April 14, 2022

NAAA eNewsletter

NAAA Broadcasts Ag Aviation's Message to Ag Journalist Max Armstrong on Farm Progress' "This Week in AgriBusiness"

It was another great week of coverage for NAAA and the agricultural aviation industry this past week when NAAA CEO Andrew Moore was interviewed by celebrity ag broadcaster Max Armstrong on Farm Progress' ***This Week in AgriBusiness.*** The interview was recorded last month on **Ag Day on the Mall** where NAAA exhibited and spoke to a multitude of policymakers, regulators, media members and everyday citizens who stopped to check out the Bell 206 LongRanger helicopter on display halfway in between the U.S. Capitol and the Washington Monument.

Armstrong's interview with Moore can be found **here** beginning at minute 24:00 and concluding at minute 28:48. In the piece Armstrong asks about misconceptions the public has about the industry and Moore discussed the array of technologies the typical ag aircraft is equipped with—from GPS to onboard meteorological technology and imaging—that allows precise applications in prescribed doses. Moore also discussed how ag aviators' speed and ability to treat when soil is wet, parking terrestrial vehicles, allows it to protect pest infestations quickly before they are out of control and leave the crop undamaged due to treating above the canopy and not within the crop resulting in greater yields. He also stated that in addition to the 127 million acres aircraft treat of the total 347 million acres of U.S. cropland (not including forestry, pastureland and rangeland) aerial applicators apply 3.8 million cover crop acres that sequester 1.8 million metric tons of carbon dioxide each year. Moore also mentioned that ag aircraft are used for firefighting and for public health applications to eradicate deadly, disease-carrying insects, such as mosquitoes.

The episode of *This Week in Agribusiness* was broadcast April 9 on RFD-TV. Each weekly program airs three times on RFD-TV and is viewed on 122 local television stations throughout the country. RFD-TV is available in more than 60 million households nationwide. Next week's show will include an interview of 2022 NAAA President Jim Perrin of Wisconsin.

Raise Awareness about Ag Aviation Activities in Your Area with NAAA's Customizable 'Preseason' Press Release, Available to Members Only

With the 2022 aerial application season underway or soon to be underway in different parts of the country, NAAA has prepared a customizable, **do-it-yourself press release** that members can use to call attention to the fact that ag aircraft will soon be a common sight as ag pilots assist local farmers during the new growing season.

The press release emphasizes the vital role aerial applicators play in the production of abundant food, fiber and bioenergy, especially now amid the Russian invasion of Ukraine and its potential effect on reducing global food supply. The release also details the training, professionalism and safety of aerial applicators by highlighting the drift-reduction technologies they employ, recurrent training they receive and credentials they must maintain to work as a professional ag pilot.

NAAA encourages members to adapt the **generic "preseason" press release** for their own use and distribute it to the public via traditional and social media outlets. Just fill in the blanks, add your own comments and either insert your company logo at the top or print it on company letterhead. Rename the file, save it to your computer, and send it to your local media outlets via mail, email or through their website.

The minor outlay of time and effort is worth it. Some extra attention and publicity up front could avoid misunderstandings down the road once the season enters full swing. The press release template is available for download **here**.

Besides the **preseason ag aviation awareness press release template**, the following do-it-yourself press release templates may be adapted to suit member applicators' specific needs. Log into your NAAA account to access them:

- **Importance of Aerial Application DIY Press Release**
- **Environmental Safety DIY Press Release**
- **Towers and Obstructions DIY Press Release**
- **Ag Aviation Security DIY Press Release**
- **Drone Safety DIY Press Release**

Each press release template has been updated to include the latest industry facts and figures using data gleaned from the FAA, USDA and NAAA, including the 2019 NAAA Aerial Application Industry Survey.

These PR resources and more are available in the **NAAA Media Relations Kit** on our website.

NAAA Saves Rotenone Piscicide from Aerial Extinction

In May 2021 NAAA commented on the proposed interim decision for rotenone, a piscicide used to eradicate invasive fish. The EPA proposed banning aerial application of the pesticide because of risks to bystanders and birds. While it is rarely applied by aerial application, the USDA Office of Pest Management Policy indicated to NAAA that state and federal wildlife management agencies do utilize aerial application of rotenone in areas that are difficult to reach with other forms of application. Aerial application is also occasionally used by fish farms.

NAAA objected to the proposed ban and suggested some drift mitigations, including an extremely coarse droplet size, maximum boom length set at 65% of wingspan for fixed-wing aircraft and a maximum of 75% of rotor diameter for helicopters for all wind speeds up to 15 mph, and a ¾ swath displacement. NAAA ran the Tier 3 AgDRIFT model with these parameters to show the EPA this setup reduced drift by 98% compared to the faulty Tier 1 model the agency used to assess the risk of drift from aerial applications of rotenone.

The efforts were successful—the final interim decision maintained aerial application. The EPA acknowledged that while rare, the ability to make aerial applications of rotenone is critical in certain situations. The label restrictions for rotenone will include a statement that allows aerial applications when other options are not feasible. Additional restrictions include a wind speed restriction of 10 mph, ½ swath displacement from downwind edge, avoiding inversions, maximum spray height of 10 feet, coarse or larger droplet size, and a quarter-mile buffer zone around people and dwellings.

NAAA is pleased the EPA acknowledged the importance of aerial applications and that risks can be mitigated.

NAAA Comments on Central Plains Agronomy's Drone Petition for Relief from FAA Safety Requirements

Last week NAAA submitted comments on a petition for relief from Central Plains Agronomy (CPA) to specific safety requirements within Federal Aviation Regulations (FARs) 14 CFR § 61, 91 and 137 to perform agricultural operations, including commercial applications with drones up to 100.75 pounds. Since the CPA drones are heavier than 55 pounds, they do not operate under FAR part 107—regulations for commercial drones under that weight—and are required to request relief from the FAA to be exempt from certain parts of the FARs to operate.

NAAA's comments opposed the CPA's requests for exemptions dealing with airworthiness, safe altitudes, fuel requirements and maintenance and reiterated that the requirements for heavy drones outside of FAR Part 107 should be identical to those of manned aircraft. NAAA also commented on unsubstantiated and inaccurate claims made in a document prepared for CPA by UASolutions Group LLC as to the purported advantages of unmanned applications over manned applications. As one of the risk mitigations that CPA is promoting is that the operations will occur *"under controlled conditions in predetermined airspace that is, 1) Limited in scope 2) Controlled as to access by mission essential personnel only."* NAAA reminded the FAA that the national airspace (NAS) is not private, and access is not controlled by private entities. Short of temporary flight restrictions (TFR), the NAS is accessible to aircraft such as manned agricultural aircraft to do their jobs properly. Other claims made and NAAA's response are:

Central Plains Agronomy's claim that their drones *"reduced exposure to chemicals for applicators"* was met with the NAAA response that there is a far greater likelihood due to the small hopper size and exponentially more times a worker will have to refill a small drone that it will result in greater exposure to chemicals for those workers. The drone will most likely be refilled at a temporary site in or near the field, where the lack of closed-contained facilities will make decontamination difficult.

Central Plains Agronomy's claim that their drones' *"reduction in chemical drift compared to manned aircraft application and reduced exposure of surrounding beneficial vegetation"* was met with the NAAA response that the claims were completely unproven and that drift from drones has not been adequately studied. Further, there are many factors that indicate drift from a drone will be equal to or greater than from manned aircraft. Drones are light and do not have the weight necessary to bring the product down to the crop canopy. The multi-rotor design appears to send the spray in many different directions, and to get a decent spray pattern requires drones to apply at about 10 to 12 feet above the crop canopy, which is the same height as manned aircraft.

Central Plains Agronomy's claim that their drones result in a *"more environmentally friendly application with reduced noise"* was met with the NAAA response that while the decibels may be lower, the time spent in the area will be substantially longer due to a drone's low productivity, causing the acoustic imprint to remain. One of the most promising developing uses for drones is hazing (harassing) blackbirds in sunflower fields to prevent depredation. Such a use would require constant activity in the blackbird invaded area with the constant audible whining of the drone. Unlike the [CPA] claims made, drones are not environmentally benign either audibly, to the physical land or to human exposure.

Central Plains Agronomy's claim that their drones result in a more *"selective use of chemicals for a safer more targeted application, and better value for the customer"* was met with the NAAA response that there is no difference in the selectivity in the use of chemicals between unmanned and manned aircraft. The operators of manned aircraft are constantly looking for the best value for the customer. Manned aircraft can and do perform variable rate and selective applications when it is of value to the customer.

View the **request for relief**, **submit your own comments** or view NAAA's comments **here**. Comments are due by April 21.

While the requests for relief have become routine, NAAA continues to comment against parts of the requests it believes make the airspace less safe for manned aircraft and the general public.

EPA Releases Strategy to Accelerate Nutrient Pollution Reductions

On April 5, the EPA released a new policy memorandum titled "Accelerating Nutrient Pollution Reductions in the Nation's Waters." The memorandum details EPA's intent to work with federal agencies, state co-regulators, tribes, water stakeholders, and the agricultural community to make significant strides in reducing agricultural nutrients in the nation's waters. In the memo, EPA lists plans to support innovation and pursue science-based and data-driven strategies to reduce excess nutrients in the nation's waters. Additionally, the agency

promised to provide technical assistance and other support to help states, tribes, and territories to scale effective nutrient loss reduction strategies.

The newly announced memo could result in incentives to increase the application of cover crop acres which results in preventing nutrient run off. The full EPA memo can be found **here**.

Proposed AD Affecting Propeller Shafts on GE/Walter 601 Engines

The FAA proposes to adopt a new airworthiness directive (AD) for certain GE/Walter M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S and M601F model turboprop engines. This proposed AD was prompted by the absence of life limits for propeller shaft part number (P/N) M601-6081.6 in the airworthiness limitation section of the applicable M601 Engine Shop Manual.

For M601D-11, M601E-11, M601E-11A, M601E-11AS and M601E-11S model turboprop engines, this proposed AD would require calculating the accumulated life of the propeller shaft and, depending on the number of accumulated flight hours, removal and replacement of the propeller shaft with a part eligible for installation. GE Aviation Czech Alert Service Bulletins listed in the proposed AD specify procedures for calculating the accumulated life of propeller shafts.

The FAA estimates that there are 14 engines in the U.S. that may be affected and require the replacement of the propeller shaft. To read the proposed AD or to comment, click **here**.

NAAA Meets with Top Crop Protection Product Manufacturers at Their Corporate Testing and North American Headquarters

From L-R in foreground: NAAA CEO Andrew Moore, NAAA Director of Education & Safety Dr. Scott Bretthauer, Syngenta N.A. President Vern Hawkins, NAAA President Jim Perrin, and former CropLife America President and current DCLRS consultant Jay Vroom meet at Syngenta's North American headquarters in Greensboro, N.C.

Last week NAAA road-tripped to North Carolina, the North American corporate headquarters of Syngenta and U.S. testing and corporate offices for BASF and UPL—three major global manufacturers of pesticides. Syngenta and BASF are two of the three largest pesticide manufacturers in the world. The meetings' focus was to work to ensure that the pesticide products manufactured by these companies are registered for aerial use using more realistic industry data—much of which NAAA collects about the ag aviation industry via its surveys—and more realistic aerial application variables within Tier 3 of the AgDRIFT atmospheric model on drift, which more accurately reflects the application conditions of acres treated by air today.

NAAA representatives meet with BASF crop protection product corporate leaders in their offices in Research Triangle Park, N.C.

All three companies have been extremely generous supporters of NAAA through the years, whether it be sponsoring a multi-decade comprehensive leadership training program for individuals in our industry, to sponsoring our educational program, PAASS, and educational events at the annual Ag Aviation Expo, to scholarships bringing new ag pilots into the industry. One topic raised was ensuring the population of aerial applicators in the U.S. can service the expected increase of acres expected to be treated this year. Discussions centered on NAAA networking programs such as its convention and directory for operators to enlist needed pilots to help them address demand.

NAAA representatives meet with Syngenta crop protection product corporate leaders in their North American headquarters in Greensboro, N.C.

Another idea that was raised was NAAA's professional certification program that is in development and how that program will be designed to showcase ag pilots with top-level education and training backgrounds that might enable them, via label language, to limit gallons per acre of carrier-mix and still ensure an efficacious application.

NAAA representatives meet with UPL scientists at their research facility in Research Triangle Park, N.C.

NAAA, in addition to its frequent dialogue with the EPA, will also be meeting with other major pesticide companies to continue to carry out the message of ensuring aerial uses are granted on labels and ensure support for industry safety and environmental professionalism programs.

Ag Aviation Featured in Media Coverage of National Ag Day on RFD-TV's 'This Week in Agribusiness' with Host Max Armstrong and Agri-Pulse

National Ag Day on the Mall led the March 26 episode of *This Week in Agribusiness*, which airs on RFD-TV and other stations. Host Max Armstrong interviewed several Ag Day on the Mall participants in the nation's capital, including NAAA CEO Andrew Moore.

Armstrong's full report on National Ag Day on the Mall fills the first four minutes of the broadcast, which can be viewed below. Moore appears at the 3:10-mark of the episode in front of NAAA's helicopter display. He said in part, "Not only do you have people [out here], but you kind of have an intersection of urban and rural America, where we're both understanding each other. We're able to express the importance of agriculture—in our case, aerial application to agriculture."

This Week In AgriBusiness airs three times each weekend on RFD-TV and once a week on more than 100 local commercial television stations.

Moore was also quoted in the *Agri-Pulse* article, **"Agriculture showcase gives Washington a taste of modern farming."** The full article resides behind a paywall, but Moore told *Agri-Pulse*, "This is a great way to get a lot of people from rural America here to exhibit their importance, what they do and the care in which they do it."

To view more photos and videos from Ag Day on the Mall, please visit our **Ag Day on the Mall webpage**.

More Exposure for Ag Planes at Fargo Air Museum

After the open house that **Tall Towers Aviation operator Tim "Toby" McPherson hosted** at the Fargo (N.D.) Air Museum on National Ag Day, the ag planes on display at McPherson's event got a second showing two days later. On March 24, the local Soil Conservation District held its annual Ladies Ag Night at the Fargo Air Museum to celebrate women in agriculture. The women in attendance couldn't miss the ag planes that remained on display, including McPherson's refurbished serial #1 Ag-Cat, an Air Tractor AT-402 from Airborne Custom Spraying in Halstad, Minnesota, courtesy of operator Rob Aslesen, and another Ag-Cat and a Piper Pawnee 150 spray plane on permanent display.

"It was a beautiful venue," guest speaker Sabrina Hornung told the *Cass County Reporter* about the museum's setting for the Ladies Ag Night event.

The AT-402 left the museum on April 1, but McPherson's serial #1 Ag-Cat will remain at the Fargo Air Museum for the foreseeable future. The next big event he plans to fly the serial #1 Ag-Cat to is EAA's AirVenture 2022 in Oshkosh, Wisconsin, where NAAA will wrap up a full year of events celebrating the aerial application industry's 100th anniversary.

NAAA Submits Comments on Two Proposed Interim Decisions from the EPA

NAAA recently submitted comments on the proposed interim decisions (PID) for two pesticide active ingredients. Proposed interim decisions are the second major step in the registration review process. They are preceded by the risk assessments that describe the modeled impact of the pesticide on human health and ecology. They are followed by the final interim decision. It is considered interim until the pesticide has undergone an evaluation to determine its effect on threatened and endangered species.

The PID for iprodione retained aerial application on the label and included drift mitigation language acceptable to the aerial application industry. It allows aerial applications in winds up to 15 mph, requiring a boom shortened to 65% of wingspan or 75% of rotor diameter for helicopters when wind speeds are above 10 mph. A medium or larger droplet spectrum is required, and applications during inversions are prohibited. These proposed drift mitigations have been seen on many PIDs over the last several years. The PID also proposed banning human flaggers for aerial applications. NAAA commented to the EPA that we agreed with the PID.

The PID for ferbam indicated that aerial applications of products containing it were already prohibited. The PID proposed eliminating most of the remaining crops and application methods, leaving only the use of a mechanically pressurized handgun sprayer on just three crops—peaches, nectarines and cranberries. The prohibitions were based mostly on risks to mixers and loaders. NAAA pointed out that by using the EPA's occupational exposure data and a ferbam label, it was determined that the mechanically pressurized handgun sprayer would only be treating 3.3 acres a day versus the 350 acres treated by an ag aircraft. This would dramatically reduce the ability to make timely and efficacious applications. NAAA suggested allowing aerial application with the requirement that mixers and loaders supporting these applications be required to wear a double layer of clothing, gloves, eye protection and a half-face elastomeric cartridge respirator.

NAAA continues to monitor the EPA registration review process to ensure the aerial application industry has access to the products our customers need applied.

Federal Pesticide Preemption Bill Introduced in the House

On March 31, Rep. Rodney Davis (R-Ill.) introduced a bill that aims to address a longstanding problem with the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) by preventing individual cities and towns from enacting pesticide regulations, leaving the federal government through the EPA and the lead agencies in each state as co-regulators. This issue has been previously raised in Congress through the 2018 Farm Bill, where similar language was discussed but not included. There is hope that the bill language will be included in the final version of the 2023 Farm Bill.

Exhibitor Details for the 2022 Ag Aviation Expo: Booth Sales for Aircraft & Large Booth Space Now Open

Join us for the 2022 Ag Aviation Expo in the **new location** of Knoxville, Tennessee, Dec. 5–8. NAAA Expo attendees and exhibitors will take over several hotels and the convention center in thriving downtown Knoxville, which is full of restaurants featuring great southern cuisine, fun bars and unique shops. Knoxville is also a short drive to the Great Smoky Mountains, which offer excellent **pre and post**-Ag Aviation Expo trip ideas.

Because Knoxville is a day's drive for more than half of the U.S., we're expecting a large crowd at this year's Ag Aviation Expo. Exhibiting allows you to get your company, product/service and brand in front of an expected 1,500 attendees. We hope to see you and your company in Knoxville!

The NAAA Trade Show will take place Dec. 6, 12 p.m.–5:30 p.m. and Dec. 7, 10 a.m.–4 p.m. Review the **NAAA Exhibitor Prospectus** and **exhibitor webpage** for further details, pricing and dates. Click here for a full **schedule of events**.

Booth Sales for Aircraft & Large Booth Space Now Open: If you plan to bring an aircraft, need a 20'x20'+ island booth, a 10'x30'+ inline booth or plan to be a Diamond or Platinum Sponsor, please contact **Lindsay Barber** ASAP. To ensure the best placement on the trade show floor, we appreciate knowing about aircraft and large booth spaces by the end of April.

Details for the 2022 Ag Aviation Expo

- **Dates:** Dec. 5-8, 2022
- **Location:** Knoxville Convention Center
- **Kickoff Breakfast Speaker:** **Captain Scott Kelly**, first astronaut to complete year-in-space mission.
- **General Session Speakers:** **Dr. Stan Musick & Michelle Miller**
- **Schedule of Events:** See the current, tentative schedule **here**.
- **Hotel:** Details **here**.
- **Attendee Registration:** Opens July 1.
- **Exhibitor Booth Sales:** Large booth sales open. 10'x10' and 10'x20' booth sales open on July 14. Please **email Lindsay Barber** if you would like to secure a large booth space.
- **Sponsorship Opportunities:** Sponsorships are now available. View the **opportunities online**. Please **email Lindsay** if you would like to secure a sponsorship from last year or would like to be contacted about 2022 opportunities! We have sponsorships available for all budget sizes.
- **Auction Donations: Thank you to Pratt & Whitney Canada for donating a PT6-34AG to this year's NAAA Live Auction.** While we are still several months away from the Ag Aviation Expo, we are already accepting donations for the **Live and Silent Auction**. The earlier you inform us of your auction donation, the more advertising you will receive on the NAAA website and in NAAA publications. Support the aerial application industry by donating an item today. **Email Lindsay** with your donation details.

Airworthiness Directive Issued on Bell 205 and Related Helicopter Models' Tail Boom Spar Caps

The FAA has adopted a new airworthiness directive (AD) for certain Bell Textron Inc. Model 205A, 205A-1, 205B, 210, 212, 412, 412CF and 412EP helicopters with a certain part-numbered tail boom left-hand fin spar cap installed. The 205 is the civilian version of the UH-1 (Huey) military helicopter.

Reports of cracked spar caps prompted this AD. The AD requires inspecting each spar cap and, depending on the inspection results, removing the spar cap from service. Inspections and repairs must follow the specific model number Bell Alert Service Bulletins, each dated April 15, 2020. Inspections and repairs must start within 100 hours time-in-service (TIS) after the effective date of this AD, beginning May 9, and thereafter at intervals not to exceed 100 hours TIS. The complete AD may be viewed **here**.

The FAA considers this AD to be an interim action. The design approval holder may develop a modification that will address the unsafe condition identified in this AD. Once this modification is developed, approved and available, the FAA might consider additional rulemaking.

NAAA reported on the proposed AD in **January**.

Provisions of the Tax Cut and Jobs Act of 2017 Phasing out Starting Jan. 1, 2023

The 100% bonus depreciation currently allowed under the Tax Cut and Jobs Act, which was signed into law in 2017, will start to be phased out in 2023. The bonus depreciation is currently at 100%, meaning that most equipment purchased can be completely expensed in the year of purchase. Unless extended by Congress and signed into law, starting in 2023, that depreciation will be reduced by 20% each year.

Talk to your tax professional regarding how this and any other changes may affect your business.

Why Farming Farmland is the Safer Long-term Play Than Wind/Solar Leasing, Plus More NAAA Tower Resources

In an *Indiana PrairieFarmer* article on FarmProgress.com, Steve Slonaker, a farm manager and owner of an Indiana farm, explained how he looks at the economics of wind and solar energy leasing.

For solar, he thinks farming is a much better long-term investment than the payout from a 20- or 30-year solar lease. When it comes to wind farms, he assumes that about 8 acres will be removed from production and/or damaged for each tower and the loss of that productive farmland could offset any gains an appraiser adds to the land value for leasing a portion of it for wind turbines.

“There is some sales evidence from northwest Indiana that indicates tower leases add no extra value over just regular cropland,” *Indiana PrairieFarmer* quotes Slonaker as saying. “Factor in potential problems with drainage tile that may be created during construction. And remember, people who own the towers are your land partners for life.”

The economics for solar have more question marks because there are more open-ended questions around future recovery of the land after, say, a 30-year lease, according to Slonaker.

The full article is available in the **Towers News and Views** page of the **Towers Policy** section of NAAA’s website.

Tower Safety Resources

The **Towers Policy** section of AgAviation.org features a variety of tower safety resources. Here are some of them.

Tower Issue Brief: NAAA’s tower issue brief provides the history and current status of tower marking efforts on the national level and is updated several times a year to account for current developments. This valuable resource, NAAA’s primary resource when talking to federal legislators, serves as an informational guide for members and state legislators when discussing tower issues.

Public Outreach Tools: Landowners are being asked to make crucial decisions that will impact farmers and their neighbors for years to come. It’s up to everybody in the industry to educate the public about the consequences that ill-planned wind energy development can have on agriculture and aviation. NAAA created a series of **Wind Tower Safety Ad Slicks**, **radio scripts**, **Tower Safety Stuffers** and **MET warning letters** for members to use in their markets that raise awareness about the worrisome effects of wind energy development on agriculture and aviation.

“Learn Before You Lease” is the newest ad in NAAA’s suite of wind tower safety ads, which are made for co-branding. **Offered in multiple sizes**, operators and state associations can localize the ad by adding their logo to it.

You’ll discover more tower safety tools in the **Towers Policy** section when you explore it further.

NAAA Submits Opposing Comments to FAA for Drone Exemption Request from FAR Part 107 Due to Safety Concerns

Indro Robotics has requested an exemption from certain parts of 14 CFR Part 107, the rule regulating drones less than 55 pounds. To view the request for relief, click **here**. In the request for relief, Indro Robotics proposed operations allowing the remote pilot to be off-site. Preflight inspections and observations that a qualified certified pilot would normally handle would be performed in part by a visual observer (VO). Having the pilot on-site is a safety requirement under Part 107 for certain duties. NAAA, in its comments to the FAA, stated that allowing the pilot to be off-site would degrade the safety level provided for by Part 107.

In the description of relief sought and in other documents used for the petition, the petitioner states that operations will be over privately owned property with owner permission, in rural settings and in Class G uncontrolled airspace. NAAA reminded the FAA that the National Airspace is not privately owned and is accessible and necessary for operations such as agricultural operations. The request for the exemption itself indicated that the requirements of Part 107.15 and 107.49 could not adequately be accomplished by the VO with the pilot off-site.

Indro Robotics uses drones to inspect solar farms. NAAA has noticed, and stated in its comments to the FAA, a disturbing trend in that many involved with unmanned aircraft believe that no manned aircraft operate within 100 feet of a structure or less than 100 feet AGL. Protecting all pilots from midair collisions when they are operating near unmanned aircraft is vitally important. In the case of agricultural aviators, timely treatment of the crop is an issue of great importance to the safe, affordable and abundant production of food, fiber and bioenergy for our global population.

NAAA continues to comment to the FAA regarding these issues. To read NAAA’s comments on Indro Robotics’ request, click **here**.

Remote Identification of Drones Possibly Available this Fall, Opportunity for App Developers

As a result of a 14 CFR **Part 89 final rule** published in January 2021, new drones manufactured on or after Sept. 16, 2022, will need to comply with the requirement to be capable of transmitting their geospatial and timestamped identification of their drones' location. They will have to start transmitting this information on Sept. 16, 2023. This is referred to as remote identification (RID). Existing drones manufactured before Sept. 16, 2022, will need to be retrofitted with the same technology and be operational by Sept. 16, 2023.

As reported in the **January 14 NAAA eNewsletter**, RID is a method to obtain information from an operating drone, such as an identifying number by anyone with a personal electronic device, such as a smartphone, that receives Wi-Fi or Bluetooth signals. That identifying number can then be given to law enforcement and regulatory agencies that can use it to identify the owner/operator to investigate complaints.

A limited number of apps are becoming available that claim to be able to perform this function. Apps such as "Remote ID," an FAA remote ID scanner, are available on Google Play. Wi-Fi signals are currently used to track drones for operational control, and some information from them may be available before Sept. 16, 2023. NAAA has not tested these apps.

NAAA has reported on situations when drones operating in an area did not give way to a manned ag aircraft. It is often difficult to determine who is operating these drones, and law enforcement and regulatory agencies have limited resources to investigate these complaints. The RID requirement is designed to correct this situation. When this system is operational, drones will be required to broadcast a signal that includes, among other information, the drones' ID serial number, latitude/longitude, altitude, velocity, emergency status and time mark. The identification of the owner/operator of the serial numbered drone will only be available to law enforcement and regulatory agencies. If you have an encounter with a drone and don't know what to do, consult NAAA's Ag Pilot-UAV Encounter Checklist. On this list is an FAA Safety Hotline number, 1-800-255-1111, which goes directly to FAA headquarters. The FAA is required to follow up on these reported encounters when submitted in this manner.

NAAA has urged the FAA to require identification of drones before they were first approved for commercial use in 2014. NAAA was instrumental in obtaining the requirement that RID and other regulations affect all drones over 0.55 pounds.

With the drone industry urging the FAA to allow them to perform beyond visual line of sight operations, RID and other technology are becoming essential for agricultural aviation safety.

Repetitive Inspection AD Proposed for Main Rotor Blades on Bell 206 Helicopter

The FAA proposes to adopt a new airworthiness directive (AD) for Bell Textron Canada Model 206L, 206L-1, 206L-3 and 206L-4 helicopters with a certain part-numbered main rotor (M/R) blade installed under Supplemental Type Certificate (STC) SR02684LA. This proposed AD was prompted by delamination of M/R blades. This proposed AD would require a repetitive inspection for delamination and, depending on the results, removing the M/R blade from service and reporting certain information.

If adopted, this proposed AD would require action before the M/R blade accumulates 400 total hours time-in-service (TIS) or 2,400 engine starts since initial installation on any helicopter (whichever occurs first) or within 100 hours TIS after the effective date of this AD. Comments are requested and must be received before May 9. View or comment on the proposed AD **here**.

NAAA Ag Aviation Expo Hotel Room Block Open

Join us for the 2022 Ag Aviation Expo in Knoxville, Tennessee, Dec. 5-8. The Ag Aviation Expo will provide you with networking, education and fun in a wonderful city full of restaurants, nightlife, shopping and attractions. The NAAA hotel room block is now open! It is important for attendees to stay in the NAAA room block. We get the best hotel room rates for our attendees, and if the NAAA hotel block is not filled, we cannot offer great rates for future years.

We have five hotels at different price points and in different sections of the city. View a list of the hotel and maps below or online **here**. Use the information below to book your hotel rooms and after you book your hotel room, learn more about Knoxville **here**.

NAAA Knoxville Hotel Choices

1. Marriott Knoxville: $139/night + taxes. Click here to book a room.

- A brand-new hotel across the street from the Knoxville Convention Center.
- 525 Henley Street, Knoxville, TN. Local Phone: 865-522-2800; Toll-Free: 888-236-2427 (Code: National Agricultural Aviation Association)

2. The Tennessean: $219/night for King or $229 for Queen/Queen + taxes. Click here to book a room (in the Add Code box: NAAA and leave as Group Attendee, click Add in Group Attendee box)

- A luxury boutique hotel across the street from the Knoxville Convention Center.
- 531 Henley Street, Knoxville, TN. Local phone: 865-232-1800

3. Hilton: $159/night + taxes. Click here to book a room.

- One-block walk to the Knoxville Convention Center.
- 501 West Church Avenue, Knoxville, TN. Phone: 888-225-9664 (Group Code AV22)

4. Crowne Plaza: $149/night + taxes. Click here to book a room.

- Five-block walk to the Knoxville Convention Center.
- 401 W. Summit Hill Drive, Knoxville, TN. Toll-Free: 877 424-2449. Local Phone: 865 522-2600 (Group code NAA)

5. Hyatt Place, $159/night + taxes. Click here to book a room.

- Sleeping rooms available Dec. 4-8 only
- Four-block walk to the Knoxville Convention Center and located on Gay Street, a historic street with many restaurants and bars.
- 530 S. Gay Street, Knoxville, TN. Local Phone: 865-544-9977 (Group code G-NAAA)

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- **Hotel:** Details **here**.
- **Attendee Registration:** Opens July 1.
- **Exhibitor Booth Sales:** Large booth sales open in late March. 10'x10' and 10'x20' booth sales open on July 14. Please **email Lindsay Barber** if you would like to secure a large booth space.
- **Sponsorship Opportunities:** Sponsorships are now available. View the **opportunities online**. Please **email Lindsay** if you would like to secure a sponsorship from last year or would like to be contacted about 2022 opportunities! We have sponsorships available for all budget sizes.
- **Auction Donations: Thank you to Pratt & Whitney Canada for donating a PT6-34AG to this year's NAAA Live Auction.** While we are still several months away from the Ag Aviation Expo, we are already accepting donations for the **Live and Silent Auction**. The earlier you inform us of your auction donation, the more advertising you will receive on the NAAA website and in NAAA publications. Support the aerial application industry by donating an item today. **Email Lindsay** with your donation details.

We All Have a Telling History: Use Yours and NAAA's Materials to Broadly Communicate Agricultural Aviation's

By Andrew Moore, NAAA CEO
If you are an active citizen in the world of aerial application, don't be a static audience member during this epic centennial event. Take the stage with us and bring out your inner thespian as we enunciate the gospel of agricultural aviation to the public.

History is not just documenting famous or infamous people, times and events. We all have a history—a story to tell about ourselves that can contribute to the next and future generations' betterment. One could also believe that sharing our history is one of the meanings of life—to improve and evolve our world by sharing the key to living a good life and sharing the hazards and obstacles that may hinder such living.

NAAA has reached the climax in the centennial epic of sharing our industry's history to the public, which of course was Aug. 3, 2021. But just because the official centennial anniversary date is behind us doesn't mean all efforts to share the importance of our industry to the public have passed you by. We will be celebrating the centennial of agricultural aviation for an entire year. We continue to reach out to policymakers, our brethren in the fields of agriculture and aviation, to the trade press, to the public and to the national news media. We continue to share our history of improving the cultivation of food, fiber and bioenergy consumed globally and how we've learned from harrowing experiences and evolved technologically to fine-tune our craft, use less product to cover more acres and better care for Mother Earth. We are continuing to use all types of media to educate the public—three different length video documentaries, a comprehensive book of our history, social, print, trade and news media releases and a special website, **AgAviation100.com**, to share the 10-decade story of ag aviation and we will continue to due so through July of 2022.

If you are an active citizen in the world of aerial application—whether an operator, pilot, crew member, service-parts-equipment provider or related tangentially to the industry in another way—don't be a static audience member during this epic, year-long centennial event. Take the stage with us as we enunciate the gospel of agricultural aviation to the public. Inform your local television stations, newspapers and radio stations about the industry's 100th anniversary, even if it is by simply directing them to **AgAviation100.com**. On that site, there is a "**Get Involved**" tab with a draft press release about the 100th that discusses the importance of the industry, its progressive evolution, and directs readers to **AgAviation100.com** to learn more. Feel free to cater that press release to your own operation and experience and send it to your local news outlets.

You can also brush up on the ag aviation script about the importance of ag aviation, environmental safeguards that are common practice today and other industry talking points on NAAA's media relations kit webpage that may be found **here**.

The media relations kit also includes suggestions on how to best communicate to the media and public when espousing ag aviation's significance. If you don't feel comfortable communicating directly, no worries. NAAA staff and an assortment of ag aviation ambassadors can be used as understudies and take over that role, but do make sure the public and news media in your area are informed of our centennial milestone to maximize the value of this pivotal once-in-a-lifetime event.

Don’t forget, we all have a great story to tell about this industry. Whether it is how one got into the industry; the training to fine-tune ag aircraft and the application equipment; how ag aviation provides to local employment and the local economy; or how after five generations, our technology and experience are such that we produce more per acre, showing that our care for the environment continues to progress—all of these anecdotes are both important and fascinating to public audiences.

It’s up to us all to tell the story to continue this industry’s remarkable legacy. And again, just because the official anniversary date has occurred, our centennial lasts a year and you can still contribute plenty. Please join the ag aviation cast for this once-in-a-100-year performance that is leading to glowing public reviews and will continue to do so throughout the year.

NAAA Releases Book of the Century! Buy It Today

NAAA has released the book of the century—a century of agricultural aviation, that is.

One hundred years ago, an aerial crop dusting experiment spawned the birth of the agricultural aviation industry. To commemorate agricultural aviation’s 100th anniversary, NAAA is pleased to present ***Agriculture’s Air Force: 100 Years of Aerial Application***.

Agriculture’s Air Force provides a new, updated account of aerial application’s history, 35 years after Mabry Anderson’s masterpiece, *Low & Slow: An Insider’s History of Agricultural Aviation*, was published. NAAA’s meticulously sourced book is based on a collective history of the agricultural aviation industry based on material from *Agricultural Aviation* magazine, *AgAir Update*, *Low & Slow* and other resources.

Beginning with *Agricultural Aviation’s* Spring 2021 issue, NAAA has been publishing excerpts from *Agriculture’s Air Force* and will continue to do so through the Fall 2021 issue. Those stories are just a small slice of what’s in the 268-page hardback edition, however. The complete book contains so much more.

Agriculture’s Air Force delves into the intersection of agriculture and aviation. It chronicles the agricultural aviation industry’s growth from its infancy in 1921 through the boom times after World War II and on to today’s modern era of high-tech aerial application.

The finished hardback book has been years in the making but well worth the effort. “This is a significant piece of work covering not just the industry’s history, but its essence,” NAAA CEO Andrew Moore said. “We are proud of it and believe it will make a lasting contribution to the industry.”

The story of agricultural aviation is much like the broader story of aviation: It is mostly punctuated with interesting smaller moments sandwiched between milestone developments. Aerial application is also the story of technological leaps and bounds.

Agriculture’s Air Force covers five eras spanning more than 10 decades. In addition, it features 34 Spotlight pieces focused on significant individuals, organizations, trends, technologies and topics related to aerial application.

Agriculture’s Air Force: 100 Years of Aerial Application may well be NAAA’s most enduring 100th anniversary initiative. One thing’s for sure: It is no textbook. The commemorative book is written from a fresh perspective that is entertaining and enlightening. Readers will come away with a new appreciation for agricultural aviation as a profession and the dedicated individuals who propel it forward.

Order Your Copy of Agriculture’s Air Force Today!

Agriculture’s Air Force retails for $45, excluding shipping. Order it from **AgAir Update’s Online Store**.