



FLY SAFE CAMPAIGN

MAINTAIN ACCIDENT AWARENESS
DON'T BECOME A STATISTIC!



AgAviation.org/flysafe

June 23, 2025

11 Ag Accidents reported by NTSB this year
2 Fatalities

SAFETY FIRST, QUALITY SECOND, PRODUCTIVITY THIRD

The goal of every business is to be profitable, and the goal of every employee is to maximize their wages. The nature of ag aviation requires that safety be the top priority for the entire operation. This complements profitability as a safe operation keeps pilots healthy and at work and equipment in optimal condition. Safety first means making sure new pilots aren't left on their own to make go/no-go decisions on whether the wind speed and load size make a takeoff too dangerous. Nor should inexperienced pilots be sent to fields with numerous wires and other obstacles. Pushing a pilot into a larger and faster aircraft they're not yet ready for is a recipe for disaster, especially when they get sent to an unfamiliar area.

Quality of work as the second priority also complements profitability as it keeps the customers satisfied and returning and it keeps regulators at bay. Make sure all application equipment is calibrated and functioning properly. Participate in Operation S.A.F.E. to verify a uniform pattern and an appropriate effective swath width. Safe, coordinated turns will reduce your risk of a stall spin accident and give you sufficient time to line up accurately for your next pass. Screaming into the field 20 feet off course and maneuvering hard to get lined up after you've already started to spray is not acceptable. Spraying in high winds increases your risk of drift and decreases the accuracy of your application. The customer is paying for the product to be applied accurately and uniformly on their field, not the neighbors.

Productivity must be third in ag aviation. If it's not, then pilot safety, application quality, or both are being sacrificed, this will negatively affect profitability. When pilots are pressured to takeoff in reduced visibility to keep up with orders, safety is compromised. When an effective swath width is stretched an extra couple feet so more work can be done in a day, quality is compromised. Reducing safety and job quality are bad for the pilot, the customer, the operation, and the industry and ultimately will affect profitability and the business. Fatal ag accidents catch the attention of regulators, streaked fields cause growers to question aerial applications, and watching drift move across a road leads the public to file a complaint and visits from regulators.

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!