

- No rope of any kind shall be placed directly into the helicopter's cargo hook without a ring or shackle of suitable size to prevent roll-out.
- Baskets with lightweight items must have latching lids to prevent objects from coming out in flight.
- Secondary securement systems shall be utilized in situations that can effect safe helicopter operations, such as during clipping wire.

Suspended (Jettisonable) Loads

Observe the following guidelines during operations that involve suspended loads:

- Ensure that when a sling or line is attached to the cargo hook of the helicopter that the line is freely suspended and not entangled in the landing gear or other equipment. A preflight procedure must be developed to ensure the pilot is knowledgeable of line attachment during the take-off process.
- After the cargo is hooked to the line attached to the helicopter, ensure that the lift proceeds smoothly. Ground observers must inform the pilot of any unusual circumstances.
- After the load is released, assist the pilot from the ground to determine that the hook is clear before continuing operations.

Line Stringing Operations

Observe the following guidelines regarding line stringing operations:

- Ground or barricade all tension and pulling equipment or consider it to be energized.
- Ensure that all pulling and tensioning equipment has properly functioning brake systems.
- Use swivels between the helicopter and the line being pulled to prevent the line from becoming twisted.
- Ensure that rope slings or cables do not twist around the cargo hook, preventing proper operation of the hook or clean release when the hook is opened.
- Place guards to preclude vehicular traffic from coming in contact with moving line. Any movement of or over the sockline must be done with the coordination of the pilot.
- During the pull, give consideration to any and all inactive socklines in the vicinity of the helicopter. No sag changes may be made to those lines until the pull is completed and the pilot is clear of the line.
- Allow the pilot to make the initial decision about the order in which lines are pulled to help keep the tail rotors and main rotors out of the lines behind and above the helicopter.
- Do not attach the line at the base of a tower that is already threaded to the helicopter. Consider using a long line if a tower base hookup is required.
- Do not allow anyone under the helicopter or sockline during the course of a pull.
- Consider conductors and metal cables as energized until properly grounded and caught off in that order.
- All road and hot crossings should be guarded and covered to the extent practical.
- Have a person with radio communications with the pilot monitor all road and hot crossings.
- Congested Area Plans from the FAA shall be obtained when required.