

**UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT**

RISK MANAGEMENT WORKSHEET

1. Organization and Location: Alaska Fire Service Fort Wainwright, AK 99703

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3. Operation / Task: Helicopter Sling Load Operations

4. Beginning Date: 1 Oct 2014

5. Ending Date: 30 Sep 2015

6. Date Prepared: 23 Oct 2014

7. Prepared by (Name / Duty Position): Kent Gale Communications Section Chief

8. Identified Hazards	9. Assess the Hazards: Initial Risk				10. Control Measures Developed for Identified Hazards: (Specific measures taken to reduce the probability of a hazard) Include all PPE	11. Assess the Hazards: Residual Risk				12. How to Implement the Controls: (May Be Filled in By Hand)	13. Supervisors and Evaluation by: (Continuous Leader Checks, Buddy System, etc.)	
	N	M	M	S		C	N	M	M			S
SLING LOADS -Improper hooking, faulty accessories, hook malfunction -Dusty conditions -Shocks - Snowy conditions, ground level white out												
				X	- Only qualified and trained personnel will be allowed to hook up loads. - Check and double check locking mechanism, and release controls prior to each activity. Continue with regular checks and maintenance. - Wear appropriate eye protection, request dust abatement, choose different locations for the task if possible. - Wear leather gloves, allow hook of the long line to touch the ground prior to handling. - Pilot trained and uses long line to reduce rotor wash at ground level							
			X			X						
				X	Employees will be trained on the proper procedures the load. Inspect all hardware prior to use to include cargo straps, nets, and spider harnesses. - Necessary PPE will be provided by BLM. - Verify OAS carding and line length is adequate							Supervisor and Helicopter manager will verify qualifications - If in doubt, obtain new equipment - Buddy system of monitoring one another. - Project manager will ensure needs are met.

14. Remaining Risk Level After Control Measures Are Implemented: **(CIRCLE HIGHEST REMAINING RISK LEVEL)**

NEGLIGIBLE (Supervisor)
 MINOR (Associate/Assistant Mgr. Branch Chief)
 MODERATE (Field Manager)
 SERIOUS (District Manager)
 CRITICAL (State Director/Associate)

15. RISK DECISION AUTHORITY: (Approval/Authority Signature Block) (If Initial Risk Level is CRITICAL, SERIOUS or MODERATE: Brief Risk Decision Authority at that level on Controls and Control Measures used to reduce risks) (Note: if the person preparing the form signs this block, the signature indicates only that the appropriate risk decision authority was notified of the initial risk level, control measures taken and appropriate resources requested; and that the risk was accepted by the decision authority.)

Kent Gale
Printed Name / Signature

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(Be Specific)	N	M	S	(Be Specific)	N	M	S	(Be Specific)	(Be Specific)
<ul style="list-style-type: none"> - Improper loading of cargo nets 			X	<ul style="list-style-type: none"> -Load equipment in center of net with heavy objects at bottom. Secure loose items so they can not shift/fall out of net. -Use appropriate equipment to lift/move heavy loads. -Weigh all items, do not guess weights. - Ensure net is rated for the anticipated load -Ensure pilot and aircraft are appropriate for mission 		X		<ul style="list-style-type: none"> -Inspect all load prior to beginning of operations 	<ul style="list-style-type: none"> -Crew Chief or Helicopter Ops Manager responsibility.
<ul style="list-style-type: none"> - Personnel injury or death 			X	<ul style="list-style-type: none"> - Maintain visual contact with pilot. - Do not approach sling load/long line until cleared by pilot - Keep all non-mission essential personnel clear of the area -Do not overfly personnel or structures -Maintain radio communications with pilot - Hover hook-ups 		X		<ul style="list-style-type: none"> Employees will be trained on the proper procedures Establish a controlled area immediately around sling load operations When possible, all hook-ups should be accomplished on the ground prior to take-off When performing hover hook-ups, the marshaller will stay in the pilots view. Once cleared by pilot, the hooker will proceed under the helicopter, connect the load, and then clear the area. Once cleared, the marshaller will communication with the pilot to proceed with lifting the load. 	<ul style="list-style-type: none"> -Crew Chief or Helicopter Ops Manager responsibility. -Buddy system of monitoring one another. - Maintain constant contact with pilot. Visually verify location of all personnel on sight prior to performing sling load operations. - Verify load stability/security prior to helicopter departing the site with the load.

