

ISSUE NO: 01	FORM 019 HESLO Method Statement			SKYHOOK HELICOPTERS SPO MANUAL FORMS
REVISION NO: 01	EFFECTIVE DATE: 08 Feb 2018		PRODUCED BY: SKYHOOK HELICOPTERS LTD	AUTHORISED BY: ACCOUNTABLE MANAGER

Project Ref M3WB / TNS0302 Foot Of Meall Buidhe / Mast Build, All Phases
Revised after updated nesting locations 15/09/2025

Task Description
Lifts of materials, concrete pour, tower build Lift site Grid Ref: NN 07078 37342 Drop site Grid Ref: NN 17058 38246 Operations contact: Tristen Gerber 07557 574508

Key Control Measures	
General	All operations IAW Skyhook SPO Manual SOP's and as per Skyhook risk assessments Emergency Landing Area – to be identified on the morning of the works depending on site condition. FOD Site Security Adequate Briefing as per SPO manual Part A Appendix D PPE No flight with load over any person, vehicle, vessel or structure Incident reporting i.a.w. Skyhook SMS manual
Risk Assessment	All applicable RA's are included in the RAMS package. RA's are generic and form the basis of Skyhook standard operating procedures.
Lift Plan	A Lift Plan has been produced for this contract and is referenced in this MS
Task Specific MS	This method statement covers all aspects of lifting to be carried out during the lifting process.
Aircraft and pilot training	Refer to Lift plan for aircraft type and specific equipment required for task, pilot training and checking i.a.w. Skyhook SPO manual Part D, pilot training record held on company drop box and as hard copies at Fife Airport base i.a.w. Skyhook SPO Manual
Fuel Delivery and Quality Control	Fuel to be supplied by Skyhook Helicopters, fuel samples checked for water, specific gravity, and correct grade direct from delivery tank prior to acceptance into Skyhook bowser. They are then checked daily for water and contaminants prior to use. A Sample is kept during the days operations as proof of fuel quality.
Aircraft and Lifting equipment quality checks	Aircraft maintained i.a.w. CAA approved maintenance programme MP/03656/P and Part -M control delivered by UK Aviation Services Ltd, lifting equipment maintained i.a.w. Skyhook SOP's and inspected by independent LOLER inspectors on a 6-monthly basis. A tag and sticker system are used as well as electronic records
CANP/NOTAM Procedure	CANP (civil aviation notification procedure) will be applied by Skyhook i.a.w. Skyhook SPO manual for all lifting activities CANP forms will be submitted electronically by the duty pilot or ops in the below form format:  20190611-H Series Proposal Template-(
Access/Permits	Site access and permission to land/operate in the heli operating area and on the work site is the responsibility of Mitie Telecoms. The tasking falls under the scope of

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	Skyhooks SPO permission to carry out underslung load operations issued by the UK CAA is not aware of any specific additional flying permits required for completion of the task
PPE	Pilots and Ground task Specialists will be equipped with PPE i.a.w. Skyhook SPO manual Part A, Skyhook staff will be equipped with Orange colour high visibility ideally other on site operatives will be in a different colour to allow pilots to easily identify Skyhook ground task specialist's. All harnesses and fall arrest systems will be subject to inspection to LOLER standards, Helmets are subject to life limits
Environmental	Fuel Spillage – Skyhook supplied spill kit
Traffic / Plant Movements	All vehicular movement to be controlled by & responsibility of Mitie Telecoms
Public Interface	Public site access to be controlled by and the responsibility of Mitie Telecoms
Mitigation Measures and Operational Controls	Flight Timing Restrictions - In addition to lateral and vertical exclusion zones, helicopter flight timings must be scheduled to minimise disturbance during sensitive roosting periods. - No flights are to be conducted within two hours before dusk or two hours after dawn. Operator and Pilot Briefing - The Helicopter Risk Assessment Method Statement (RaMS) must be fully communicated and understood by both the aircraft operator and pilot prior to any operation. - If there is a change of operator or pilot during the development, a full briefing must be provided before flight activity resumes, covering all restrictions including exclusion zones and timing constraints. Unexpected Wildlife Encounters - If unexpected nests or birds are detected within the designated safe working range, immediate action must be taken to prevent breaches of species protection legislation. - Should a new occupied territory be identified within the safe working distance, all helicopter operations must cease immediately and guidance sought from NatureScot before resumption. - When soaring Golden Eagles are observed, aircraft must give a wide berth and the pilot must remain vigilant to avoid close encounters. Breeding Season Considerations - Works should, wherever possible, be scheduled outside of the Golden Eagle breeding season (January to August inclusive). - Where this is unavoidable, and helicopter use is required during the 2026 breeding season, the following adaptations apply: - Full implementation of all RaMS mitigation measures, including adherence to sensitive timing restrictions and exclusion zones in accordance with NatureScot guidance. - An Ecological Clerk of Works (ECoW) must be present during key helicopter operations and site mobilisation to monitor compliance with Schedule 1 protections and respond to unexpected activity. - During the early breeding season (January to February), ECoW monitoring must include watches for Golden Eagle display behaviour, which may indicate occupation and potential breeding attempts. - All site personnel must be briefed on species protection requirements and contingency protocols. - If Golden Eagle activity is observed within exclusion zones, operations must cease immediately and NatureScot consulted. - Helicopters must not be used during the sensitive incubation period (mid-March to mid-May), even where flight paths avoid the 1 km exclusion zone, due to the high risk of disturbance and potential nest failure.

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Method of Operation General (for specific SOP's refer to Specific MS and Lift Plans)	
1	Crew will arrive at site via road vehicle and will carry out pre-start checks on aircraft and ground equipment as per Skyhook SOP's set out in SPO and Fuel Manuals
2	The Pilot and ground crew will review drop off points and daily schedule. Assess climatic conditions and decide if suitable. Maximum wind speed is 40 knots (lower for tower build) – the Pilot may reduce this limit but is also permitted to carry out works in higher windspeeds if he judges the wind to be stable enough. The crew will inform client site representative of their decision.
3	The Pilot and crew will assess loads and ensure load rigging is compliant with the lift plan and Skyhook SOP's any additional/last minute loads will be subject to dynamic RA and addition to the lift plan as required.
4	Pilot and ground crew will deliver a briefing to all client/subcontractor staff involved in the lifting works and identify any non-standard hazards present on the day. If non-standard hazards are deemed to be present they will be subject to a dynamic RA carried out by the crew and any additional mitigation required will be identified.
5	All staff will be required to sign briefing sign off sheet. Unless the operation changes significantly this sign off briefing can be valid for up to 1 month at which point a refresher briefing will be carried out and resigned. Any new personnel will require briefing and sign off prior to work starting.
6	Pilot and/or ground crew agree load lift plan with client representative and agree: - ➤ Who is to hook on/un-hook load's ➤ Destination of loads ➤ Communication between pilot and any ground personnel ➤ Any non-radio communications ➤ Road traffic and site traffic management as required
7	Pilot & ground crew will test communications, emergency load release systems and run through pre-start flow chart on lift plan immediately prior to commencing lifting.
8	When lifting is completed the pilot is to agree any incidents or problems encountered with client representative.
9	Skyhook vacate site, ensuring no equipment remains and no fuel spillage goes untreated.

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Emergency Arrangements	
First Aid	Skyhook staff are responsible for their own first aid. Client is responsible for their staff. First aid kits are available in all aircraft and support vehicles
Hospital (s)	Accident & Emergency Lorn & Islands Hospital Glengallan Road Oban PA34 4HH 01631 567500
Fire	All personnel will be briefed that in the event of a fire the aircraft is to be left unattended and fire brigade informed. The below document can be of assistance to fire crews in the event of an aircraft incident.  master-ground-rescue-booklet-H125.pdf
Rescue	Any accident rescue is covered by the Skyhook Emergency Response Plan (ERP) – a copy of which will be held on site
Environmental	In the event of any spillage, it will be treated/contained by Skyhook staff utilizing spill kits provided. SEPA on 0800 807060 will be informed of the spillage. Dump/test fuel disposal – HAZCO environmental Ltd 14 Inchyra Road Grangemouth, Scotland FK3 9XB Tel: 01324 66 55 77

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Site Briefing and Risk Assessment Record				
	Print Name	Signature	Date	
Pilot				
Ground Crew(s)				
Safety Brief Given	Y	N	If NO operation is suspended. State reason:	
Is Lift Site(s) acceptable	Y	N	If NO state reason:	
Are there any non-standard Hazards	Y	N	If YES state hazards and controls put in place to reduce risk, and complete SMS report back at base:	
Are drop site(s) acceptable	Y	N	List unacceptable points and state alternatives if any:	
Lifting equipment checked	Y	N		

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Method Statement & Risk Assessments Agreed			
Company Name	Name	Signature	Date
Skyhook Helicopters			
Mitie Telecoms			

Helicopter Safety Briefing – Signoff Sheet			
<i>Tick briefing areas as applicable for the operation</i>		<i>BRIEFERS NAME:</i>	
☐	#1 – Standard Task Specialist Safety Briefing	☐	#6 – Doors off operations
☐	#2 – Hot Refuelling	☐	#7 – HESLO Operations
☐	#3 – Rotors Running	☐	#8 – Mast Building
☐	#4 – Toe-In Take-Off & Landings	☐	
☐	#5 – Concrete Pouring	☐	

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