

(2) No electrical storms (thunderstorms) are present within 10 nautical miles. Lightning can travel great distances beyond the actual thunderstorm.

(3) Passengers disembark the helicopter and move to a safe location prior to HRR operations. When the pilot-in-command deems it necessary for passenger safety that they remain onboard, passengers should be briefed on the evacuation route to follow to clear the area.

(4) Passengers not board or disembark during HRR operations nor should cargo be loaded or unloaded.

(5) Only designated personnel, trained in HRR operations should conduct HRR written authorization to include safe handling of the fuel and equipment. (See your Company Operations/Safety Manual for detailed instructions.)

(6) All doors, windows, and access points allowing entry to the interior of the helicopter that are adjacent to or in the immediate vicinity of the fuel inlet ports kept closed during HRR operations.

(7) Pilots ensure that appropriate electrical/electronic equipment is placed in standby-off position, to preclude the possibility of electrical discharge or other fire hazard, such as [i.e., weather radar is on standby and no radio transmissions are made (keying of the microphone/transmitter)]. Remember, in addition to communications radios, radio transmissions are also emitted by aircraft radar, transponders, radar altimeters, DME equipment, and ELTs.

(8) Smoking be prohibited in and around the helicopter during all HRR operations.

The HRR procedures are critical and present associated hazards requiring attention to detail regarding quality control, weather conditions, static electricity, bonding, and spill/fires potential.

Any activity associated with rotors turning (i.e.; refueling embarking/disembarking, loading/unloading baggage/freight; etc.) personnel should only approach the aircraft when authorized to do so. Approach should be made via safe approach path/walkway or “arc” – **remain clear of all rotors.**

NOTE–

1. *Marine vessels, barges etc.: Vessel motion presents additional potential hazards to helicopter operations (blade flex, aircraft movement).*

2. *See National Fire Protection Association (NFPA) Document 407, “Standard for Aircraft Fuel Servicing” for specifics regarding non-HRR (routine refueling operations).*

10–2–2. Helicopter Night VFR Operations

a. Effect of Lighting on Seeing Conditions in Night VFR Helicopter Operations

NOTE–

This guidance was developed to support safe night VFR helicopter emergency medical services (HEMS) operations. The principles of lighting and seeing conditions are useful in any night VFR operation.

While ceiling and visibility significantly affect safety in night VFR operations, lighting conditions also have a profound effect on safety. Even in conditions in which visibility and ceiling are determined to be visual meteorological conditions, the ability to discern unlighted or low contrast objects and terrain at night may be compromised. The ability to discern these objects and terrain is the seeing condition, and is related to the amount of natural and man made lighting available, and the contrast, reflectivity, and texture of surface terrain and obstruction features. In order to conduct operations safely, seeing conditions must be accounted for in the planning and execution of night VFR operations.

Night VFR seeing conditions can be described by identifying “high lighting conditions” and “low lighting conditions.”

1. High lighting conditions exist when one of two sets of conditions are present:

(a) The sky cover is less than broken (less than 5/8 cloud cover), the time is between the local Moon rise and Moon set, and the lunar disk is at least 50% illuminated; or

(b) The aircraft is operated over surface lighting which, at least, provides for the lighting of prominent obstacles, the identification of terrain features (shorelines, valleys, hills, mountains, slopes) and a horizontal reference by which the pilot may control the helicopter. For example, this surface lighting may be the result of:

(1) Extensive cultural lighting (man-made, such as a built-up area of a city),