

# AVIATION JOB HAZARD ANALYSIS (JHA)

<b>Project Name:</b>	
<b>BPA Contract #:</b>	
<b>Prime Contractor:</b>	
<b>Aviation Contractor:</b>	
<b>Aviation Contractor contact info Name/Phone:</b>	
<b>Location(s) where the aviation work will be performed:</b>	
<b>Estimated Start Date/s of Flight Operations:</b>	
<b>Estimated Ending Date/s of Flight Operations:</b>	
<b>Brief description of the aviation related Work to be Performed:</b> Indicate under which FAA Federal Aviation Regulation part that the operation will be conducted; Part 91,107, 133 and/or 135. Indicate which type of airframes will be utilized and if 133, if <u>or</u> if not the project involves human external cargo (HEC).	
<b>BPA Contracting Officer Name &amp; Phone:</b>	

<b>I certify that this document accurately reflects our project plan, to include subcontractor work under this contract and that it is a living document that will be updated as the plan changes.</b>	
<b>JHA Author's Name, phone number and email address:</b>	
<b>Signature:</b>	
<b>Date:</b>	

<b>Special Instructions:</b>
BPA's Contractor Safety and Health requirements for Prime and Subcontractors (CSHRPS) is the primary document outlining the requirements for all BPA Contract Aviation Services (CAS). All CAS providers will operate In Accordance With (IAW) the requirements specified in the most current version of the <a href="#">CSHRPS</a> . Specific areas of the CSHRPS have been listed below for additional emphasis: <ul style="list-style-type: none"> <li>• The CAS provider will be current on the DOE CAS list IAW the CSHRPS.</li> <li>• An Aviation JHA will be submitted and approved IAW the CSHRPS.</li> <li>• Flight Notifications will be filled IAW the CSHRPS.</li> <li>• Pilot maximum duty days and flight hours will be IAW the CSHRPS at a minimum.</li> <li>• Quarterly Reporting Requirements will be reported each quarter IAW the CSHRPS.</li> </ul>



# Aviation Job Hazard Analysis

BPA uses the Aviation Job Hazard Analysis as part of our work planning process.

When assessing the hazards associated with this project use the following definitions, listed at the end of this document, to determine the probability, severity and when assigning a Risk Assessment Code (RAC) of LOW, MED or HIGH risk.

<b>AVIATION JOB HAZARD ANALYSIS SUMMARY</b>			
Requirements: Assess the aviation related risks associated with this project using the RAC definitions listed in this document. Assess RAC before mitigation and RAC after mitigation to the lowest level possible. The common hazards listed below are not meant to be all inclusive nor are they all applicable. Specific aviation hazards associated with your project need to be addressed if applicable. Please provide a continuation sheet if needed.			
<b>Hazard Identification</b>	<b>RAC Without Mitigation</b>	<b>Risk Mitigation</b>	<b>RAC With Mitigation</b>
Aircrew Fatigue			
Inadequately trained personnel			
Lack of recency of Experience			
Fuel Starvation			
Mechanical Failure/s			
Weather Hazards High Winds IIMC, etc.			
Mid-Air collisions			

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Hazard Identification	RAC Without Mitigation	Risk Mitigation	RAC With Mitigation
Unable to locate aircraft after estimated time of arrival			
Inadequate aircraft performance or out of Aircraft CG			
Landing /operating at unsuitable landing zones (Helicopter Only)			
Long line contact with structures/wire (FAR Part 133 only)			
Encroachment of minimum approach distances (FAR Part 133 only)			
Inadequate communication air to ground personnel (FAR Part 133 only)			
Hazards to personnel or property on ground (FAR Part 133 only)			
Poor coordination of daily work expectations (FAR Part 133 only)			



# AVIATION JHA RISK ASSESSMENT CODE (RAC)

## DEFINITIONS

<b>Probability of an Event</b>	
<b>Qualitative Definition</b>	<b>Definition</b>
Frequent	Likely to occur many times (or has been occurring frequently)
Occasional	Likely to occur a few times (has occurred a few times)
Remote	Unlikely, but possible to occur (rarely occurs)
Unlikely	Very unlikely to occur (no history of previous occurrences)
Very Unlikely	Nearly impossible to occur

<b>Severity of an Event</b>	
<b>Definition (In Aviation)</b>	<b>Meaning</b>
Catastrophic	<ul style="list-style-type: none"> <li>• Fatal injuries or total disability,</li> <li>• Loss of material goods in excess of \$1Million.</li> <li>• Irreversible severe environmental damage that violates law or regulation.</li> </ul>
Critical	<ul style="list-style-type: none"> <li>• Permanent partial disability, injuries or occupational illness that may result in hospitalization of personnel.</li> <li>• Material loss exceeding \$200K but less than \$1M.</li> <li>• Reversible environmental damage causing a violation of law or regulation.</li> </ul>
Significant	<ul style="list-style-type: none"> <li>• Injury or occupational illness, resulting in one or more lost work days(s).</li> <li>• Material loss exceeding \$10K but less than \$200K.</li> <li>• Mitigatable environmental damage without violation of law or regulation where restoration activities can be accomplished.</li> </ul>
Small	<ul style="list-style-type: none"> <li>• Injury or illness not resulting in a lost work day.</li> <li>• Material loss exceeding \$2K but less than \$10K.</li> <li>• Minimal environmental damage not violating law or regulation.</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>• Light consequences.</li> </ul>

<b>RISK ASSESSMENT CODE (RAC)</b>					
<b>Probability</b>	<b>Severity</b>				
	<b>Catastrophic</b>	<b>Critical</b>	<b>Significant</b>	<b>Small</b>	<b>Negligible</b>
<b>Frequent</b>	<b>HIGH</b>	<b>HIGH</b>	<b>HIGH</b>	<b>MEDIUM</b>	<b>MEDIUM</b>
<b>Occasional</b>	<b>HIGH</b>	<b>HIGH</b>	<b>MEDIUM</b>	<b>MEDIUM</b>	<b>MEDIUM</b>
<b>Remote</b>	<b>HIGH</b>	<b>MEDIUM</b>	<b>MEDIUM</b>	<b>MEDIUM</b>	<b>LOW</b>
<b>Unlikely</b>	<b>MEDIUM</b>	<b>MEDIUM</b>	<b>MEDIUM</b>	<b>LOW</b>	<b>LOW</b>
<b>Very Unlikely</b>	<b>LOW</b>	<b>LOW</b>	<b>LOW</b>	<b>LOW</b>	<b>LOW</b>