



FLY SAFE CAMPAIGN

MAINTAIN ACCIDENT AWARENESS
DON'T BECOME A STATISTIC!



AgAviation.org/flysafe

June 2, 2025

5 Ag Accidents reported by NTSB this year
1 Fatality

DON'T LET IMPATIENT CUSTOMERS FORCE YOU TO IGNORE PERSONAL MINIMUMS – FOCUS ON SAFETY

Many areas in the south are far behind due to an exceptionally wet start to the growing season. Growers are getting anxious to have fields treated, and this anxiety quickly turns into demands to fly when conditions are not safe to conduct ag aviation operations. Your personal minimums should have already been in place before the season. Now is the time when you must stick to them – don't give into pressure when there's an angry customer demanding their spraying gets done immediately. NAAA's [Ag Aviation FRAT](#) is useful for reviewing your risks and pointing out to your customers why it's not safe for you to fly.

Inadvertent instrument meteorological conditions (IIMC) accidents are avoidable if you keep to your personal minimums. For the helicopter air ambulance (HAA) industry, the weather minimums are 2 miles of visibility and an 800-foot ceiling. Also important are en route decision triggers – a predetermined set of flight conditions to prevent you from continuing a flight into IMC. Customers may ask you to spray fields they normally apply to but can't treat because of wet soil. These fields may have numerous wires and other obstructions that make them particularly difficult for an aerial application. Thoroughly evaluate the risks before accepting difficult fields.

Spraying in windy conditions can result in less accurate applications which may fail to control pests. Ignoring wind speed and direction to get a job done quickly also increases the risk of drift on adjacent crops sensitive to the products you're applying. Unfortunately, some customers might be so focused on getting their work done that they ignore your concerns about safety. They may threaten to take their work elsewhere, and you'll be forced to decide whether to do the work to keep the customer or let them go elsewhere. While it can be hard to say no, their work is not worth your life.

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!