








# HELI-OPS

## Aerial Culling Operations Safe Work method Statement

<b>Name of Contractor responsible for compliance with SWMS:</b>	HELI-OPS	<b>Date:</b>	January 2019
<b>Company name:</b>	HELI-OPS	<b>Workplace location:</b>	Australia Wide
<b>High risk job description</b>	Shooting feral animals from helicopter	<b>Completion of Confined Space Entry Permit?</b>	Not Applicable

### Personal Protective Equipment (PPE) required to complete the job

 Gloves <b>YES</b>	 Face mask <b>NO</b>	 Eye protection <b>YES</b>	 Storage & Transport <b>YES</b>	 Appropriate footwear <b>YES</b>	 Hearing protection <b>YES</b>	 Protective clothing <b>YES</b>

<b>What are the tasks involved?</b> Describe the steps required to perform the task in the sequence they are carried out.	<b>What are the hazards and risks?</b> Against each step list the potential hazards that could cause injury/damage when the task step is performed.	<b>How will hazards and risks be controlled?</b> List the control measure required to eliminate or minimize the risk of injury arising from the identified hazard, see <a href="#">Contractor Hazard Identification and Control Table</a> .
Transportation to cull location.	Legal and security considerations whilst driving to the location of operations.	All firearms transported in locked strong box with ammunition carried separately in locked box and only accessible by licensed shooter.
Carriage of firearms and ammunition to aircraft.	Accidental discharge of firearm embarking or disembarking aircraft.	Firearms carried to the aircraft with muzzle pointed downwards in the unloaded condition. Ammunition carried separately preloaded into magazines in padded magazine box.
Carriage of firearms and ammunition in aircraft.	Accidental discharge of firearm within aircraft.	Magazine not loaded onto rifle until animals are sighted and rifle muzzle is pointing outside cabin in downwards direction.
Discharge of firearm from aircraft - culling.	Accidental discharge of firearm from aircraft and accidental death or injury of persons or animals	Magazine is not loaded onto rifle until muzzle is pointing outside cabin, action is not cocked placing a round into the chamber until pilot is lining up aircraft to first animal and has been informed by shooter via radio of LOADING. Shooter will only take shot if background is safe, animal is unobstructed and range is ideal for clean humane dispatch as per RSPCA doctrine, informing pilot FIRING. At completion of a string of animals firearm is unloaded, action is checked to be clear and communicated to pilot CLEAR prior to muzzle coming back inside cabin.

Undertake feral animal cull operations as per RSPCA doctrine.	Catastrophic failure of firearm during cull, wounded animals and helicopter hard landing or crash.	Second identical semi automatic rifle is carried in soft bag in aircraft in case of catastrophic failure, enabling shooter to complete string of animals as per RSPCA doctrine. Pilot always flies back over string of downed animals to enable shooter to check for signs of life and administer lethal shot if required. Helicopters carry EPIRB devices both automatic and manual in case of hard landing or crash.
Communication between pilot and shooter.	Loss of communication between pilot and shooter.	Pilot and shooter communicate via headsets and microphones installed within helmets. Should these fail secondary headsets with microphones are carried in the aircraft. Should these fail the shooter carries two hand held UHF radios with earpiece and microphones.
Data recording of animals culled.	Loss or failure of data recording tool.	Primary recording tool is tablet, secondary tool is GPS with way point navigator and third back up tool is hand held counter with GPS.

Sign off	Name	Signature	Date
I have provided site-specific risk controls to manage the hazards identified above and will comply with the controls listed above.			
I understand the risk controls listed above will be implemented to manage the identified hazards associated with the works to be undertaken.			
HELI-OPS Employee:			
HELI-OPS Manager:			