

Monthly Report

As of: 10 September 2018

The USHST, a regional partner to the International Helicopter Safety Team, established a goal of reducing the fatal U.S. helicopter accident rate by 20% by 2020. (0.61 fatal accidents per 100,000 flight hours) The CY18 USHST metric for 30 June 2018 is 0.71 fatal accident per 100,000 flight hours.

OUTREACH

The **Personal/Private** industry continues to be the leader in fatal accidents. The fatal accident rate for this industry is 5.19 fatal accidents per 100,000 flight hours, more than double the aerial application industry with 2.01 fatal accidents per 100,000 flight hours. Since 01 January 2018, the Personal/Private industry has experienced 19 accidents with 4 fatal accidents and 11 fatalities. Over a five year period (2012 – 2016) the Personal/Private industry accounted for only **3%** of the flight hours.

Call to ACTION!

According to the 2017 FAA U.S. Civil Airmen Statistics there are 32,962 helicopter pilots in the U.S. The FAA Safety Team has only 9,219 (28%) helicopter pilots registered for *Safer Skies Through Education* program. The benefit for pilots involved in a continuing education program has a Return on Safety Investment that beats any stock or mutual fund on Wall Street. Also, if you are participating in the FAASafety Team Wings program and you are involved in an event it will be extremely advantageous when adjudicating your case! Please encourage other pilots to join, be a mentor to another helicopter pilot who is not engaged and see the difference that it will make in our community! This effort will prove to be a collective effort in reducing the accident rate and fatal accident rate and ultimately that save lives!

“Click” on the FAAST logo to GET WITH THE PROGRAM and save a life; it could be your own!



Top 3 Aviation Occurrence codes (CICTT)

The USHST Safety Analysis Team (SAT) completed extensive accident analysis on 104 fatal helicopter accidents. These accidents were from the years 2009 – 2013. Within this dataset, the Personal/Private industry lead with the highest number of fatal accidents and within those 23 fatal accidents, with the following distribution:

| CICTT | Count | % |
|--|-------|------|
| Loss of Control – Inflight (LOC-I) | 7 | 30 % |
| Unintended Flight into IMC (UIMC) | 5 | 22 % |
| Collision Take-off and Landing (CTOL) | 4 | 17 % |
| Abrupt Maneuver (AMAN) | 2 | 10 % |
| Ground Collision (GCOL) | 1 | 5 % |
| Low Altitude (LALT) | 1 | 5 % |
| Medical (MED) | 1 | 5 % |
| System Component Failure – Non-Propulsion (SCF-NP) | 1 | 5 % |

Each year the U.S. helicopter industry safely flies more than 3.2 million flight hours and every second of every flight must be handled with professionalism:



The USHST strongly encourages aviation safety professionals to review NTSB accident reports to review the Accident Analysis, Probable Cause and Findings:



Helicopter - Safety Enhancements (H-SE)

Detailed in the [USHST report](#) are the 22 recommended “Safety Enhancements” that address four general issues — Outreach, Training, Policy, Technology & Equipment, the development and successful implementation is intended to reduce the number of fatalities.

| Helicopter Safety Enhancement (H-SE) 19A: Safety Culture and Professionalism | |
|---|---|
| Safety Enhancement Action: | Government and industry to develop a definition of an effective safety culture that is more applicable and relatable to the day-to-day work of frontline helicopter professionals, and promote an understanding of this application-based definition to the helicopter community. |

Events Calendar:



International Rotorcraft Safety Conference 23 - 25 October 2018 in Hurst, Texas

For more info or to register use the following hyperlink:

https://www.faa.gov/news/conferences_events/2018_rotorcraft_safety/

| OUTREACH Initiatives: (Upcoming Events) | |
|--|--------------------------------------|
| Syracuse Regional Helicopter Safety Stand-Down | September 21 @ 7:30 am - 4:00 pm EDT |
| L.A. Regional Helicopter Safety Stand-Down | October 19 @ 7:30 am - 4:00 pm PDT |