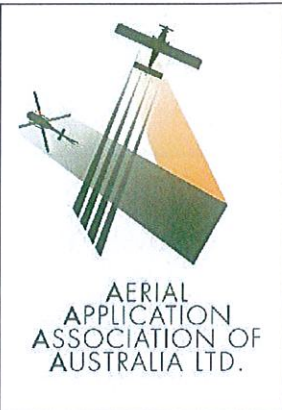


'GROWSAFE' - SAFETY IS NO ACCIDENT

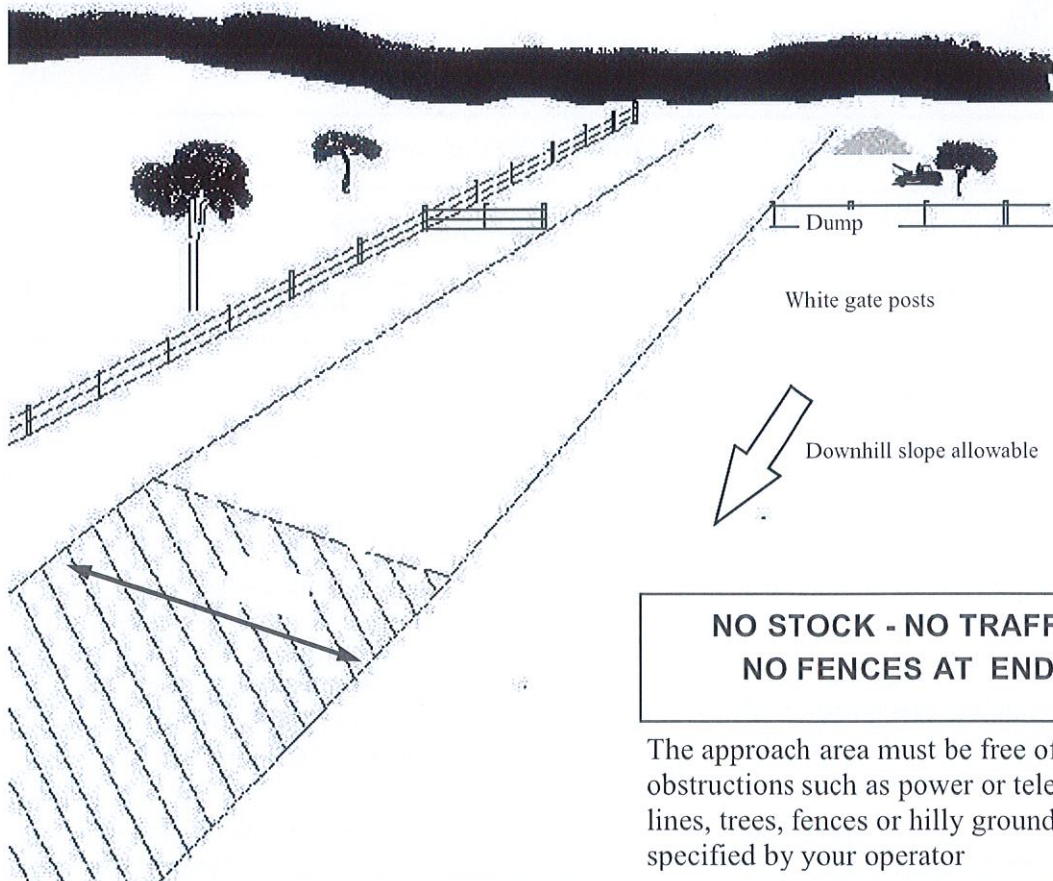
The aerial agricultural industry is your productivity partner and to ensure we do the best job possible, the industry has developed 'Growsafe' - the National Voluntary Code of Practice for Topdressing. A full copy of the Code is available from your 'Growsafe' accredited operator or from the Aerial Application Association of Australia - www.aaaa.org.au

A key part of 'Growsafe' is ensuring we all understand our own responsibilities for safety and environmental protection. This information will help you contribute to the safety of our pilots, the productivity of our aircraft and compliance with the law.



EVERY PILOT DESERVES A SAFE AIRSTRIP AND A SAFE AIRSTRIP IS A VALUABLE ASSET TO EVERY PROPERTY

A TYPICAL ONE-WAY AIRSTRIP



**NO STOCK - NO TRAFFIC
NO FENCES AT ENDS**

The approach area must be free of all obstructions such as power or telephone lines, trees, fences or hilly ground as specified by your operator

— STRIP LENGTH —

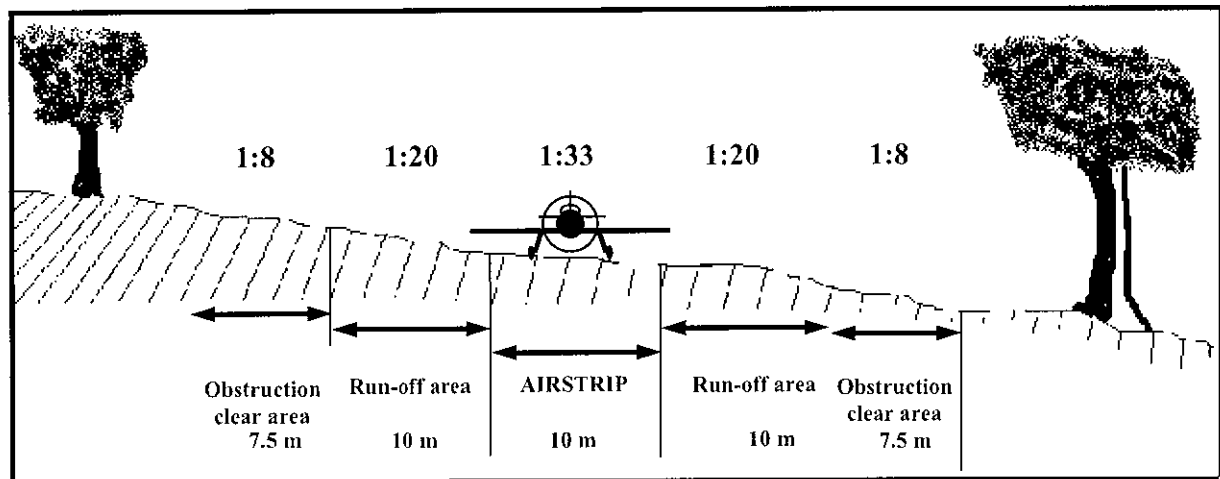
Please check strip length accurately and discuss exact requirements with your aerial operator. Strip length required will change according to aircraft type and load, surface conditions including grass length, wind, slope etc.

ESSENTIAL SAFETY CHECKLIST:

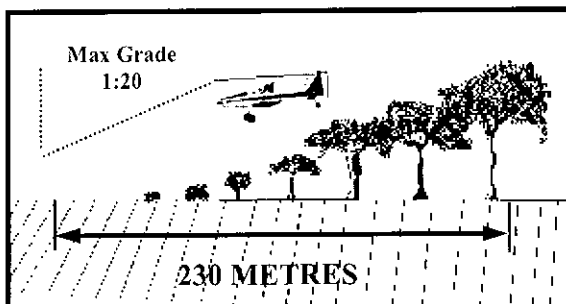
- Ensure that the dump site is of appropriate size and shape, is free of grass, rocks, sticks and cow manure, and has adequate drainage.
- Check airstrip surface for erosion - particularly stock pads. Also for wire or other debris dragged onto the strip by livestock.
- This is *critical* as sticks and other contaminants (including moisture) in the product can block the aircraft spreader doors, leading to jamming and misapplication, despite the best endeavours of the pilot. This also puts the safety of the pilot at risk.
- Check the strip surface by driving over it at 100 km/h without pitching or significant bumps.
- Remove all stock from the airstrip paddock.
- Clear the strip of any rocks, wire, twine or other materials.
- Cut grass on the airstrip prior to use.
- Always be aware of propellers

PLEASE advise the pilot of any safety problems
before they arrive at your airstrip.

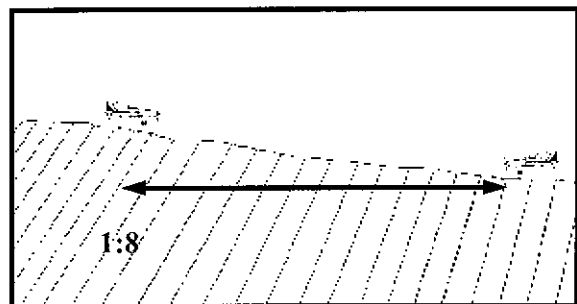
MAXIMUM ALLOWABLE CROSS GRADES



MAXIMUM APPROACH GRADIENT



MAXIMUM ALLOWABLE AVERAGE SLOPE



YOUR AERIAL TOPDRESSING CHECK LIST

Fertiliser application is a team effort and a breakdown in one part of the team can have significant impacts on another part of the team.

Before the fertiliser arrives:

- Contact your aerial operator for advice and assistance and to let them know when you will need them.
- The dump site must have easy access for loaders, and must be situated at a suitable spot for aircraft loading.
- The dump site should be constructed taking into account environmental considerations including potential run-off.
- Once dumped, the product should be covered with suitable tarpaulins and heavy truck tyres or equivalent to ensure the product is not affected by moisture.
- Be on site for delivery of the product to ensure its correct placement and its quality.
- Remove stock from the airstrip paddock or fence the dump site.

Before the aircraft arrives:

- Ensure that the area to be topdressed is clearly marked and that a good map is ready.
- Once dumped, the product should be clearly identified according to type, owner and tonnes. Identification should be waterproof (inside a clear plastic bag or cling-wrap), easy to read and firmly attached to the dump.

Airstrip Checklist:

- Site your airstrip on high ground, into prevailing wind and close to the spreading area. Ensure access is possible in all weather for heavy vehicles.
- Use the diagram to make your strip safer.
- For advice or information contact your aerial operator.

Communication Checklist:

- Talk with your applicator before each application to:
 - confirm the target area
 - confirm the product and rate
 - identify hazards (wires etc)
 - identify environmental hazards
 - identify any other issues that may impinge on the safety of the operation
- The applicator will provide clients (or their agents) with a treatment order form that should be completed and faxed back before an application can take place. The form may include:
 - product
 - rate
 - total tonnage/hectares
 - terms and conditions
 - map of treatment area, both schematic and topographic
 - client trading name and signature
 - strip condition (mown etc)
 - hazards, including environmentally sensitive areas
 - neighbour notification

- Keep an accurate record of the application including rate, product, date/time, site.

Application Checklist:

The applicator will undertake a risk assessment of each job to mitigate any potential impacts to waterways and dwellings in or near the treatment area.

The applicator will endeavour to ensure the treatment is contained within the target area at all times.

The applicator will endeavour not to apply product into sensitive areas identified through the pre-application planning process.

The applicator will plan the application taking into account the following:

- weather conditions at the treatment area, especially wind
- any recent rain that may still be causing run-off
- use of buffer zones along identified waterways, buildings etc
- terrain

The applicator will ensure that the aircraft is accurately calibrated for the product and rate required.

The applicator will ensure that the aircraft's spread pattern coefficient of variation is suitable to the product and client's requirements.

PLEASE NOTE:

Pilots will *not* operate off strips which they judge to be unsafe.

For further information on the *Aerial Topdressing Code of Practice* or any other AAAA programs, please contact the AAAA office on:

ph: (02) 6241 2100
fax: (02) 6241 2555

www.aaaa.org.au

During the Job:

Be on hand or at least in contact (UHF or mobile) if possible.

When arriving at the strip, stop your vehicle well away from the dump site and wait to ensure that you have been seen.

Do not drive across the airstrip.

Do not approach aircraft without supervision.

Do not put additional pressure on the pilot for any reason.

Do not approach an aircraft with a turning propeller.

For all your spreading needs, contact your local aerial operator:

