

PART 17: TRANSPORTATION OF WORKERS

AIRCRAFT

Compliance with regulations ~~17.27~~ ~~Transportation of workers by aircraft must be done in accordance with the applicable regulations of the Department of Transport (Canada).~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations. Provisions that incorporate other statutes and regulations that would apply in any event have been removed.

PART 21: BLASTING OPERATIONS

SPECIALIZED BLASTING OPERATIONS

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| Avalanche control | 21.85 | <p>(1) Explosive charges must not be dropped from a helicopter or other aircraft, placed manually on site by workers, or projected by any means for the purpose of avalanche control, until the proposed work procedures have been submitted to and accepted by the board.</p> <p>(2) Explosives must not be primed until the last most practicable moment which means that point in time when the explosives are as close to the control route as possible, in a safe, sheltered location excluded from public access.</p> <p>(3) The pull-wire lighter must not be placed on the safety fuse assembly until immediately before placing the charge.</p> <p>(4) The employer must ensure that procedures are reviewed annually and that proposed changes to the procedures are submitted to the board for approval before implementation.</p> |
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Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations.

PART 29: AIRCRAFT OPERATIONS

Definitions 29.1

In this Part

"helipad"

~~means a temporary structure, not designed for permanent use, built on the ground to enable a helicopter to land safely;~~

"heliport"

~~means a permanent, hardened landing site, laid out in accordance with the applicable requirements of Transport Canada;~~

"helispot"

~~means a clearing in which a helicopter can land safely.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations.

PART 29: AIRCRAFT OPERATIONS

GENERAL REQUIREMENTS

**Restricted
practices**

- 29.4** ~~If it will be necessary to emplane or deplane a worker while an aircraft is in flight, or to carry a worker outside the aircraft, the employer must ensure that written safe work procedures have been developed which conform to Transport Canada requirements.~~
Note: ~~Part 4 (General Conditions) addresses risk assessment for emergency rescue situations.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations. Provisions that incorporate other statutes and regulations that would apply in any event have been removed.

PART 29: AIRCRAFT OPERATIONS

GENERAL REQUIREMENTS

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| Aircraft landing areas | 29.6 | <p>(1) Landing areas and assembly sites must be located at a safe distance from trees, poles, power lines and other obstructions, and if the area or site is exposed to rotor or propeller wash the employer must ensure that all equipment, material and debris is secured against dislodgment and that all perimeter hazards are controlled.</p> <p>(2) Heliports must be constructed using established engineering principles.</p> <p>(3) Private heliports must have the maximum load capacity of the heliport marked or displayed so that it is visible to the pilot on approach to the heliport.</p> <p>(4) Helipads must be constructed to accommodate the type of aircraft being used.</p> <p>(5) The pilot in command must assess a helispot for safe access and egress for workers before it is used.</p> |
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Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations. Under section 29.6(1), it is within the Board's jurisdiction to regulate the activities of other employers whose workers may be exposed to risks from aircraft. However, this matter is already covered by section 29.11 of the *Occupational Health and Safety Regulation*.

PART 29: AIRCRAFT OPERATIONS

GENERAL REQUIREMENTS

- Rigging** **29.7** ~~(1) Except as provided in subsections (2) to (4), rigging used to suspend loads from aircraft must meet the requirements of Part 15 (Rigging).~~
- ~~(2) The length of sling legs must be such that no sling leg makes an angle from the vertical greater than 45°.~~
- ~~(3) The breaking strength of each leg of a sling used to suspend a load from an aircraft must be~~
- ~~(a) for a single leg sling – 5 times the suspended load,~~
- ~~(b) for a two-leg sling – 3.8 times the suspended load,~~
- ~~(c) for a three-leg sling – 2.6 times the suspended load, and~~
- ~~(d) for a four-leg sling – 2 times the suspended load.~~
- ~~(4) The length and construction of taglines must prevent their being drawn up into the aircraft's rotors.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations.

PART 29: AIRCRAFT OPERATIONS

GENERAL REQUIREMENTS

Notification **29.8** ~~Operations creating hazardous conditions to users of navigable air must file or register suitable notice with the appropriate agency before commencing activities.~~

Note: The notice, called a NOTAM, is based on the requirements of Transport Canada

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations. Provisions that incorporate other statutes and regulations that would apply in any event have been removed.

PART 29: AIRCRAFT OPERATIONS

GENERAL REQUIREMENTS

Change in flight path **29.13** ~~Changes to the flight paths of aircraft carrying suspended loads must be immediately communicated to all affected workers.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations. General responsibilities concerning communications are already covered by section 29.5 of the *Occupational Health and Safety Regulation*.

PART 29: AIRCRAFT OPERATIONS

GENERAL REQUIREMENTS

Maximum load **29.15** ~~The weight of external loads carried by aircraft must not exceed the aircraft manufacturer's applicable load rating.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations.

PART 29: AIRCRAFT OPERATIONS

FORESTRY OPERATIONS

Heli-tyarding

29.18

~~(1) Before loads are lifted by yarding aircraft~~

~~(a) all workers must be in a safe position,~~

~~(b) ground workers must give an "all clear" signal to the identified aircraft, and~~

~~(c) pilots must acknowledge the "all clear" signal.~~

~~(2) Yarding aircraft must be equipped with a siren or penetrator for emergency warning.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations. Requirements in section 29.18(1)(a) are already covered by section 26.39 of the *Occupational Health and Safety Regulation*.

PART 29: AIRCRAFT OPERATIONS

FORESTRY OPERATIONS

~~Drop zone areas 29.19 Landing drop zones must be constructed, arranged and maintained to ensure that loads can be safely landed without endangering landing crews.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations. See also requirements in Sections 29.9 and 29.11 of the *Occupational Health and Safety Regulation*.

PART 29: AIRCRAFT OPERATIONS

PESTICIDE APPLICATION

**Loading
pesticides**

- 29.21** ~~(1) If practicable, aircraft engines must be stopped while pesticides are being loaded into the aircraft.~~
- ~~(2) A pilot must not mix or load pesticides.~~
- ~~(3) The pilot must be protected from any exposure to pesticides during loading operations by~~
- ~~(a) use of a properly functioning closed loading system,~~
 - ~~(b) maintenance of a safe distance between the pilot and the loading operation, or~~
 - ~~(c) other equally effective means.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations.

PART 29: AIRCRAFT OPERATIONS

PESTICIDE APPLICATION

Hoses under pressure	29.22	Flexible hoses carrying pesticides under pressure and passing through the cockpit of the aircraft must be effectively shielded and restrained to protect the pilot in the event of hose failure.
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Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations.

PART 29: AIRCRAFT OPERATIONS

PESTICIDE APPLICATION

**Protective
equipment
Flagpersons**

- 29.23** ~~(1) When applying pesticides by aircraft, a pilot must wear respiratory protection and protective clothing appropriate for the pesticide being applied unless the aircraft cockpit has been sealed and has a ventilation system which prevents the entry of pesticide into the cockpit.~~
- (2) A flagperson who may be exposed to pesticide spray or drift must wear protective clothing covering the head, body, hands and feet, and a respirator appropriate for the pesticide being applied.

Note: Part 6 (Substance Specific Requirements) provides other requirements for pesticides.

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations.

5: PESTICIDES

APPLICATION OF PESTICIDES BY AIRCRAFT

**Requirements for
loading
pesticides**

- ~~52.~~
- ~~(1) Pilots applying pesticides by aircraft shall not mix or load pesticides.~~
 - ~~(2) Aircraft engines shall be stopped while pesticides are loaded into the aircraft.~~
 - ~~(3) The pilot shall leave the aircraft and remain at a safe distance away from the aircraft while pesticides are loaded unless a properly functioning closed loading system is used.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations.

5: PESTICIDES

APPLICATION OF PESTICIDES BY AIRCRAFT

**Hoses under
pressure**

- ~~53. Flexible hoses carrying pesticides under pressure and passing through the cockpit of the aircraft shall be effectively shielded and restrained to protect the pilot in the event of hose failure.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations.

5: PESTICIDES

APPLICATION OF PESTICIDES BY AIRCRAFT

**Protective
equipment for
pilots**

- ~~54. When applying pesticides by aircraft, pilots shall wear respiratory protection and protective clothing appropriate for the pesticide being applied unless the aircraft cockpit has been sealed and has a ventilation system which prevents the entry of pesticide into the cockpit.~~

Explanatory Note

Provisions relating to aircraft operations have been amended to reflect the Board's restricted jurisdiction in regulating the activities of workers who work in and around aircraft operations.