

Fly Safe Campaign



MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

NTSB has reported 13 ag accidents including 5 fatal accidents so far this year.

NORMALIZE SAFETY AND DO NOT DEVIATE FROM YOUR PERSONAL MINIMUMS NO MATTER WHAT

One of the subjects covered in the 2020-2021 PAASS program was the normalization of deviance. All ag aviation tasks have normal, safe protocols to follow, but stress can cause you to consider using a less safe shortcut. This is called a deviation from normal—you consciously chose a quicker but less safe procedure. If it works, you accomplish the task and survive the deviation from normal. The next time you encounter a similar situation, it is more likely you will once again deviate from normal safety protocols. Over time, as you are rewarded for taking the shortcut by accomplishing work with no negative consequences, the deviation from safety becomes your new normal. You have now normalized deviance and no longer consider the quicker unsafe practice to be dangerous anymore.

There are many temptations that can lead a pilot astray from normal, safe procedures. Ag pilots want to maximize productivity and spray as many acres as possible each day. Demanding customers will sometimes attempt to talk you into doing jobs you don't feel safe doing or work in marginal weather that could lead to an accident or drift incident. Some parts of the country are currently receiving excessive rainfall and aerial applicators are the only option for treating cropland in those areas. When you combine the wet ground with high commodity prices, it means growers are putting intense pressure on aerial applicators to get their work done.

Again, this pressure can tempt you to deviate from normal, but this compromises safety, risks an accident, and markedly increases an ag pilot's chances to be fatally injured. Establish your personal minimums now, and a safe procedure to conduct all tasks related to flying an ag aircraft and making aerial applications at your operation. Make a commitment to undeterredly stick with those procedures. At the first sign of wavering, remind yourself what can happen if you start down a normalization of deviance path. If you deviate, you die.

Check Temporary Flight Restrictions (TFRs)

Always check TFR NOTAMs before flying! Make sure you have proof of a preflight TFR briefing from sources such as FSS or <https://www.1800wxbrief.com>.

Make a "Fly Safe" Resolution Now!