required if workers will be out of sight and earshot of one another. A generic radio use SOP is as follows:

2. Monitor radio traffic and think out your communication before you transmit. Be brief and concise.

3. Perform a radio check with NPS Dispatch when staying overnight in NPS backcountry or adjacent lands. Use radio checks on state or private agency frequencies with their permission. The purpose of the radio check is to establish locations where contact is possible.

4. Maintain battery life and "memory" by thoroughly draining batteries before recharging.

5. Protect project radios and cell phones from moisture, dust, and hard impacts.

6. If portable radio or cellular coverage is not available, the crew should have a 406 MHz EPIRB with GPS.

**When Traveling on Foot in Remote Areas**

1. You should always wear the appropriate and proper safety gear when hiking.

2. You should have your personal first aid and survival kits, a radio, cell phone or EPIRB as required, water, and appropriate safety gear dictated by the area you will be hiking.

3. Carry your equipment and supplies in a well-fitting and appropriate-size daypack and in a manner consistent with safe travel over rough terrain. DO NOT OVERESTIMATE YOUR LOAD CAPACITY AND YOUR ABILITY TO CARRY HEAVY PACKS.

4. You must be aware of your surroundings at all times (on ground and overhead). Rocks underfoot can shift. Stay far enough back from the person in front to avoid branch whiplash.

5. Be conscious of your setting - when disoriented, familiar objects can set you back on track. Even if you have a GPS, CARRY A COMPASS and map as back-up, with an area (field) map showing locations of pertinent transects, roads and trails, and other landmarks, especially in unfamiliar surroundings and/or when fog, rain, or darkness set in.
6. Always be sure someone in the laboratory, office, or base camp knows where you are and when you expect to return.

7. You should never overextend your capabilities; know your limits.

8. Be sure you have permission **before** entering private property.

9. You must report field accidents immediately to your Supervisor as practicable. If you are in a remote location when you get hurt, you must evaluate your situation carefully.

   A. If there is a coworker with you and you are able to get to your base camp or back to your vehicle, have your coworker take some of the load from your field pack to lessen your load.

   B. If you are able to return to your base camp, and wish to “rest” and not request a pullout, you will need to consult with the Field Supervisor whether this is the appropriate action or get a consensus from the field crew if there is no Supervisor.

   C. If you are unable to move from the accident scene and you are not in an area with reliable radio or cell phone coverage, your coworker may need to move to a better location to notify the office/Supervisor/emergency services of your situation and initiate an emergency removal. If this is not possible, activate your EPIRB.

   D. If you were travelling alone, you will need to make all the appropriate calls yourself or activate your EPIRB.

10. If you are lost or become disoriented, **STAY WHERE YOU ARE**. You may feel an initial sense of panic, but sit down and quietly organize your thoughts on where you are. A few moments of recollection may clarify your situation. If not, find a comfortable place to rest. Use your whistle or other means to attract the attention of anyone around you. Do not try to leave the area if there are no signs of where to go. Do not follow a stream downhill; it will almost certainly go over a waterfall at some point. Do not travel at night.

11. You can sometimes assist a helicopter search during the day by starting a smoky fire, but be extremely careful not to set the surrounding vegetation on fire. If you are in the open and weather permits, use your signal mirror, or space/emergency blanket as a signal. Search and rescue helicopters on some islands have FLIR (forward looking infra-red) capabilities allowing them to detect a person in the open, or even a lighter or a flashlight on a mountainside at dusk.
or at night; but do not rely on a nighttime rescue; stay put and wait until the next morning.

Driving Off-road in a 4-Wheel-Drive Vehicle*

1. If training is necessary, inform your Supervisor. If you do not have 4-wheel-drive training or experience, you should not drive off-road. You must have a valid driver’s license before driving any vehicle, whether on the road or off-road.

2. Even if you are an experienced off-road driver, remember the basics and take time to read the 4-wheel-drive portion of the vehicle manual.

3. Your vehicle should always carry emergency equipment (vehicle first aid and your basic survival kit, etc).

4. When you are going into an off-road area, always be sure someone in the laboratory or office knows where you are and when you are expected to return.

5. If you need to enter private land, make sure you have permission. When encountering the owners or their workers, allow them the right-of-way. Drive slowly so as not to kick up dust.

6. Report immediately any vehicle problems to your Supervisor or Project Safety Officer (i.e., maintenance issues, worn tires, slipping out of gear, brakes not holding, etc).

7. Report all vehicle accidents immediately to your Supervisor as practicable.

8. Obey the rules of the road even when driving off-road.

Helicopter Operations*

1. All project staff involved in helicopter work more than once a year shall have completed the AMD B-3 Combination Helicopter/Airplane Safety course within the last 3 years; first time users should take the course from the PCSU Safety Manager while experienced personnel may take the online training via the IAT website. Do not engage in helicopter activities for which you have not received training.

2. All project staff involved in external load operations shall take the initial AMD A-219 Helicopter Transport of External Cargo course from the PCSU Safety Manager. Employees performing external load hook-ups frequently should