



USHST

United States Helicopter Safety Team



Monthly Safety Report

July 2025

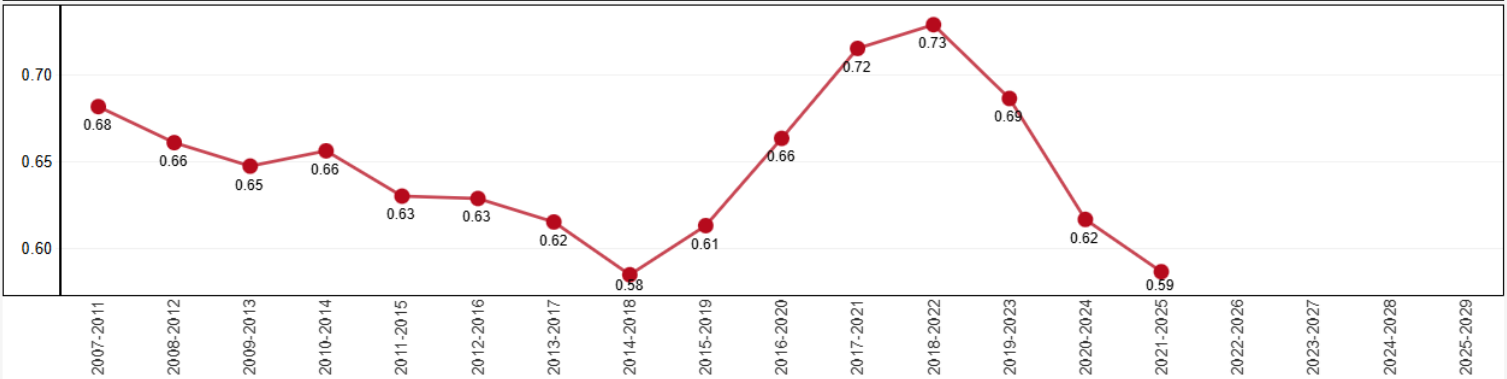
The USHST is a regional partner to the Vertical Aviation Safety Team ([VAST](#)).

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

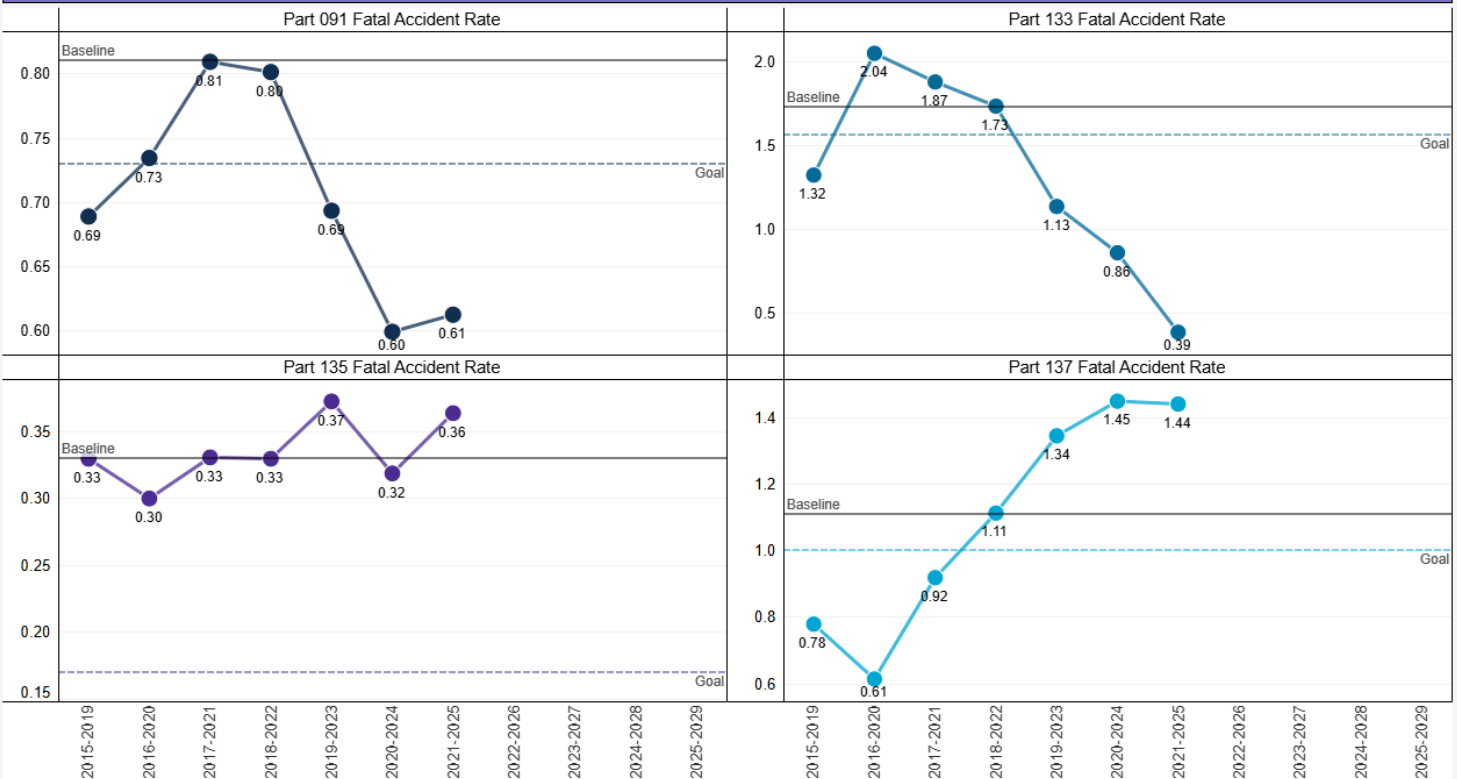
Fatal Rate: 5 Year Average

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!

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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(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](#)

POWERED BY VAI
VERTICON

March 9–12, 2026 | Atlanta
Exhibits Open March 10–12

[...Smartwatch on the Flight Deck](#)

The Rotorcraft Collective



USHST

United States
Helicopter Safety Team