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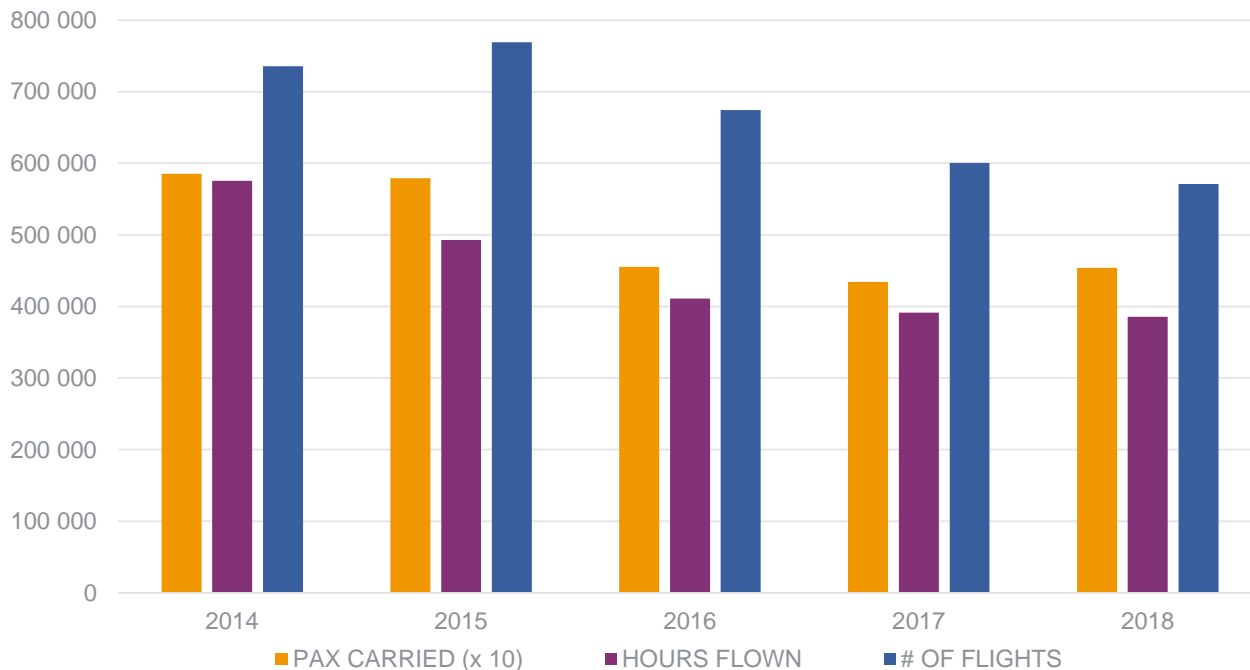
Renewed Strategy for the New Paradigm

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IOGP ASC Vice Chair



IOGP Aviation Activity and Safety Data (2014 – 2018)

IOGP Offshore Helicopters

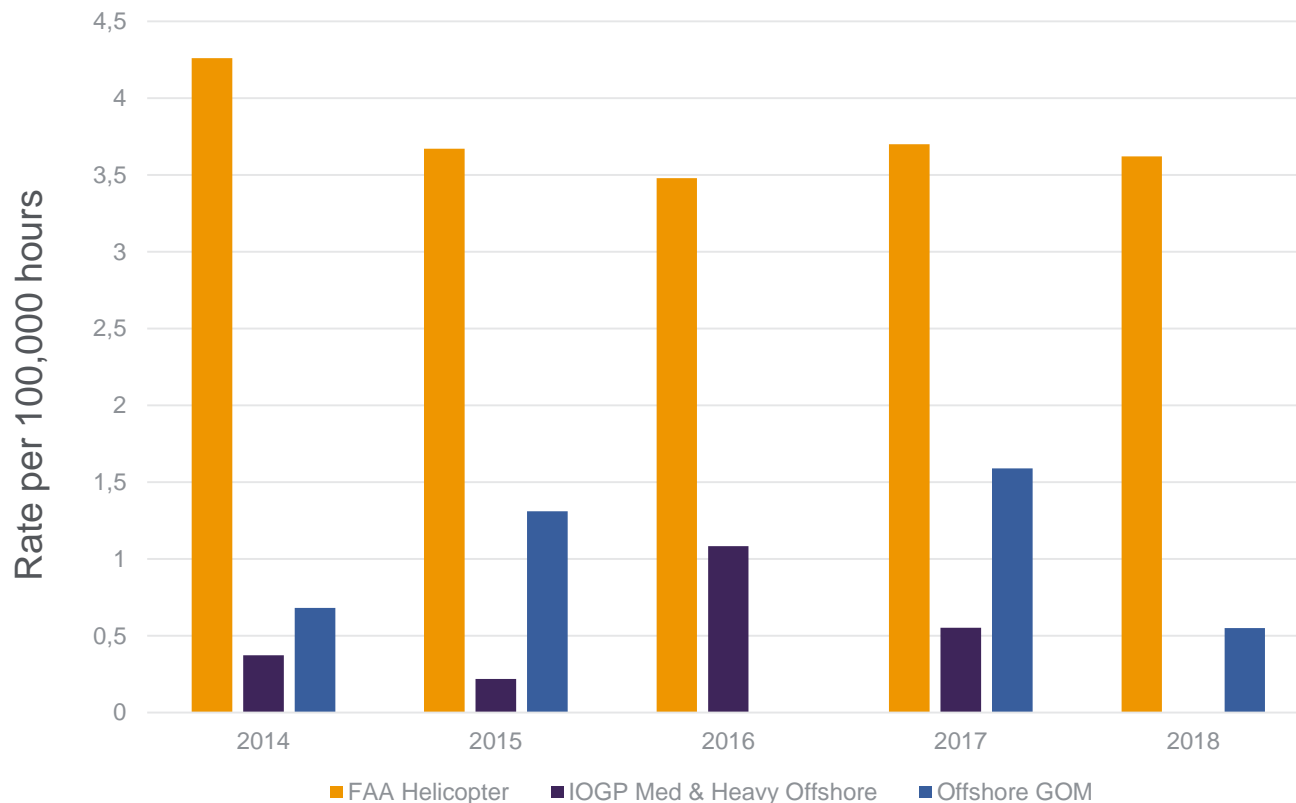


Activity Snapshot		% Change from 2013
Offshore Helicopter Passengers 2018	4.54 m	-22%
Offshore Helicopter Flight Hours 2018	385.4 k	-33%
Aeroplane Passengers 2018	2.03 m	-46%
Aeroplane Passenger Flight Hours 2018	95.7 k	-44%

- Decreasing overall demand and more efficient use of aircraft
- Highest exposure continues to be in offshore helicopter pax transportation

IOGP Aviation Activity and Safety Data (2014 – 2018)

Helicopter Accident Rate Benchmarking



- All 10 helicopter accidents in past 5 years were associated with offshore helicopters
- 19 of 23 aviation fatalities were associated with offshore helicopters
- ASC prioritizing offshore helicopter safety through Project Safira
- Moving from lagging to leading indicators for safety improvement
- Collaboration with industry groups is essential
- Step change is required.
- Effective implementation of safety systems is essential
- Strive for data to ensure Safira focus areas are correct

Project Safira Consideration for Air transport

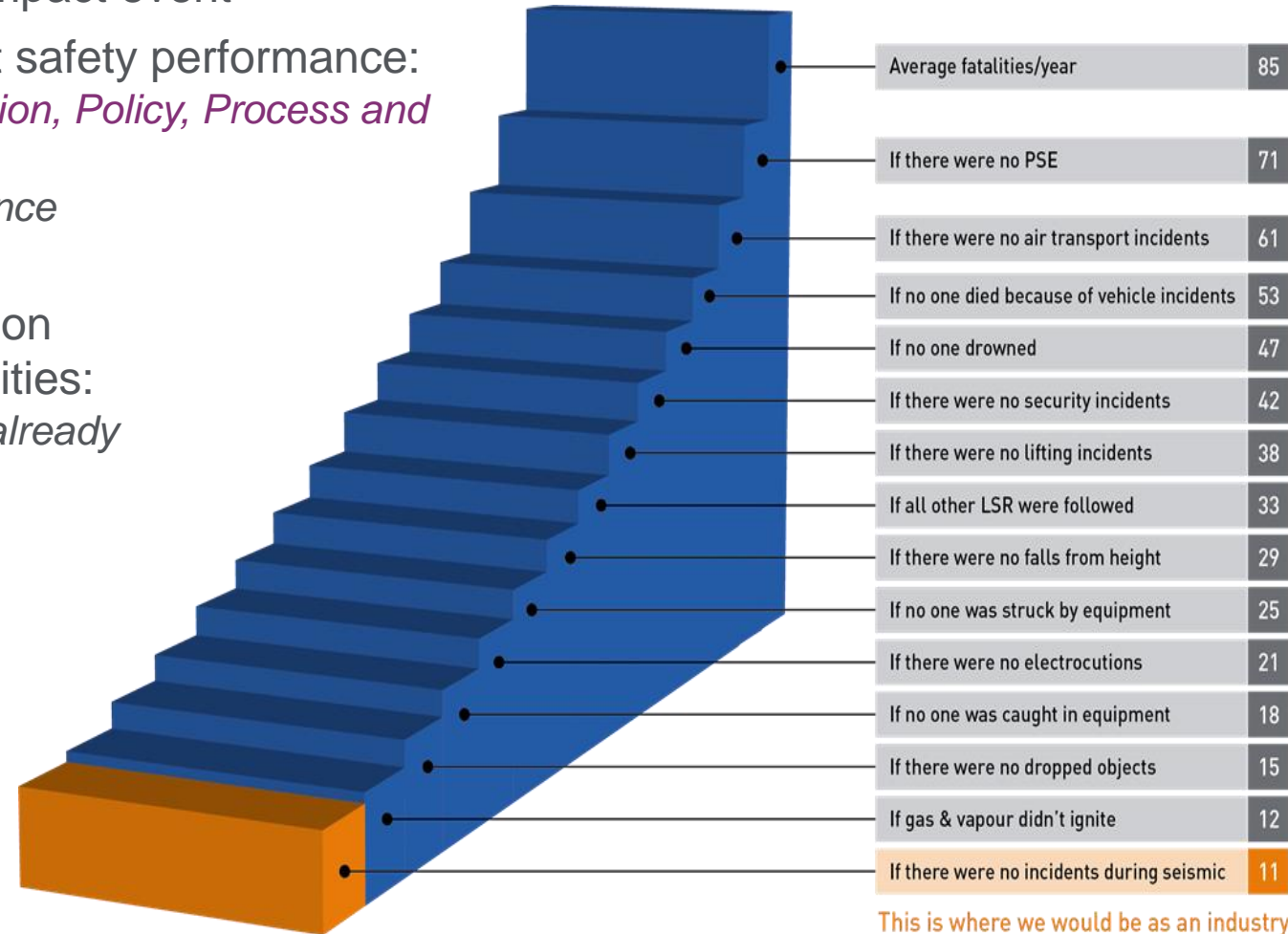
Aviation accidents are a low frequency / high impact event

IOGP has been successful driving Air transport safety performance:

- *Air transport is subject to significant **Regulation, Policy, Process and Procedure***
- *Past initiatives have made a genuine difference*
- *More can be achieved*

Existing safety data presents a clear message on accident causation and risk reduction opportunities:

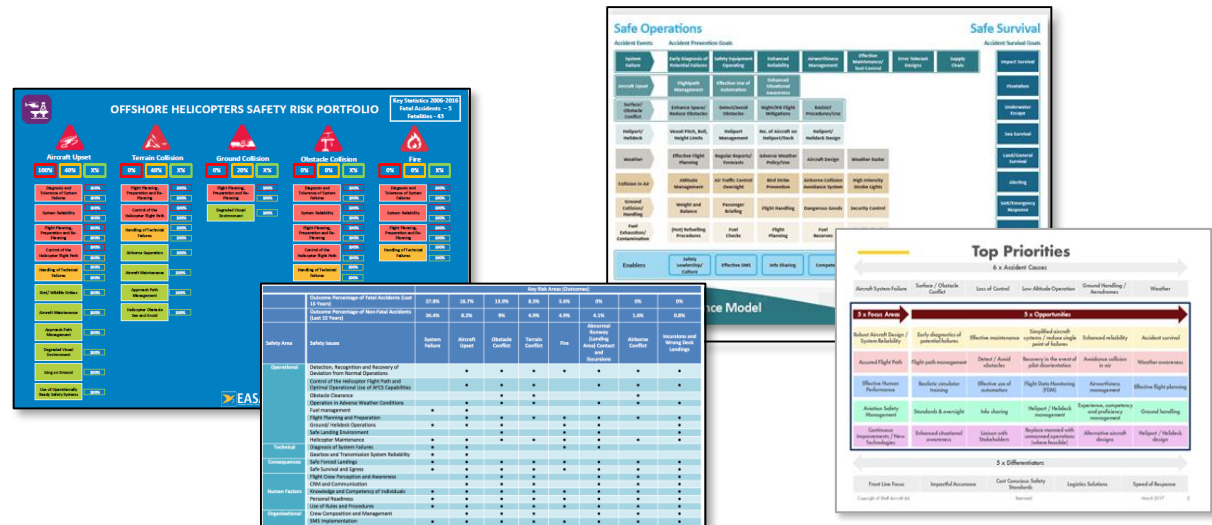
- *Worthwhile improvement focus areas have already emerged with various initiatives underway across industry*
- *Many parallel safety activities, lacking momentum, resources and coordinated industry action*
- *Opportunity to build alignment between stakeholder groups around coordinated safety actions*



This is where we would be as an industry

Alignment and Leadership

ASC strategic approach



- Significant overlap already exists in the safety strategies of different organizations across the aviation industry.
- Trends, opportunities and priorities have already been clearly identified
- Leadership across industry is insufficient to successfully realize on improvement opportunities

IOGP HAS SPECIFIC “LEVERS” TO INFLUENCE FRONTLINE SAFETY PERFORMANCE

- Ultimate air transport customer (**funding**) → “partner in safety” with contractors
- Ultimate **risk owner** → discretion to use air transport, or not!
- R590 AMG **compliance** is at the direction of the IOGP companies → far too variable
 - drive toward R590 AMG/industry common **standards, specifications and practices**
- Fund focussed **R&D efforts**, e.g. on total system reliability in rotorcraft (design and certification)
- Uniquely placed to deliver programmes driving **safety leadership** concepts into air transport contractors (and incentivise)

Innovation and Technology

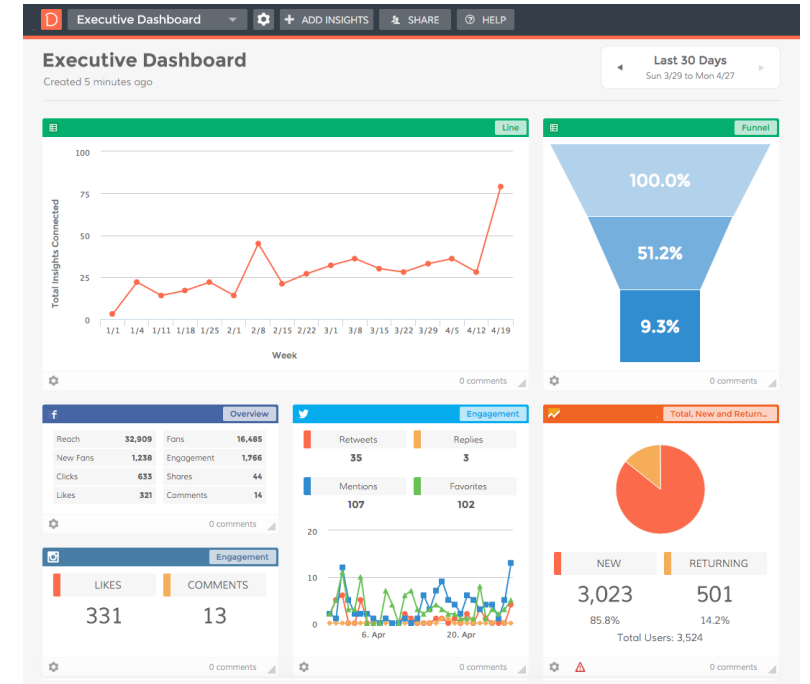
a shared and sustainable approach to driving improvement through evidence and data

Not all innovation and automation guarantee advancement; must be needs based and aligned with strategy



Technology can enhance and enable efficiency, reliability and safety; but do we assess them accordingly?

We gather and report immense amounts of data; the challenge is sorting and understanding it in order to make **decisions**.



Funding through Joint Industry Project (JIP)

IOGP Members stepping up in 2019/2020

Needed a funding mechanism to help industry initiatives to achieve their goals.

- Establishing a JIP to execute existing safety initiatives within IOGP ASC and HeliOffshore (and potentially others)
- Enables dedicated manpower resource to oversee activities
- Approximately £490,000 over the next year
- Governance and oversight will be agile
- JIP Members include:





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