

BEST PRACTICES IN SMS



GCAA National Aviation Safety Seminar

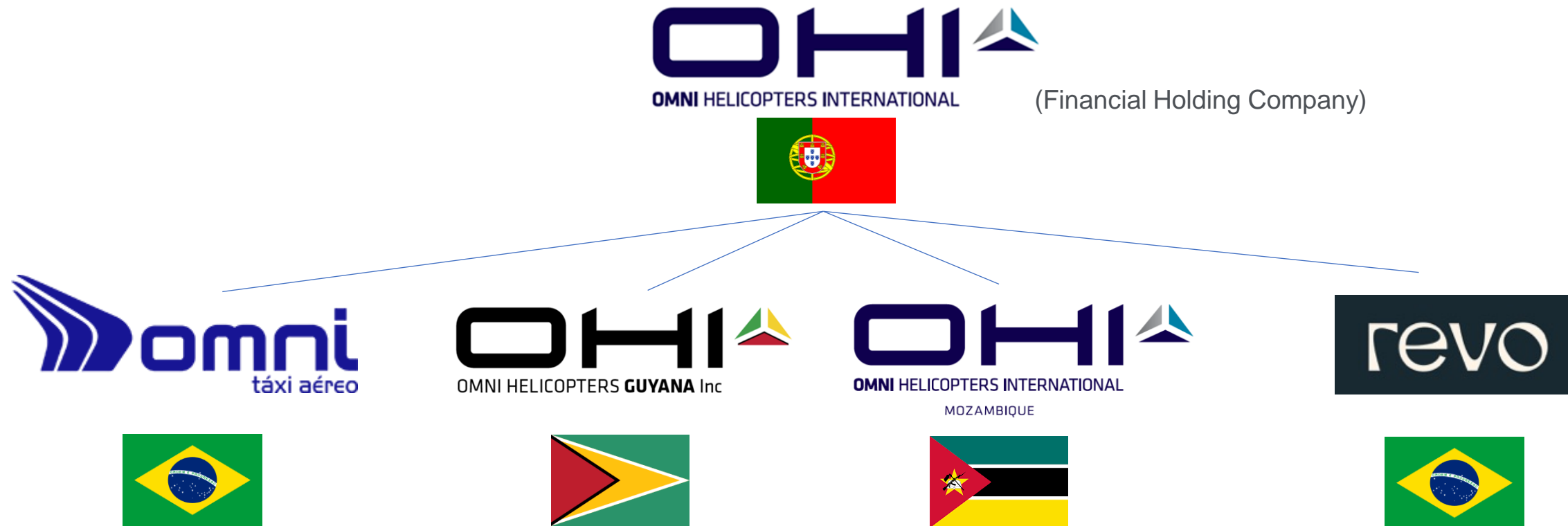
November 27, 2023

Summary

- Omni Helicopters Guyana – A Quick Overview
- Best Practices in Safety Management Systems

Omni Helicopters Guyana Inc. (OHGI)

Quick Overview



Omni Helicopters Guyana Inc. (OHGI)

Quick Overview



Aircrafts

5 Helicopters Sikorsky S-92A



- Passengers & Cargo
- Search & Rescue (SAR)

1 Helicopter Leonardo AW-139



- MEDEVAC (24/7)
- Passengers & Cargo

Omni Helicopters Guyana Inc. (OHGI)

Quick Overview



Aircrafts

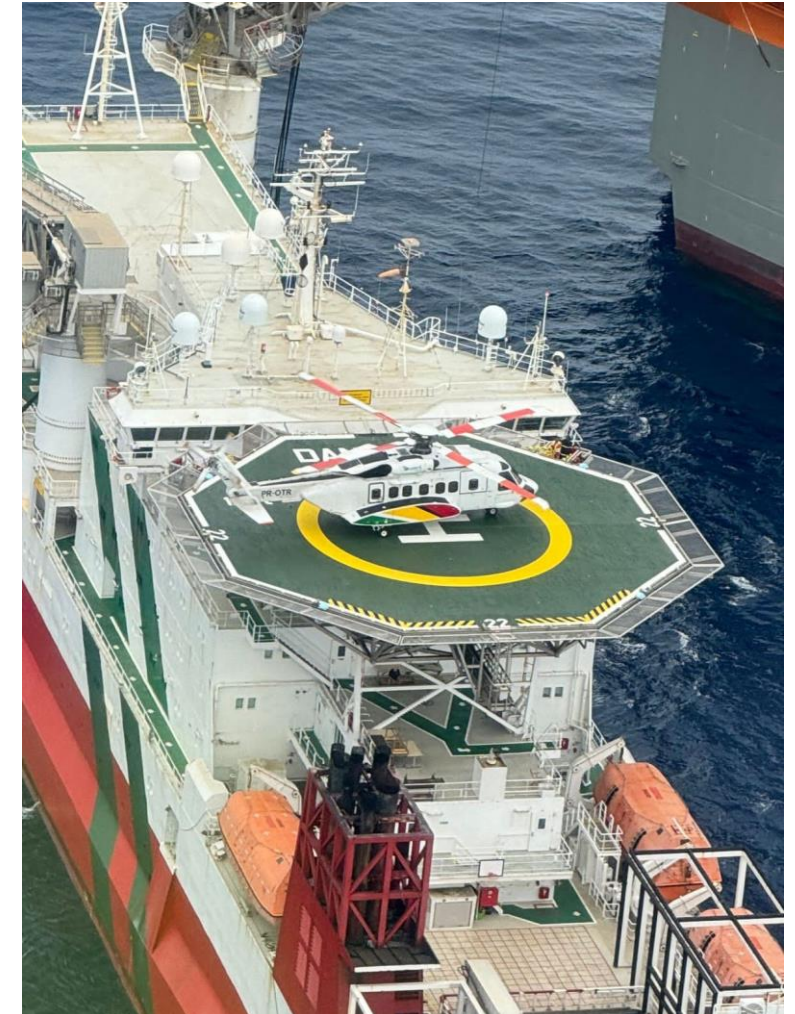
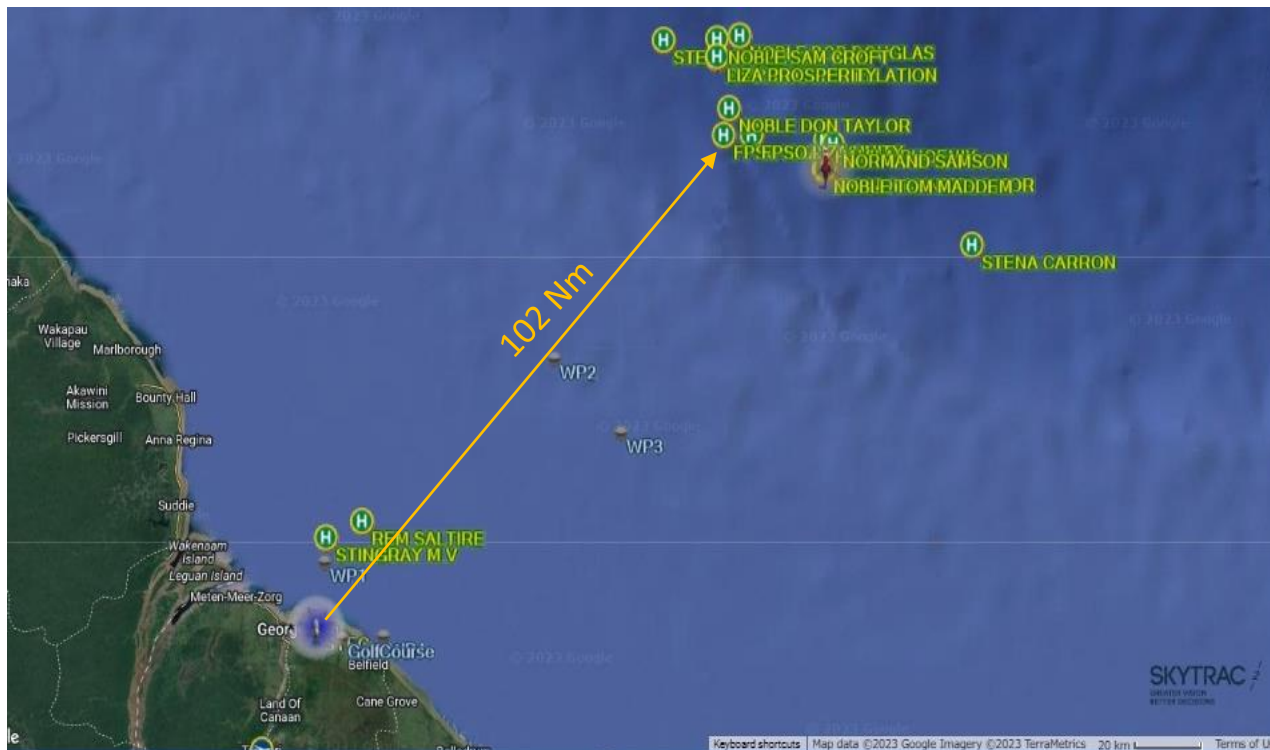
Search & Rescue Capability
(SAR)



Flight Operations



18 Offshore Facilities Served



Omni Helicopters Guyana Inc. (OHGI)

Quick Overview

Flight Operations



Number of Flights

- Per month: **184**
- In 2023: **2,020**



Number of Flights Hours

- Per month: **462**
- In 2023: **5,080**



Number of Passengers

- Per month: **4,124**
- In 2023: **45,360**



Best Practices in Safety Management Systems

■ Aviation SMS development over time

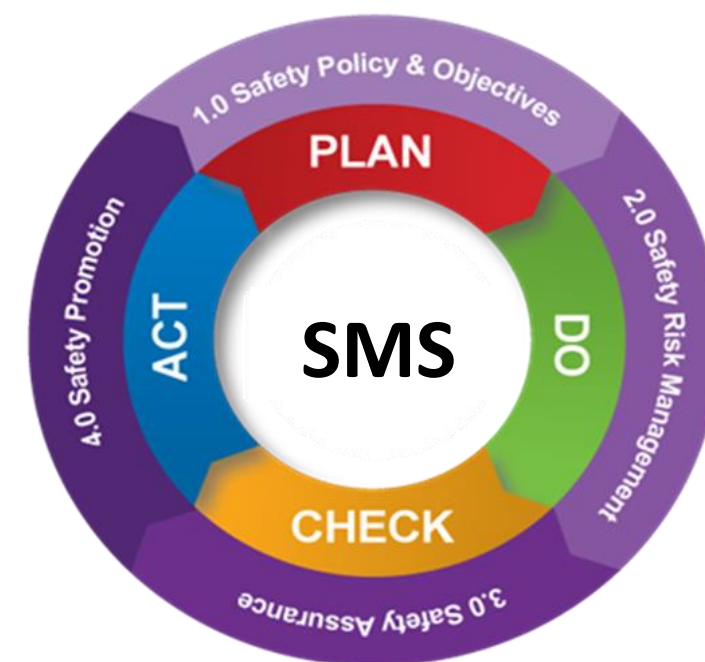
- ICAO Safety Management Manual (2006)
- ICAO SMS Implementation (2009)
- ICAO Annex 19 – Safety Management (2013)
- Signatory Countries start SMS Implementation
- Aviation Companies start SMS Implementation

ICAO SMS Framework

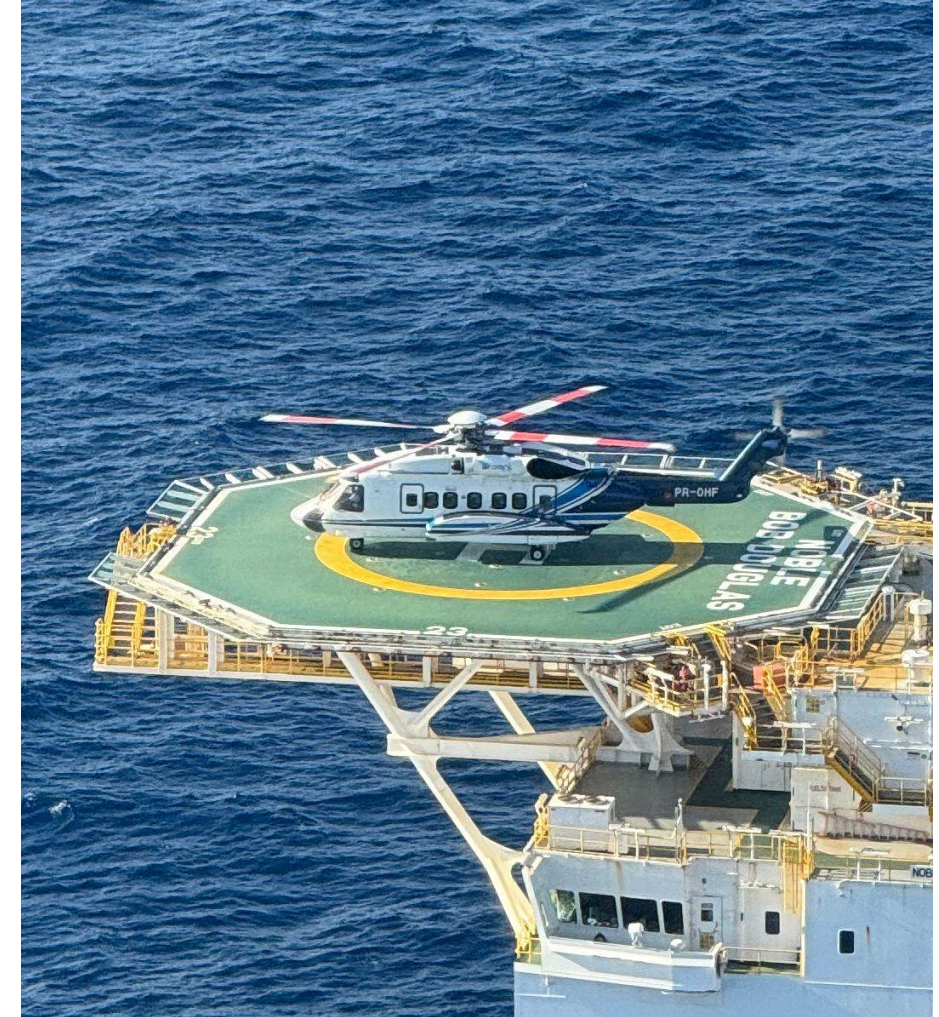
Table 10. Components and elements of the ICAO SMS framework

COMPONENT	ELEMENT
1. Safety policy and objectives	1.1 Management commitment
	1.2 Safety accountability and responsibilities
	1.3 Appointment of key safety personnel
	1.4 Coordination of emergency response planning
	1.5 SMS documentation
2. Safety risk management	2.1 Hazard identification
	2.2 Safety risk assessment and mitigation
3. Safety assurance	3.1 Safety performance monitoring and measurement
	3.2 The management of change
	3.3 Continuous improvement of the SMS
4. Safety promotion	4.1 Training and education
	4.2 Safety communication

- Aviation SMS Continuous Improvement
 - Requires an effective continuous improvement process
 - Depends on company's size, structure and resources
 - Requires senior leadership commitment and safety culture
 - Is driven by regulatory and customer requirements
 - Benefits from technology and innovation
 - Is enhanced by applying industry specific best practices



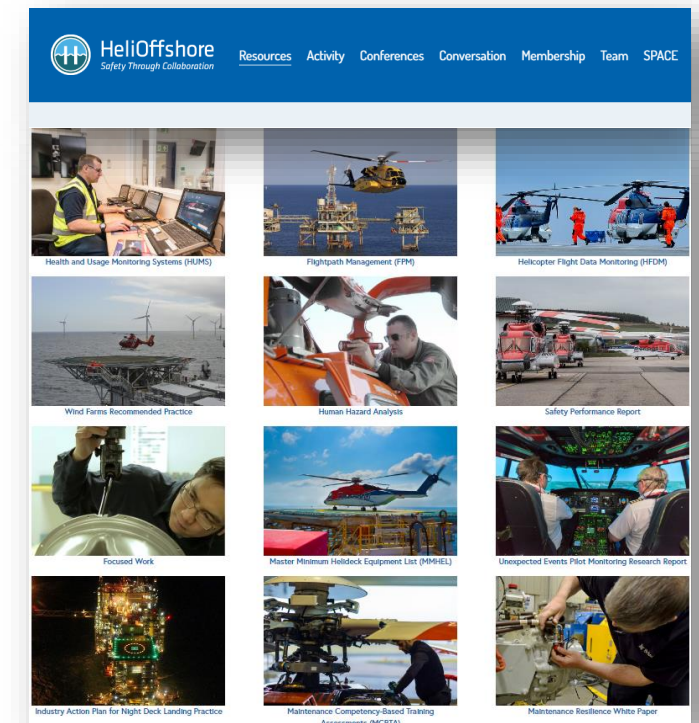
- Most valuable sources of best practices
(From an offshore helicopter operator perspective)
 - Industry specific associations
 - Safety information “sharing culture”



■ Industry Specific Associations



Guidelines
Reports
Recommendations
Standards
Info Share
Best Practices



- Safety information “sharing culture” between operators
 - Informal culture between organizations
 - There is no competition when it comes to Safety
 - Sharing of Safety Investigation Reports, Safety Alerts and Safety Bulletins
 - Joint workshops to discuss common safety hazards & risk barriers
 - Offshore aviation is a small world => Exchange of pilots, engineers and managers

Best Practice in SMS

- Safety information “shared” between operators

Ultimately, this informal sharing of information is the foundation of a “*National Safety Culture*” in which “*An accident is*”



AW-139
PR-OTF
02 Jun 2021
18:45 pm
Night Training
Rig SS-75


“A safer frontline served by an open, responsive and aligned industry so no lives are lost in offshore aviation.”


(HeliOffshore Vision)

Thank You!



Paulo Machado

 safety.manager@ohgi.gy

 +592 624 3153