OSHA COMPLIANCE JHA

Movie Hazard Analysis

TASK / OPERATION	LOCATION
Aircraft Drift and Explosion Response	North by Northwest (1959) — Crop Duster Attack

JOB TITLE(S)
Advertising Executive (1), Agricultural Pilot (1), Truck Driver (1)

TASK / OPERATION DESCRIPTION
An Advertising Executive caught in the open is targeted by a pesticide-spraying aircraft making repeated low-altitude passes, exposed to chemical drift and gunfire before the aircraft collides with a fuel tanker truck and explodes.

DATE JHA PREPARED	SUPERVISOR(S)
Oct 10, 2026	*Not provided*

JHA TEAM MEMBERS
Not provided

STEP	POTENTIAL HAZARDS	CONTROLS	PHOTOGRAPHS
Step 1 Recognize the repeated low-altitude pesticide-spraying aircraft passes and initiate emergency notification. Potential Injury: Fatal blunt-force or impact injuries; eye or skin irritation, poisoning, or respiratory effects from pesticide exposure.	- Low-altitude aircraft passes over open, unprotected terrain can strike or create severe prop-wash/debris exposure. - Spray drift from the aircraft may contact skin or eyes or be inhaled; pesticide identity and formulation are unknown.	Can the potential hazard(s) be: - Eliminated? [ ] - Substituted/replaced? [ ] How? Do not enter or remain in the aircraft's operating area; withdraw from the exposed terrain when a route away from the aircraft is available. Engineering controls (Existing?) - No protective structure is specified [ ] - do not treat vehicles or improvised cover as verified aircraft protection. [ ] Administrative controls - Any worker who observes a pass alerts the other two workers and contacts emergency services from a location away from the aircraft. Do not approach [ ] - signal [ ] - or attempt to intercept the aircraft. Stop work and keep the group together only while moving to refuge. [ ] Personal protective equipment - No PPE is specified as protective against aircraft impact or an unknown pesticide spray - do not delay withdrawal to don PPE.	Uncontrolled No photo provided Controlled No photo provided

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STEP	POTENTIAL HAZARDS	CONTROLS	PHOTOGRAPHS
Step 2 Withdraw from airborne spray drift without crossing toward the aircraft. Potential Injury: Acute toxic effects, respiratory injury, eye injury, or skin effects; outcome depends on the unidentified pesticide and dose.	- Inhalation or dermal/eye contact with drifting pesticide substance unspecified during repeated aircraft passes. - Open, unprotected terrain offers no specified barrier from drift or aircraft exposure.	Can the potential hazard(s) be: - Eliminated? [ ] - Substituted/replaced? [ ] How? Leave the spray-drift area as soon as a route away from the aircraft is available; do not remain to collect property or continue work. Engineering controls (Existing?) - Use only shelter or barriers that are visibly available and can be reached without moving toward the aircraft [ ] - no specific shelter is supplied in the task details. [ ] Administrative controls - Keep the three workers in communication while withdrawing. Do not re-enter the drift area until emergency responders or the responsible authority confirms the area is released and the substance is identified as needed for response. [ ] Personal protective equipment - No respirator or protective clothing is specified or established as effective for this unidentified pesticide - do not rely on PPE in place of withdrawal.	Uncontrolled No photo provided Controlled No photo provided
Step 3 Respond to gunfire by immediately seeking distance and available substantial cover. Potential Injury: Fatal or life-altering penetrating trauma, bleeding, or blunt-force injury.	- Gunfire directed at a person in open terrain can cause penetrating or blunt-force injury. - Moving toward the aircraft or remaining exposed during repeated passes may increase direct exposure.	Can the potential hazard(s) be: - Eliminated? [ ] - Substituted/replaced? [ ] How? Leave the exposed area and do not approach the aircraft or source of gunfire. Engineering controls (Existing?) - Use substantial cover only if it is immediately available and can be reached without moving toward the threat [ ] - no specific cover is identified in the prompt. [ ] Administrative controls - Do not investigate [ ] - film [ ] - or confront the source. Once at a safer location [ ] - contact emergency services and follow their directions. Do not resume work until the scene is released by authorities. [ ] Personal protective equipment - No ordinary workplace PPE is specified as protection from gunfire.	Uncontrolled No photo provided Controlled No photo provided

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STEP	POTENTIAL HAZARDS	CONTROLS	PHOTOGRAPHS
Step 4 React to the aircraft collision with the fuel tanker and resulting explosion. Potential Injury: Fatal burns, blast or impact trauma, respiratory injury, or carbon monoxide poisoning.	- The aircraft-tanker collision and explosion can produce blast pressure, flying debris, radiant heat, and fire. - Fuel hydrocarbons substance unspecified and combustion products may be inhaled; carbon monoxide is identified in the supplied exposure context.	Can the potential hazard(s) be: - Eliminated? [ ] - Substituted/replaced? [ ] How? Immediately move away from the collision, fire, smoke, and visible debris; do not approach the tanker or aircraft. Engineering controls (Existing?) - Use available substantial cover or enclosed refuge only if reachable without moving toward the fire or threat [ ] - no specific refuge is identified. [ ] Administrative controls - Call emergency services from a safer location and report the tanker [ ] - aircraft [ ] - fire [ ] - and smoke. Do not attempt firefighting [ ] - rescue [ ] - or vehicle movement unless trained and directed by responders. Keep the group outside the emergency scene until authorities release it. [ ] Personal protective equipment - No PPE in the task details is suitable to establish protection from explosion - fire - or unknown combustion products.	Uncontrolled No photo provided Controlled No photo provided

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STEP	POTENTIAL HAZARDS	CONTROLS	PHOTOGRAPHS
Step 5 Maintain a safe location and provide information to emergency responders. Potential Injury: Repeat traumatic injury, burns, respiratory effects, or secondary chemical exposure.	- Returning to the open terrain or collision area may expose workers again to aircraft passes, gunfire, pesticide drift, fire, debris, or combustion products. - Unknown pesticide contamination on clothing or skin may be transferred during contact with coworkers or responders.	Can the potential hazard(s) be: - Eliminated? [ ] - Substituted/replaced? [ ] How? Do not return to the aircraft, spray, gunfire, or explosion area for belongings or work tasks. Engineering controls (Existing?) - Remain at a location responders identify as suitable [ ] - no specific location or air-monitoring capability is supplied. [ ] Administrative controls - Provide responders with the known sequence of aircraft passes [ ] - spray drift [ ] - gunfire [ ] - collision [ ] - and fire [ ] - and identify any suspected contact or symptoms. Follow responder instructions for contamination control [ ] - medical evaluation [ ] - and scene release. Supervisor review is required before any scope change or return to work. [ ] Personal protective equipment - Do not use unspecified PPE as a basis to re-enter. Any responder-directed protective equipment selection is outside the supplied task detail.	Uncontrolled No photo provided Controlled No photo provided

CHEMICAL EXPOSURE OEL SUMMARY (3)

OEL source priority: U.S. OSHA, NIOSH, ACGIH, and state sources first; then other available sources. The lowest available numeric OEL from matching offline sources is listed in addition to the location/default OEL. Confirm chemical identity and exposure limits against the SDS, label, and applicable regulations.

Pesticide (unspecified) (CAS: Not listed, confidence: 99%)

Detected as: inhalation and dermal exposure to spray drift
Location/default OEL: No offline OEL match found
Sources cited: No offline OEL source matched

Fuel hydrocarbons (unspecified) (CAS: Not listed, confidence: 82%)

Detected as: inhalation of vapors and combustion products from the tanker explosion
Location/default OEL: No offline OEL match found
Sources cited: No offline OEL source matched

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Carbon monoxide (CAS: 630-08-0, confidence: 70%)

Detected as: inhalation of combustion products from the explosion
Location/default OEL: OSHA PEL TWA 50.0 ppm (55.0 mg/m³)
Lowest available OEL: China GBZ TWA 20 mg/m³
Sources cited: OSHA PEL (TWA 50.0 ppm (55.0 mg/m³)); NIOSH REL (TWA 50 ppm (55 mg/m3)); Hawaii HIOSH (TWA 35 ppm (40 mg/m³)); Michigan MIOSHA (TWA 35 ppm (40 mg/m³)); Oregon OSHA (TWA 50 ppm (55 mg/m³)); Washington WISHA (TWA 35 ppm); China GBZ (TWA 20 mg/m³); Finland FIOH (TWA 20 ppm (23 mg/m³)); France VLEP (TWA 20 ppm (23 mg/m³)); Ireland HSA (TWA 20 ppm (23 mg/m³)); Netherlands SER (TWA 20 ppm (23 mg/m³)); New Zealand WES (TWA 20 ppm); Sweden AV (TWA 20 ppm (23 mg/m³)); United Kingdom WEL (TWA 20 ppm (23 mg/m³)); 🇨🇦 British Columbia WorkSafeBC (TWA 25.0 ppm); 🇨🇦 Ontario MOL (TWA 25.0 ppm); Germany TRGS 900 (TWA 25 ppm (29 mg/m³)); Mexico NOM-010-STPS (TWA 25 ppm (29 mg/m³)); Singapore PEL (TWA 25 ppm (29 mg/m³)); South Korea OEL (TWA 25 ppm (29 mg/m³)); Taiwan PEL (TWA 25 ppm (29 mg/m³)); Australia WES (TWA 30 ppm (35 mg/m³)); 🇨🇦 Quebec CNESST (TWA 35.0 ppm); Brazil NR-15 (TWA 39 ppm (43 mg/m³)); Chile DS 594 (TWA 44 ppm (48 mg/m³)); India Factories Act (TWA 50.0 ppm (55.0 mg/m³)); Japan JSOH (TWA 50 ppm (57 mg/m³)); Kenya OEL (TWA 50 ppm (55 mg/m³)); South Africa HCA OEL (TWA 50 ppm)

RISK ASSESSMENT SUMMARY

Initial Risk: HIGH -> Residual Risk: MEDIUM | Risk reduction demonstrated across all steps.

Step	Description	Hazard	Controls	Initial Risk	Residual Risk
1	Recognize the repeated low-altitude pesticide-spraying aircraft passes and initiate emergency notification.	- Low-altitude aircraft passes over open, unprotected terrain can strike or create severe prop-wash/ debris exposure. - Spray drift from the aircraft may contact skin or eyes or be inhaled; pesticide identity and formulation are unknown.	- No protective structure is specified - do not treat vehicles or improvised cover as verified aircraft protection. - Any worker who observes a pass alerts the other two workers and contacts emergency services from a location away from the aircraft. Do not approach - signal	**10 - High**	**5 - Medium**
2	Withdraw from airborne spray drift without crossing toward the aircraft.	- Inhalation or dermal/ eye contact with drifting pesticide substance unspecified during repeated aircraft passes. - Open, unprotected terrain offers no specified barrier from drift or aircraft exposure.	- Use only shelter or barriers that are visibly available and can be reached without moving toward the aircraft - no specific shelter is supplied in the task details. - Keep the three workers in communication while withdrawing. Do not re-enter the drift area until emergency responders or the responsible authority confirms the area is released and the substance is identified as needed for response. - No respirator or protective clothing is specified or established as effective for this unidentified pesticide	**8 - Medium**	**4 - Low**

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3	Respond to gunfire by immediately seeking distance and available substantial cover.	- Gunfire directed at a person in open terrain can cause penetrating or blunt-force injury. - Moving toward the aircraft or remaining exposed during repeated passes may increase direct exposure.	- Use substantial cover only if it is immediately available and can be reached without moving toward the threat - no specific cover is identified in the prompt. - Do not investigate - film	**10 - High**	**5 - Medium**
4	React to the aircraft collision with the fuel tanker and resulting explosion.	- The aircraft-tanker collision and explosion can produce blast pressure, flying debris, radiant heat, and fire. - Fuel hydrocarbons substance unspecified and combustion products may be inhaled; carbon monoxide is identified in the supplied exposure context.	- Use available substantial cover or enclosed refuge only if reachable without moving toward the fire or threat - no specific refuge is identified. - Call emergency services from a safer location and report the tanker - aircraft	**10 - High**	**5 - Medium**
5	Maintain a safe location and provide information to emergency responders.	- Returning to the open terrain or collision area may expose workers again to aircraft passes, gunfire, pesticide drift, fire, debris, or combustion products. - Unknown pesticide contamination on clothing or skin may be transferred during contact with coworkers or responders.	- Remain at a location responders identify as suitable - no specific location or air-monitoring capability is supplied. - Provide responders with the known sequence of aircraft passes - spray drift	**10 - High**	**5 - Medium**

Civilian risk levels: 1-4 Low, 5-9 Medium, 10-15 High, 16-25 Critical. Initial Risk = hazard risk before controls applied. Residual Risk = remaining risk after controls applied. Effective JHA demonstrates residual risk lower than initial risk on all steps.

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