



ELECTRICAL CONTRACTORS, INC.

4770 N. Belleview Ave, Suite 300 · Kansas City, Missouri 64116-2188
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Helicopter Operations

PAR is committed to safety, health and environmental regulations. It is our goal to complete all projects in an efficient, productive manner that incorporates safe work processes and strong safety awareness. PAR crews often work under unusual and challenging situations. That's why PAR places the highest importance on the safety and health of our employees. We develop innovative work methods that maximize safety and efficiency. Our reputation for technical sophistication and safety practices help attract the best people available, a dynamic that nourishes our technical advancements. Through annual training and jobsite visits from Safety and Upper management, PAR has built a strong Safety Culture with our employees throughout the years.

In addition to our innovation, we have polices against unsafe acts that ensure all crewmembers understand the importance of safety-for them and their loved ones. Ultimately, achieving Zero Accidents is the most important objective in our work culture.

On the V103 project in Danville, NH we are **not allowed** to perform any excavation for access or pad work. This is in accordance with the Town of Danville, GZA and Eversource. We are primarily using track equipment to help minimize disturbance at the request of GZA and Eversource.

In order to further minimize disturbances and limit the movement of track equipment, the use of a helicopter will be utilized for much of the wire stringing and clipping operations on this project. Because of the high cost of using an aircraft to assist in construction it only makes sense to utilize it in as many aspects as possible.

Due to the rough terrain, inability of vehicular traffic and lack of roads on the X-178 project in the White Mountains, PAR will need to utilize helicopter operations to complete this project.

PAR would like permission from Eversource to be able to Longline during operations on the V103 and the X-178 project in New Hampshire. As a part of this project, PAR will make sure all employees are helicopter trained prior to start of either project utilizing WINCOs training tower during the week of July 6th. PAR will continue training in conjunction with the work on these projects and ensure all employees fully understand helicopter operations/ PAR management will continue to keep an eye on all helicopter operations and employees during training and work to ensure SAFETY is still



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top priority during work activities. As of right now, PARs crew has 4 certified linemen that can complete this task using the helicopter (skid work, skid transfer, longlining). PAR would like to train another 6 employees during this time as well. Training additional personnel is critical in maintaining a safe work environment during helicopter operations. It is important that we provide training to those that are willing to work from a helicopter to ensure that nobody steps onto the aircraft without having been properly trained and to ensure we have personnel available should the need to arise for helicopter work. (See attachments for WINCO training and JHAs). All other details will be in PARs Emergency Action Plan and JHAs.

PAR believes in using the right tool for the right job. The use of the helicopter is accentual to completing these projects safely and efficient. With the proper training and the leadership the PAR teams have, we know we will be able to complete these jobs safely. PAR understands the need to draft and execute a proper and detailed work plan for these projects to its full potential to eliminate all or any safety hazards.

The scope of work for the Aircraft on the V103 and X-178 will include the following:

OPGW Stringing –

- pull ropes so equipment does not have to be set up at each structure and limit ROW impact. We are unable to pull rope with ground equipment due to impassable wetland areas, road and distribution crossings.
- Clip in wire after sagging operations , this will consist of working directly from the skid of the aircraft and transferring workers to and from structures, this will also limit equipment set ups and movement and expedite the procedure, as we are limited to a 72 hour window to clip the wire. Training will be incorporated into this procedure.

Conductor Stringing-

- Pull ropes so equipment does not have to be set up at each structure and limit ROW impact. We are unable to pull rope form the ground due to impassable wetland crossings, road and distribution crossings.
- Longline ladders into some structures to clip in conductor, this will limit ROW impact, provide training, increase productivity, allow for safe access into certain structures
- Clipping operations need to be completed within 72 hours of sagging.



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X-178

- if this project is awarded, PAR will longline several individuals into a ROW in order to cut up left over structure pieces and debris so they can be removed by the aircraft.
- Due to the lack of access, workers will need to be lowered into the ROW via longline. (Off Road Vehicles may also have to be longlined in by the helicopter)
- Structure debris will be cut into manageable pieces and then removed with a Waste Management Bagster Bag suspended from the aircraft. A Dynamometer will be used to verify the weight lifted via longline. Each bag will be loaded with approximately 800 pounds max of debris. (Bags are also one time use only)
- Workers will be transferred into different locations along an 8 mile stretch of ROW being inserted and extracted by longline
- Helicopter will not be flying any debris, tooling or personnel over any roads or home during the project
- Debris will be flown to two LZs on each end of the ROW for drop off
- Crews at LZs will release debris from the longline into dumpsters or on the ground where, PAR crew will then continue to load dumpsters
- Process will be repeated, until all debris is removed