

Written by the Technical Committee of the film and video industry's joint sector-based working group and produced by the Commission de la santé et de la sécurité du travail du Québec.



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PRODUCTEURS DE  
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## Use of aircraft

1. Whenever an aircraft is used in a scene, the producer must appoint an aerial coordinator and together they must choose the most qualified pilot for the work to be done.
2. The aircraft pilot is the authority for all decisions involving the aircraft and flight manoeuvres.
3. All flights must comply with Transport Canada regulations on aviation.
4. For filming or recording purposes, the pilot must:
  - inform Transport Canada in writing two weeks in advance;
  - obtain all necessary certificates or waivers, give them to the safety coordinator and make them available for inspection on the set;
  - obtain all necessary authorizations for takeoff and landing manoeuvres above inhabited areas.
5. The call sheet must be accompanied by a copy of this guideline as well as a note warning the production crew whenever an aircraft is used (e.g., "A helicopter will fly close to the production crew today. If anyone has any objections, please inform the safety coordinator about them.").
6. When an aircraft is used, a first aid attendant assigned solely to this task must be on site, regardless of the number of workers.
7. The safety coordinator and aerial coordinator must assess the hazards, determine what protective equipment is necessary, and make sure that the people involved wear it. When filming or recording takes place above a large body of water, the pilot must determine the protective equipment that the passengers must wear (life jackets, survival suits, etc.).
8. Smoking is strictly forbidden within 30 m of an aircraft or refuelling area.
9. An aircraft on the ground can be easily damaged. The pilot's consent must therefore be obtained before pushing the aircraft, sitting on it, placing an object on it, etc. If an object falls on or into the aircraft, the pilot or aerial coordinator must be immediately informed.
10. Before filming or recording a sequence or a stunt involving an aircraft, the production crew must be informed about the hazards and the safety precautions to be taken. The aerial coordinator must call a meeting of the production crew to brief them about the planned sequence and each person's role. Also, depending on the circumstances, there should be a dry run on the ground.
11. Flight plans, particularly detailing the takeoff and landing sites, emergency landing zones, and the location of pyrotechnic accessories, must be reviewed by the safety coordinator and approved by the pilot prior to filming or recording.
12. Only essential personnel and members of the flight crew may be on the set. All other people must remain at least 150 m away from the aircraft flyover zone. Also, no one must come within 15 m of the aircraft without the permission of the pilot and aerial coordinator or the ground safety personnel.
13. Aircraft engines must not be started or the aircraft taxied in areas where there are members of the production crew and flight crew, unless these people have been informed of the hazards inherent in the presence of a running aircraft.
14. No one must be on board an aircraft when its engines are started or it is taxiing unless the pilot is at the controls of the aircraft.
15. Before takeoff, the pilot must review all the safety precautions for the aircraft and make sure that all members of the production crew properly understand the procedures and emergency precautions. Before each flight, the pilot must have the time necessary to evaluate the fitness of the aircraft for the planned manoeuvres, and to check the position of the equipment and passengers.
16. Takeoff and landing sites must be completely cleared and wet down to avoid producing flying debris and dust. If filming or recording is done using a filming or recording vehicle, the stunt coordinator, chief machinist or filming or recording vehicle driver may, depending on the case, decide with the pilot whether or not to wet down the ground.

17. All personnel and equipment must be protected against debris thrown up by the aircraft taxiing on the ground, during takeoff or when landing.
18. Only one ground contact person shall communicate with the pilot. Two-way communication must be maintained at all times between them. The person responsible for communications with the pilot is also responsible for the safety precautions around the aircraft.
19. A stunt must not be changed without the permission of the pilot, aerial coordinator and stunt coordinator. If changes are made, the producer must call these individuals to a meeting to discuss these changes.
20. If the pilot or aerial coordinator considers that a danger exists, he can decide at any time to abort the manoeuvres. He must inform the safety coordinator of his decision.
21. When a filming or recording sequence calls for low over-the-camera shots, a locked-off or remotely operated camera should preferably be used.
22. Precautions must be taken to ensure the safety of people in front of an aircraft with its engine running. Also, a qualified person must be on board the aircraft and be at its controls. The aircraft should also be anchored to the ground to prevent any forward movement.
23. If an aircraft is to be flown with its door open, the pilot must make sure that this can be done with the type of aircraft used. The cameraperson, actor and stuntperson, depending on the case, must each wear a safety harness secured to the aircraft's structure. The camera must also be secured to the aircraft at a point different from the cameraperson's attachment point.
24. Acrobatic manoeuvres must be performed far away from the production crew area and in a direction as parallel as possible to this zone.

### Reference

Transport Canada, tel.: 514 633-2714.

**Note.** – The information contained in this guideline is not exhaustive and does not replace current standards, laws and regulations.

## Guideline 22 • Appendix

### Use of an airplane

Except for takeoff and landing manoeuvres, Canadian aviation regulations prohibit the operation of an aircraft at an altitude below the following:

- Over any populated area or open-air assembly of people, an altitude of 300 m above the highest obstacle within a radius of 600 m of the aircraft;
- An altitude of 150 m above any other area, except open water and sparsely populated areas. In this case, the aircraft must not come within 150 m of people, vessels, vehicles or structures.

### Use of a helicopter

The members of the production crew and flight crew must be informed of the rules to be followed when a helicopter is used.

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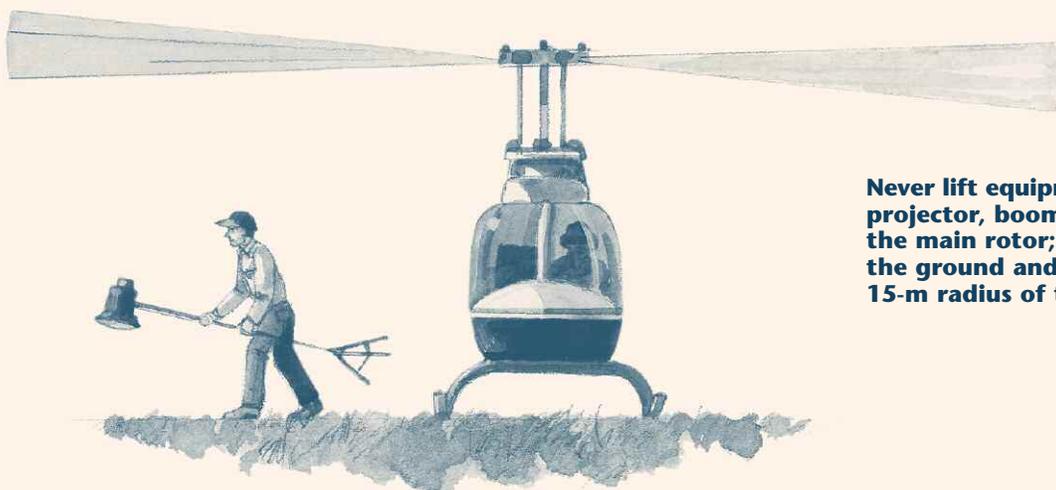
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## Safety rules



**Before approaching the helicopter, communicate with the safety personnel on the ground and come into visual contact with the pilot. Approach and leave the helicopter in a bent position, always going towards the front with your head and eyes facing forward.**

**On uneven ground, approach or leave the helicopter on the side where the blades are highest above the ground.**



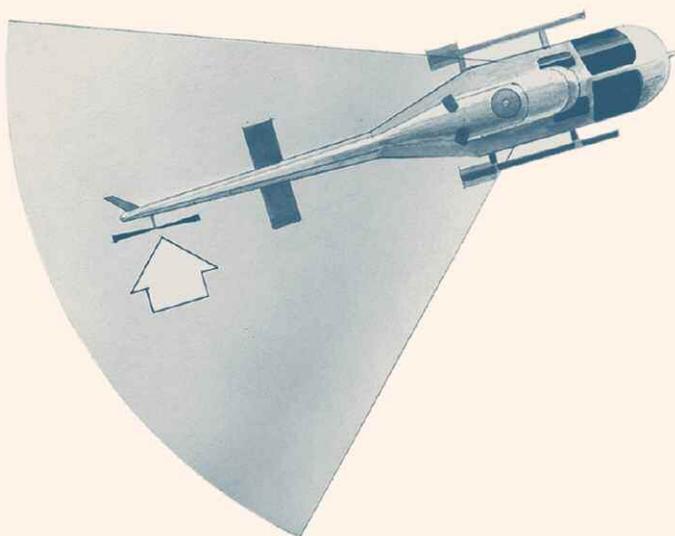
**Never lift equipment vertically (camera, tripod, projector, boom, etc.) towards the blades of the main rotor; carry equipment parallel to the ground and below your belt within a 15-m radius of the helicopter.**

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## Safety rules (cont.)



**Never go around the rear of a helicopter or under its tail due to the risk of being caught by the rotor.**



**Never, for any reason, throw objects (rolls of grip tape, paper, clothing, etc.) within a 15-m radius of the helicopter.**



**Protect your eyes and the equipment during takeoff and landing manoeuvres.**