HELIPOPETER PASSENGER
BRIEFING

ALL PASSENGERS MUST
BE BRIEFED PRIOR TO FLIGHT

1. Personal Protective Equipment:
   - US&R ensemble (long-sleeved shirt & pants, or flight suit)
   - Approved US&R helmet or flight helmet
   - All-Leather Boots
   - Hearing Protection
   - Eye Protection
   - Nomex and/or Leather Gloves
   - Survival Equipment as applicable (PFD, Life Rafts, etc.)

2. NO Smoking: Rules in and around aircraft

3. Approach and departure paths:
   - Always approach and depart from the down slope (lower) side as directed by pilot/crew chief
   - Approach and depart helicopter in a crouch position, do not run
   - Assure all clothing and equipment is secure during approach
   - Keep in pilot’s/crew chief’s field of vision at all times
   - Stay clear of landing area when helicopters landing or departing
   - Stay away from the main and tail rotors. Do not chase any item that has become unsecured
   - Never go near the tail rotors of helicopters

4. Tools and Equipment:
   - Secure hand tools and equipment awaiting transport
   - Make assignments for carrying tools/equipment to/from helicopter
   - Carry tools/long objects parallel to the ground, never on shoulder
   - All tools and equipment loaded/unloaded by qualified personnel
   - Portable Radios turned off

5. Helicopter Doors: Location and normal operation
6. In-Flight Discipline:
   • Follow the instructions of pilot/crew chief
   • Loose items inside of aircraft secured and manageable
   • All baggage secured in aircraft or cargo compartment
   • Never throw any object from the helicopter
   • No movement inside aircraft once seated
   • Keep clear of the flight controls at all times
   • Unbuckle only when directed to do so by Pilot or crew chief
   • Leave doors closed, wait for crew chief to unload
   • Know location of first aid kit, survival kit, fire extinguisher, ELT fuel and battery shutoff switch location and operation, radio operation, oxygen use (if available)

7. In-Flight Emergency Procedures
   • Emergency Exits: Location and normal operation
   • Follow instructions of pilot/crew chief
   • Snug seat belt and shoulder harness; secure gear
   • 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
   • Emergency Seating Position WITH LAP BELT ONLY: bend over as far as possible and hold onto your legs
   • 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
   • Assess situation, follow pilot/crew chief instructions, render first aid, remove first aid kit, survival kit, radio, ELT and fire extinguisher
PREPERATION OF THE LANDING ZONE

• Choose an area that is relatively flat & clear of debris, vehicles, & obstructions over 18” high (stumps, trees, poles, overhead wires)

• Ensure landing area, & approach/departure zones are clear of spectators & unrestrained animals

• Consider wind direction, helicopters like to approach/depart into the wind

• Wet the area if dust or dirt is present

• Check for obstructions and communicate them to the pilot by radio or signaling

• Ideal landing zone should have
  - Type I: Safety circle 110’ touchdown pad of 30’
  - Type 2: Safety circle 90’ touchdown pad of 20’
  - Type 3: Safety circle 75’ touchdown pad of 15’

• 40 BC fire extinguisher

• Wind direction indicator

• Radio, compatible with aircraft

COMMUNICATIONS WITH AIRCRAFT

• Should be accomplished using clear text and International Phonetic Alphabet

• Air-to-ground frequency works best but some police and fire aircraft may monitor incident frequencies

• Communications with military and other aircraft may have to be accomplished through relays.
HELICOPTER HAND SIGNALS

Approved Hand Signals

- LZ Unsafe
- Go Down
- Go Up
- Night Operation
- Move Right
- Move Left
- Move Back
- Move Forward

Make certain movements are deliberate and exaggerated!