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NAAA Addresses Drone Risks

(Compiled from NAAA's AgAviation)



In an effort to address the increasing risk of agricultural aviation aircraft with unscrewed aircraft systems, the National Agricultural Aviation Association recently approved the establishment of an Uncrewed Aerial Application System committee to the low-altitude airspace is safe for crewed and uncrewed aircraft as the number of UAS in low-altitude airspace grows.

The Committee will also advise the NAAA on ways to ensure aerial application regulatory compliance, efficacy and environmental professionalism is achieved throughout crewed and uncrewed aerial application mediums. These goals are shared by both manned/uncrewed aerial application operations and established, licensed drone operations.

According to the FAA, drones are the fastest-growing segment of aviation in the United States, with nearly 864,000 drones registered with the FAA and more

than 330,000 certified Remote Pilots, and the numbers are projected to continue growing. NAAA fears that green lighting and expanding UAS “beyond visual line-of-site operations” may be prioritized over safety.

UAS are not allowed above 400 feet without a waiver from the Federal Aviation Administration (FAA), and manned agricultural aircraft fly as low as 10 feet off the ground when making an application, meaning they share this low-altitude airspace with drones.

The FAA is considering designating “shielded” areas wherein UAS would have the right-of-way over crewed aircraft. These areas are defined as the airspace within 100 feet vertically or laterally of an obstacle or critical infrastructure, such as power lines. According to the ARC Report this is based on “the limited likelihood of crewed aircraft operations in [these] areas.”

The current reality is that some of these UAS interests, and even the FAA, do not have a solid understanding of where and how manned aerial applicators operate. NAAA believes that using a data-driven approach can demonstrate the utilization of the low-altitude airspace and expose the safety threat presented by UAS not giving the right-of-way to crewed aircraft within it.



To this end, NAAA has a longstanding partnership with Mississippi State University to collect GPS data logs donated by its members. Since the project’s inception in 2017, the data collected and analysis performed by MSU has fueled NAAA’s efforts in representing the safety interests of aerial applicators to regulators.

If you have logs which you have not yet donated, please consider doing so. That data can help shape policy on a national level and save lives. As a reminder, any data submitted is stripped of any personally identifiable information prior to inclusion in the larger dataset. There are two options to submit your logs to MSU.

- Request a secure upload link for data uploads. Email **Madison Dixon**, Associate Director, MSU Agricultural Autonomy Institute, or
- Mail a flash drive or other storage device to:

Attn: Madison Dixon
MSU Agricultural Autonomy Institute
Pace Seed Technology Building
Mailstop #9812
650 Stone Blvd.
Mississippi State, MS 39762

The formation of the UAAS Committee will be balanced between crewed and uncrewed NAAA members, and all policies proposed will go to the board for final approval. Committee members are required to be NAAA members and the committee members will be selected by the NAAA president each year.

UAAS Committee members will recommend to the NAAA Board public policy proposals to enhance the safety of the airspace shared by crewed and uncrewed application aircraft and also provide input facilitating the development and regulatory use of atmospheric models forecasting the movement of applied materials from both crewed and uncrewed aircraft application systems. The Environmental Protection Agency (EPA) has determined the necessity of such models to analyze the atmospheric movement of registered pesticides applied by UAS, just as it currently does for crewed aerial applications and ground and airblast applications.

UAAS Committee members will also recommend to the NAAA Board and its related foundation—the National Agricultural Aviation Research and Education Foundation—educational curriculum focused on professionalism, regulatory compliance, aviation safety, application efficacy, and environmental stewardship for the uncrewed aerial application systems community. This curriculum will be considered by NAAA and NAAREF at educational events, the annual NAAA Ag Aviation Expo, and within NAAA and NAAREF publications and virtual mediums, ensuring the highest standards in the industry.

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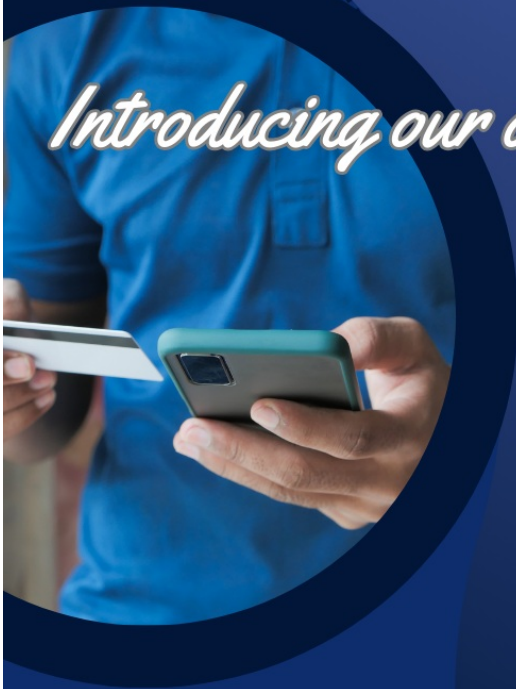
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2010 Dream Tundra,

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N234TU**

7890 A/F TT, 996 TSMOH, King KMA 24 Audio Panel w/ Markers, Garmin GNC 250XL GPS/COM, King 155 Nav Com, Glid Slope, Garmin G-5, Garmin GTX335 Transponder, Garmin GTX335 ADSB-Out, Garmin 660 Panel Mounted GPS, Typical Military Tandem Seating w/ Shoulder Harness and Lap Belts

[More Info](#)



**1976 PIPER PAWNEE
N312MM**

6,067 A/F TT, Lycoming O-540-132C5, 9,335.48 TTE, 540.0 TSMOS, Salto Lite Star 3 Boom, CP-3 Nozzle

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**A75 N1
N54284**

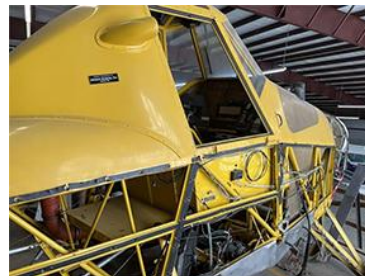
6,080.7 A/F TT, 520.4 TSMOH, 450 HP, Garmin SL-40 Com, PS Engineering PM-1200, Oilomatic Preoiler, Airwold Remote Oil Filter Smoker, Speed Ring, 46 Gal Fuel, Redline Brakes, Garmin GDL 82 ADSB-Out

[More Info](#)

N523MM

90.0 A/F TT, Aerosport IO375 210 HP, PMA-8000B Switching Panel with 4 Place Intercom and Three Light Markers, Garmin SL-40 Com, Garmin 430 GPS, Garmin GTX-330 Transponder, Garmin 496 GPS (Panel Mounted), Digiflight II Autopilot w/ Altitude Hold, PFD/MFD

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**1992 AYRES S2R-G6
N53105U**

Airframe no prop, no engine, MVP-50, Glass Panel, Vortex Generators, 24 Volt, Freon A/C, Aileron Servo, Reabe Hopper Level Indicator, Fabric Tail

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