

**GI Part 59. Helicopters
Compared with
29 C.F.R. 1910.183 Helicopters**

Summary: The significant differences between GI Part 59. Helicopters and 29 C.F.R. 1910.183 Helicopters are in:

- Scope
- External lift operations; qualifications for operator and helicopter
- Briefings; visibility; fires; energized lines or equipment
- Personal protective equipment; loose clothing
- Housekeeping; loose gear
- Approaching craft by employees
- Providing and training ground employees; weight limitation; checking size, weight, and connection of load; tag line, pressed sleeve, hoist wire

The comparisons show only those provisions where MIOSHA rules are different than OSHA or where MIOSHA rules are not included in 29 C.F.R.

MIOSHA	OSHA
<p>R 408.15901. Scope. Rule 5901. This part provides for the safe use and maintenance of helicopters in general industry, such as in aerial photography, aerial survey, firefighting, rescue operations, transportation of personnel to elevated job sites, and delivery of injured persons and emergency supplies.</p>	<p>No comparable OSHA provision.</p>
<p>R 408.15911. External lift operations; qualifications for operator and helicopter. Rule 5911. (1) An operator of a helicopter or a rotorcraft conducting external lifting operations shall have an operator's certificate for rotorcraft operation covering the type of operation being conducted, issued by the federal aviation administration, which shall be displayed within the craft being operated. (2) Where required by the federal aviation administration or another governmental agency, the appropriate authority shall be notified that an external lift operation has been planned. (3) A helicopter shall comply with applicable regulations of the federal aviation administration code, 14 CFR Part 27- 1974 and Parts 60 to 199-1975, which are incorporated herein by reference and are available for inspection at the Lansing office of the department of consumer and industry services. This code may be purchased at a cost of \$7.50 from the Governmental Printing Office, North Capital and "H" Streets, Washington, D.C., 20401 or from the Michigan Department of Consumer and Industry Services, State Secondary Complex, 7150 Harris Drive, Box 30643, Lansing, Michigan 48909.</p>	<p>No comparable OSHA provision.</p>

MIOSHA	OSHA								
<p>R 408.15914. Briefings; visibility; fires; energized lines or equipment.</p> <p>Rule 5914. (1) Briefing shall be conducted prior to each day's operation and shall set forth the plan of operation and shall set forth the plan of operation for the pilot in command and ground employees.</p> <p>(2) The employer shall insure that, when visibility is reduced by dust or other conditions, ground employees are instructed to exercise special caution to keep clear of the main and stabilizing rotors. The employer shall also eliminate, as far as practical, the dust or other conditions reducing the visibility.</p> <p>(3) Open fires shall not be permitted in areas where they may be spread by the rotor downwash.</p> <p>(4) A helicopter, or any part of a helicopter, shall maintain the clearances prescribed in table 1 from any energized line or equipment, unless the owner or operator of the line assures that the line is de-energized and visibly grounded.</p> <table border="1" data-bbox="94 800 753 1167"> <thead> <tr> <th colspan="2" data-bbox="94 800 753 890">TABLE 1</th> </tr> <tr> <th data-bbox="94 890 318 980">Voltage</th> <th data-bbox="318 890 753 980">Clearance</th> </tr> </thead> <tbody> <tr> <td data-bbox="94 980 318 1073">50 Kilovolts or less</td> <td data-bbox="318 980 753 1073">15 feet</td> </tr> <tr> <td data-bbox="94 1073 318 1167">More than 50 Kilovolts</td> <td data-bbox="318 1073 753 1167">15 feet plus .4 inch per each Kilovolt over 50 Kilovolts</td> </tr> </tbody> </table>	TABLE 1		Voltage	Clearance	50 Kilovolts or less	15 feet	More than 50 Kilovolts	15 feet plus .4 inch per each Kilovolt over 50 Kilovolts	<p>1910.183(b) Briefing. Prior to each day's operation a briefing shall be conducted. This briefing shall set forth the plan of operation for the pilot and ground personnel.</p> <p>1910.183(m) Visibility. Ground personnel shall be instructed and the employer shall ensure that when visibility is reduced by dust or other conditions, they shall exercise special caution to keep clear of main and stabilizing rotors. Precautions shall also be taken by the employer to eliminate, as far as practical, the dust or other conditions reducing the visibility.</p> <p>1910.183(s) Fires. Open fires shall not be permitted in areas where they could be spread by the rotor downwash.</p>
TABLE 1									
Voltage	Clearance								
50 Kilovolts or less	15 feet								
More than 50 Kilovolts	15 feet plus .4 inch per each Kilovolt over 50 Kilovolts								
<p>R 408.15915. Personal protective equipment; loose clothing.</p> <p>Rule 5915. (1) Except during an emergency operation, eye protection, as prescribed in general industry safety standard, Part 33. Personal Protective Equipment, being R 408.13301 to R 408.13369 of the Michigan Administrative Code, shall be provided and used by a ground crew employee while working on an operation covered by this part when there is exposure to rotor wash.</p> <p>(2) Except during an emergency operation, head protection shall be provided and used as prescribed in general industry safety standard, Part 33. Personal Protective Equipment, being R 408.13370 to R 408.13378 of the Michigan Administrative code, and shall be secured by a chin strap by a ground crew employee working on an operation covered by this part when lifting or landing a load.</p> <p>(3) Loose fitting clothing likely to flap in rotor downwash, and thus be snagged on the hoist line, shall not be worn.</p>	<p>1910.183(e) Personal protective equipment.</p> <p>1910.183(e)(1) Personal protective equipment shall be provided and the employer shall ensure its use by employees receiving the load. Personal protective equipment shall consist of complete eye protection and hardhats secured by chinstraps.</p> <p>1910.183(e)(2) Loose-fitting clothing likely to flap in rotor downwash, and thus be snagged on the hoist line, may not be worn.</p> <p>1910.183(f) Loose gear and objects. The employer shall take all necessary precautions to protect employees from flying objects in the rotor downwash. All loose gear within 100 feet of the place of lifting the load or depositing the load, or within all other areas susceptible to rotor downwash, shall be secured or removed.</p>								

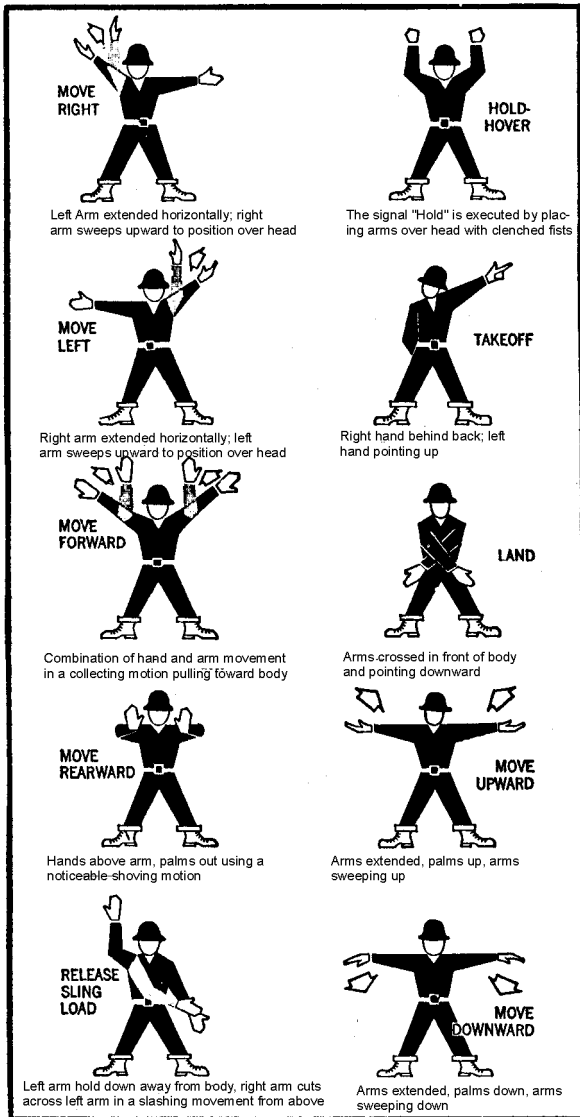
MIOSHA	OSHA
<p>R 408.15916. Housekeeping; loose gear. Rule 5916. (1) Good housekeeping shall be maintained in the helicopter loading and unloading area. The area shall be kept free of recognized hazards. (2) The employer shall take all necessary precautions to protect employees from flying objects in the rotor downwash. All loose gear within 100 feet of the place of lifting or depositing the load, or within an area susceptible to rotor downwash, shall be secured or removed.</p>	<p>1910.183(g) Housekeeping. Good housekeeping shall be maintained in all helicopter loading and unloading areas.</p>
<p>R 408.15921. Approaching craft by employees. Rule 5921. (1) An employee shall not be permitted to approach within 50 feet of the helicopter when the rotor blades are turning, unless the work duties of the employee require the presence of the employee within that area. (2) The employer shall instruct employees and shall ensure that, whenever approaching or leaving a helicopter which has its blades rotating, all employees shall remain in full view of the pilot and keep in a crouched position. An employee shall not be permitted to work in the area from the cockpit or cabin rearward while blades are rotating, unless authorized by the helicopter operator. (3) An employee shall not be permitted to perform work under hovering craft except when necessary to hook or unhook a load. A safe means of access shall be provided for an employee to reach the hoist line hook and engage or disengage a cargo sling while under the hovering craft.</p>	<p>1910.183(o) Approach distance. No employee shall be permitted to approach within 50 feet of the helicopter when the rotor blades are turning, unless his work duties require his presence in that area.</p> <p>1910.183(p) Approaching helicopter. The employer shall instruct employees, and shall ensure, that whenever approaching or leaving a helicopter which has its blades rotating, all employees shall remain in full view of the pilot and keep in a crouched position. No employee shall be permitted to work in the area from the cockpit or cabin rearward while blades are rotating, unless authorized by the helicopter operator to work there.</p>
<p>R 408.15922. Providing and training ground employees; weight limitation; checking size, weight, and connection of load; tag line, pressed sleeve, hoist wire, or other gear; static charge; rated capacity of load line. Rule 5922. (1) Ground employees shall be provided, and they shall be properly trained to ensure that helicopter loading and unloading operations can be performed safely. (2) The weight of an external load shall not exceed the federal aviation administration rated capacity of the helicopter. (3) The size and weight of loads, and the manner in which loads are connected to the helicopter, shall be checked by the pilot in command. A lift shall not be made if the helicopter pilot in command determines that the lift cannot be made safely. (4) A load shall be properly slung. A tag line shall be of a length that does not permit it being drawn up into the rotors. A pressed sleeve, swaged eye, or equivalent manes shall be used for a freely suspended load to prevent a hand splice from spinning open or a cable clamp from loosening.</p>	<p>1910.183(q) Personnel. Sufficient ground personnel shall be provided to ensure that helicopter loading and unloading operations can be performed safely.</p>

MIOSHA	OSHA
<p>R 408.15922. (5) A hoist wire or other gear, except for a pulling line or conductor that is allowed to “Play out” from a container or roll of a reel, shall not be attached to any fixed ground structure or allowed to foul on any fixed structure.</p> <p>(6) The static charge on the suspended load shall be dissipated with a grounding device before ground personnel touch the suspended load, unless protective rubber gloves are being worn when touching the load.</p> <p>(7) A load line shall have a working load rating of not less than the rated capacity of the helicopter.</p>	<p>No comparable OSHA provisions</p>
<p>R 408.15923. Cargo hooks.</p> <p>Rule 5923. (1) An electrically operated cargo hook shall have the electrical activating device so designed and installed as to prevent inadvertent operation.</p> <p>(2) A cargo hook shall be equipped with an emergency mechanical control for releasing the load.</p> <p>(3) A hook shall be tested prior to operation each day by a competent person to determine that the electrical and mechanical releases function properly.</p>	<p>1910.183(d) Cargo hooks.</p> <p>All electrically operated cargo hooks shall have the electrical activating device so designed and installed as to prevent inadvertent operation. In addition, these cargo hooks shall be equipped with an emergency mechanical control for releasing the load. The employer shall ensure that the hooks are tested prior to each day's operation by a competent person to determine that the release functions properly, both electrically and mechanically.</p>
<p>R 408.15931. Communication between pilot and signalman; signal systems.</p> <p>Rule 5931. (1) There shall be constant, reliable communication between the pilot and a designated employee of the ground crew who acts as a signalman during the period of loading and unloading. The signalman shall be clearly distinguishable from other ground employees.</p> <p>(2) The employer shall instruct the aircrew and ground employees on the signal systems to be used, and shall review the system with the employees in advance of hoisting the load. This applies to both radio and hand signal systems. Hand signals, where used, shall be as shown in</p>	<p>1910.183(n) Signal systems.</p> <p>The employer shall instruct the aircrew and ground personnel on the signal systems to be used and shall review the system with the employees in advance of hoisting the load. This applies to both radio and hand signal systems. Hand signals, where used, shall be as shown in Figure N-1.</p> <p>1910.183(r) Communications.</p> <p>There shall be constant reliable communication between the pilot and a designated employee of the ground crew who acts as a signalman during the period of loading and unloading. The signalman shall be clearly distinguishable from other ground personnel.</p>
<p style="text-align: center;">PART 59. HELICOPTERS</p> <p style="text-align: center;">APPENDIX</p> <p>14 CFR, Part 27-1974, referenced in rule 5911(3) prescribes rules for “airworthiness” for rotorcraft, such as but not limited to, flight, performance, ground and water handling characteristics, strength requirements, loads, design and construction, power plants, equipment, and operating limitations.</p> <p>14 CFR, Parts 60 to 199, referenced in rule 5911(3) prescribes rules for certification of pilots and flight instructors, airspace and airports, operating and flight rules, external load operations, schools and repair stations.</p>	<p>No comparable OSHA provisions</p>

MIOSHA

OSHA

**Figure 1.
Helicopter Hand Signals**



**Figure 1
Helicopter Hand Signals**

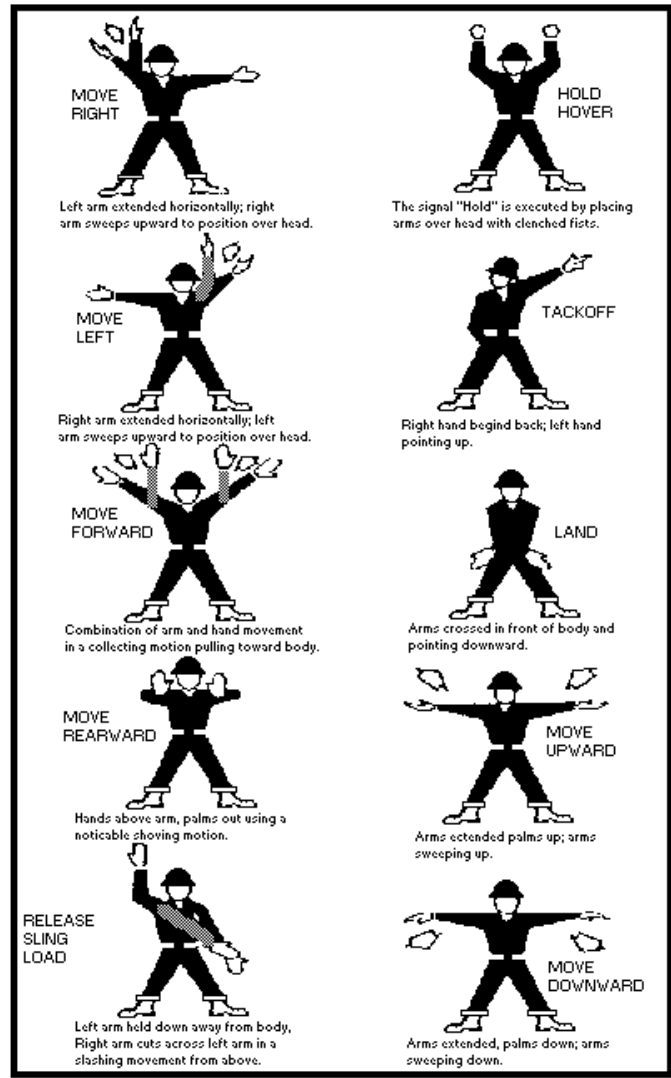


FIGURE N-1 HELICOPTER HAND SIGNAL

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