NAAA eNewsletter

2023 Ag Aviation Expo Halftime Report

The 57th annual Ag Aviation Expo kicked off this week in Palm Springs with visitors from around the globe eager to network with more than 1,300 friends and peers, educate themselves at the 26 education sessions and improve their businesses by visiting with more than 140 exhibitors on the trade show floor. Attendees and exhibitors alike are enjoying the beautiful location, weather and welcoming community.

Kickoff Breakfast

The Expo opened on Monday with a terrific Kickoff Breakfast address by Burt Rutan, famed aerospace entrepreneur and spacecraft designer, who has developed 49 types of manned (unclassified) aircraft. Rutan knew our audience well and kicked off his presentation with details about the only ag aircraft he ever developed, the Model 120 Predator. He developed this ag plane in 1984 and unfortunately, only one was built because the customer crashed the prototype. The Predator featured long span/swatch, the wing was optimized for canard down/up wash, which is a wing configuration in which a small forewing or foreplane is placed forward of the main wing of a fixed-wing aircraft, there was a jump seat behind the pilot, the structure was corrosion-resisting and the engine was a Lycoming 0-720 eight-cylinder 400 BHP.

Rutan talked about his aircraft Voyager, which was the first non-stop and non-refueled world flight in 1986, and SpaceShipOne, the first non-government manned spaceflight. Both now hang in the Smithsonian Air & Space Museum in Washington, DC.

Burt Rutan discussing the Predator ag plane that he developed in 1984.

General Session

Tuesday's General Session explored the EPA's pesticide policymaking process, adjuvants and mentoring new pilots into the industry. Ed Messina, Director of EPA's Office of Pesticide Programs (OPP) presented about EPA's enforcement of the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA), and the Endangered Species Act (ESA) in (re)registering pesticides and labeling them for aerial use. He also discussed agency efforts evaluating emerging technologies involved in pesticide applications. He also noted that the OPP is currently evaluating NAAA's recommendations for AgDRIFT Tier 3 model analysis of aerial applications that take into account more realistic technologies used in the industry today and efforts to update the AgDISP model to enable even more realistic risk assessments of aerial applications.

The second speaker was Terry Kippley, President of the Council of Producers and Distributors of Agrotechnology (CPDA) who spoke about the importance of the use of adjuvants and how adjuvants enhance a pesticide's performance and improves the properties of spray mixture. He stated that the 2023 Farm Bill priority for CPDA is to protect pesticide use through increased adjuvant use.

The final portion of the General Session was dedicated to a panel conversation around mentoring new pilots in the industry. Moderator Damon Reabe of Dairyland Aviation in Waupun, WI asked the panelists to share their experiences in mentoring pilots in the industry, information about their training syllabus and finding new pilots. Thank you to panelists Bradley Reed of Reed Aviation in Iota, LA, Cameron Hendrickson of Hendrickson Flying Service in Rochelle, IL, Rod Thomas of Thomas Helicopters in Gooding, ID and Rob Aslesen of Airborne Custom Spraying in Halstad, MN.

More in-depth coverage of the 2023 Ag Aviation Expo will be featured in next week's eNewsletter and the Winter 2024 issue of *Agricultural Aviation*. In the meantime, enjoy some pictures from throughout the week below!

Nearly 70 attendees joined in the fun at Pitch Perfect for PAASS karaoke fundraiser to raise money for NAAREF and belt out some tunes. Congratulations to winners Wes & Betsy Sharp of Agri-Tech Aviation in Indianola, IN.

NAAA President Craig Craft completes the ceremonial ribbon cutting to open the NAAA Trade Show, along with NAAA CEO Andrew Moore and NAAA Convention Co-Chairman Bob Bailey and Lynn Justesen.

Attendees have enjoyed the warm Palm Springs' temperatures and the ability to view the Thrush, Air Tractor and Transland truck outside for several days.

Air Tractor and Thrush aircrafts with the beautiful San Jacinto Mountains in the background.

NAAA operator member Logan Lane of Lane Aviation in Rosenberg, TX came out on top in a spirited bidding exchange for Pratt & Whitney Canada's brand-new PT6-34AG engine at NAAA's Live Auction. Lane is surrounded by the P&WC team, along with NAAA President Craig Craft and CEO Andrew Moore.

NAAA Responds to Two EPA Pesticide Registration Decisions to Protect Aerial Applications

This week NAAA submitted comments to EPA regarding the proposed interim decisions (PID) for chlorothalonil and triadimefon. PIDs are the last stage in the pesticide registration review process before the endangered species evaluations. The word "interim" is used to designate that a PID could change after the endangered species evaluations.

Both PIDs retained aerial application on the label and had mostly acceptable label requirements for making aerial applications. These included a 10-foot release height (unless higher is required for safety), medium or coarser droplet size, maximum boom length restrictions of 75% or less of the wingspan for fixed-wing aircraft and 90% or less of the rotor diameter for helicopters, and a ½ swath upwind displacement on the downwind edge.

One restriction on both PIDs that NAAA opposed was a maximum wind speed limit of 10 mph. NAAA reiterated prior comments to EPA on why aerial applicators should be allowed to apply in winds up to 15 mph, and how the risk assessments EPA used to determine 10 mph was necessary are based on inaccurate and outdated modeling.

Both PIDs required a wind-directional buffer zone to protect conservation areas, which NAAA fully supported. The PID for triadimefon also proposed wind-directional buffers to protect aquatic areas, but the PID for chlorothalonil proposed a buffer zone no matter what direction the wind is from. NAAA recommended EPA change this to a wind-directional buffer zone, just like the buffer zone for conservation areas.

As 2024 approaches, NAAA expects more action from EPA regarding the protection of endangered species and is ready to review and comment as necessary to ensure aerial applications are not eliminated. Years of commenting on pesticide registration review decisions and directly engaging with EPA staff on aerial application issues has resulted in NAAA being well positioned to continue ensuring aerial application remains on pesticide labels.

NAAA Submits Comments on Guardian Agriculture Part 137 UAS Operations

This week, NAAA submitted comments on a **petition** from Kiwi Technologies, Inc. d/b/a Guardian Agriculture to amend their existing exemption to conduct Visual Line of Sight (VLOS) uncrewed aerial application operations incorporating new and broadened operating parameters for its **SC1** electric vertical takeoff and landing (eVTOL) uncrewed aircraft system (UAS).

The petition seeks to increase maximum takeoff weight to 645 lbs., increase maximum airspeed to 45 kts., reduce horizontal standoff distances from vehicles/structures and permit operations at night. Further it proposes removal of the requirement for a visual observer (VO) in conducting these amended operations.

NAAA's comments centered on the safety concern that the UAS presents to crewed operations sharing the same seasonally congested Part 137 airspace. The petitioner states that its flight termination system (FTS) can detect impending encroachment and respond accordingly; NAAA asserts that the FAA should consider crewed aerial application operations, potentially operating in adjacent fields, when assessing the FTS as a means of risk mitigation.

For night operations, the petitioner plans to utilize strobe lighting visible for 3 statute miles. NAAA requested that the equipped strobe lighting be required to be on for all (day and night) operations as an additional means for collision mitigation.

Finally, NAAA took issue with the petitioner's statement that their platform offers a "greater degree of precision application than have been previously attainable by farmers through traditional application methods." Corporate interests are driving this false narrative; continued efforts to highlight the facts are the best tool we have to affect change on the regulatory landscape.

You can view NAAA's comments here.

NAAA Comments on AiRanger UAS BVLOS Petition

This week NAAA submitted comments to the FAA on the **petition** from American Aerospace Technologies Incorporated (AATI) to conduct beyond visual line-of-sight (BVLOS) critical infrastructure inspection of pipeline and oil field surveillance in the San Joaquin Valley of California with their fixed-wing, 18 ft wingspan, 220 lb. maximum takeoff weight (MTOW) **AiRanger™** uncrewed aircraft system (UAS) (formerly the PAE ISR Resolute Eagle).

The comments reiterated NAAA's position that UAS BVLOS operations be contingent upon utilization of detect and avoid (DAA) technology which has been FAA-certified as effective against the unique nature of crewed aerial application operations.

You can view the comments here.

FAA Safety Briefing Highlights Wind Turbines

The November/December 2023 issue of FAA Safety Briefing magazine contained an article titled The Winds of Change: Wind Turbines and Their Effects on the National Airspace System.

While Wind Turbines/Farms are commonplace in many parts of the country, the article highlighted the increasing height of newly built turbines. Older models averaged a height of 344 ft, but wind turbines are being built around the country with heights exceeding 499 feet AGL, with the tallest turbines exceeding 800 feet AGL.

Wind farm projects file requests for aeronautical studies to FAA's Flight Standards Service through the Obstruction Evaluation/Airports Airspace Analysis (OE/AAA) public portal to determine whether proposed structures constitute a hazard to air navigation and what type of marking/lighting is required. The FAA circulates some of these aeronautical studies to give the public an opportunity to review and comment. You can subscribe to notifications, view, search, and comment via the **public portal**.

Critically, the article discusses the safety impact of wind turbines for low-altitude flight. They can generate turbulence up to several miles downwind and are frequently co-located with meteorological towers (METs) which are very difficult to acquire visually and are not always marked or lighted.

Read the full article or visit NAAA's policy page on Wind Turbines for more information.

Proposed AD for GE/Walter M601 Engines

The Federal Aviation Administration (FAA) has proposed to supersede Airworthiness Directives (ADs) 2022–13–16 and 2022-14-12, which apply to all GE Aviation Czech s.r.o. (GEAC) (type certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.) Model M601 engines.

AD 2022-13-13 (issued June 2022) requires revising the airworthiness limitations section (ALS) of the existing engine maintenance manual (EMM) to incorporate a visual inspection of the centrifugal compressor case for cracks. AD 2022-14-12 (issued July 2022) requires calculating the accumulated life and, if necessary, replacing the propeller shaft for certain model engines.

Since the FAA issued AD 2022–13–16 and AD 2022–14–12, the manufacturer revised the ALS of the existing EMM to introduce new and more restrictive tasks and limitations, expand the applicability to all Model M601 engines, and incorporate certain requirements addressed by AD 2021–13–07 (issued June 2021) and AD 2023–01–10 (issued February 2023), which prompted this proposed AD.

This **proposed AD** would require revising the ALS of the existing EMM and the operator's existing approved engine maintenance or inspection program, as applicable, to incorporate new and more restrictive tasks and limitations, as specified in a European Union Aviation Safety Agency (EASA) AD 2023-0020.

Comments on this proposed AD must be submitted by December 29, 2023.

Last Chance to Apply for C-PAASS 2023 by December 11

Join the growing number of ag pilots who are committed to enhancing safety, environmental stewardship, and application efficacy in the agricultural aviation industry.

The deadline to become 2023 **C-PAASS certified** is Dec. 11; count yourself among those committed to being the best of the best in the industry. C-PAASS is offered on an annual basis to individual ag pilots, both operator and non-operator. As the first year for C-PAASS, its requirements are based entirely upon education and professional opportunities already available:

- 1. Annual PAASS Attendance for three (3) years
 - 2020-2021 season, AND
 - 2021-2022 season, AND
 - 2022-2023 season
- 2. Biennial Operation S.A.F.E. Participation
 - 2022 season, AND/OR
 - 2023 season
- 3. Annual Membership in NAAA
 - 2023
- 4. Annual Membership in a State/Regional agricultural aviation association
 - 2023

To submit a 2023 C-PAASS application:

- 1. Check your eligibility at education.agaviation.org/cpaass.
 - You will need to log in using your NAAA username/password. Contact information@agaviation.org if you need
 assistance.
- 2. If eligible, scroll to the bottom of the page and locate the 2023 C-PAASS Application tile. Hover over it and click the green Register (Free!) button.
- 3. You will be prompted to attest to your completion of each of the requirements and directed to upload documentation of your 2023 membership in a State/Regional agricultural aviation association. NAAA Staff will be automatically notified to review your application once this documentation is submitted.
- 4. Your application will be reviewed within three (3) business days.
- 5. If your application is accepted, you will be provided a link to pay the certification fee (currently \$100) and obtain your digital certificate.

Aerial applicators, now more than ever, operate in an environment of competing interests. An ever-increasing demand for timely and effective applications is challenged by factors such as added regulatory burden, rising insurance costs and stiffer pesticide label language, just to name a few. The agricultural aviation industry is rising to these challenges and, in character, has moved to advance education, rather than regulation, as the path forward.

NAAA and NAAREF jointly launched the Certified-Professional Aerial Applicator Safety Steward (C-PAASS) program earlier this year to serve as the industry's flagship certification and as a roadmap for the pursuit of the best educational opportunities currently available. This voluntary program allows those aerial applicators who strive to constantly educate themselves to better their safety and application quality to be recognized for their efforts. Secondarily, the certification can signal to customers, regulators and others outside the industry their commitment to professionalism.

Apply for C-PAASS certification today! Utilize it to inform regulatory officials and insurance agents and to market to your customers that you have undergone additional training and development to ensure you can provide the highest quality service.

Support NAAA by Renewing Your Membership for 2024

Thank you for your support of NAAA as a 2023 member. We request your continued support by **renewing your NAAA membership** for 2024. While you have been busy aiding farmers to produce a safe, affordable, and abundant supply of food, fiber, and bioenergy, NAAA has been busy making sure low altitude airspace is safe for your aerial application business to operate, as well as ensuring that you have the pesticide products you need to do your job.

In 2024, NAAA will focus on external communications about the benefits of aerial application and hiring ag pilots to handle spraying work. One great example of our public relations, that will benefit your business, will be NAAA contributing articles and ads throughout 2024 in Farm Journal's publications promoting aerial application services and how their readers can directly search the location of your aerial application business to a potential circulation of 150,000 ag retailer, crop consultants and farmers throughout the U.S.!

Several of NAAA's services conducted on your behalf, include:

- The launch of C-PAASS, our professional certification program for aerial applicators that take additional steps to augment their professionalism through education and testing, positioning themselves to be recognized and rewarded by their insurance providers, pesticide manufacturers, and customers.
- Submitting no fewer than 270 comments since 2017 to the EPA to keep aerial applications on pesticide labels enabling you to keep a deep inventory of pesticide tools without unnecessary and burdensome restrictions.
- Passage of the House FAA Reauthorization bill directing FAA to broaden protections ensuring the safety of manned aircraft from drones operating beyond visual line of site in addition to those drones operating under Part 107 and those above 55 pounds.
- Actively advocating to Congress for Farm Bill inclusion of exempting NPDES Permits for pesticide applicators and other key
 unnecessary, burdensome, and duplicative regulatory relief provisions, in addition to continuing substantive USDA research for
 developing safer, more efficient aerial application technologies.
- NAAA's "Aerial Application: Above All Forms of Crop Care" ad campaign and accompanying web search tool identifying member businesses is widely circulated to hundreds of thousands of potential aerial application users.
- Development of a health care insurance policy in 2024 for NAAA members to purchase for their families and business at competitive rates.

You will also continue to receive ongoing benefits, such as legal consultation on federal aviation laws, discounts for attending or exhibiting at the Ag Aviation Expo, staying connected to members through the print and online NAAA Membership Directory and receiving Association publications and eNewsletters, social media briefings and substantive web content at AgAviation.org.

Please make it a priority to renew your NAAA membership----the payoff far exceeds what you will spend in dues in the form of effective advocacy that reduces regulation and taxes affecting your aerial application business and trade association membership dues are tax deductible.

NAAA's Concerns with Large Pesticide Use Limitation Areas Addressed in EPA's Update to Vulnerable Species Pilot Project

Last week the EPA released an update to their **Endangered Species Act Vulnerable Species Pilot Project (VSPP)**. The initial proposal for the VSPP was the agency's response to longstanding lawsuits from environmental activists. It was released in June of 2023 and was focused on protecting 27 endangered species and their critical habitat that are most at risk from pesticides. After receiving more than 10,000 comments, EPA released last week's update to apprise the public on what direction EPA intends to take with the VSPP as they move forward.

The update confirms that one of NAA's concerns with the VSPP will be re-evaluated. The VSPP, like other proposed ESA activities, will use Pesticide Use Limitation Areas (PULA) to assign geographical locations where endangered species are located and thus additional pesticide application mitigations are needed. Many of the PULAs in the VSPP were based only on the known range of the species, which does not necessarily mean the species is actually located in every area within a range-based PULA. This would result in many areas requiring pesticide application mitigations even if the species might not actually be present. Based on NAAA's and other comments, EPA will work to improve the accuracy of the PULAs to better represent where species are located, thus reducing the likelihood of mitigations being required when no endangered species are nearby.

One item of concern NAAA found in the VSPP update was that another commenter had requested exemptions to the VSPP for chemigation applications. NAAA is preparing data in response to that request and will follow the issue closely to ensure all application methods are treated the same. The update mentions no additional specifics about the aerial drift mitigations found in the VSPP.

The next VSPP update is expected in the fall of 2024, and NAAA will be ready to respond accordingly to ensure aerial applications are not banned or unfairly restricted by the VSPP or any other proposed ESA related activities.

NAAA Continues Representation on Critical EPA Pesticide Committee with Idaho Operator George Parker

Idaho Operator George Parker has been invited by the EPA to serve on the Pesticide Program Dialogue Committee (PPDC). PPDC is an important federal advisory committee and a forum consisting of diverse pesticide-related stakeholders to provide feedback to the EPA's Office of Pesticide Programs on various pesticide regulatory, policy and program implementation issues. Stakeholders include academia, state and local regulatory officials, environmental activists, grower groups and crop protection product manufacturers.

Having an NAAA representative on PPDC is critical because the committee addresses many issues of great importance to the industry, including pesticide reregistration, drift mitigation, threatened and endangered species, pollinator protection and the worker protection standard. Membership on PPDC affords NAAA the opportunity to be heard by all other major pesticide-related stakeholders on the safety and accuracy of aerial applications. When environmental groups raise false claims against aerial applications, NAAA is right there at the same table to provide facts and data that refute the frivolous claims.

Parker will be replacing Wisconsin operator and NAAA Government Relations Chairman Damon Reabe. Reabe served on PPDC from 2018 to 2023. Before Reabe, former NAAA and NAAREF President Scott Schertz served on PDDC from 2012 to 2017. NAAA representatives have served on numerous PPDC working groups including web-distributed labeling, pollinator protection, drift, and emerging technologies. With George Parker, also recipient of the 2022 NAAA Agrinaut Award, ready to take over on PPDC, NAAA will continue to lead from the front with recommendations on pesticide policies.

Lowell Hicks, Longtime Ag Pilot, NAAA & Texas AAA Member Passes

Lowell Ross Hicks, longtime ag pilot, longtime member of the National Agricultural Aviation Association (NAAA) and Texas Agricultural Aviation Association (TAAA) passed away last week at age 84. He was born in Paris, Tenn. He enlisted in the U.S. Army at 16 years old and he was on a three-year tour of duty in the Far East, assigned to the 24th Infantry Division, Company C, 499th Engineer Battalion in Korea as a Combat Construction Specialist located at the Imjin River, overseeing dams, bridges and river crossings in the combat zones.

When he returned to the U.S. he was stationed at Fort Benning, Ga. where he met his wife, Hazel Abner at a square dance and soon after they were married. With the encouragement and support of his wife, he began to fulfill a childhood dream of flying airplanes. He fulfilled that dream by earning his private pilot license, commercial license and then moved the family to Lubbock, Texas for ag aviation training.

Lowell loved ag aviation and it took him and his family to Oklahoma, North Dakota, Louisiana, Georgia, Arizona, Texas, and Nicaragua. He flew Stearmans, Ag Cats and Pawnees. In July 1990 he was severely burned in a refueling accident and at Herman Burn Center in Houston, Texas he developed pneumonia and slipped into a three-month coma. He was released after the four-month hospitalization with a medical assessment that he would never fly again. His can-do determination to continue doing what he loved proved his doctors wrong and he not only returned to flying, but he also bought Pawnees and Ag Cats and that was the beginning of his own business, Double L Flying Service which he and his wife operated until 2016.

With over forty years in the agricultural aviation industry, Lowell was a licensed pilot, a licensed instructor, and owner-operator. He was a great leader in the industry by advising and helping develop young pilots, holding office and receiving leadership awards including President of TAAA. Lowell and Hazel regularly attended NAAA annual conventions and supported NAAA and NAAREF. Andrew Moore, NAAA's CEO, stated, "Lowell will be greatly missed. He and Hazel are two people that warm our hearts every year when we see them at the annual convention."

Lowell cherished his family and friends and always made the effort to keep in touch with everyone no matter the distance. He loved to travel, and he and Hazel visited every state in the U.S. and Canada, often in their RV. He is survived by his wife of 64 years, Hazel (Abner) Hicks, his daughter Wendy Thomson, his son, Jeff Hicks, his granddaughter Heather Thomson Lovallo, and many nieces, nephews, and cousins.

Funeral services are today at 11 a.m. at First Baptist Church in Eagle Lake. Burial will follow at Lakeside Cemetery.

NAAA Discusses Industry Regulations, Safety and the Ag Aviation Expo on the Aviation Insurance Podcast

NAAA CEO Andrew Moore was a guest on the **Aviation Insurance Podcast** hosted by Tim Bonnell Jr., the founder and President of Aeris Insurance Solutions, an Allied member of NAAA.

The **podcast episode** discussed many aspects of the aerial application industry. These include this year's unveiling of the new **Certified-Professional Aerial Applicator Safety Steward (C-PAASS)** certification program and a call for insurers to embrace and support these NAAA and NAAREF education and safety programs that reduces drift incidences and the accident rate. An additional byproduct for insurers and the insured is it keeps costs down for damaged equipment and injuries. Moore cited statistics that show those that participate in PAASS consistently, a C-PAASS requirement, are far less likely to have accidents. Moore also discussed government regulations affecting the industry and NAAA's involvement in providing relief. He also touched on the exciting **NAAA Ag Aviation Expo** in Palm Springs, Calif. starting next week. Listen **here**.

Visit with Aeris Insurance Solutions on the 2023 Ag Aviation Expo trade show floor in booth #272.

Valley Air Crafts Purchases Johnston Aircraft Service

Longtime Air Tractor dealer and NAAA member Valley Air Crafts has acquired Johnston Aircraft Service, both located at Mefford Field Airport (TLR) in Tulare, California.

Since 1984 Valley Air Crafts has been a well-known resource for California's Central Valley aerial applicators. In 1996, the company became an Air Tractor authorized service center and a dealer in 2005. In 2019, the company expanded its Air Tractor territory beyond California to include Idaho, Montana, Nevada, Oregon, and Washington.

"Valley Air Crafts and Johnston Aircraft Service have served our respective customers right here at Mefford Field. Now that both companies are under the same management, we are retaining the same personnel, same parts availability, and shop capabilities," stated Michael Schoenau, owner and president of Valley Air Crafts. "As these two companies consolidate their resources, I believe we can provide even better sales, service and parts for our customers here in Tulare, California as well as those throughout the Northwest U.S."

Johnston Aircraft Service has served ag aviators and general aviation flyers since 1947. "Dave Johnston has been a strong presence in California's ag aviation community for generations," says Schoenau. The company began by modifying post-war surplus Stearman biplanes for aerial application. The business steadily grew through the 1960s and 1970s as Johnston Aircraft Service became a dealer/distributor for several ag aircraft manufacturers. "We are grateful that we've found an opportunity to carry on this business and Dave's legacy," Schoenau added.

Schoenau will oversee the current operations of Johnston Aircraft Service. Dave Johnston will remain at the company for a bit of time helping with a smooth transition and ensuring continuity in service and operational efficiency.

For more information, visit the Valley Air Crafts website.

Your GPS Data May Save a Life

As the Federal Aviation Administration (FAA) marches in lockstep with some corporate interests in the uncrewed aircraft systems (UAS) space, it is becoming clear that green lighting and expanding UAS beyond visual line of site (BVLOS) operations may be being prioritized over safety.

First proposed in the **2022 BVLOS ARC Report**, and later put out for **public comment in 2023**, the FAA is considering designating "shielded" areas wherein UAS would have the right-of-way over crewed aircraft. These areas are defined as the airspace within 100 feet vertically or laterally of an obstacle or critical infrastructure, such as power lines. According to the ARC Report this is based on "the limited likelihood of crewed aircraft operations in [these] areas."

The current reality is that some of these UAS interests (think BNSF Railway, Google, Amazon), and in some cases the FAA, do not have a solid understanding of where and how we operate. It falls now to us, as an industry, to inform future rulemaking of the unique nature of aerial application operations. Using a data-driven approach, we can demonstrate our utilization of the low-altitude airspace and expose the safety threat presented by UAS not giving the right-of-way to crewed aircraft within it.

To this end, NAAA has a longstanding partnership with Mississippi State University (MSU) to collect GPS data logs donated by its members. Since the project's inception in 2017, the data collected and analysis performed by MSU has fueled NAAA's efforts in

representing the safety interests of aerial applicators to regulators.

If you have donated logs in the past, Thank You.

If you have logs which you have not yet donated, please consider it. The data you provide can help shape policy on a national level and save lives. As a reminder, any data you submit is stripped of any personally identifiable information prior to inclusion in the larger dataset.

There are two options to submit your logs to MSU:

- 1. Request a secure upload link for data uploads. Email Madison Dixon, Associate Director, MSU Agricultural Autonomy Institute
- 2. Mail a flash drive or other storage device to the address below (The device will be immediately mailed back once data is received if a return address is provided):

Mail To: Attn: Madison Dixon MSU Agricultural Autonomy Institute Pace Seed Technology Building Mailstop #9812 650 Stone Blvd. Mississippi State, MS 39762