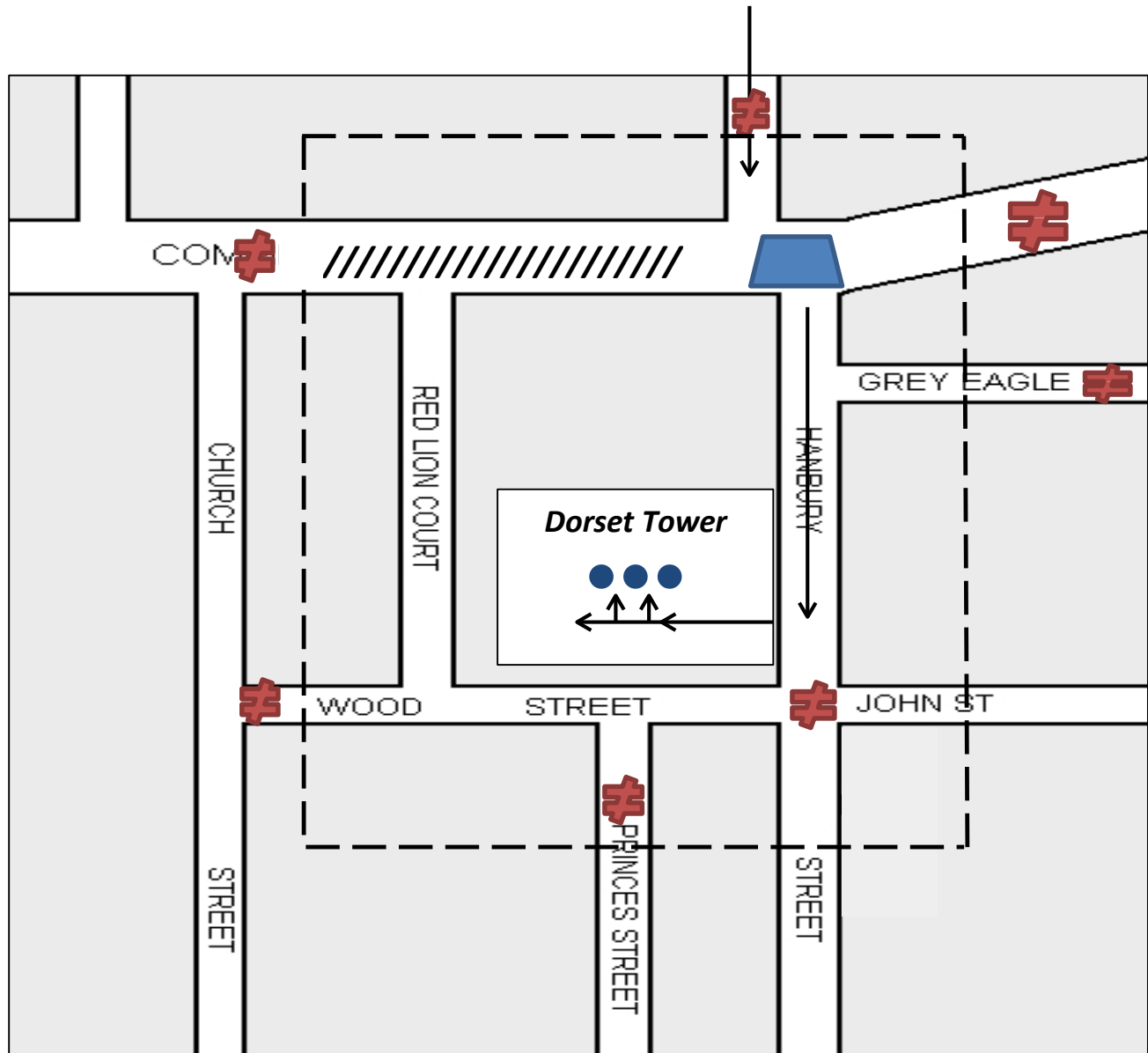
Company official's signature, title and date

Letter of Agreement for congested area

Personnel of the (name of the political subdivision) agree to exclude all unauthorized persons from the operational area described on the attached Congested Area Plan, which was prepared for rotorcraft external-load operations. I understand that the operations will agree to exclude unauthorized persons from the operational area.

Name, title, date and signature of official.

Example of Flight Route Diagram



14 stories to rooftop. Top two stories of the Dorset Tower will be vacated. No persons or vehicles will be on the ground in the operational area who are not directly associated with the operation. Seven city policeman will be provided to secure the operational area. See attached agreement with city police department. The fire department was notified of the operation and stated that they would be on the scene if possible.

Legend:

- Route of Flight
- ⊞ Road Block
- ▤ Pick-up Site
- Location Drop-off Site
- ///// Emergency Landing Site
- - - Operational Area

Appendix 2: Human External Cargo (HEC)

Class B Human External Cargo (HEC) Operations

This appendix applies when conducting Class B Human External Cargo. Class B HEC operations are only authorized to externally carry a crewmember, a person essential to the external-load operation, or a person who is necessary to accomplish the work activity directly associated with that operation. All aircraft limitations, markings, and placards regarding HEC operations must be complied with. The following situations are approved Class B HEC operations:

1. Power line patrol/maintenance personnel
2. Rescue personnel who are performing emergency medical and rescue services

Class B HEC Training.

1. Pilot Training

Only pilots that have completed the Class B HEC training program and are authorized by the Chief Pilot will be authorized to conduct Class B HEC loads. Only those pilots that have demonstrated a sufficient level of experience, skill, and ability within Class B vertical reference operations shall be selected to perform Class B HEC operations. Class B HEC pilot training will be conducted by the Chief Pilot or the Chief Pilot's qualified designee. Pilot training will be documented in the pilot's records. Training will include the following subjects:

- a. Knowledge and skill training
- b. Demonstrated proficiency with precision vertical reference load placement
- c. Proper load configuration, use, and application of Class B HEC
- d. Installation, inspection, and operation of secondary safety device(s)
- e. Acceptance or rejection criteria of HEC attaching means to include long lines, chairs, and/or harnesses
- f. Hazard identification, risk analysis, and mitigation
- g. Crew Resource Management (CRM)
- h. Communication
- i. Normal/abnormal and emergency procedures pertinent to Class B HEC operations
- j. Electrical wire environment hazards
- k. Fuel management

2. Crewmember Training

a. Crewmembers working on or around the helicopters should be trained by a competent person in the following areas:

- i. Acceptance or rejection criteria of HEC attaching means to include long lines, chairs, and/or harnesses
- ii. Task-specific operations
- iii. Hazard identification, risk analysis, and mitigation
- iv. CRM
- v. Communication:
 - 1. Emergency procedures pertinent to Class B HEC operations
 - 2. Ground
 - 3. Flight
- vi. Mock-up training and review of:
 - 1. Rigging inspection and acceptance or rejection criteria of equipment
 - 2. Communication procedures
 - 3. Simulation of task (both crew and pilot tasks)
- vii. Completed proficiency on all the above shall be documented

b. Individuals providing crewmember training should have sufficient experience with Class B HEC operations and safe rigging. Instructors should have a working knowledge and understanding of the risks associated with the specific operation being conducted.

3. Recurrent Training:

Both pilots and crewmembers should receive recurrent Class B HEC training annually. Additional training should be conducted and documented for each new operation type, equipment changes, or when the mission profile is significantly modified.

Recent Experience:

Before conducting any Class B HEC operation, the pilot must have completed three precision long-line placements within two months preceding the month of the Class B HEC operation. Actual or simulated Class B HEC loads, as well as non-HEC precision placements with a long-line will be allowed to meet the recent experience requirements as long they are conducted within company operations. Before participating in Class B HEC operations, HEC crew must, within the preceding five months preceding the month of the Class B HEC operation, have

performed or demonstrated proper HEC rigging to include attachment to the line, donning the personal lifting device, and a buddy-check inspection.

Personnel Qualifications

1. Pilot Qualifications

Pilots who perform Class B HEC operations should be trained for safe operations within the HEC operating environment. Pilots will have the following minimum experience:

- a. 2,000 hours as pilot in command (PIC) in helicopters
- b. 500 hours of vertical reference long line experience
- c. 200 hours as PIC in specific type of the helicopter to be used in the Class B HEC operation
- d. 200 hours as PIC conducting precision vertical reference, long line operations
- e. Knowledge of the hazards and “hands-on” operations to be conducted
- f. Fitness for duty and physical or psychological limitations (IMSAFE)
- g. Communications limitations
- h. Understanding of the five hazardous attitudes and their antidotes: anti-authority, impulsive, invulnerability, macho, and resignation

These minimums may be waived by the Chief Pilot after review of the pilot’s experience and flight evaluation.

2. Crewmember Qualifications

- a. Not all crewmembers will be comfortable with or qualified to perform Class B HEC operations. All crew members selected should be qualified for Class B HEC operations Based on:
 - i. Experience level
 - ii. Knowledge of aircraft limitations, including weight limitations to meet aircraft performance limitations
 - iii. Knowledge of the “hands-on” operations to be conducted
 - iv. Fitness for duty and physical or psychological limitations (IMSAFE)
 - v. Communications limitations
 - vi. Understanding of the five hazardous attitudes and their antidotes: anti-authority, impulsive, invulnerability, macho, and resignation

- b. Thorough training of both pilots and crewmembers is critical to safely conducting Class B HEC operations. Crewmember training will include the following topics:
 - i. General helicopter safety training
 - ii. Applicable regulations pertaining to Class B HEC operations
 - iii. Company-specific requirements and limitations

Class B HEC Briefings

1. The daily briefing should be attended by all persons involved in the operations for that particular day. The briefing should cover concerns, identified risks, and hazards. Additionally, this briefing should cover:
 - iv. Defining the core operational and individual tasks for the day
 - v. Identifying specific hazards
 - vi. Discussing hazard and risk mitigation
 - vii. Communication issues
 - viii. Weather conditions and forecasts (i.e., wind gusts, lightning, or other weather factors that could increase risk)
 - ix. Any revision to the site-specific safety plan
 - x. Universal “go/no-go” authority
 - xi. Pre-operation reconnaissance flight
 - xii. Personal protective equipment (PPE) appropriate for the tasks
 - xiii. Reviewing key points of the Emergency Action Plan
 - xiv. Weight and balance/ performance planning
2. An additional briefing should be conducted upon any significant change in the daily operations which was not covered by the daily briefing.

Operational Safety Considerations

1. When selecting crewmembers for Class B HEC, care should be given to ensure that those individuals with the least experience and knowledge be paired with qualified crewmembers experienced in Class B HEC operations (no green on green).
2. Each aircraft used for Class B HEC operations should be subject to daily engine trend monitoring.

Communications

Prior to any Class B HEC operation, it is essential that all crewmembers and the pilot have established a clear method of communication. This may consist of hand signals and/or two-way radio communications. Communications should be tested prior to each day's operation. When there are communication failures or confusion, operations should be suspended until clear communications are restored.

Night Operation Considerations, Limitations, Training and Risk Mitigation Procedures

All Class B HEC operations will be conducted between morning civil twilight and evening civil twilight. No night class B HEC operations are authorized to be conducted.