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SAFETY BULLETIN

Simrik Air

MESSAGE FROM ACCOUNTABLE MANAGER

I am pleased to present the 3rd issue of our Safety Bulletin. The safety Bulletin is issued to promote, share Safety Information and commit to improving flight safety awareness.

2020 and 2021 have been years of extremes. We are heading, the world is surely but slowly healing. While a lot has changed, some things have stayed the same. Like, our commitment to safety, our respect for the customers and need to consistently exceed expectations. We, are consciously committed to improving the safety in the workplace. The challenge for management is often to help our people understand that deadlines and competing priorities should not compromise safety. This is easier said than done. Therefore, we have to consistently demonstrate that safety is a core value and our first priority.

When we excel in safety, we ultimately develop a competitive advantage which can be a major differentiator from competition.

Lastly, I would like to thank all who have contributed to the publication of this bulletin and urge all our readers to tip in any suggestions and feedback.

- **Siddhartha Jang Gurung**
Pilot/Accountable Manager

Safety Comes in Cans



I Can, You Can, We Can



ABSTRACT

This safety bulletin is trying to convey that safety is an issue of importance to all and provides useful information regarding single pilot crew operations. The main idea is to communicate the issues that might have impact on overall safety of the aviation industry and things to do that will contribute to a safer air travel. It aims at documenting safety concerned issued and articles to create a sense of safety awareness in the organization. This bulletin also emphasizes on close collaboration to streamline and improve our safety processes vital to make quick and quality decisions.



Fire drill at Tribhuvan International Airport on 2021

▶ Longline from Amadablam Camp 2 (19,200ft)

Safety Instructions for Ground Personnel in the Presence of a Helicopter

The presence of helicopters at a landing site requires increased vigilance to ensure personnel and operations site safety

Radio procedure and individual protection

- Continuously monitor the air-to-ground frequency if available before the helicopter arrives at the landing site. If possible, never interrupt radio communication with the helicopter without prior agreement.
- Protect your eyes against flying debris and dust.
- Protect your ears from noise.
- Be visible, wear a safety jacket.
- Do not smoke (or use naked flames) near the helicopter.

Selecting the landing zone

- Minimal landing zone dimensions to be considered by Ground Personnel: 30 x 30 metres.



- Avoid dusty, sandy, loose or stony ground.
- Prefer hard and relatively flat surfaces, with ground obstacles less than 30cm in height.
- On the selected landing zone and its surroundings, make sure that no objects can become airborne, snapped or broken (for instance, partially opened or improperly locked windows and awnings).
- If possible, select an obstacle-free zone with upwind approach and landing axis.

Helicopter approaching



- Personnel signalling the helicopter should wear personal safety equipment (high visibility jacket, helmet, gloves, glasses, etc.).
- An authorised person should if available be in contact with the helicopter (VHF, FM, GSM network, etc.) during the approach.
- This person should stand downwind with arms in the air and keep most of the landing zone clear in front of him or her.
- Signal their position to the pilot with gestures (time-dial system).
- Signal the pilot of any dangers near the landing zone (cables, antennas, other aircraft, drones, paragliders, etc.).
- During final approach, kneel on one knee, keep arms up in V-shape, do not move and keep permanent visual contact with the pilot.
- No other person, object or vehicle is to be in the landing zone!



All geared up for skydive from Syangboche 13,000 amsl

Health hazards and Operational Hazards

As part of the supervision and training programme, workers need to be shown the hazards they will face on the job, and the controls required to avoid being harmed by those hazards.

There must be on-site documentation of the hazards present and the control measures, and evidence to show that the workers have been made aware of them.

The two main hazard categories are Health Hazards and Operational Hazards.

Health hazards

Working with helicopters can be a physically and mentally demanding job. To maintain peak performance and prevent accidents through fatigue, workers must take special care of themselves. Points to be aware of include physical fitness, diet, water intake, personal hygiene, sleep and non-work activities.



Operational hazards

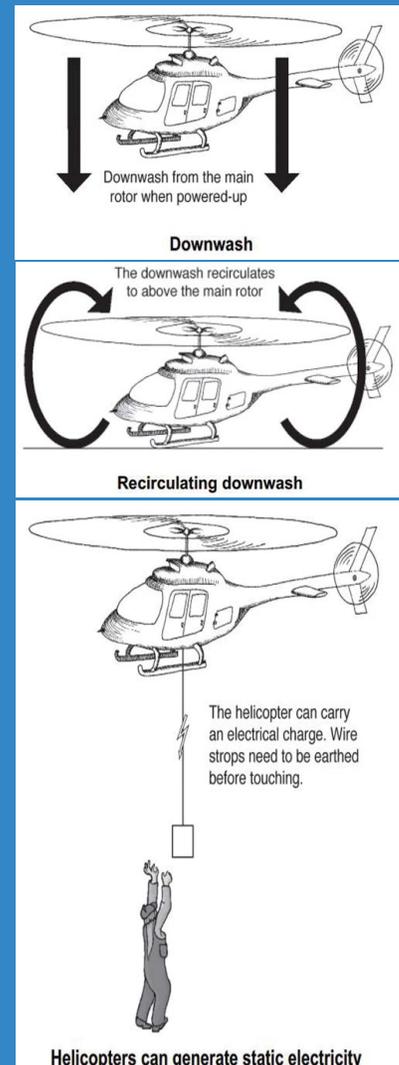
The greatest hazards associated with helicopters are the spinning rotor blades, the exhaust, and the downwash.

Spinning helicopter rotor blades can be difficult to see and may vary in their height above the ground.

In addition, they create a strong rotor downwash, produce high noise levels, and can generate static electricity. When on or near the ground, the downwash can recirculate back down through the main rotor. Loose objects must be secured on the ground to prevent them travelling through the rotor and causing damage.

The downwash is capable of knocking a person over. It can also dislodge dead or live vegetation and objects, which may pose a threat either to people on the ground or to the helicopter itself. Helicopter rotor blades can generate static electricity. In moist air conditions, electricity can build up. This will be discharged when the helicopter earths or attachments come into contact with the ground. This is not a hazard to those on the helicopter, unless a passenger steps down from a hovering helicopter. The greatest threat is to workers grabbing wire rope (winch rope or strops) hanging beneath an

unearthed helicopter. Allowing the wire rope to touch the ground before handling it can eliminate the risk of electric shock. This allows the charge in the helicopter to be earthed.



Dos and Don'ts

The objective is to ensure that co-ordinated and effective plans, systems and appropriately trained personnel are in place to detect, mobilise, contain and recover from an emergency situation.

DOs

Do – Wear Eye Protection to prevent injury from dust and debris raised from the down draft

Do - Approach and leave a helicopter so that the pilot can always see you

Do - Observe the path of the rotor blades while they are turning and keep well under them

Do - Carry long objects parallel to the ground preferably between two persons, one at each end to avoid contact with the rotor blades

Do - Remember the machine can move in any direction including backwards

Do - Wear ear protection while in flight

Do – Wear a life vest if travelling over water

Do – carry bags (e.g. laptops) by handles – not by using the shoulders strap

Do – ensure seat belts are placed back on the seat when unclipped (trip hazard)

DON'Ts

Do not - Lift objects higher than your waist while under the rotors

Do not - Get near the tail rotor or tail boom

Do not - Unfasten seat belt until the pilot indicates it is safe to do so

Do not - Distract or make unauthorised signals to the pilot

Do not - Leave loose objects in the cabin

Do not - Wear safety helmets while embarking, disembarking or in flight

Do not - Smoke on board or within 50 metres of a helicopter

Do not - Leave loose objects near the helicopter or landing area where they may be blown by the rotor down wash

Do not - Carry alcoholic beverages on board helicopters

Do not - Carry or load any material with toxic, corrosive, incendiary or explosive characteristics

Do not - Stand on or near a landing area or platform when a helicopter is making an approach or departure

Do not - Approach a helicopter from “up hill” or exit a helicopter “up hill”. The rotor blades may be too close to the ground and strike you

Keeping the Aircraft Technicians Safe

USE PROTECTIVE EQUIPMENT

Aircraft have many sharp edges and moving parts as well as hazardous fuels and other toxic liquids. In contrast, the human body has no protection against extreme heat, sharp metal objects and caustic or noxious fuels and fumes. This is why stressing the regular and consistent use of personal protective equipment – PPE – is number one on this list.

USE AIRCRAFT MAINTENANCE EQUIPMENT

Besides equipping your maintenance technicians with the proper tools, giving them the right ground support equipment is just as crucial to safety and efficiency. Safe access to a work area is essential for any maintenance job, and aircraft maintenance stands are the only solution for aviation work. They provide mechanics with secure access to even the most awkward areas. Aircraft equipment that's specifically designed for the task at hand is a great way to reduce slips, falls and other workplace injuries.

USE THE RIGHT TOOLS

Specific maintenance tasks can require unique tools. And while your mechanics can probably improvise and get the job done anyway, specialized tools exist for a reason – they help get the job done correctly. It's important to let your employees know that it's better to inform you about the need for a tool rather than try to get the job done without it, as improvising can lead to a compromised aircraft.

If you only need task-specific tools occasionally, you may be able to rent them to avoid purchasing and storing them when they're not in use.

Editorial

If you believe you have constructive ideas on how we can improve our services. Or would like to report instances where we have failed to meet your expectations please send feedback at safety@simrikair.com.np. (Your suggestions for improvement of this publication are also invited.

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