



FLY SAFE CAMPAIGN

MAINTAIN ACCIDENT AWARENESS
DON'T BECOME A STATISTIC!



AgAviation.org/flysafe

May 19, 2025

5 Ag Accidents reported by NTSB this year
1 Fatality

USE NEW AG AVIATION FLIGHT RISK ASSESSMENT TOOL (FRAT) TO KEEP SAFETY AS TOP PRIORITY

Last week NAAA released a [Flight Risk Assessment Tool \(FRAT\)](#) designed specifically for ag aviation. NAAA's Ag Aviation FRAT is broken down into four sections based on the frequency with which risks should be evaluated. For example, annual questions only need to be considered on a yearly basis, while the questions before each flight should be asked each time the pilot is ready to takeoff on an application mission.

NAAA encourages all ag pilots to use the FRAT but is especially critical for less experienced pilots who can get overwhelmed with all the individual tasks required to make aerial applications. This can be even more serious during the busy part of the season when fatigue and pressure to get work done mounts. There are two situations, however, when the need for the FRAT is especially critical. The first is when an inexperienced pilot is working in a new territory, such as when they've been sent out of their home area to help another busy operation, and they're not receiving sufficient oversight on the work they're being assigned. The second is when an experienced pilot is sent out to work unsupervised at a satellite location.

In both situations, the pilot may not be receiving sufficient mentorship. Without assistance to evaluate certain risks, the likelihood the pilot takes on a job beyond their current capabilities increases. A good mentor evaluates jobs for a newer pilot for such threats as wires, towers, sensitive crops, weather conditions and helps decide whether the pilot is ready for each application job. While the best strategy for all inexperienced ag pilots is to find a mentor who prioritizes safety, the FRAT can be used to help a pilot caught in these and other situations to thoroughly evaluate their risks and think about whether they want to fly the mission or at least find ways to reduce their risk.

Check TFRs

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

Don't Forget to Communicate

Communicate with other ag aircraft using 122.925 MHz – limit your transmissions to announcing who you are, where you are, and what you plan to do.

Make a *Fly Safe* Resolution Today!