

## ***Fly Safe Campaign***



### **MAINTAIN ACCIDENT AWARENESS**

***Don't become a statistic!***

**NTSB has reported 14 ag accidents including 1 fatal accident so far this year.**

### **DON'T RUSH YOUR RECONNAISSANCE – AVOID SITUATIONAL BLINDNESS BY CONDUCTING MULTIPLE SURVEILLANCE FLIGHTS**

Agricultural aviators have a daunting list of things they must remain cognizant of during an application. Most critical for safety are the numerous obstructions in and around the target field. Nearby people, vehicular traffic, wind direction, adjacent crops, and nearby sensitive areas all require attention as well. These various concerns can become distractions to each other causing situational blindness – your focus on one thing can cause you to miss or forget something else. Short term memory limitations can further complicate the matter – a newly noticed obstruction or approaching pedestrian may cause you to forget a wire or other hazard you noted earlier.

To combat situational blindness, you need to consciously separate your recon tasks when surveilling the field. This may require making multiple surveillance flights, especially in complex fields with numerous obstructions and adjacent sensitive areas. PAASS recommends a minimum of two recon flights around the field. Make your recon flights in different directions. This allows you to get a different perspective on the site and provides differing light conditions, both of which increase your chances of noticing hidden obstructions.

Additional recon flights may be necessary. If you've left a field for any reason, conduct another survey upon your return. Even a short ferry to and back from the airstrip with an additional load can leave plenty of opportunities for distractions to push the obstructions from your short-term memory, so the additional survey is necessary to refresh it. You should also make an additional survey flight anytime you change the direction of your swath or prior to trimming up a field to verify you haven't forgotten about an obstruction that wasn't a concern with your original swath directions.

### **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!**