



## Q & A information on Rigging/Installing/Operating within your Venue

- **Work Method Statement**
  - **Flying equipment installation plan:**

Our equipment will be shipped to the venue prior to our On The FLY Flying Director arriving (or will arrive with the FD onsite via vehicle or flight). Once onsite the Flying Director and the Production Director will review all the variables (scene, performer, operator, stage management, and venue details) and decide upon the perfect placement of equipment. The technician, with the help of Production or venue assigned personnel, will install the equipment upon the venue fly system. After we've inspected all the variables of the equipment hung on the batten we pull out the batten lock off the arbor with a tow strap to make sure it cannot move.

- SWL, Safety factors

We operate with a minimum of 10:1 SWL, the weakest part of our system is our wire rope, 1/8" GAC. It has a minimum breaking strength of 2000 lbs. We limit our performer's weight to 200 lbs. If our performer is heavier we use a bigger gauge of cable to keep within a 10:1 SWL.

- Training

The first part of training is our Safety Protocol and Flying Basics training which anyone that would touch the equipment is required to attend prior to using the system. In this session we train everyone on the safety basics: Communication; verbal and non-verbal, proper harness fitting, Rope Operator basics and technique, Performer basics and Technique, Wire Connection protocol and technique, Lifting and Landing basics.

During this our Flying Director is evaluating each member to ensure any red flags that may come about. We also establish our roles with the Flying Captain being the most important assignment to the group that is being trained. The responsibility of the captain is to coordinate and maintain the protocols put in place by the Flying Director. This is also the time when costumes are aligned with the Flying Harnesses so that the Flying Director can best inform where the connection of the wire to the harness is best accomplished.

- Inspection

We have 2 types of inspections that must happen prior to the use of equipment for that day AND after 8 hours of use (on that same day). #1. An equipment inspection checklist that we train 2 personnel on how to inspect. #2. Flying Captain's Checklist: This inspection is regarding the performers, harnesses, the operators, the spike marks, and operator cheat sheets that are established while the Flying director is onsite. Attached.

- Operational use

The operators are trained on proper usage and evaluated by our Flying Director. Anyone that touches the equipment or is in proximity of the effect must sign an On The FLY waiver. Those under 18 must have a parent or guardian sign the waiver for the minor. The flying director (typically) will train the appropriate personnel to strike the flying equipment and ship it back to On The FLY

- Timetable, broken down for a BASIC PACKAGE (one manned pendulum system):

- Day 1 (4-6 hour install)
  - load-in: 30 minutes
  - setup: 2 hours
  - operator(s) training: 2 hours
  - performer induction: 2 hours
  - rehearsal: 2 - 4 hours
- Strike (Post Event)
  - load-out 1-2 hours

- Safety standard protocol:

- #1. Communication: The importance of communication is trained into any and all parties that are associated with the equipment and the moment of the effect. All parties are urged to be very specific, ask any questions, mention all concerns, and review all details.
- #2. Trained on Specifics: Operators, performers, Spotters, and handlers are trained on the specific effect.
- #3. Cast Integration: Other cast members that may be near or onstage during the time of the effect are trained and integrated into the scene by observing the effect and then carefully joining the scene and working up to full speed after desired competency is established
- #4. Inspections: All Systems are inspected by 2 personnel and recording on Inspection Checklist
- #5. 2nd Lift Operator: Anytime a performer is flying above (meaning the lowest part of their body), 4.5 meters or 15ft. a 2nd lift operator must have hands on the rope and be an 'Anchor' to the main lift operator.
- #6. Flight Call: Beyond rehearsals and before the run of a rehearsal or show the effect is rehearsed out of context of the run of the show to perfect the desired effect. This should be one of the first things rehearsed to remind performers and operators (and with use of operator cheat sheets) of the effect for that day's use.
- #7. Talk through before fly through: The Fly Captain will review every moment verbally with the parties that are a part of the flying moment prior to running the flying of the specific effect. The Fly Captain will do this one at a time. Talk through the moment, Fly the moment. Talk through the next moment, fly through the moment.
- #8. New Element Protocol: Any new elements (costumes, lights, Fog, etc) added to the specific moment must be run individually and outside the context of the run of the show or large scene.
- #9. No Changes: Once the Flying Director establishes the effect there can be no changes to the effect. Not in performers, operators, handlers, spotters, equipment or any other variables agreed upon during the time of the Flying Directors training.
- #10. On The FLY resource: On the FLY will have a correspondent on hand to call or email to answer any questions or concerns that come up from the moment the Flying Director leaves until the equipment is shipped back to On The FLY.

- Risk assessment and rescue plan specific to this event
  - based on Design intent and Work Method Statement

Design intent: To Fly a performer up and down during a scene:

Risk factor on 1 to 5 scale: 1 being very minimum (the same as walking) and 5 is high (walking above 3 stories on the side of a building): 3, Risk of dropping or swinging into an object.

Resultant of Risk on 1 to 5 scale: 1 being scrape 5 being death

2 - 3: Twisted ankle, Breaking of appendage

Total score 9 out of 25

Risk Reduction:

\*Anything above 15ft. will have a second hand on the lift rope.

\*Training by a Qualified Professional.

Rescue procedure: Should a performer be stuck in the air for any reason there should be a Ladder or Lift on standby and location known by the Flying Captain. 2 operators will keep hands on the lift rope while the Captain acquires that ladder or lift to place under the performer. The performer will then get onto the ladder and either detach themselves from the equipment or have an operator detach them and then climb down the ladder.

- Procedure in case of accident

There should be someone onsite during anytime the effect is happening that is 1st Aid certified to assess the situation and respond accordingly. The address of the venue should be memorized in case of needing to call an emergency responder.