

**Your guide for delivery of fertiliser
and lime to Aerowork
fixed wing operations**



Introduction

This booklet provides best practice for transport operators delivering fertiliser and lime to Aerowork fixed wing operations (airstrips and farm bins).

The aim of this guide is to ensure work is done efficiently, keep everybody safe, and to meet our shared PCBU requirements as required under the Health and Safety at Work Act 2015.

The loader driver is your go to person on the airstrip as they are in charge of managing the worksite and minimising the risks between aircraft, vehicles and people onsite.

At a minimum we expect to you make **positive comms or contact** with the loader driver (hand signals, radio or phone) to let us know of your arrival and receive instructions if required.

PS: This booklet was put together for you by Aerowork loader drivers with a common-sense attitude. We hope you find this booklet useful and it becomes part of your airstrip delivery procedure.

Cheers

Dusty the loader driver

How to minimise the risks



1.

On Arrival – Establish contact with the loader driver by hand signals, radio or phone, before entering the work area. Wait for the loader driver to indicate that it is safe to enter (**positive comms**).

Have your tarps rolled up and ready to tip, minimising time spent at the loading area.

2.

If the access track is close to the airstrip, it is always a good idea to enter just after the aircraft has taken off, giving maximum separation time. Be aware that we may have two aircraft on the same job.

3.

Please stop at the cones and follow the instructions on the sign. This is our exclusion zone and entry past this point must only occur when directed by the loader driver.

When in the exclusion zone always follow the loader drivers instructions. Their job is to keep you safe. Should you need to confirm anything, ensure positive comms before leaving your cab. People and moving machinery don't mix.

4.

Please don't drive behind the loader while it is loading the aircraft, the loader driver may not have seen you if they are concentrating on loading the aircraft.

5.

Product Quality – Let us know if the product is lumpy or has been exposed to moisture, so we can manage it as it comes into the bin. In the event of an emergency the pilot has to be able to eject the contents of the aircraft hopper. Ensure that bins are covered and/or lids are tied down properly after delivering product when we are not on site.

6.

Report to the Aerowork crew if you notice any hazards that would affect us or make it dangerous for an aeroplane to land.

Hazards on the airstrip



Aircraft propellers



Moving/reversing loaders



Dust/small gravel airborne from aircraft taking off



Slippery/uneven/steep surfaces



Refuelling operations - no smoking within 8 meters



Suspended loads



Personnel on the ground



Large amounts of aviation fuel



Noise

Team work and tips



Hi-vis must be worn at all times.



Here are some tips that will help put a smile on the loader driver's face!



Check that the bin is clean before tipping the load in as we are not always first there. Check for debris, dead animals or other fertiliser.



When unloading into the bin, tip to the rear of the bin as much as possible. This helps us with clean up and keeps the product away from the weather should we have to leave the job.



Avoid turning around on the loading area if its going to cause ruts or tear it up. Uneven ground can be dangerous while loading the aircraft and loose stones can get sucked up into the propeller blade causing damage.



If the product is dusty, avoid tipping while the aircraft is nearby, wait for the aircraft to depart if possible. Those expensive turbine engines suck in large amounts of air even on the ground!



In return we will endeavour to get you unloaded and back on the road as quick as we can. Don't forget to put your truck covers back on when you are off the airstrip and out of the way.

In the event of an accident



In the event of an accident, work is to stop **immediately**.



The loader driver has control over the work site and will coordinate the emergency response plan.



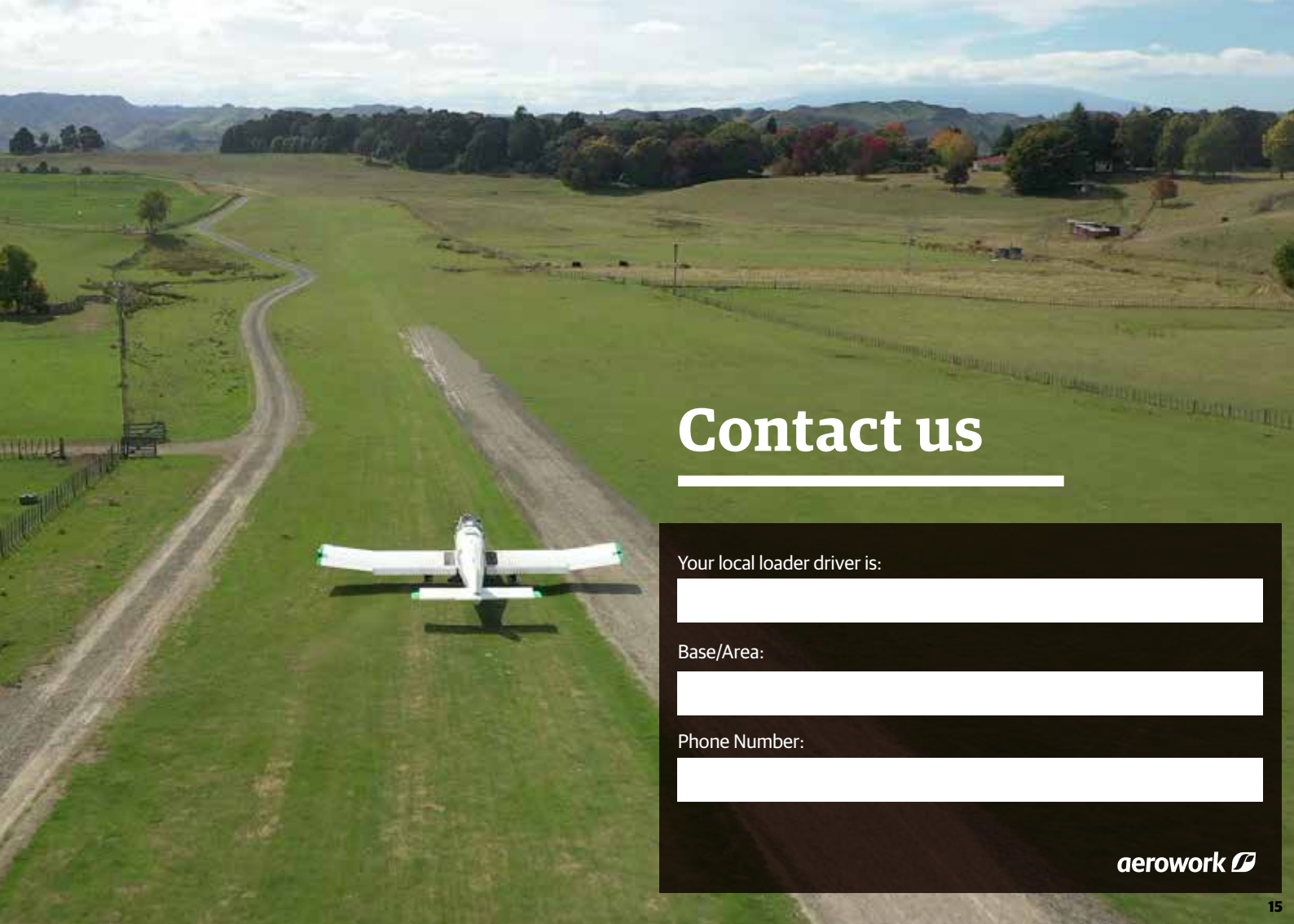
Every loader has a First Aid Kit and every loader driver is competent in delivering First Aid.



Every loader driver has a satellite emergency notification device for emergencies when out of mobile phone coverage.



Please do not take any photos of any accident. Under no circumstances are photos to be posted to social media.



Contact us

Your local loader driver is:

Base/Area:

Phone Number:

aerowork 

ravensdown 

0800 100 123
ravensdown.co.nz

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