

Date: August 5, 2025

To: Chair of House Committee on Transportation, Highways, and Public Works
Chair of Senate Committee on Transportation, Highways, and Public Works
Petroleum Helicopters Inc. - Director of Operations
Bristow Group Inc. - Director of Operations

From: Michael Burrows, C.M. - Assistant Aviation Director
Office of Multimodal Commerce
Louisiana Department of Transportation and Development

Subject: L.R.S. 40:1486.2(F) State Participation in and Promotion of Transportation of Oil and Gas Workers over Water – Requires the Director of Aviation (DA) to publish a report to the chairs of the House and Senate committees on transportation, highways and public works, wherein the DA shall summarize and comment upon:

- The previous year's developments in safe practices for operators who provide over water flight services in the state or adjacent to its shores.
- Evolution of safe practices through federal and industry organizations
- Insure knowledge of all such practices by operators within the industry

Background

The legislature emphasizes that the production of oil for the energy needs of the state and nation is of vital concern, and the safety of those who work in the offshore industry and those who transport those workers is also of vital concern. The legislature through this vehicle has directed the Department of Transportation and Development – Office of Multimodal Commerce- Director of Aviation to participate in education, communication and promotion of aviation safety in the offshore oil and gas industry. The goal is to reduce to as low as reasonably practicable the instances of helicopter accidents in the oil and gas industry by promotion of the adoption of safe practices in such operations.

This legislation requires that the Director of Aviation request membership in the Helicopter Safety Advisory Conference (HSAC) and attend regular scheduled meetings of the conference for the purpose of education, understanding, and dissemination of information developed for the purpose of the promotion of safety through cooperation, and encourage all operators who provide over water flight services to the oil and gas industry to adopt and incorporate the recommended practices of HSAC into their daily operations. Further, the Director of Aviation or his designated representative may attend and secure all writings in the form of recommended practices that result from HSAC conferences that relate to safe over water helicopter operations, and disseminate such writings in such a way that over water flight service providers in the state or adjacent to its shores are made aware of its content.

Additionally, the Director of Aviation is required to maintain familiarity with all Federal Aviation Regulations Part 91 – General Operating and Flight Rules, Part 133 – Rotorcraft External Load Operations, and Part 135 – Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons on Board Such Aircraft. The Director of Aviation is also required to post through an identifiable link on the DOTD website pertinent information relevant to new Federal Aviation Regulations and Advisory Circulars published by the Federal Aviation Administration or recommended best practices by the Helicopter Safety Advisory Conference.

The department is currently carrying out duties and responsibilities pursuant to Louisiana Revised Statutes Title 2 Aeronautics §2:6 which pertains to the powers and duties of the department in the promulgation of rules and regulations with respect to aeronautics. The department shall foster air

commerce within the state of Louisiana and shall have supervision over the aeronautical activities and facilities. Accordingly, the department may prescribe such reasonable rules and regulations as it deems necessary and advisable for the public safety and safety of those engaged in aeronautics. Further, no rule or regulation prescribed by the department under the authority of L.R.S. §2:6 shall be inconsistent with the then-current federal legislation governing aeronautics and the regulations duly promulgated thereunder.

The department currently conducts safety and compliance inspections on land-based heliports and helipads. The department takes into consideration the critical type of helicopter that will operate at the facilities in determining the proper safety areas, final approach and takeoff areas and actual touchdown area. To determine the proper dimensions, the department works closely with the helicopter operators to determine the length and width of the aircraft, the main rotor diameter and performance characteristics of the critical aircraft that will operate at the facility. This in turn assists the facilities in ensuring that the proper safety precautions are implemented and maintained and further promotes the adoption of safe practices for helicopter operations and to conduct those operations with the highest degree of safety in the public interest throughout the state.

Actions

The Director of Aviation designated a representative to attend Helicopter Safety Advisory Conference (HSAC) meetings and attended various committee meetings held during the conference. The designee also receives information from the U.S. Helicopter Safety Team (USHST) and the Federal Aviation Administration (FAA).

Safety

After attending the conferences and committee meetings, the Director of Aviation and/or the designated representative has identified the pertinent safety information identified below and will update the department's website for dissemination of information. The department continues to be active with issues related to helicopter operations and safety to ensure compliance with this legislation and to promote the highest degree of safety for the citizens of Louisiana.

The department through involvement with the associations previously listed and interactions with the rotorcraft industry, have also attended presentations regarding present and future aviation challenges.

Additionally, the department continues to ascertain and disseminate critical rotorcraft safety and operational information via links from the Department of Transportation and Development – Office of Multimodal Commerce -Aviation Division website.

The following pertinent safety information is attached for your review:

1. FAA Safety Alert for Operators – Risks Associated with Visual Approaches
2. United States Helicopter Safety Team Press Release – Pilot Mental Fitness
3. United States Helicopter Safety Team - Safety Reports
4. Helicopter Safety Advisory Conference - Agendas
5. U.S. Senate Bill – Rotorcraft Operations Transparency and Oversight Reform (ROTOR) Act
- To require all aircraft to be equipped with Automatic Dependent Surveillance – Broadcast
In, to improve aviation safety, and for other purposes



**U.S. Department
of Transportation
Federal Aviation
Administration**

SAFO

Safety Alert for Operators

SAFO 25001

DATE: 04/02/25

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safo

A SAFO contains important safety information and may include recommended action. Besides the specific action recommended in a SAFO, an alternative action may be as effective in addressing the safety issue named in the SAFO. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Subject: Risks Associated with Visual Approaches.

Purpose: This SAFO reminds air carrier operators and pilots of risks associated with visual approaches.

Background: In recent months, several notable and high visibility events have occurred in the National Airspace System (NAS) and the severity of these events is concerning. This SAFO applies to all air carrier operations under Title 14 of the Code of Federal Regulations (14 CFR) Parts 121 and 135.

Discussion: As the NAS continues to grow in use and complexity, efforts have been ongoing to prevent unsafe operations such as runway incursions, unstable approaches, altitude and route deviations, and runway identification errors. In light of recent events, the Federal Aviation Administration (FAA) identified the need to ensure all operators and pilots understand and evaluate the risks associated with the acceptance and execution of visual approaches.

The primary purpose of the Air Traffic Control (ATC) system is to prevent aircraft collisions. Effective communication between pilots and air traffic controllers is essential to achieving this safety goal. ATC supports the pilot-in-command's (PIC) authority to declare "unable" when a clearance reduces the safety margin. This includes, but is not limited to, vectors, speeds, or altitudes that increase pilot workload. Examples include unexpected vectors inside normal descent profiles, airspeed restrictions, and requests to:

- Use a runway as a taxiway;
- Use a shorter runway than expected;
- Conduct land-and-hold-short operations;
- Perform circling maneuvers associated with an instrument approach;
- Maneuver at low altitudes on a visual approach;
- Land with tailwinds or crosswinds that may increase risk to an unacceptable level;
- Execute Line Up and Wait clearances;
- Perform intersection takeoffs;

- Follow runway exit instructions onto intersecting runways during the landing roll; and
- Make changes to departure, arrival, approach, runway assignments, or requesting operators execute a visual approach.

Recommended Action: Directors of Operations, Chief Pilots, Directors of Training, Check Pilots, Directors of Safety, Pilots, and other operational personnel should review the following items and take any necessary steps to ensure operations are conducted at the highest level of safety. Utilizing Safety Management System (SMS) principles, certificate holders should evaluate changes to procedures or training to ensure PICs understand their authority for safe aircraft operation in accordance with 14 CFR Part 91, § 91.3. To mitigate risks associated with complex operations, operators and pilots should consider strategies such as:

- Methodologies for assuring increased vigilance while operating at airports with published Visual Flight Rules (VFR) routes in the vicinity of approach and departure paths.
- Requesting an instrument approach to reduce the likelihood of misalignment with VFR traffic, runways or taxiways and maintain a stabilized approach.
- Communicating “UNABLE” to ATC if there is inadequate time to recalculate landing performance, reconfigure avionics, brief the new approach procedure, or stabilize the approach.
- Maintaining an active visual scan to avoid potential conflicts. Due to radar limitations, volume of traffic, controller workload or communications frequency congestion, Air Traffic Control may be unable to provide traffic information services. Pilots should consider requesting information about other aircraft including azimuth in terms of the 12-hour clock, altitude, distance, type and direction of travel, or request radar vectors to avoid traffic conflicts.

In addition, all personnel should:

- Encourage personnel to identify and report existing and emerging safety issues through voluntary reporting programs.
- Apply SMS principles to analyze safety data and assess risk associated with emerging hazards. Evaluate existing risk mitigations to determine if they are effectively controlling risk, or if additional action is required.
- Review the following previously published InFOs, SAFOs and Advisory Circulars (AC):
 - [InFO 24005](#), Instrument Approach Operations with a Visual Guidance Fix (VGF) and an Extended Visual Segment;
 - [SAFO 23002](#), Aviation Safety Call to Action;
 - [SAFO 21005](#), Risks Associated with Visual Approaches;
 - [SAFO 17010](#), Incorrect Airport Surface Approaches and Landings;
 - [SAFO 17012](#), High Collision Risk During Runway Crossing;
 - [SAFO 17001](#), Pilot and Flightcrew Awareness of Class B Airspace Boundaries;
 - [SAFO 16008](#), Reducing the Risk of Runway Excursions During Takeoff;
 - [SAFO 13007](#), Using Runways as Taxiways;
 - [SAFO 11004](#), Runway Incursion Prevention Actions;
 - [SAFO 08001](#), Flightcrew techniques and procedures to enhance taxi, pre-takeoff, and after landing safety to reduce the risk of runway incursions;

- o [AC 90-48E](#), Pilots' Role in Collision Avoidance.

Contact: Direct questions or comments regarding this SAFO to the Air Transportation Division at 9-AFS-200-Correspondence@faa.gov.



PRESS RELEASE

www.ushst.org safety@ushst.org

FOR IMMEDIATE RELEASE

October 22, 2024

Contact: Bailey Wood

Phone: +1 703-683-4646

Email: baileyw@verticalavi.org

US Helicopter Safety Team Expands to Support Pilot Mental Fitness

Volunteers Needed for Peer Pilot Program

Washington, D.C. (October 22, 2024) –The US Helicopter Safety Team (USHST) is on the cusp of launching a **Peer Pilot Program**, aimed at providing helicopter pilots and crewmembers a safe and confidential space to navigate personal challenges. This volunteer-driven initiative offers free peer support, creating an environment where aviation professionals can find guidance and support from those who understand the unique stresses of their profession.

The Peer Pilot Program will also provide access to a comprehensive suite of self-help resources, available 24/7 via a dedicated portal on the USHST website. These materials are designed to offer immediate assistance to aviators, wherever they are, according to Chris Baur, USHST Industry Co-Chairman.

"Pilots shoulder an incredible responsibility every time they take to the air and must have focus to perform at their highest level—lives are at stake," Baur says. "The Peer Pilot Program offers pilots and crewmembers a safe space to connect with peers who truly understand the unique challenges they face, and access resources. It's about creating a culture where asking for help is seen as a strength, not a weakness."

To support this program, USHST is actively seeking volunteers from the pilot and crew member community to become trained Peer Pilot Volunteers. Selected volunteers will undergo specialized training to equip them with the skills needed to provide meaningful support to their peers.

Are you ready to make a difference and become a Peer Pilot Volunteer?

This initiative aligns with broader changes in the aviation industry, which has seen significant strides in mental health awareness and support. Following the FAA's Aviation Rulemaking Committee (ARC) report on Mental Health and Medical Clearances earlier this year, the focus on pilot mental wellbeing has intensified, recognizing the importance of peer support programs in addressing personal and professional challenges.

For many, the Peer Pilot Program offers a lifeline - conversation with a fellow pilot who knows the unique pressures of the aviation world. For others, it marks the first critical step in seeking the help they need to navigate life's turbulence.

"In aviation, we often prioritize technical training and physical health, but mental fitness is just as crucial to safety and performance," says Baur.

If you are interested in becoming a *founding* Peer Pilot volunteer in the USHST program, then we would love to hear from you. We are looking for motivated volunteers who are:

- empathic and good listeners
- non-judgmental
- understand the importance of confidentiality.
- experienced helicopter pilot or crew member.

This is a voluntary role, with training consisting of a mix of online modules (4-6 hours), simulations and an in-person training day at [VERTICON 2025](#), or via web meeting.

The USHST Peer Pilot Program will go live at [VERTICON 2025](#)!

Following qualifications, the time commitments are typically 2-3 hours per month, with various windows of availability.

Interested applicants can submit their expression of interest and CV to info@USHST.org with "PPPVolunteer" in the subject line.

About the US Helicopter Safety Team

The USHST is a volunteer team of US government and industry stakeholders formed to improve the safety of civil helicopter operations in the National Airspace System. The USHST is a partner of the Vertical Aviation Safety Team (VAST). The USHST vision is a civil US registered helicopter community with zero fatal accidents. For more information about the USHST and its safety efforts visit: <https://ushst.org/>.



USHST

United States Helicopter Safety Team



Monthly Safety Report

January 2025

The USHST is a regional partner to the Vertical Aviation Safety Team (VAST).

USHST GOAL: Reduce the US helicopter 5-year average fatal accident rate to **0.55** (per 100,000 flight hours) by 2025 (5 years)

USHST Vision: A civil US registered helicopter community without fatal accidents

Safety by the Numbers!

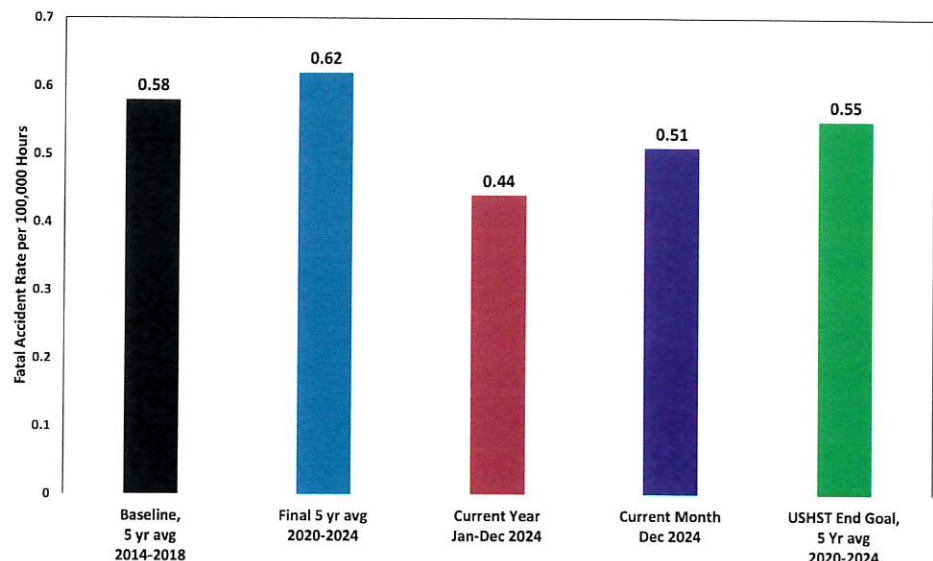
Metric	2020 - 2024	2019 - 2023
Avg Fatal Acc Rate	0.62	0.69
Avg Accident Rate	3.71	3.92
Year To Date	Current Year (CY24)	Previous Year (CY23)
Fatal Accidents	13	17
Accidents	89	101
Fatalities	30	29

Average number of days between fatal accidents:

2020: 18 days
2021: 17 days
2022: 21 days
2023: 19 days
2024: 26 days

Longest time between fatal accidents (past 5 yrs):

107 days (2020)



Fatal Accident Counter

23 : 21 : 44 : 56

Days : Hours : Mins : Secs

Each year the U.S. helicopter industry safely flies approx. 3 million flight hours and **every** second of **every** flight must be handled with professionalism.



Did "YOU" Know?

In the US there are **12,000 +** helicopters, **32,000 +** helicopter pilots and over **292,000** aircraft mechanics!

The USHST has identified the following industries for **OUTREACH**:

Personal/Private, Helicopter Air Ambulance (HAA), Commercial and Aerial Application

Your participation in joining our vision of fatal accidents is important to us. To determine how your interests best align with active USHST efforts, please click the link below to complete the form and submit.

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(3227 Members, 6 New)



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Helicopter Safety OUTREACH events:

- [Latest USHST Webinar - Helicopter Wake Turbulence](#)
- [FAAST Blast - 9-15 Dec, 2024](#)
- [FAA Rotorcraft Accident Dashboard](#)
- [The Resilience Hub](#)



Safety Enhancement Quick List



U.S. Helicopter Safety Team

Helicopter – Safety Enhancements
Our Vision: A civil helicopter community with zero fatal accidents

[Helicopter - Safety Enhancement \(H-SE\) Details](#)

[H-SE 2023-04, Improve fatigue awareness and risk mitigation of scheduling factors leading to fatigue](#)

Research studies have shown that:

- When we have sleep debt, we systematically underestimate the degree of our own alertness deficits.
- When we are fatigued, our perception about risk changes, and we are willing to accept more risk.
- Thresholds related to how much fatigue risk is acceptable will vary from person-to-person and may be biased by external factors related to production goals.

In this project, the USHST will develop guidance material for operators to establish a Fatigue Risk Management Program based on a quantitative objective framework to identify scenarios associated with elevated fatigue risk and to aid in the consistent and reliable execution of effective risk controls. Guidance material will take the form of a white paper to educate operators about the need for an FRMP; a GAP analysis tool to evaluate FRMP maturity; and a how to guide to establish an FRMP.

USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

See you next year!
March 10–13, 2025
Exhibits Open March 11–13

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FORMERLY HAI HELI-EXPO
Dallas 2025 | POWERED BY VAI

[USHST Store](#)

Challenge Coin Pictured



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United States
Helicopter Safety Team



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Monthly Safety Report

February 2025

The USHST is a regional partner to the Vertical Aviation Safety Team (VAST).

USHST MISSION: To develop, deliver, and promote valuable safety resources focused on improving the US helicopter community's safety culture and performance.

USHST Vision: A civil registered helicopter community without fatal accidents

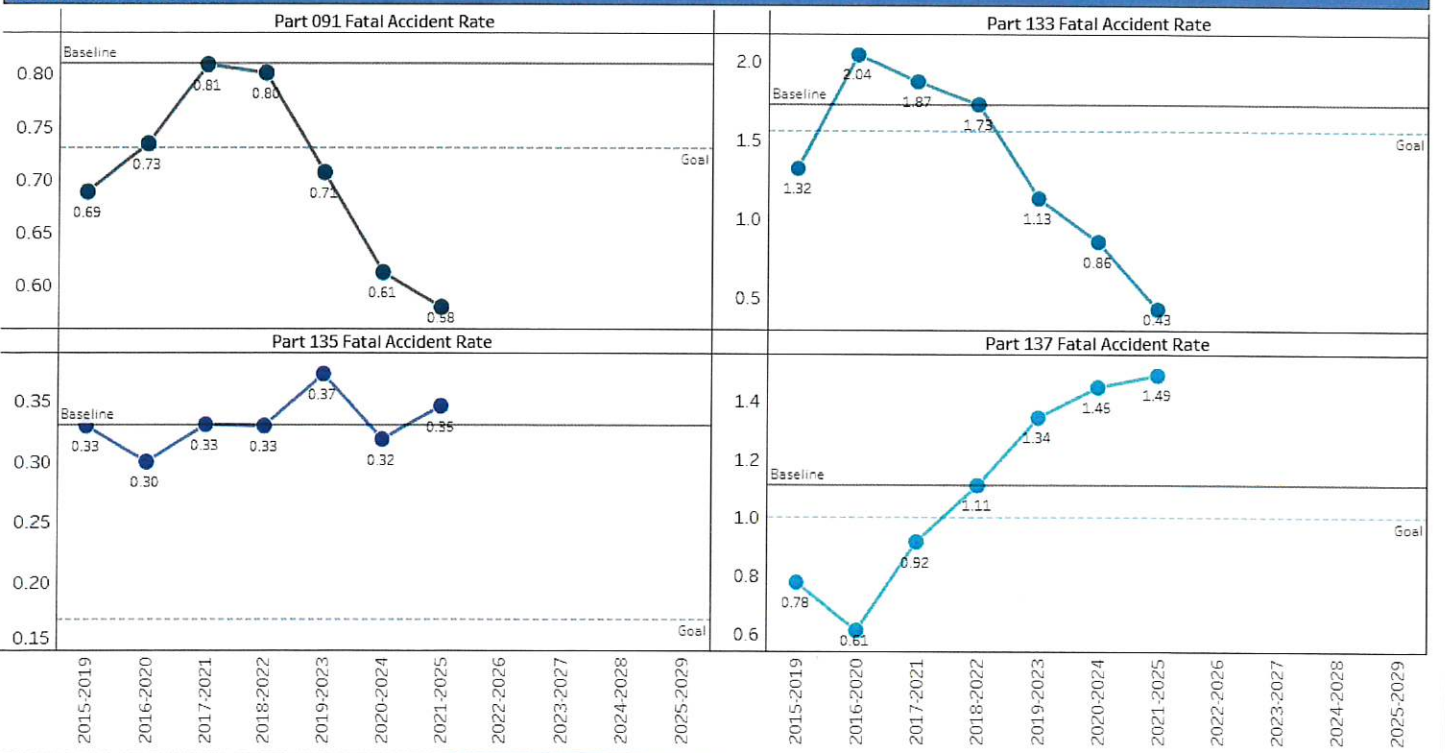
Fatal Rate: 5 Year Average

Rates per 100,000 Flight Hours



Fatal Rate by Operational Part: 5 Year Average

Rates per 100,000 Flight Hours



Fatal Accident Counter

50 : 22 : 34 : 56

Days : Hours : Mins : Secs



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Helicopter Safety OUTREACH events:

- [The Rotorcraft Collective: Feeling the Pressure to Fly](#)
- [FAAST Blast - 6-12 Jan, 2025](#)
- [FAA Rotorcraft Accident Dashboard](#)
- [The Resilience Hub](#)



Safety Enhancement Quick List



U.S. Helicopter Safety Team

Helicopter - Safety Enhancements
Our Vision: A civil helicopter community with zero fatal accidents

Helicopter - Safety Enhancement (H-SE) Details

H-SE 2023-05, Training on effects of adverse wind situations.

The goal of this H-SE is to better illustrate the **hazards posed by adverse winds** on rotorcraft performance, especially when operating **at low airspeeds**. As an example, similar, but unrelated efforts, have been undertaken in the fixedwing world around loss of control events and the use of Angle-of-Attack (AOA) indicators. Vertical flight operations at low airspeed are predictable when the air-circulation through the rotor system is able to maintain a steady-state. It can be visualized as a bubble of air circulating around the rotor system. If this bubble is disrupted, or "popped", a corresponding loss of lift can result. This creates a performance scenario that is not indicated by any instruments and is not able to be planned through a chart, but rather is managed by the pilot through a combination of forethought, experience, knowledge of wind directions and intensity around the aircraft, distance from obstacles and power reserves available. Given that it is not currently possible to provide rotorcraft pilots with an indicator that shows an impending loss of lift, this H-SE seeks to **promote effective training solutions for pilot decision making and more effective risk assessment during operations**.

USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

See you next year!
March 10-13, 2025
Exhibits Open March 11-13

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Past WEBINAR:
Pay It Forward -
Afghan Pilots in the USA



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Monthly Safety Report

March 2025

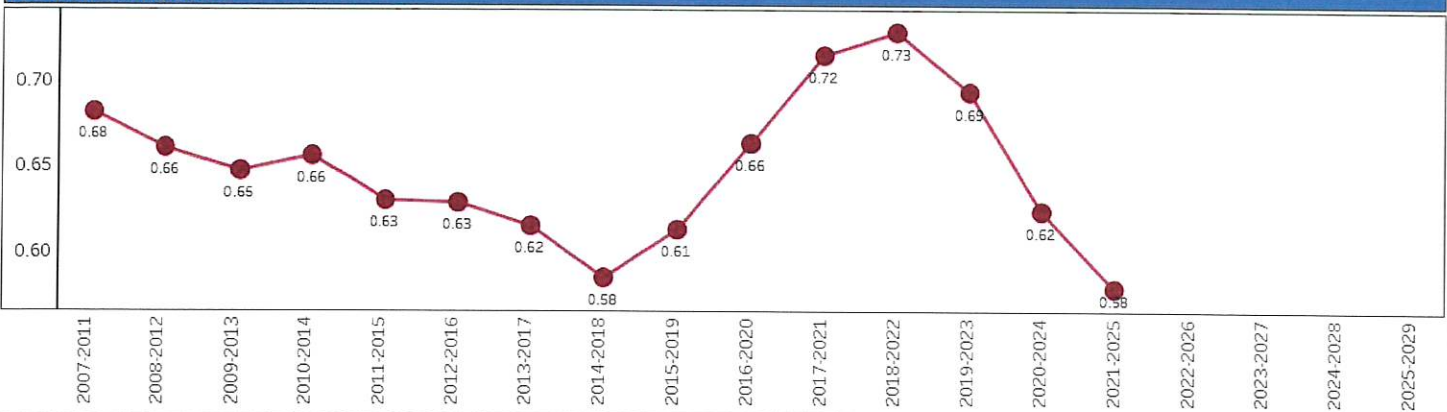
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USHST MISSION: To develop, deliver, and promote valuable safety resources focused on improving the US helicopter community's safety culture and performance.

USHST Vision: A civil registered helicopter community without fatal accidents

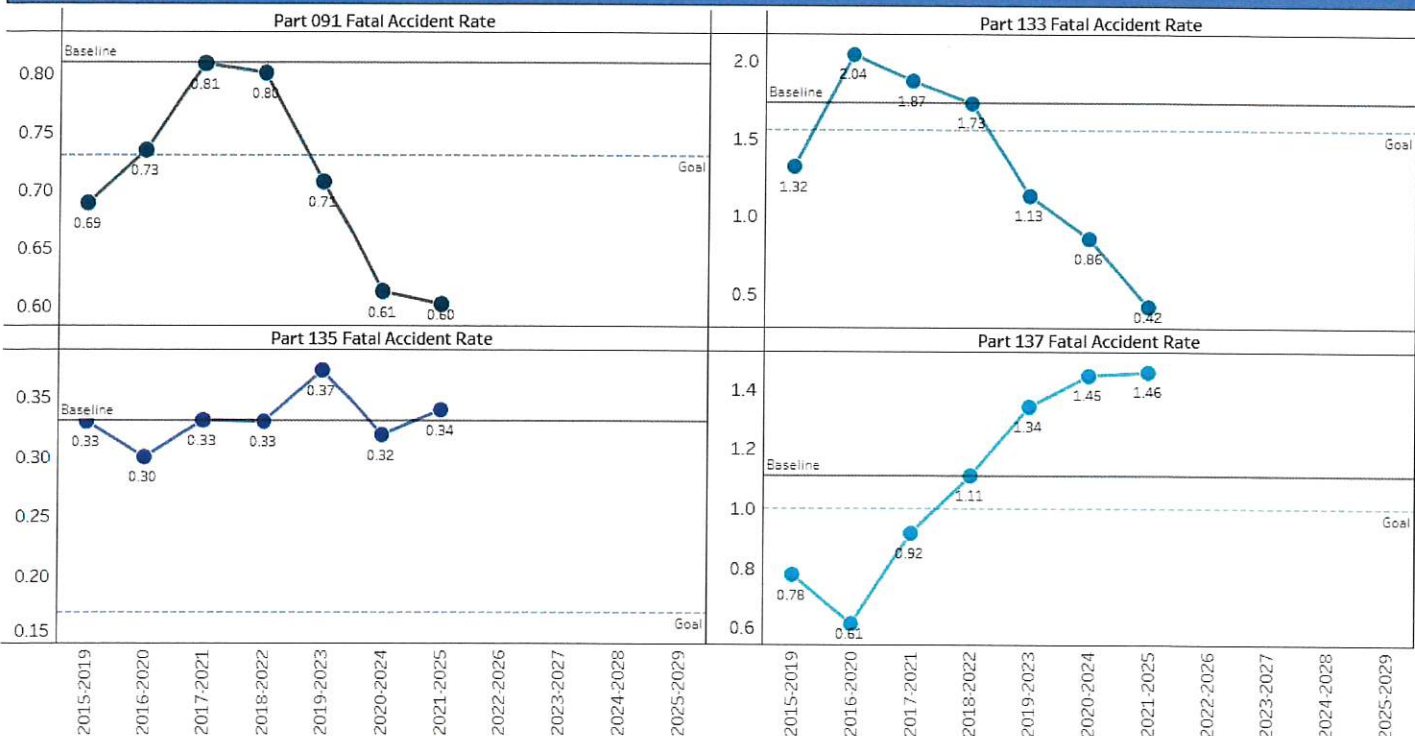
Fatal Rate: 5 Year Average

Rates per 100,000 Flight Hours



Fatal Rate by Operational Part: 5 Year Average

Rates per 100,000 Flight Hours



Fatal Accident Counter

7 : 21 : 07 : 56

Days : Hours : Mins : Secs



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The USHST has identified the following industries for **OUTREACH**:

Personal/Private, Helicopter Air Ambulance (HAA), Commercial and Aerial Application

Your participation in joining our vision of fatal accidents is important to us. To determine how your interests best align with active USHST efforts, please click the link below to complete the form and submit.

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Helicopter Safety OUTREACH events:

- [All Hands Seminar at VERTICON \(March 10, 2025, 2:25-4:15pm, Room D163/165\)](#)
- [FAA seeks responses for 2024 GA Survey - Vertical Aviation International](#)
- [USHST Winter 2025 Newsletter](#)
- [The Resilience Hub](#)



Safety Enhancement Quick List



U.S. Helicopter Safety Team

Helicopter - Safety Enhancements

Our Vision: A civil helicopter community with zero fatal accidents

Helicopter - Safety Enhancement (H-SE) Details

H-SE 23-01: Professional Preflight Planning & Go/No-Go Aeronautical Decision Making (P3-GADM)

The primary objective of this safety enhancement is to help prevent fatal helicopter accidents that can be directly or indirectly linked to preflight judgment errors, decision-making errors, and inadequate mission planning. The H-SE team led by the HAI Safety Working Group will develop and deliver sources that will likely include policies, procedures, practices, tools, and other resources/tools that when implemented correctly, can prevent future fatal rotorcraft accidents attributable to flawed, inappropriate, and unauthorized preflight GO/NO-GO decisions. To frame the objective in a more positive manner, the team seeks to make it easier for flight planners to make well-informed GO/NO-GO decisions that are correct, appropriate, authorized before every flight, and independent from potential internal or external pressures, influences, or other factors.

USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

See you next year!
March 10-13, 2025
Exhibits Open March 11-13

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[Rotorcraft Accident Dashboard](#)

Current as of 2 March 2025



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**United States
Helicopter Safety Team**



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United States Helicopter Safety Team



Monthly Safety Report

April 2025

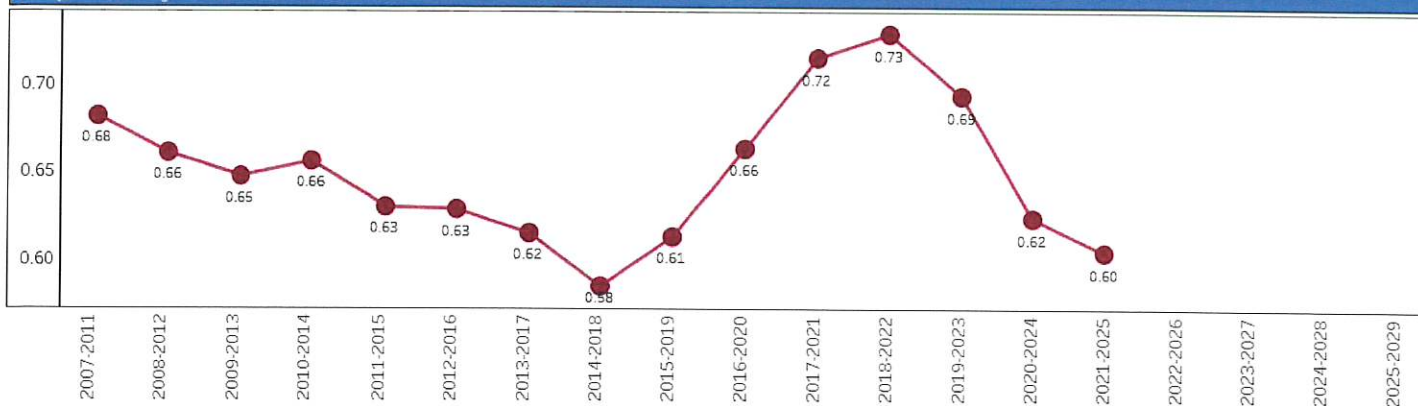
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USHST Vision: A civil registered helicopter community without fatal accidents

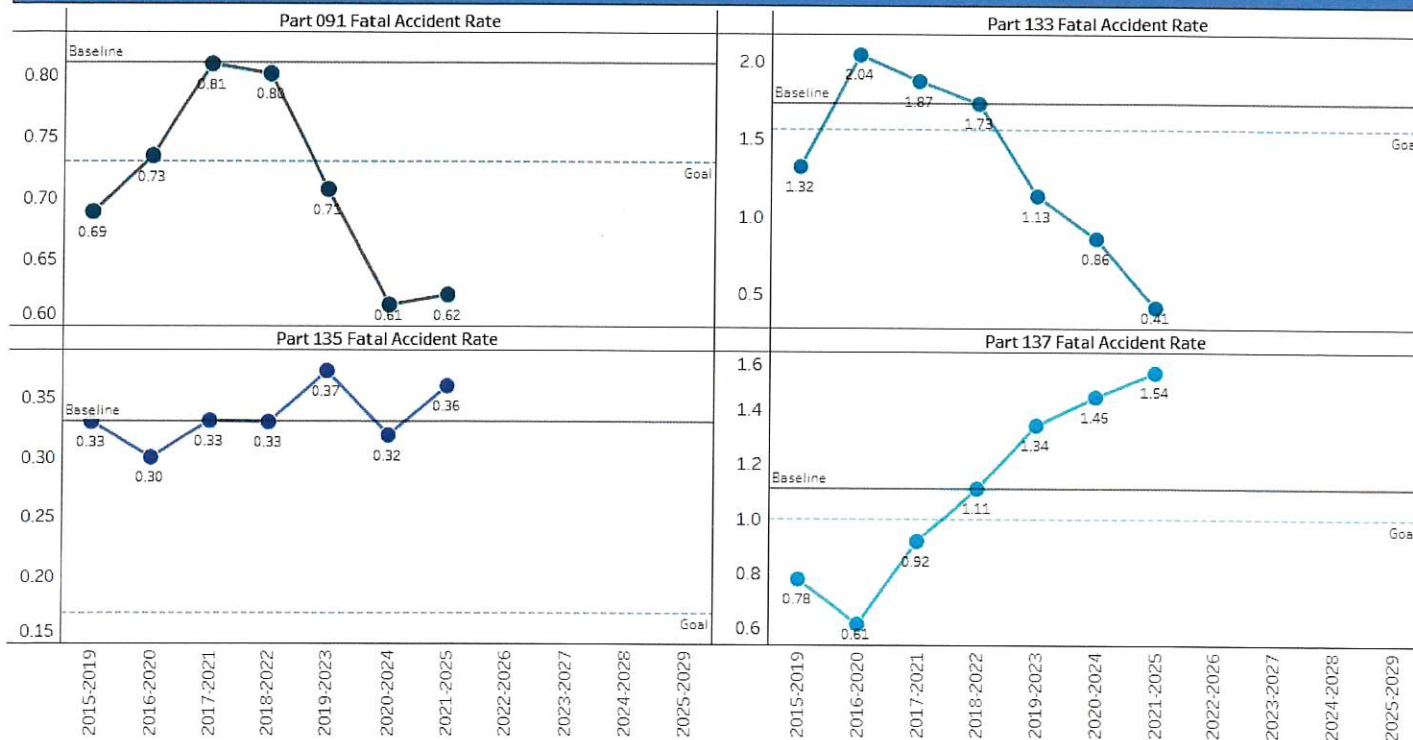
Fatal Rate: 5 Year Average

Rates per 100,000 Flight Hours



Fatal Rate by Operational Part: 5 Year Average

Rates per 100,000 Flight Hours



Fatal Accident Counter

6 : 19 : 20 : **56**

Days : Hours : Mins : Secs



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Helicopter Safety OUTREACH events:

- [VAI's Spotlight on Safety](#)
- [FAA seeks responses for 2024 GA Survey - Vertical Aviation International](#)
- [USHST Pilot Peer Program](#)
- [The Resilience Hub](#)



USHST VISION: A civil helicopter community without fatal accidents.

[Helicopter - Safety Enhancement \(H-SE\) Details](#)

[H-SE 2023-04, USHST Fatigue Risk Management Program](#) **UPDATED!**

The United States Helicopter Safety Team (USHST) Fatigue Risk Management initiative supports helicopter operators in creating comprehensive programs to assess and address fatigue risks using data-driven frameworks. This initiative enhances safety by equipping operators with the tools and strategies necessary for effective fatigue management.

Launched in 2017, the Helicopter Safety Enhancement (H-SE) initiative is USHST's systematic effort to reduce helicopter accidents through rigorous safety data analysis and strategic interventions. This has led to the development of valuable safety tools, practices, and resources. One of the key initiatives, H-SE 23-04, specifically targets Fatigue Risk Management to address human factors contributing to helicopter incidents.

NEXT STEPS

- Revise white paper based on feedback from working group
- Email draft white paper to USHST steering committee as read-ahead material prior to next meeting 24 April 2025

USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

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VERTICON

March 9–12, 2026 | Atlanta

Exhibits Open March 10–12

ESPN-R Team

[Landings at Uncertified Helipads](#)



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Monthly Safety Report

May 2025

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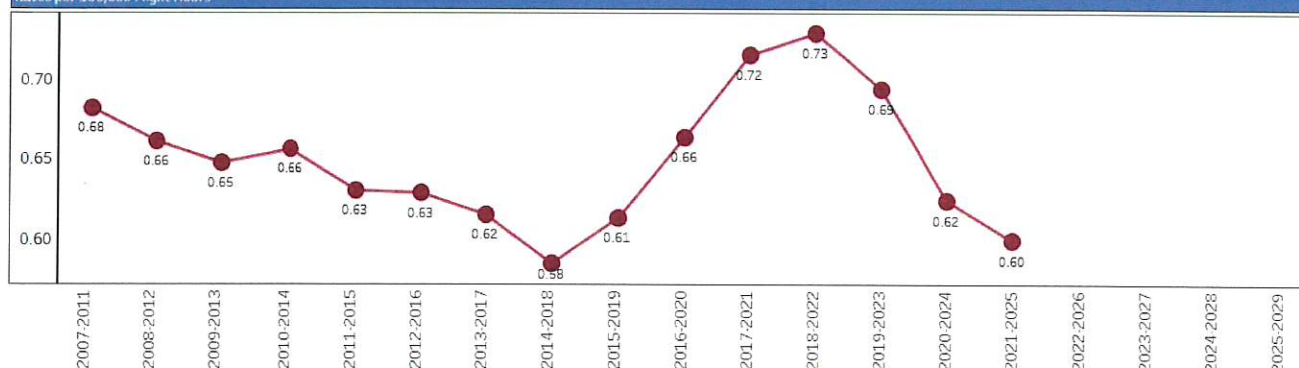
USHST MISSION: To develop, deliver, and promote valuable safety resources focused on improving the US helicopter community's safety culture and performance.

USHST Vision: A civil registered helicopter community without fatal accidents

U.S. Helicopter Safety Team (USHST) Calendar Year Metrics

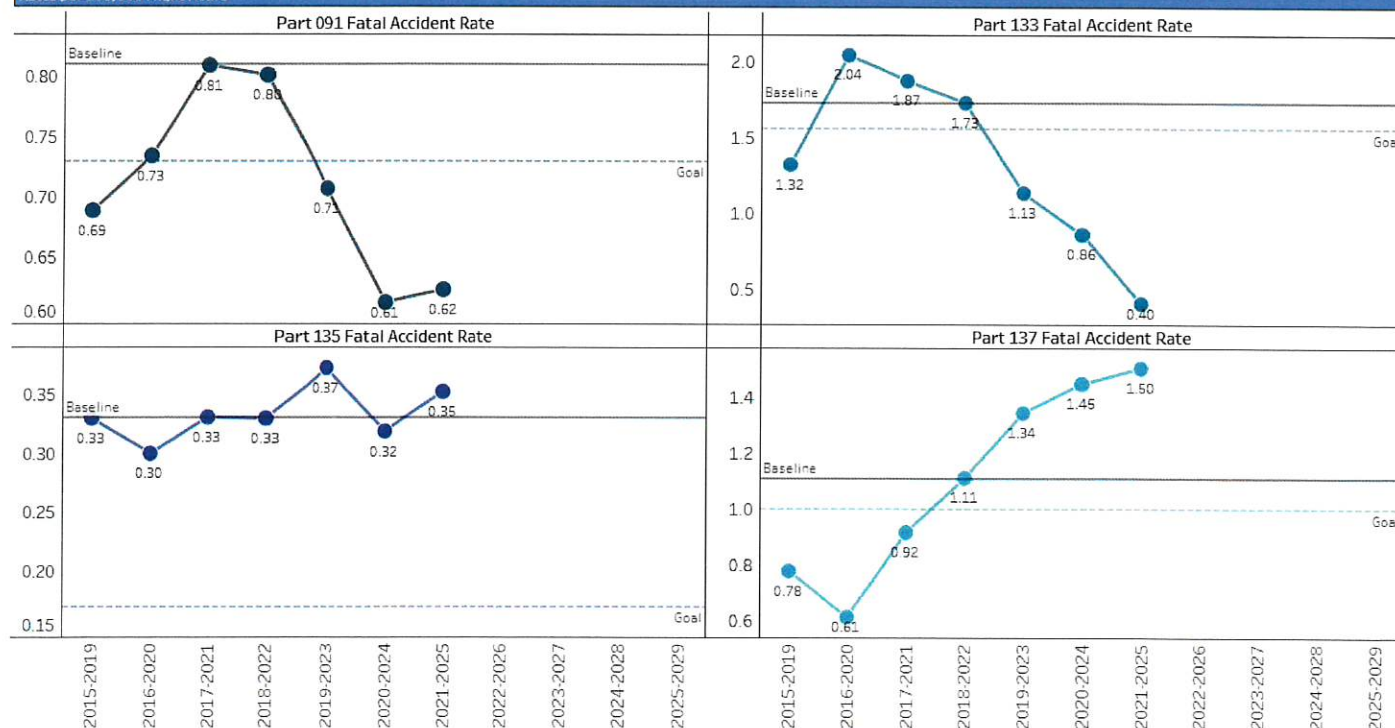
Fatal Rate: 5 Year Average

Rates per 100,000 Flight Hours



Fatal Rate by Operational Part: 5 Year Average

Rates per 100,000 Flight Hours





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Helicopter Safety OUTREACH events:

- [VAI's Spotlight on Safety: Are You Mentally Fit to Fly?](#)
- [FAA seeks responses for 2024 GA Survey - Vertical Aviation International](#)
- [VAI Webinar: Dangerous Maintenance Pitfalls - May 29th, 1pm EST](#)
- [The Resilience Hub](#)



[Helicopter - Safety Enhancement \(H-SE\) Details](#)

[H-SE 2023-05, Training on effects of adverse wind situations.](#)

Through implementation of this H-SE, rotorcraft pilot knowledge can be standardized and potentially more individuals can adapt effective critical decision making to these environmental performance factors. This should lead to an increase in sound aeronautical decision making, better judgment in managing risk, and more consistent compliance with rules and regulations established to ensure a safe aviation system.

Project:

- Define Adverse Wind situations in terms of the individual operator (include single pilot, and operation specific considerations).
- Promote knowledge base criteria and training strategies for effective risk management and decision making when operating at low airspeeds in vertical flight regimes.
- Improve mentoring by engaging trainers and operators who have operational experience in these areas and are willing to act as champions of best practices. The intent is help the individual or organization being mentored to gain the knowledge and skill to establish effective decision making and safety in their own operations.

USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

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VERTICON

March 9-12, 2026 | Atlanta

Exhibits Open March 10-12

[Official VAI Fly-in Video](#)
[ALL 34 HELICOPTERS!](#)



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United States
Helicopter Safety Team



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United States Helicopter Safety Team



Monthly Safety Report

July 2025

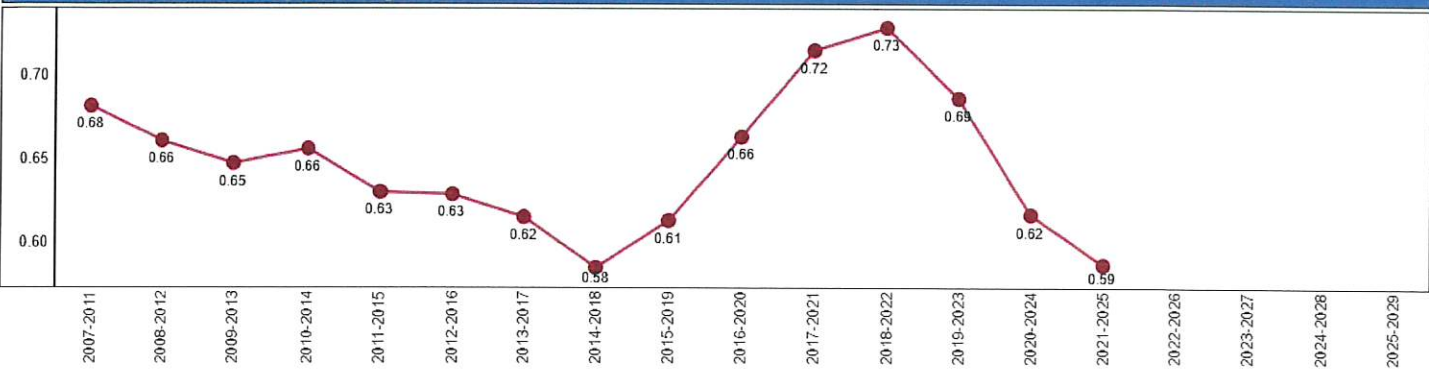
The USHST is a regional partner to the Vertical Aviation Safety Team ([VAST](#)).

USHST MISSION: To develop, deliver, and promote valuable safety resources focused on improving the US helicopter community's safety culture and performance.

USHST Vision: A civil registered helicopter community without fatal accidents

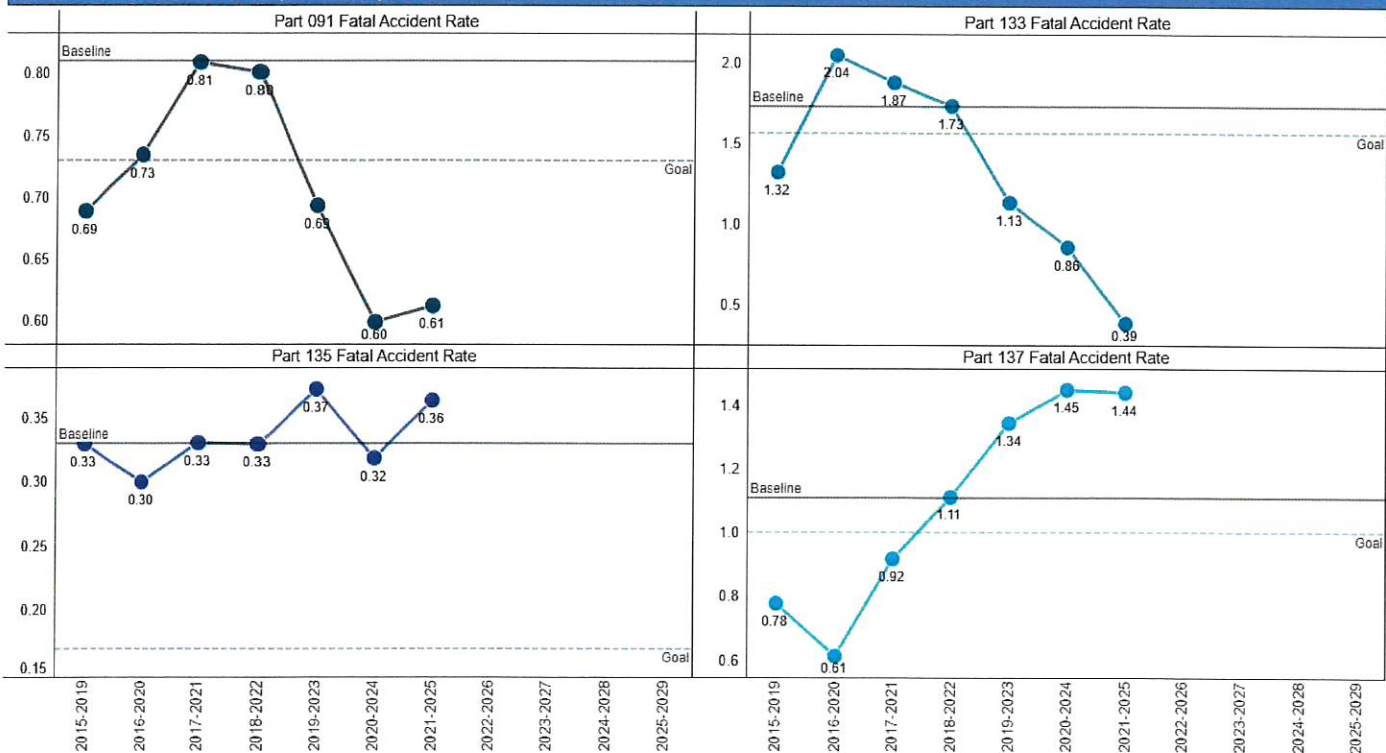
Fatal Rate: 5 Year Average

Rates are based off of Calendar Year and per 100,000 Flight Hours



Fatal Rate by Operational Part: 5 Year Average

Rates are based off of Calendar Year and per 100,000 Flight Hours





Did "YOU" Know?

In the US there are **12,000 +** helicopters, **32,000 +** helicopter pilots and over **292,000** aircraft mechanics!

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Personal/Private, Helicopter Air Ambulance (HAA), Commercial and Aerial Application

Your participation in joining our vision of fatal accidents is important to us. To determine how your interests best align with active USHST efforts, please click the link below to complete the form and submit.

[JOIN/FOLLOW USHST](#)



(3326 Members, 18 New)



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Helicopter Safety OUTREACH events:

- [VAI Flight Report \(June 2025\) - The View from 10,000 Feet](#)
- [10 Lessons I Learnt the Hard Way From 7 Years as a HEMS Pilot](#)
- [VTOL Advocate - July 7, 2025](#)
- [FAASTeam Notice—Taking Action for Safer Skies](#)



Helicopter - Safety Enhancement (H-SE) Details

[H-SE 2023-04, USHST Fatigue Risk Management Program](#)

It is well known that fatigue-related deficits accumulate relative to factors such as long days, sleep debt, and night work.

But how much fatigue is too much?

Most rotorcraft operators have policies that enable crew members to take themselves out of duty if they feel too fatigued to safely perform their duties. This approach relies on crewmembers' subjective self-assessment of their own level of fatigue-related deficits. This is problematic because research studies have shown that:

- When we have sleep debt, we systematically underestimate the degree of our own alertness deficits
- When we are fatigued, our perception about risk changes, and we are willing to accept more risk
- Thresholds related to how much fatigue risk is acceptable will vary from person-to-person and may be biased by external factors related to production goals

What is needed is a comprehensive approach to fatigue risk management that:

- covers all sources of fatigue risk
- is based on a quantitative objective framework
- has clear thresholds to identify elevated fatigue risk conditions
- has pre-defined workflows to mitigate fatigue risk
- tracks the effectiveness of the whole fatigue risk management process

USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

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VERTICON

March 9-12, 2026 | Atlanta

Exhibits Open March 10-12

...Smartwatch on the Flight Deck

The Rotorcraft Collective



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Monthly Safety Report

September 2024

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USHST Vision: A civil US registered helicopter community without fatal accidents

Safety by the Numbers!

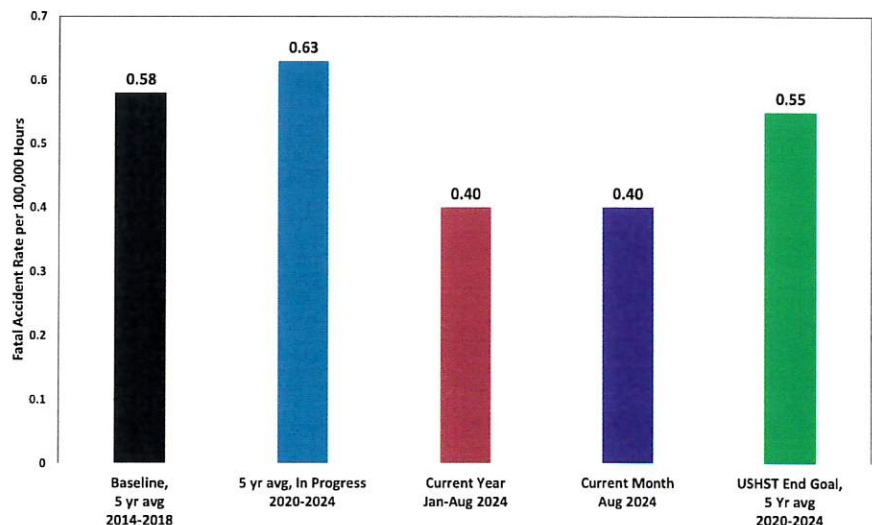
Metric	2020 - 2024	2019 - 2023
Avg Fatal Acc Rate	0.63	0.7
Avg Accident Rate	3.77	3.93
Year To Date	Current Year (CY24)	Previous Year (CY23)
Fatal Accidents	8	13
Accidents	60	73
Fatalities	18	23

Average number of days between fatal accidents:

2020: 18 days
2021: 17 days
2022: 21 days
2023: 19 days
2024: 29 days

Longest time between fatal accidents (past 5 yrs):

107 days (2020)



Fatal Accident Counter

15 : 20 : 35 : 56

Days : Hours : Mins : Secs

Each year the U.S. helicopter industry safely flies approx. 3 million flight hours and **every** second of **every** flight must be handled with professionalism.



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(3155 Members, 20 New)



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& USHST Membership Card



Helicopter Safety OUTREACH events:

- [Push to Talk with Bruce Webb: A Helicopter Podcast](#)
- [FAAST Blast - Week of August 2-8, 2024](#)
- [USHST Summer 2024 Newsletter](#)
- [2024 FAA-VAST Vertical Aviation Safety Conference - 23-25 Sep, **Cancelled**](#)



Safety Enhancement
Quick List



**U.S. Helicopter
Safety Team**

Helicopter – Safety Enhancements
Our Vision: A civil helicopter community with zero fatal accidents

Helicopter - Safety Enhancement (H-SE) Details

H-SE 23-01: Professional Preflight Planning & Go/No-Go Aeronautical Decision Making (P3-GADM)

The primary objective of this safety enhancement is to help prevent fatal helicopter accidents that can be directly or indirectly linked to preflight judgment errors, decision-making errors, and inadequate mission planning. The H-SE team led by the HAI Safety Working Group will develop and deliver sources that will likely include policies, procedures, practices, tools, and other resources/tools that when implemented correctly, can prevent future fatal rotorcraft accidents attributable to flawed, inappropriate, and unauthorized preflight GO/NO-GO decisions. To frame the objective in a more positive manner, the team seeks to make it easier for flight planners to make well-informed GO/NO-GO decisions that are correct, appropriate, authorized before every flight, and independent from potential internal or external pressures, influences, or other factors.

USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

See you next year!
March 10–13, 2025
Exhibits Open March 11–13

VERT:CON
FORMERLY HAI HELI-EXPO
Dallas 2025 | POWERED BY VAI



Current WEBINAR:

**Your SMS Mission Is Clear—Now
It's Time to Prepare for Takeoff**



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Monthly Safety Report

October 2024

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Safety by the Numbers!

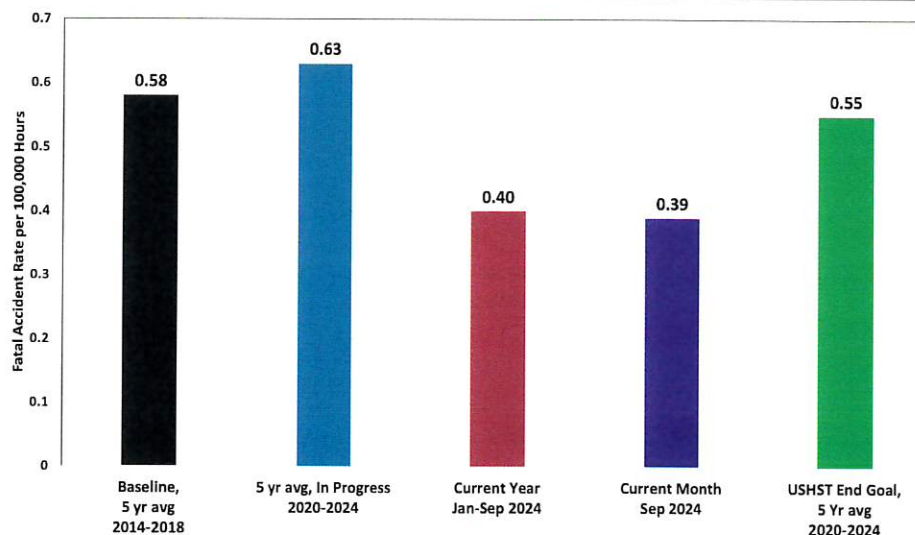
Metric	2020 - 2024	2019 - 2023
Avg Fatal Acc Rate	0.63	0.7
Avg Accident Rate	3.77	3.93
Year To Date	Current Year (CY24)	Previous Year (CY23)
Fatal Accidents	9	13
Accidents	70	79
Fatalities	19	23

Average number of days between fatal accidents:

2020: 18 days
2021: 17 days
2022: 21 days
2023: 19 days
2024: 27 days

Longest time between fatal accidents (past 5 yrs):

107 days (2020)



Each year the U.S. helicopter industry safely flies approx. 3 million flight hours and **every** second of **every** flight must be handled with professionalism.

Fatal Accident Counter

9 : 14 : 58 : **56**

Days : Hours : Mins : Secs



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(3180 Members, 25 New)



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Helicopter Safety OUTREACH events:

- [Push to Talk with Bruce Webb: A Helicopter Podcast](#)
Episode 37: Volunteer Work in Aviation (And Why You Should Consider It)
- [FAAST Blast - Week of 30 September, 2024](#)
- [USHST Summer 2024 Newsletter](#)



Safety Enhancement Quick List



U.S. Helicopter Safety Team

Helicopter – Safety Enhancements
Our Vision: A civil helicopter community with zero fatal accidents

Helicopter - Safety Enhancement (H-SE) Details

H-SE 2023-04, Improve fatigue awareness & risk mitigation of scheduling factors leading to fatigue

It is well known that fatigue-related deficits accumulate relative to factors such as long days, sleep debt, and night work. But how much fatigue is too much? Most rotorcraft operators have policies that enable crew members to take themselves out of duty if they feel too fatigued to safely perform their duties. This approach relies on crew-members' subjective self-assessment of their own level of fatigue-related deficits. This is problematic because research studies have shown that:

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USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

See you next year!
March 10-13, 2025
Exhibits Open March 11-13

VERT:CON
FORMERLY HAI HELI-EXPO
Dallas 2025 | POWERED BY VAI

Rotorcraft Collective:
Caution! Helicopter Wake Turbulence



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Monthly Safety Report

November 2024

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Safety by the Numbers!

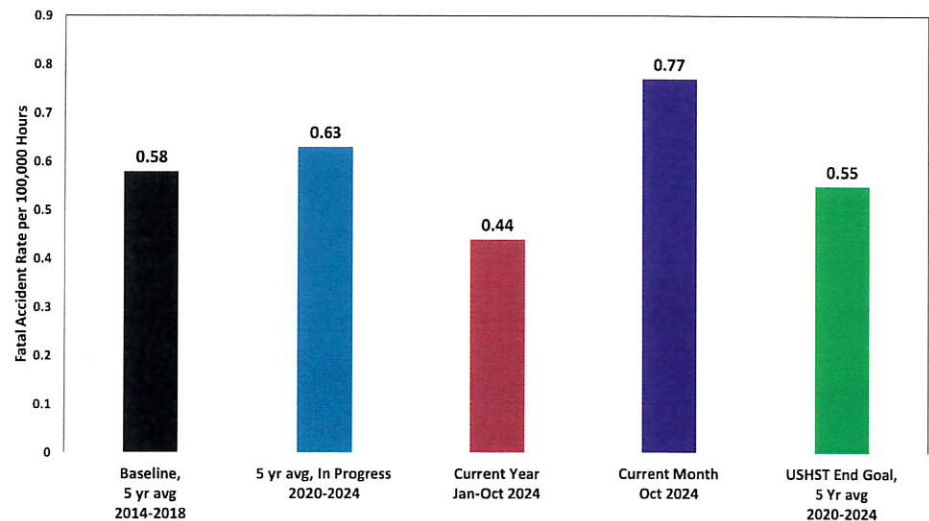
Metric	2020 - 2024	2019 - 2023
Avg Fatal Acc Rate	0.63	0.7
Avg Accident Rate	3.75	3.91
Year To Date	Current Year (CY24)	Previous Year (CY23)
Fatal Accidents	11	14
Accidents	78	86
Fatalities	26	24

Average number of days between fatal accidents:

2020: 18 days
2021: 17 days
2022: 21 days
2023: 19 days
2024: 26 days

Longest time between fatal accidents (past 5 yrs):

107 days (2020)



Fatal Accident Counter

2 : 22 : 37 : 56

Days : Hours : Mins : Secs

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[JOIN/FOLLOW USHST](#)



(3202 Members, 22 New)



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Helicopter Safety OUTREACH events:

- [NEW: Press Release - USHST Expands to Support Pilot Mental Fitness](#)
- [FAAST Blast - Week of 3 November, 2024](#)
- [FAA Rotorcraft Accident Dashboard \(September 2024\)](#)
- [USHST Summer 2024 Newsletter](#)



Safety Enhancement Quick List



U.S. Helicopter Safety Team

Helicopter – Safety Enhancements
Our Vision: A civil helicopter community with zero fatal accidents

Helicopter - Safety Enhancement (H-SE) Details

[H-SE 2023-05, Training on effects of adverse wind situations.](#)

The goal of this H-SE is to better illustrate the hazards posed by adverse winds on rotorcraft performance, especially when operating at low airspeeds. As an example, similar, but unrelated efforts, have been undertaken in the fixedwing world around loss of control events and the use of Angle-of-Attack (AOA) indicators. Vertical flight operations at low airspeed are predictable when the air-circulation through the rotor system is able to maintain a steady-state. It can be visualized as a bubble of air circulating around the rotor system. If this bubble is disrupted, or "popped", a corresponding loss of lift can result. This creates a performance scenario that is not indicated by any instruments and is not able to be planned through a chart, but rather is managed by the pilot through a combination of forethought, experience, knowledge of wind directions and intensity around the aircraft, distance from obstacles and power reserves available. Given that it is not currently possible to provide rotorcraft pilots with an indicator that shows an impending loss of lift, this H-SE seeks to promote effective training solutions for pilot decision making and more effective risk assessment during operations.

USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

See you next year!
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Exhibits Open March 11–13

VERT:CON
FORMERLY HAI HELI-EXPO
Dallas 2025 | POWERED BY VAI



NEW! ERAU Senior Research Project:
"Usage of PPE In Helicopters"

Click this [link](#) or on the QR code.



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Monthly Safety Report

December 2024

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Safety by the Numbers!

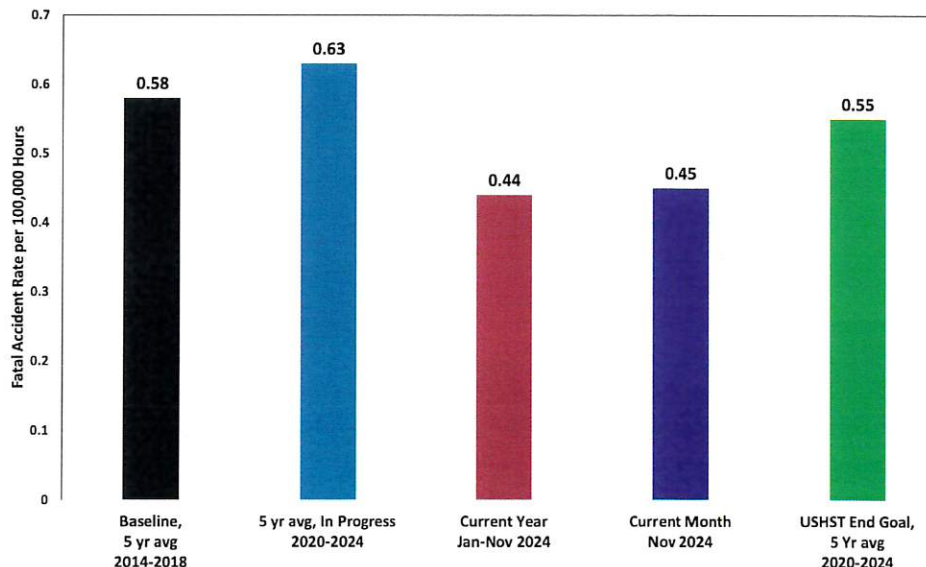
Metric	2020 - 2024	2019 - 2023
Avg Fatal Acc Rate	0.63	0.69
Avg Accident Rate	3.72	3.9
Year To Date	Current Year (CY24)	Previous Year (CY23)
Fatal Accidents	12	15
Accidents	84	94
Fatalities	29	26

Average number of days between fatal accidents:

2020: 18 days
2021: 17 days
2022: 21 days
2023: 19 days
2024: 25 days

Longest time between fatal accidents (past 5 yrs):

107 days (2020)



Fatal Accident Counter

34 : 13 : 27 : 56

Days : Hours : Mins : Secs

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JOIN/FOLLOW USHST



(3221 Members, 19 New)



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Helicopter Safety OUTREACH events:

- [Latest USHST Webinar - Helicopter Wake Turbulence](#)
- [FAAST Blast - 25 Nov-1 Dec, 2024](#)
- [FAA Rotorcraft Accident Dashboard](#)
- [USHST Fall 2024 Newsletter](#)



Safety Enhancement Quick List



U.S. Helicopter Safety Team

Helicopter – Safety Enhancements

Our Vision: A civil helicopter community with zero fatal accidents

Helicopter - Safety Enhancement (H-SE) Details

H-SE 23-01: Professional Preflight Planning & Go/No-Go Aeronautical Decision Making (P3-GADM)

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USHST PRIORITY Safety Resources:

[Videos](#)

[USHST Safety App](#)

[Original H-SE Summation Report](#)

See you next year!

March 10–13, 2025

Exhibits Open March 11–13

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FORMERLY HAI HELI-EXPO

Dallas 2025 | POWERED BY VAI

Rotorcraft Collective:

"Feeling the Pressure to Fly"



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Helicopter Safety Team**



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Monthly Safety Report

June 2025

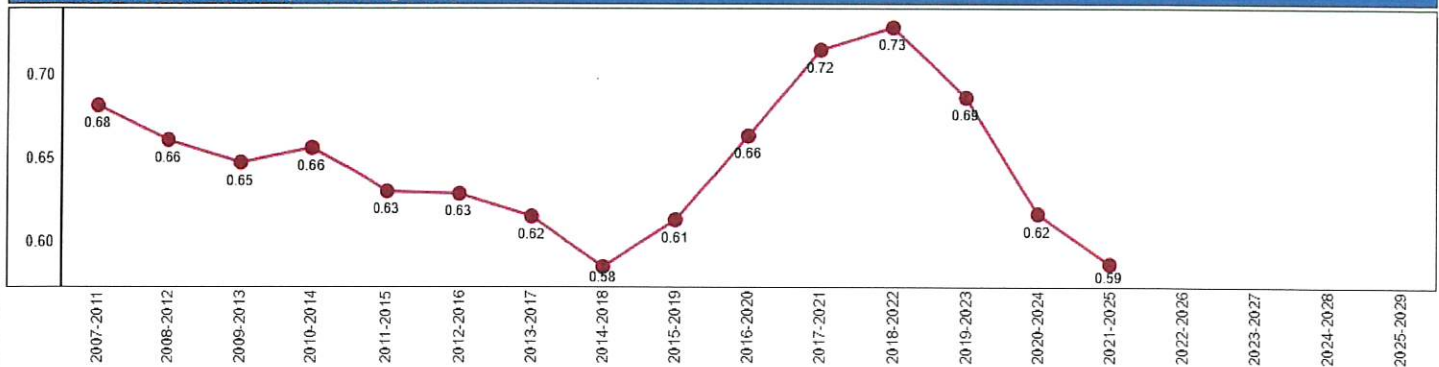
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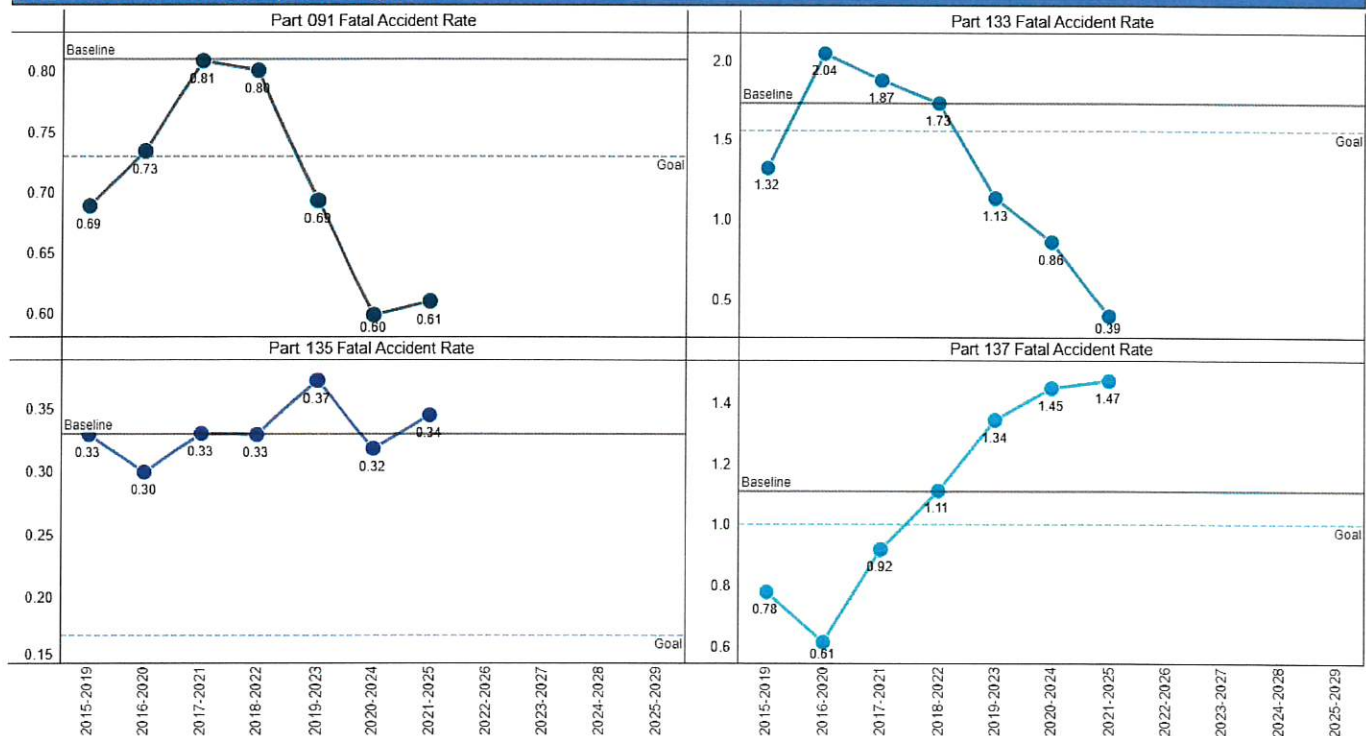
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Rates are based off of Calendar Year and per 100,000 Flight Hours



Fatal Rate by Operational Part: 5 Year Average

Rates are based off of Calendar Year and per 100,000 Flight Hours





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JOIN/FOLLOW USHST



(3308 Members, 10 New)



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Helicopter Safety OUTREACH events:

- [VAI Flight Report \(May 2025\) - Protecting Our Industry](#)
- [USHST Spring 2025 Newsletter](#)
- [VAI Webinar: UAS, BVLOS, & the Next Chapter of Vertical Aviation - 26 June, 2pm EST](#)
- [Peer Pilot Program](#)



Helicopter - Safety Enhancement (H-SE) Details

H-SE 23-01: Professional Preflight Planning & Go/No-Go Aeronautical Decision Making (P3-GADM)

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[USHST Safety App](#)

[Original H-SE Summation Report](#)

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VERTICON

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Exhibits Open March 10-12

[VAI Resource Hub](#)



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HELICOPTER SAFETY ADVISORY CONFERENCE



Wednesday, October 9, 2024, HSAC Agenda

Four Points by Sheraton French Quarter, 541 Bourbon Street New Orleans, LA 70130

<u>0630 - 0745</u>	Breakfast	Café Opera
<u>0830 - 1500</u>	Helidecks (<i>Jon Conrad</i>) https://us02web.zoom.us/j/84668396123?pwd=5F4a3kFOi10F4Vwfh5qdeaAa4IBZ09.1 Meeting ID: 846 6839 6123 Passcode: 817953	Carmen
<u>0830 - 1500</u>	Helidecks Subcommittee Breakout Sessions	Otello
<u>0830 - 1500</u>	Operations (<i>Chief Pilots / ADS-B Flight Following / FDM</i>) https://us02web.zoom.us/j/88461362294?pwd=KuAW2Xgs8bUvtaq6kVWRpfDF57gMHU.1 Meeting ID: 884 6136 2294 Passcode: 248145	Salon De Gallier 1
<u>0830 - 1500</u>	Maintenance (<i>Francis Schuurman</i>) https://us02web.zoom.us/j/89621574391?pwd=TmUGE3cErwMDoS2kmb9jd1EYa7amFi.1 Meeting ID: 896 2157 4391 Passcode: 900967	Salon De Gallier 2
<u>0830 - 1100</u>	Aerial Patrol (<i>Winston Seiler</i>) https://us02web.zoom.us/j/86319989997?pwd=ljlyx90Ypm7ipJHGrC8mEqZcJys77H.1 Meeting ID: 863 1998 9997 Passcode: 459052	Salome
<u>1100 - 1230</u>	Lunch (<i>on you own</i>)	Local options
<u>1230 - 1500</u>	UAS (<i>Phil Smith</i>) https://us02web.zoom.us/j/87533340296?pwd=wmMnK3pTW2ZDSKgWSol0gisaKgMWf.1 Meeting ID: 875 3334 0296 Passcode: 307671	Salome
<u>1530 - 1630</u>	AIC Meeting – FAA (<i>Rana Obeid</i>) https://us02web.zoom.us/j/89440604066?pwd=gaRJwYCDYaKHW96BJ3cAOK7ZILV5bs.1 Meeting ID: 894 4060 4066 Passcode: 561340	Salome
<u>1630 - 1700</u>	HSAC Board Meeting	Salome
<u>1700 - 1900</u>	Bell Flight / HSAC Reception	Puccini Bar Area

All coffee/refreshments sponsored by FlightSafety

HELICOPTER SAFETY ADVISORY CONFERENCE



Thursday, October 10, 2024, HSAC Agenda

Four Points by Sheraton French Quarter, 541 Bourbon Street New Orleans, LA 70130

0630 - 0745 **Breakfast** Café Opera

0830 - 1130 **HSAC Membership Meeting** Salon De Gallier 1 & 2

<https://us02web.zoom.us/j/81819988230?pwd=ervnaQ1Su9XoVFWI5zHRnqbr5ZbZN2.1>

Meeting ID: 818 1998 8230 Passcode: 207666
One tap mobile: +13017158592,,81819988230# US

1. **Opening Remarks** HSAC Board

- Anti-Trust Statement and Chairman welcome
- New Member Announcement

2. **HSAC – Work Group reports / comments**

ADS-B / Replacement Platform	Jose "JJ" Jaramillo
UAS	Phil Smith
Flight Data Monitoring	Amanda Roberts
Chief Pilot	James Maner
Maintenance	Francis Schuurman
Aerial Patrol	Winston Seiler
Helidecks	Jon Conrad

3. **HSAC Committee Reports**

- | | |
|----------------------|-------------------|
| • Treasurer's Report | Don Robson |
| • Secretary's Report | Jacob Schexnayder |
| • Chairman's Report | Bryan Buchanan |

4. **FAA ADS-B Program**

Update (FAA)	Rana Obeid
--------------	------------

5. **Guest Speaker** – FAA Air Traffic Control Christopher Citrola

6. **Any Old/New Business before Closing Comments** HSAC Board

Lunch (*on you own*) Local options

UPCOMING MEETING DATES	LOCATION
January 15 & 16, 2025	Sheraton North Houston at George Bush Intercontinental

HELICOPTER SAFETY ADVISORY CONFERENCE



Wednesday, January 15, 2025, HSAC Agenda

Sheraton North Houston, George Bush Intercontinental Airport 15700 John F. Kennedy Blvd, Houston TX 77032

- | | | |
|--------------------|---|-------------------------|
| <u>0630 - 0745</u> | Breakfast (Sponsored by HSAC) | Mezzanine |
| <u>0830 - 1500</u> | Operations (<i>Chief Pilots·ADS-B·Flight Following·FDM</i>)
https://us02web.zoom.us/j/88176649314?pwd=eBB334nd2shkAkUbdFPKRjkzoJ3WSZ.1
Meeting ID: 881 7664 9314 Passcode: 137098 | El Paso Room |
| <u>0830 - 1500</u> | Helidecks (<i>Jon Conrad</i>)
https://us02web.zoom.us/j/82014713434?pwd=8Zf7UzLvAbTyliWCULKSoFzaPxgvpG.1
Meeting ID: 820 1471 3434 Passcode: 799177 | San Antonio Room |
| <u>0830 - 1500</u> | Maintenance (<i>Francis Schuurman</i>)
https://us02web.zoom.us/j/84772985442?pwd=I9ZPtKklTkKREVDaK1OI1nOL5Jbl5H.1
Meeting ID: 847 7298 5442 Passcode: 627509 | Galveston Room |
| <u>0830 - 1100</u> | Aerial Patrol (<i>Winston Seiler</i>)
https://us02web.zoom.us/j/86587310367?pwd=HEJdt4Dp8D7NUDTkazYOQAFZfyj6oX.1
Meeting ID: 865 8731 0367 Passcode: 544343 | Austin Room |
| <u>1100 - 1230</u> | Lunch (<i>on your own</i>) | Local options |
| <u>1230 - 1500</u> | UAS (<i>Phil Smith</i>)
https://us02web.zoom.us/j/89666940826?pwd=jGf3dzv0btHtYpNwMXmawyCCY3oyAa.1
Meeting ID: 896 6694 0826 Passcode: 114401 | Austin Room |
| <u>0830 - 1500</u> | Offshore Wind Breakout | Sam Houston C |
| <u>1530 - 1630</u> | AIC Meeting – FAA (<i>Rana Obeid</i>)
https://us02web.zoom.us/j/88388293762?pwd=sysonjYezNQybPSF2X3ONWzvaq7D3N.1
Meeting ID: 883 8829 3762 Passcode: 448231 | Austin Room |
| <u>1630 - 1700</u> | HSAC Board Meeting | Austin Room |
| <u>1700 - 1900</u> | HSAC Reception | Mezzanine |

All coffee/refreshments sponsored by FlightSafety

HELICOPTER SAFETY ADVISORY CONFERENCE



Thursday, January 16, 2025, HSAC Agenda

Sheraton North Houston, George Bush Intercontinental Airport 15700 John F. Kennedy Blvd, Houston TX 77032

0630 - 0745 **Breakfast** (Sponsored by SKYTRAC)

Mezzanine

0830 - 1130 **HSAC Membership Meeting**

Salon D/E

<https://us02web.zoom.us/j/81866790450?pwd=nuNfSbTftUkO6koSRJZSrxAHsuUrN3.1>

Meeting ID: 818 6679 0450 Passcode: 225668
One tap mobile: +13052241968,,81764693189# US
One tap mobile: +13092053325,,81764693189# US

1. **Opening Remarks** Bryan Buchanan
 - Anti-Trust Statement and welcome
2. **HSAC – Work Group reports / comments**
 - ADS-B / Replacement Platform Jose “JJ” Jaramillo
 - UAS Phil Smith
 - Flight Data Monitoring Amanda Roberts
 - Chief Pilot James Maner
 - Maintenance Francis Schuurman
 - Aerial Patrol Winston Seiler
 - Helidecks Jon Conrad
3. **HSAC Committee Reports**
 - Treasurer’s Report Don Robson
 - Secretary’s Report Jacob Schexnayder
 - Chairman’s Report Bryan Buchanan
4. **FAA ADS-B Program**
 - Update (FAA) Rana Obeid
5. **Guest Speaker – (End State Solutions)** Charlton Evans
6. **Any Old/New Business before Closing Comments** HSAC Board

UPCOMING MEETING DATES	LOCATION
May 14 &15, 2025	City Club at River Ranch, Lafayette, LA

HELICOPTER SAFETY ADVISORY CONFERENCE



Wednesday May 14, 2025, HSAC Agenda

City Club at River Ranch, 1100 Camellia Boulevard Lafayette, LA 70580

- | | | |
|--------------------|---|-----------------------------|
| <u>0630 - 0745</u> | Breakfast | Grill & Bar Area |
| <u>0830 - 1500</u> | Operations (<i>Chief Pilots ADS-B Flight Following FDM Offshore Wind</i>)
https://us02web.zoom.us/j/83139928102?pwd=SMJJPe9WEjzSa2lwRef4KVRaoEB6Tm.1
Meeting ID: 831 3992 8102 Passcode: 838642 | Ballroom A |
| <u>0830 - 1500</u> | Maintenance (<i>Lance Lyon</i>)
https://us02web.zoom.us/j/83981035244?pwd=XaeQkaEFnfSDiO6ba6FITd4Ee93ANe.1
Meeting ID: 839 8103 5244 Passcode: 943723 | Ballroom B |
| <u>0830 - 1500</u> | Helidecks (<i>Jon Conrad</i>)
https://us02web.zoom.us/j/86982715382?pwd=JpbOn0B0ecbwtdGijju3txl0J4nrwM.1
Meeting ID: 869 8271 5382 Passcode: 080559 | Ballroom C |
| <u>0830 - 1100</u> | Aerial Patrol (<i>Winston Seiler</i>)
https://us02web.zoom.us/j/89511098684?pwd=52xNQEzebCuzGI6YIBqy4piUUMohUM.1
Meeting ID: 895 1109 8684 Passcode: 526456 | Audubon |
| <u>1100 - 1230</u> | Lunch (<i>on you own</i>) | Local options |
| <u>1230 - 1500</u> | UAS (<i>Phil Smith</i>)
https://us02web.zoom.us/j/87331664840?pwd=pSLAh0N6zVufnbIEEfNVzBvOG9OGK8.1
Meeting ID: 873 3166 4840 Passcode: 933366 | Audubon |
| <u>1530 - 1630</u> | AIC Meeting – FAA (<i>Rana Obeid</i>)
https://us02web.zoom.us/j/86432542477?pwd=Y05i39T8xZJuU5Y5i5h8jL5TjTlni6.1
Meeting ID: 864 3254 2477 Passcode: 420981 | Ballroom C |
| <u>1630 - 1700</u> | HSAC Board Meeting | Ballroom C |
| <u>1700 - 1900</u> | HSAC Reception (<i>Bell Flight & HSAC</i>) | Eleven Hundred Club |

All coffee/refreshments sponsored by FlightSafety

HELICOPTER SAFETY ADVISORY CONFERENCE



Thursday, May 15, 2025, HSAC Agenda

City Club at River Ranch, 1100 Camellia Boulevard Lafayette, LA 70580

0630 - 0745 **Breakfast** **Grill & Bar Area**

0830 - 1130 **HSAC Membership Meeting** **Fleur de Lis Ballroom**

<https://us02web.zoom.us/j/82150614424?pwd=iybQCjCFuMcHxCeh57Qp0vazytlrq.1>

Meeting ID: 821 5061 4424 Passcode: 251073
One tap mobile: +13092053325,,82150614424# US
One tap mobile: +13126266799,,82150614424# US

1. **Opening Remarks** Bryan Buchanan
 - Anti-Trust Statement and welcome
2. **HSAC – Work Group reports / comments**
 - ADS-B / Replacement Platform Jose "JJ" Jaramillo
 - UAS Phil Smith
 - Chief Pilot James Maner
 - Maintenance Lance Lyon
 - Helidecks Jon Conrad
3. **HSAC Committee Reports**
 - Treasurer's Report Don Robson
 - Secretary's Report Jacob Schexnayder
 - Chairman's Report Bryan Buchanan
4. **FAA ADS-B Program**
 - Update (FAA) Rana Obeid
5. **Guest Speaker** (Honeywell) Ryan Stromstad
6. **Guest Speaker** (NOAA) Eric Hoffmayer
7. **Any Old/New Business before Closing Comments** HSAC Board

Lunch

UPCOMING MEETING DATES	LOCATION
October 8 & 9, 2025	Four Points by Sheraton, French Quarter, New Orleans, LA

119TH CONGRESS
1ST SESSION

S. _____

To require all aircraft to be equipped with Automatic Dependent Surveillance–Broadcast In, to improve aviation safety, and for other purposes.

IN THE SENATE OF THE UNITED STATES

Mr. CRUZ (for himself, Mr. MORAN, Mrs. BLACKBURN, Mr. BUDD, Mrs. CAPITO, Mr. MARSHALL, Mr. SCHMITT, Mr. SHEEHY, and Mr. YOUNG) introduced the following bill; which was read twice and referred to the Committee on _____

A BILL

To require all aircraft to be equipped with Automatic Dependent Surveillance–Broadcast In, to improve aviation safety, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Rotorcraft Operations
5 Transparency and Oversight Reform Act” or the
6 “ROTOR Act”.

7 **SEC. 2. REVISION TO EXCEPTION FOR ADS-B OUT TRANS-**
8 **MISSION.**

9 (a) RULEMAKING.—

1 (1) IN GENERAL.—Not later than 1 year after
2 the date of enactment of this section, the Adminis-
3 trator of the Federal Aviation Administration (in
4 this Act referred to as the “Administrator”) shall
5 issue or revise regulations to clarify that, with re-
6 spect to the exception described in section
7 91.225(f)(1) of title 14, Code of Federal Regula-
8 tions, the term “sensitive government mission” shall
9 not include any proficiency evaluation or training
10 mission operated within the lateral boundaries of the
11 surface area of Class B or Class C airspace, unless
12 such operation is for a national security event.

13 (2) REPORT.—If the Administrator fails to
14 issue or revise regulations pursuant to paragraph
15 (1), the Administrator shall, within 30 days, submit
16 to the Committee on Commerce, Science, and Trans-
17 portation of the Senate and the Committee on
18 Transportation and Infrastructure of the House of
19 Representatives a report on the status of such regu-
20 lations, including the reasons that the Administrator
21 has failed to issue or revise such regulations.

22 (b) GUIDANCE ON USE OF TECHNOLOGY OTHER
23 THAN ADS-B.—Not later than 180 days after the date
24 of enactment of this section, the Administrator shall issue
25 guidance to clarify that, to the extent practicable, all air-

1 craft operating for purposes of national defense, homeland
2 security intelligence, or law enforcement should utilize
3 Traffic Information Services–Broadcast (“TIS–B”) and
4 the Traffic Alert and Collision Avoidance System
5 (“TCAS”).

6 (c) REPORTS.—

7 (1) TO THE ADMINISTRATOR.—Not later than
8 90 days after the date of enactment of this section,
9 each agency required to operate Automatic Depend-
10 ent Surveillance–Broadcast Out (in this Act referred
11 to as “ADS–B Out”) in transmit mode in accord-
12 ance with section 91.225 of such title 14 shall sub-
13 mit to the Administrator, on a quarterly basis until
14 the date described in paragraph (3), a report that
15 includes—

16 (A) an attestation that such operations are
17 regularly transmitting ADS–B Out and are
18 conducted with proper consideration to aviation
19 safety; and

20 (B) a summary of operations in which the
21 ADS–B Out equipment is not in transmit
22 mode, including the date, time, duration, and
23 mission type of such operations.

24 (2) TO CONGRESS.—

1 (A) IN GENERAL.—Not later than 180
2 days after the date of enactment of this section,
3 and biannually thereafter until the date de-
4 scribed in paragraph (3), the Administrator
5 shall submit to the Committee on Commerce,
6 Science, and Transportation of the Senate and
7 the Committee on Transportation and Infra-
8 structure of the House of Representatives a re-
9 port on the frequency and nature of the ADS-
10 B Out exceptions granted to Federal, State,
11 local, and tribal agencies under section
12 91.225(f)(1) of title 14, Code of Federal Regu-
13 lations. Such report shall include—

14 (i) aggregated data on the operations
15 in which ADS-B Out equipment is not in
16 transmit mode by each agency described in
17 paragraph (1); and

18 (ii) a determination from the Adminis-
19 trator whether such operations jeopardize
20 aviation safety.

21 (B) SPECIAL NOTIFICATION.—If the Ad-
22 ministrator determines that an agency de-
23 scribed in paragraph (1) is too frequently, at
24 the discretion of the Administrator, using ex-
25 ceptions granted under section 91.225(f)(1) of

1 such title 14, the Administrator shall notify the
2 Committee on Commerce, Science, and Trans-
3 portation of the Senate and the Committee on
4 Transportation and Infrastructure of the House
5 of Representatives of such determination within
6 14 days of such determination.

7 (3) SUNSET.—The reporting requirements de-
8 scribed in this subsection shall terminate on the date
9 that is 10 years after the date of enactment of this
10 section.

11 **SEC. 3. ADS-B IN REQUIREMENTS.**

12 (a) REQUIREMENT FOR NEWLY MANUFACTURED
13 MANNED AIRCRAFT.—Subject to subsection (c), not later
14 than 2 years after the date of enactment of this section,
15 the Administrator shall issue a final rule that has an effec-
16 tive date which is not later than 3 years of the date on
17 which such final rule is issued to require that any newly
18 manufactured aircraft (other than an unmanned aircraft
19 as defined in section 44801 of title 49, United States
20 Code) registered in the United States shall be equipped
21 with Automatic Dependent Surveillance–Broadcast In (re-
22 ferred to in this section as “ADS–B In”).

23 (b) ADS–B IN REQUIRED IN DESIGNATED AIR-
24 SPACE.—

1 (1) IN GENERAL.—Subject to subsection (c),
2 not later than 2 years after the date of enactment
3 of this section, the Administrator shall issue a final
4 rule that has an effective date which is not later
5 than 3 years of the date on which such final rule is
6 issued to require that any aircraft (other than an
7 unmanned aircraft as defined in section 44801 of
8 title 49, United States Code) manufactured as of the
9 date of enactment of this section that is required to
10 be equipped with ADS-B Out when operating in an
11 airspace described in section 91.225(d) of title 14,
12 Code of Federal Regulations, shall also be required
13 to install and operate ADS-B In.

14 (2) CONSIDERATIONS.—

15 (A) ADDITIONAL TIME.—In conducting the
16 rulemaking under paragraph (1), the Adminis-
17 trator may consider whether any aircraft de-
18 scribed in paragraph (1) would require addi-
19 tional time, not to exceed an additional 2 years
20 after the effective date described in paragraph
21 (1), to implement such requirement.

22 (B) NOTIFICATION TO CONGRESS.—If the
23 Administrator determines there is a need to
24 provide additional time as described in subpara-
25 graph (A), the Administrator shall—

- 1 (i) notify Congress not later than 14
2 days after making such determination; and
3 (ii) include a justification for such de-
4 termination, as well as the date on which
5 full compliance is expected.

6 (3) SPECIAL DETERMINATION.—For purposes
7 of meeting the requirements of paragraph (1), the
8 Administrator shall determine whether the use of a
9 non-Technical Standard Order receiver is permissible
10 for aircraft with a maximum certificated takeoff
11 weight of fewer than 12,500 pounds.

12 (c) EXCEPTION.—The requirements of subsections
13 (a) and (b) shall not apply to any aircraft described in
14 section 91.225(e) of title 14, Code of Federal Regulations,
15 including balloons and gliders not certified with an elec-
16 trical system.

17 **SEC. 4. STUDY ON DYNAMIC RESTRICTED AREA.**

18 (a) IN GENERAL.—Not later than 120 days after the
19 date of enactment of this section, the Administrator shall
20 initiate a study on the feasibility, costs, and benefits of
21 establishing a dynamic restricted area for rotorcraft and
22 powered-lift (as such terms are defined in section 1.1 of
23 title 14, Code of Federal Regulations (as in effect on the
24 date of enactment of this section) over the Potomac River

1 craft of the imminent activation of the dynamic re-
2 stricted area; and

3 (9) any other matters determined appropriate
4 by the Administrator.

5 (c) BRIEFING.—Not later than 30 days after com-
6 pleting the study required by subsection (a), the Adminis-
7 trator shall brief the Committee on Commerce, Science,
8 and Transportation of the Senate and the Committee on
9 Transportation and Infrastructure of the House of Rep-
10 resentatives on the results of the study.

11 (d) DEFINITIONS.—In this section:

12 (1) DCA.—The term “DCA” means Ronald
13 Reagan Washington National Airport.

14 (2) DYNAMIC RESTRICTED AREA.—The term
15 “dynamic restricted area” means an area of restric-
16 tion placed on specific areas of airspace, which is
17 contemplated to be an area over the Potomac River
18 that is 4 miles north, south, and east of DCA, to
19 prevent the transit of rotorcraft and powered lift air-
20 craft that activates independently from air traffic
21 controller action and automatically by computer ac-
22 tion based on criteria that uses position, altitude,
23 and velocity data from fixed wing aircraft.

24 (3) FRZ.—The term “FRZ” means the Wash-
25 ington, DC Metropolitan Area Flight Restricted

1 Zone, as defined by section 93.335 of title 14, Code
2 of Federal Regulations (as in effect on the date of
3 enactment of this Act).

4 (4) TACAN.—The term “TACAN” means tac-
5 tical air navigation pursuant to Appendix 3 Abbreviation/Acronyms of the Aeronautical Information
6 Manual.
7 Manual.

8 (5) UHF.—The term “UHF” means ultra high
9 frequency pursuant to Appendix 3 Abbreviation/
10 Acronyms of the Aeronautical Information Manual.

11 (6) VHF.—The term “VHF” means very high
12 frequency pursuant to Appendix 3 Abbreviation/
13 Acronyms of the Aeronautical Information Manual.

14 (7) VOR.—The term “VOR” means VHF
15 Omnidirectional Range pursuant to Appendix 3 Ab-
16 breviation/Acronyms of the Aeronautical Information
17 Manual.

18 **SEC. 5. INSPECTOR GENERAL OF THE ARMY AUDIT.**

19 (a) IN GENERAL.—Not later than 60 days after the
20 date of enactment of this section, the Inspector General
21 of the Army shall initiate an audit to evaluate the Army’s
22 coordination with the Federal Aviation Administration,
23 pilot training, and qualification standards, and the Army’s
24 use of ADS-B Out and whether it adheres to Army policy,
25 regulation, and law.

1 (b) ASSESSMENT.—In conducting the audit required
2 by subsection (a), the Inspector General of the Army shall
3 assess practices and recommendations for the Army, in-
4 cluding—

5 (1) whether Army policy and United States law
6 was adhered to, and the Army's coordination with
7 the Federal Aviation Administration, during Na-
8 tional Capitol Region (in this subsection referred to
9 as the "NCR") operations of pilot training and
10 qualifications standards in the NCR;

11 (2) the Army's policy on ADS-B Out equipage,
12 usage, and activation;

13 (3) maintenance protocols for UH-60 Black
14 Hawk helicopters operated by the 12th Army Avia-
15 tion Brigade including, but not limited to, the cali-
16 bration of any system that transmits altitude and
17 position information outside the aircraft and the
18 calibration of systems that sends altitude and posi-
19 tion information to the pilots inside the aircraft;

20 (4) compliance with the September 29, 2021,
21 Letter of Agreement executed between the Pentagon
22 Heliport Air Traffic Control Tower and the Ronald
23 Reagan Washington National Airport Air Traffic
24 Control Tower regarding flight operations in the
25 NCR; and

1 (5) the Army's review of loss of separation inci-
2 dents involving its rotorcraft in the NCR along with
3 possible mitigations to prevent future mishaps.

4 (c) PUBLIC DISCLOSURE.—Not later than 14 days
5 after the audit required by subsection (a) is concluded,
6 the Secretary of the Army shall—

7 (1) transmit a report on the results of the
8 audit, without redactions, to the Committee on the
9 Committee on Commerce, Science, and Transpor-
10 tation and the Committee on Armed Services of the
11 Senate and the Committee on Transportation and
12 Infrastructure and the Committee on Armed Serv-
13 ices of the House of Representatives; and

14 (2) publicly release the report without
15 redactions, except to the extent required for national
16 security reasons.

17 **SEC. 6. REVIEW OF ROTORCRAFT TRAFFIC SURROUNDING**
18 **COMMERCIAL SERVICE AIRPORTS.**

19 (a) REVIEW.—Not later than 30 days after the date
20 of enactment of this section, the Administrator shall ini-
21 tiate a review of all currently charted helicopter routes
22 where flight paths of fixed-wing aircraft and rotorcraft (as
23 defined in section 1.1 of such title 14) may not provide
24 sufficient separation, as determined by the Administrator.

1 (b) MODIFICATION OF FLIGHT ROUTES.—Based on
2 the results of the review conducted under subsection (a),
3 the Administrator shall evaluate and modify flight routes,
4 as necessary, to improve separation between fixed-wing
5 aircraft and rotorcraft (as so defined).

6 (c) BRIEFING.—Not later than 180 days after the
7 date of enactment of this section, the Administrator shall
8 brief the Committee on Commerce, Science, and Transpor-
9 tation of the Senate and the Committee on Transportation
10 and Infrastructure of the House of Representatives on the
11 results of the review conducted under subsection (a) and
12 any modifications to flight routes made under subsection
13 (b).

14 **SEC. 7. REPEAL OF PROVISION REGARDING ADS-B EQUIP-**
15 **MENT ON CERTAIN AIRCRAFT OF DEPART-**
16 **MENT OF DEFENSE.**

17 Section 1046 of the John S. McCain National De-
18 fense Authorization Act for Fiscal Year 2019 (49 U.S.C.
19 40101 note) is repealed.