HELILAUSANNE

HB-ZLX

Cabri G2 CHECKLIST
EMERGENCY CHECKLIST
LIMITATIONS
PERFORMANCES
PREFLIGHT CHECKLIST
ALERT CHECKLISTE
SECURITY AROUND

The pilot is responsible for correct operation of the helicopter according AFM. This summary is provided only as additional material for preflight preparation. Heli-Lausanne declines all responsability in case of non respect of official manufacturer limitations(AFM).

ALLWAYS REFER TO AFM FOR MANUFACTURER PROCEDURES

General Limitations

Minimum crew : 1 pilot on right seat

Aerobatic flights prohibited

Voluntary in-flight shutdown is prohibited

Day VFR only *(NVFR permitted according to onboard fligh instruments)*

Icing conditions : flight prohibited

Snow :

- Flight under snow is allowed in non icing conditions and visibility more 1500 m
- Significant snow on windshied: land or acceleration (no hover flight)

Doors off or open :

- Operations approved with 1 or 2 doors off, unlocked or partially open (vent)
- No loose object in cabin
- Speed limitations : same as doors on and closed

Maximum operating altitude : 13'000 ft PA

VNE Power ON : 130 kts IAS - 2 kts / 1'000 ft PA
VNE Power OFF : 110 kts IAS - 2 kts / 1'000 ft PA

Color code for instrument markings

Red	Indicates operating limits. The pointer should not enter red zones or exceed red limits during normal operation.
Red cross -hatch	Indicates power-off V_{NE}
Yellow or amber	Precautionary or special operating procedure range
Green	Normal operating range
White or Blue	Other indications

On the EPM, related numerical values are marked with the same color code.

UNSUABLE FUEL : 1,5 litres
Do not rely on fuel quantity when LOW FUEL Caution light or EPM warning is active : land as soon as possible!

NORMAL PROCEDURES / CHECKLISTS

Cockpit Preparation

Before starting engine

Harnesses ..... Both fastened
Cockpit ..... All objects correctly secured
Pedals ..... Full travel free
Collective ..... Friction released, full travel free
Cyclic ..... Full travel free
Breakers ..... In
Hourmeter ..... Checked
Fuel shut-off valve ..... Checked ON
Collective ..... Down, friction on
Altimeter ..... Set
All switches ..... OFF
Carburetor heating switch ..... Auto
MASTER switch ..... ON
NR switch ..... Backup
NR green light ..... Checked ON
Lights and NR horn automatic check ..... Monitored, all working
..... except STARTER

EPM starts

Watch flight log

Push #2 key to enter configuration page.
Set configuration as desired ..... refer to page 7-13
Push #1 key to freeze flight log page, push again to carry on.

Watch self-test

If a parameter is failed, the page stays until acknowledged.
Refer to page 2-10 for no-go parameters.

Watch flight screen

No alarm except : **OIL P - FUEL P - OIL T - CARB T** (if OAT corresponds)
If engine is cold..... Cross-check OAT - CHT - OIL T - CARB T
Fuel quantity ..... Check

Governor ..... OFF, check GOV OFF light ON
Mixture ..... Forward, full rich

Note 1 : Before starting, NR green light, GOV OFF, OIL P, ALT. lights are on. CLUTCH light may also be ON.

Note 2 : The EPM has preflight functions described page 7-11 and following pages.

Note 3 : When the helicopter is soaked at very low temperature, (less than -17°C / 0°F) the EPM display may not start at once. Switch MASTER OFF and wait a few minutes in the cabin before switching it back ON.

Warning :

- **The clutch may have stayed engaged,** or engage unexpectedly, allowing the rotor to turn at starter engagement.
- **The blades can be very dangerous** particularly at low speed, and with gusts or wind. They are very heavy and flexible.

➔ **Never engage the starter** while the area is not completely clear of people and foreign objects in a **6 meter (20 foot) radius**. The blades may turn unexpectedly.

➔ **The pilot must not leave the cockpit** as long as the engine or the rotor turns. He must wait complete stop.

➔ **Strictly forbid all people presence** in the rotor area – 6 meter (20 foot) radius, while the engine is running or the rotor is turning, unless controlled by the pilot in command as follows :

➔ To allow a person enter or exit the cabin or rotor area – 6 meter (20 foot) radius, the pilot must :

1. Make sure the **wind is less than 20 kt,**
2. Hold the collective down,
3. Hold the cyclic slightly aft,
4. Maintain the RPM steady in the yellow – green arc,
5. Watch the person in lateral sector and allow by a head sign. **Do not move the cyclic while the person has started moving towards the helicopter.**

It is the pilot's responsibility to make sure that take-off and landing area is clear from all people that could be endangered, and that all people approaching the helicopter are well aware of above warnings, and briefed to :

1. Stay clear 6 meters (20 feet) of the helicopter,
2. Watch the pilot and wait his sign before moving into the rotor area,
3. Bend forward and keep hands, cloths and objects low,
4. Move in the lateral area, in pilot's sight.

ENGINE START

Starting the engine

Headset..... ON
Radio..... ON if needed
Altimeter setting ..... Correlated with ATC information
Compass heading indication..... Verified
Strobe ..... ON
Fuel pump..... ON, check Fuel pressure increase
Manual fuel injections..... As needed
Throttle..... Monitor on MLI : START as required between 0% and 15 %
Rotor brake ..... Apply - check the light - lock forward
Mixture ..... Full rich forward
Ignitions, Magneto and Plasma..... ON, check beeper
Area ..... Clear
Radio clearance if needed
Starter ..... Activate
STARTER light..... checked ON and back OFF when switch is released
After engine starts, Throttle..... Idle, 0% START on MLI
Alternator ..... ON, check ALT goes off
Check oil pressure light..... OFF within 30 seconds of starting
If not, shutdown the engine by mixture off
Set engine speed to ..... Warm engine : idle
Cold engine : 1000 RPM
CLUTCH ..... Engage and lock switch – check light is ON
Rotor and Engine indicators..... Synchronized
CLUTCH light..... Wait for OFF

Note 1 : Depending on belt condition and temperature, the rotor may slightly engage from engine start. In this case, engage clutch to avoid prolonged belt slippage.

Note 2 : As the rotor begins to spin, a cyclic stick rotation may occur. Center the stick smoothly.

Note 3 : ALT light may flicker at idle. Check ALT lights goes off above 1500 RPM.

Note 4 : When starting an engine soaked at very cold temperature (around -20°C / -4°F), apply not less than 5 fuel injection s and avoid high throttle settings.

Ignition test :

Set engine speed to..... 2000 RPM (upper purple radial mark)
Plasma OFF 5 sec. – maximum drop ..... 300 RPM (lower radial mark)
Magneto OFF 5 sec. – maximum drop ..... 100 RPM

Set rotor speed ..... NR < 450 RPM
Wait for Oil temperature increase as needed.

Set rotor speed to ..... 530 RPM
Check BARC backup green light lights ON
CARB. HEAT ..... HOT
Wait for an additional Carb brick to pop
Check that NR drops
CARB. HEAT ..... COLD
Wait for the additional Carb brick to disappear
Check that NR increases
CARB. HEAT ..... AUTO

Roll-off throttle to idle..... Check needles desynchronization
Check lower BARC light blinks when NR in yellow arc
Check warning horn when NR approaches lower red limit
Switch BARC to mute warning horn. This will also switch to normal mode
Check idle stabilization
Governor ON, Roll-in throttle .....
check governor engages from NR = 400 RPM
Check rotor speed in green arc

Before take-off

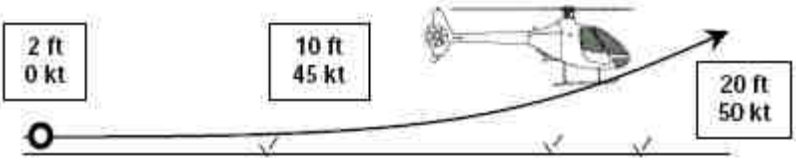
Oil temperature..... 30°C (86°F) minimum recommended
60°C (140°F) minimum for max power
Doors ..... Closed or secured with strap
Harnesses ..... Both fastened
Pressures and temperatures ..... Green arcs
Warning and caution lights ..... OFF
Performance calculation ..... first limit checked on MLI
Landing light and NAV. light ..... As needed
Radio ..... As needed
Collective friction ..... Released

LANDING LIGHT .... ON
(for in-flight collision avoidance, keep light ON all flight duration)

Take-off procedure

On clear flat area

1. Apply collective pitch progressively to stabilize hover at **2 feet skid height**.
2. Adjust cyclic trim.
3. Check engine parameters in green arcs and warning / caution lights OFF.
4. Apply slight forward cyclic to accelerate at a constant height.
5. At 45 kt IAS, rotate to reach and maintain 50 kt IAS.
6. Once climb is stabilized, adjust power as needed. Rate of climb should not exceed 500 ft/min below 100 feet in order to ease piloting in case of an engine failure.
7. Follow take-off profile shown on Height-Velocity diagram shown page 5-3 :



Note 1 : Take-off is possible without increasing power in case of a very slow acceleration on hard surface.

Note 2 : Take-off run may be shortened, by raising slightly the collective to compensate for height loss, if power margin enables it.

On other surface (confined area or surrounded by obstacles)

Refer to HOGE performance page 5-4.
Adapt acceleration procedure to environment by keeping rotor disk above horizon and avoiding as far as possible Height / Velocity limiting area (refer to page5-3).

CHECKS

Check before Departure

1. Warning lights..... all out
2. Gauges ..... all green arc
3. Fuel quantity ..... checked
4. ERPM..... green

Hover Check

1. Power limitation .....within max limitations EPM
2. ERPM..... green
3. Warning lights…… all out
4. Take off axis/ Wind…… checked

Climb check

1. Speed..... adjusted -> 50 kts
2. Vertical speed ..... positive
3. Power…… ...within max limitations EPM
4. ERPM..... green

Cruise check

1. ERPM / EPM …… ..within max limitation
2. Warning lights.....all out
3. Gauges .....all green arc
4. Fuel quantity .....checked

Economy cruise : 90 % on MLI
Faste cruise : 100 % on MLI
Max endurance : 50 kts IAS
Best Range : 80 kts

Check for Approach

1. Engine gauges..... green
2. Fuel quantity ..... checked
3. ERPM..... green
4. All warning lights ..... off

Final Check

1. Speed..... 30 kt.
2. Vertical speed ..... <500ft/Min.
3. Decision ..... land/go around

Engine Shut Down

Engine / Rotor shutdown

Collective	Down, friction on
Governor	OFF
Engine cooling	420 < Nr < 450 RPM until CHT ≤ 180°C
Idle	Stable
CLUTCH	Switch to disengage Wait 10 seconds – check light is ON
Mixture	Pull OFF to shut-down
Ignition switches	OFF
Landing light and NAV. light	OFF
Alternator	OFF
Fuel pump	OFF
Rotor brake	On request under 150 RPM (white mark)
Rotor	Stopped
Strobe	OFF
Radio	Cleared and OFF
Hourmeter and EPM flight time	Noted
MASTER	OFF

Note : The CLUTCH switch is active only if the MASTER switch is left ON during a few seconds.

Disengagement with engine OFF

If the engine was shut-down or has stalled while it was clutched, switch CLUTCH to disengage.
The MASTER switch can then be switched OFF after a few seconds.

Engine disengaged, the complete declutching can take a few minutes.

EMERGENCY PROCEDURES

Aural warnings: Continuous : low speed rotor
Intermittent : high speed rotor
short tone: LOW fuel

Beep warnings: oil pressure lost / plasm ign ON and OIL P red
Engine ignition is HOT at startup
prevent leaving Plasma ON when leaving heli

POWER FAILURE

- Engine failure: Yaw, desynchronisation, Oil P, Low NR --> autorotation
- Carburetor icing: Power decay, while FLO 100% -> Governor overtakes -> Car heat check
- Primary transmission failure (clutch/desynchronisation) -> Roll off twist grip and enter AR

ENGINE FAILURE

- Enter autorotation immediately, maintain 50 kts

DITCHING – POWER OFF

- Enter autorotation, airspeed 50 knots
- O pen doors, head between wave direction
- Keep collective up and apply sideward cyclic after water contact

AIR - RESTART

- Stabilize Autorotation
- Choose landing spot.
- If sufficient time available -> air restart attempt:
- Boost pump ON, fuel valve OPEN
- Mixture full rich / forward
- Ignition switches ON
- Apply 50 % twist grip
- Press starter button

TAIL ROTOR FAILURE

Nose to the right : engine failure
Nose to the left : tail rotor failure

- Hover
  - Close throttle, hover autorotation
- In flight (complete loss of thrust – yaw to the left)
  - Switch governer OFF
  - Adjust power to maintain airspeed between 70 to 80 kts
  - Enter autorotation and prepare for power-off landing

YAW CONTROL FAILURE - fixed pitch

- Hover
  - Land immediately, lower collective slowly down , roll of twist grip landing

- In flight (fixed pitch)
  - Adjust IAS 70 to 80 kts and adjust power to minimize slideslip
  - Proceed with shallow approach
  - Establish ground contact with forward speed
  - Control yaw with throttle if nesscessary

GOVERNOR FAILURE

- Hold twist grip
- Switch governor OFF
- Regulate Rotor/Engine speed manually (green arc)

ENGINE / CELL FIRE ON GROUND

- Cabin heater OFF
- Fuel valve OFF
- All switches OFF
- Rotor brake
- When rotor stopped -> Exit aircraft with fire extinguisher, fight fire

ENGINE FIRE IN FLIGHT

- Cabin heater OFF
- Lower collective to perform a full autorotation
- Fuel valve OFF
- Fuel pump OFF
- above 8000 ft increas airspeed to 90 kt to accelerate descend

Upon landing :

- Rotor brake
  When rotor stopped -> Exit aircraft with fire extinguisher, fight fire

ELECTRICAL FIRE DURING FLIGHT

- Alternator OFF
- Master switch OFF
- Open vents
- Close cabin heater
- *Caution : EPM and NR lights no longer powered + no governor !*
- Move NR switch to "Backup" position
- Use NR lights ("backup") to monitor rotor speed

if fire source identified, switch other systems ON
if electric fire continues , LAND IMMEDIATELY

EPM failures

- Complete loss of EPM
  - Move NR switch to "Backup" position, check green light
  - Rotor /Engine speed is controlled by governor -
  - Check high/low warning NR lights
  - Monitor Carb heat manually high power : COLD
  - low power : HOT
  - If Low Fuel lights. land immediately

- Erratic engine / rotor speed - LAND AS SOON AS PRACTICABLE
  if de-synchronisation continues:
  - Reduce power gradually
  - Switch Governor OFF and monitor rotor speed in green arc
  - Backup" position, check green light

  if de-synchronisation stops:
  - EPM is operative
  - Limit power to avoid de-synchronisation
  - Cautious Landing, with minimum power.
  - Smoothly increrase power to ground contact

- MLI failure - **XXX** on MLI
  - Above 5500 ft ZP, limited by full throttle
  - Below 5500 ft Zp, do not exceed 80 kts
  - Caution landing with not more power than take off

- MLI degraded modes
  - Engine speed, throttle position, OAT,Ambient Air pressure display in yellow
  - continue flight

- loss of engine speed indicator - **XXX** on engine EPM indicator
  - refer to NR indicator for engine speed indication
  - overtake the governor -> NR green arc -> gov OFF
  - regulate NR with throttle
  - Continue flight

- loss of rotor speed indicator - XXX on rotor EPM indicator
  - keep powered flight - no de-synchronistaion (No fast descend or AR training)
  - refer to engine speed indicator
  - Continue flight

- loss automatic carb heat indicator
  - Tcarb warning light
  - **Carb heat switch HOT**
  - Continue flight
  - If light stays, land as soon as possible and avoid low power setting

EPM parameters Out of Limitations

CARB T	**Carb heat switch HOT** Continue flight If light stays, land as soon as possible Avoid low power setting
CHT	Reduce power Land as soon as possible
Oil T	**Yellow** : Warm up engine **Red** : Reduce power , land as soon as possible
Oil P - in flight	Yellow : reduce power **Red** : land as soon as possible **If OIL P Warning light ON -> Land immediately**
Oil P - ground	Allow to warm up or reduce power
Fuel P	**< min** : Fuel boost ON Reduce power , Vy 50 kts Land as soon as possible **> max** : Fuel boost OFF , lans as soon as possible
Low Fuel	Check low fuel warning light. **If LOW FUEL Warning light ON -> Land immediately**
BATT	Check ALTERNAOR is ON Turn all unsueful equip off land as soon as possible

EPM Alarms

CO	Cabin heater off, open vents **Land immediately**
MGB/TGB chips	**Land immediately**
Fire	**Land immediately, cut off - > AR**
Starter	Release starter If stays, switch engine off
GOV	Flashing : governor inop - > desengage Steady : governor desengaged Regulate E/RPM with twist grip
BRAKE	Desengage and lock
OIL P	**Land immediately**
MGB T	Accelerate to Vy Reduce power . Land as soon as possible
LOW FUEL **Short tone**	*12 liters remaining -> land as soon as possible* **If EPM < 10 lts : Land immediately**
ALT	Check ON and voltage Turn all unsueful equip off land as soon as possible
CLUTCH	Pressure is low Reduce power to 50 kts **Land immediately** **Be prepared to AR**
NR - intermittent tone	NR too high Raise collective or reduce throttle
NR - cointinuous tone	NR too low Lower collective or increase throttle

Sensors failures

When the MASTER is switched on, the EPM carries out a self-test and displays a test page (refer to page 7-13).

Only one flight should be performed after one of following parameters are displayed "**Failed**", with following restrictions :

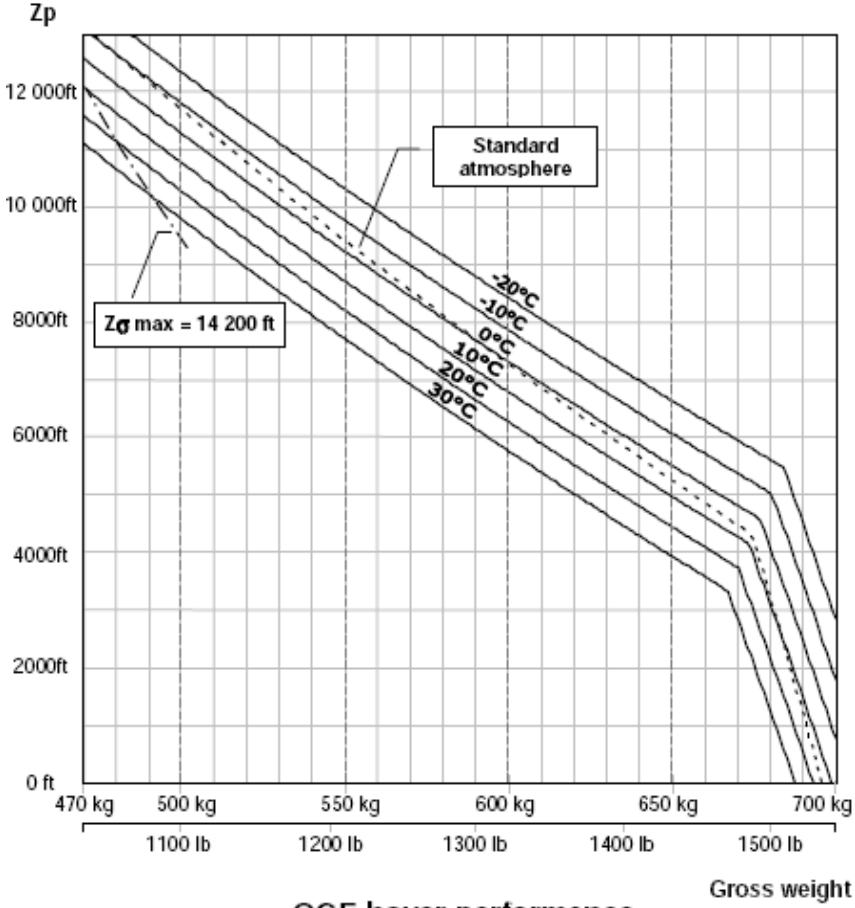
Failed parameter	Flight restriction
OAT	Use Section 5 to compute available performance Apply a margin on temperature
Pressure	Limit MLI to 95% PWR and 100% FLO (the smallest)
T. induction	Carb. heat test : control through NR drop
CHT	Avoid long hover.
Carb. T	Control carb. heat manually Use carb. heat below 80% MLI
ManP	Use Section 5 to compute available performance
Throttle	Use Section 5 to compute available performance
Oil T	Avoid prolonged hover. Monitor CHT
Oil P	Monitor CLUTCH and OIL P. lights
Fuel Q	Perform an accurate fuel planning
MGB/TGB Chips	Hand-check corresponding plug at take-off
Battery charge	Minimize electrical loads
CO	Keep cabin heat closed
Carb. heat control	Control carb. heat manually Use carb. heat below 80% MLI

PERFORMANCES OGE

Hélicoptères Guimbal
CABRI G2

SECTION 5
PERFORMANCE

Hover Out of Ground Effect



OGE hover performance

- 20°C ≤ OAT ≤ ISA+30°C
No wind
Engine speed = 2650 RPM
Max. Continuous Power

NORMAL PROCEDURES – PREFLIGHT CHECK

Daily or Pre-flight checks

The following check must be carried out before each flight.

However, if the helicopter is operated by a single pilot, or in an organization where checks are done by a qualified mechanic, this check may be carried-out daily, before the first flight of the day.

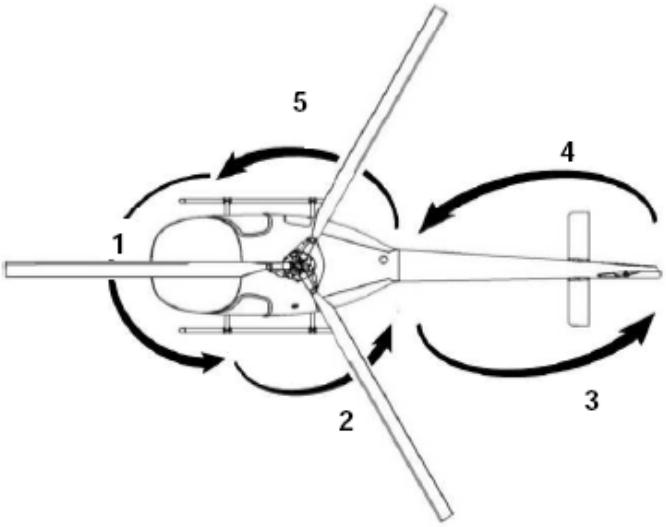
In this case, an inter-flight check should be done between each flight (refer to page 4-7).

Preliminaries

- Remove airframe covers, pitot and static plugs, blade tie downs and exhaust plug.
- In cold weather, remove all frost, ice or snow.
- Purpose of the following inspection is to :
  - Visually check the helicopter general condition,
  - Detect leakage indications,
  - Detect aluminum fretting marks : dark powder marks,
  - Detect steel fretting marks : black or brown marks/residues,
  - Detect overheating marks (color changing),
  - Detect damages (impacts, scratches, cracks, frictions, corrosion…).

Note : All castellated nut must be locked by cotter pin.
Lockwire must be tight.
Torque-seal marks must be intact.

Definition of Cabri G2 inspection stations



Station 1 :

Main rotor blades (each 3) :

Clean, particularly at leading-edge
Leading edge ..... hand-check for damage or debonding
Tips bolts ..... Check lockwiring

Right door hinges ..... Check
Door hinge safety pins ..... Installed
Windshield condition and cleanliness ..... Check
Sideslip string indicator ..... Check
Lower windows condition and cleanliness ..... Check
Landing light ..... Check
Pitot tube ..... Cover removed, check
Static pressure port ..... Plug removed, check
Front gear bow attachment ..... Check
Left door hinges ..... Check
Door hinge safety pin ..... Installed

Station 2 :

Fuel cap	Locked
Navigation lights	Check
Front and main gear bow condition	Check
Landing gear pants and skid condition	Check
Skid shoes	Check
Fuel manifold	No leak
Drain valve	Sample
Cowling hinge	Check

Open the left engine cowling

Battery strap	Check
Battery terminals	Tightened
Breakers	All set
MAP lines	Check
Transmission belt	Check
Belt slack	Check
Electronic ignition coils attachment	Check
Ignition wires	Check
Engine and baffling general condition	Check
Engine skirts condition and attachment	Check
Exhaust pipes	Check
Heat muff and hose condition	No cracks
Mixture control	Check
Throttle control	Check
Air box attachment	Check
Auto carburetor heat	Check cold
Engine connector	Locked
Engine mount condition	Inspect for cracks or corrosion
Engine rubber mounts	Check
Magneto connection	Check
Fuel pump and hose	No leak
Oil cooler air hose	Check
Flexible push-pull control	Check
Left tail boom attachments	No crack
Cotter pins	Installed
Cowling	Close and lock front latch

Station 3 :

Left tail boom side general condition	No damage
Horizontal stabilizer	Shake and inspect
Strobe light	Check
Rotor duct	Clean
Tail rotor blades condition	Clean, no impact
Tail rotor blades slack	Check all 7
Tail skid and attachment	Check

Station 4 :

Tripod attachments ..... Check
Tail gearbox oil level ..... Check – Minimum is mid-sight gage
Chip detector ..... Locked
Pitch lever and rod end ..... Check free-play
Horizontal stabilizer ..... Check
Rear transmission tube ..... Check while turning main rotor
Right tail boom side general condition ..... No damage
Transmission bearings bolts and plugs ..... Check tight

Station 5 :

Muffler exhaust ..... Check and shake
Right cowling hinge ..... Check

Open the right engine cowling

Right tail boom attachments ..... No crack
Cotter pins ..... Installed
Muffler ..... No crack or interference with engine frame
Oil filter ..... Locked, no leak
Engine oil dipstick ..... Check 4 to 6 Qt and tighten
Engine mount condition ..... Inspect for cracks or corrosion
Fuel line condition ..... Check
Clutch distributor and attachment ..... Tight, no leak
Oil cooler pipes ..... No leak
VHF antenna ..... Check
Engine cooling intake screen ..... Inspect and clean
Ignition wires ..... Check
Engine and baffling general condition ..... Check
Rotor brake ..... Check pads and clearance
Flex coupling and bolts ..... Tight – no crack
Upper pulley ..... Check
Clutch actuator ..... Retracted
Main gearbox oil level ..... Check – Minimum is mid-sight gage
Chip detector ..... Locked
Inspection door ..... Closed
Engine skirts condition and attachment ..... Check
Exhaust pipes ..... Check
Carburetor heating hose ..... Check
Air intake duct and hose ..... Check
Gascolator drain ..... Sample
Fuel flow sender ..... Check
Aft landing gear attachment ..... Check
Cowling ..... Close and lock both latches
Front and main gear bow condition ..... Check
Landing gear pants and skid condition ..... Check
Skid shoes ..... Check

Navigation lights.....Check

Open the luggage door, step for main rotor examination :

Blade bolts .....Check
Elastomeric thrust bearings.....Check elastomer condition
Main rotor hub.....Check nicks or corrosion
Lead-lag dampers :
- Elastomer condition .....No crack
- Rod ends.....Free without looseness
All control rod-ends ..... Free without looseness
Droop stop ring.....Visual check
Rotating and non-rotating scissors.....Free with moderate looseness
Swashplate.....Check no free-play
Main gearbox upper fitting.....Check
Air intake and MGB compartment.....No foreign object
Engine air intake screen.....Inspect and clean
Blades leading edge..... No debonding

Step down and slam luggage door

Inside the cockpit

Stroking seats :
- Upper slide.....Aligned
- Attachment.....Check

Harnesses.....Check
Main controls condition .....Check
Pedals condition.....Check
Objects inside.....Stowed
Removable controls (if installed) .....Check
Instruments and switches.....Check
All breakers .....In

intentionnaly left blank

ERP

QUI	QUAND	QUOI	COMMENT	CONTACT
EQUIPAGE	**Immédiat 1**	**Alerte**	- **REGA** - Ambulance - Police - Pompiers	**1414** **canal K/R** **144** **117** **118**
	Immédiat 2	**Secours**	- sécuriser le site de l'accident - actions pour sauver les vies - information aux sauveteurs	
	Immédiat 3	**Information**	Communication externe EXCLUSIVEMENT par le management de la COMPAGNIE. Aucune information aux médias ou tiers	
			- Management compagnie - Responsable des opérations - Management technique	
		Protocole	- noter tous les appels et messages	

Les principes les plus importants lors de l'alerte

Alerte	**Que s'est-il passé** **Où cela s'est-il passé (lieu, rue, montagne, altitude, coordonnées, etc.)** **Quand cela s'est-il passé** **Qui est concerné (nombres personnes, blessés, décès, etc.)** **Hélicoptère et immatriculation** **Quelles mesures ont été prises** **Tous les appels, messages et mesures prises ont été enregistrées jusqu'à ce que le management prenne le relais**

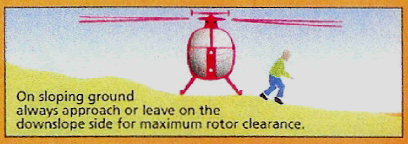
Proches	**Les proches sont informées exclusivement par le management ou une personne autorisée par le management**

Information	**L'information à des tiers et aux médias est effectuée exclusivement par le management ou une personne autorisée par le management**

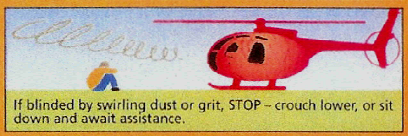
SAFETY AROUND HELICOPTERS

APPROACHING OR LEAVING A HELICOPTER

Do not approach or leave without the pilot's visual knowledgement. Keep in pilot's field of vision **at all times**. **Observe Helicopter Safety Zones** *(see diagram right)*



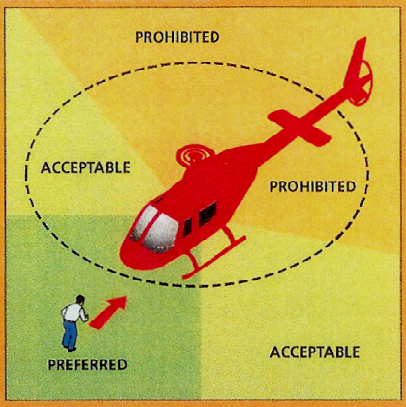
On sloping ground always approach or leave on the downslope side for maximum rotor clearance.

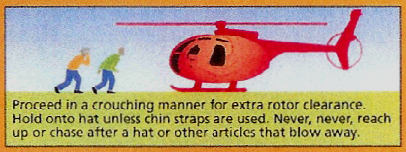


If blinded by swirling dust or grit, STOP – crouch lower, or sit down and await assistance.

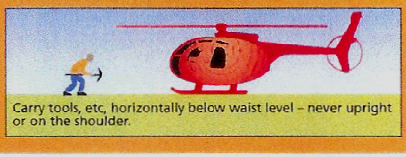
If disembarking while helicopter is at the hover, get out and off in a smooth unhurried manner.

Do not approach or leave a helicopter when the engine and rotors are running down or starting up.





Proceed in a crouching manner for extra rotor clearance. Hold onto hat unless chin straps are used. Never, never, reach up or chase after a hat or other articles that blow away.



Carry tools, etc, horizontally below waist level – never upright or on the shoulder.

LANDING, TAKE-OFF AND LOADING OPERATIONS

Keep helipad clear of loose articles – water-bags, ground-sheets, tins, etc. Secure other gear from effects of rotor wash.

When transporting personnel, loading staff should ensure that:

- Passengers are briefed as above
- They are grouped together and well back at side of landing zone
- They face away from helicopter during take-off and landing
- Each person looks after their own gear
- They are paired off and ready to board in turn as soon as the pilot gives the signal

When directing pilot for landing, stand with back to wind and arms upraised.

After hooking up cargo sling, move forward and to the side to signal pilot. Ensure sling is not across skid. Never ride on sling.

When directing pilot by radio, remember that he or she may be too busy to give an acknowledgment.

Fasten and adjust seat belt on entering helicopter and leave it fastened until pilot signals to get out.

Safety Education & Publishing Unit. Civil Aviation Authority of New Zealand. July 2002

CAA