

FLIGHT SAFETY FOUNDATION  
**Basic Aviation Risk Standard**

ASASI  
June 2012

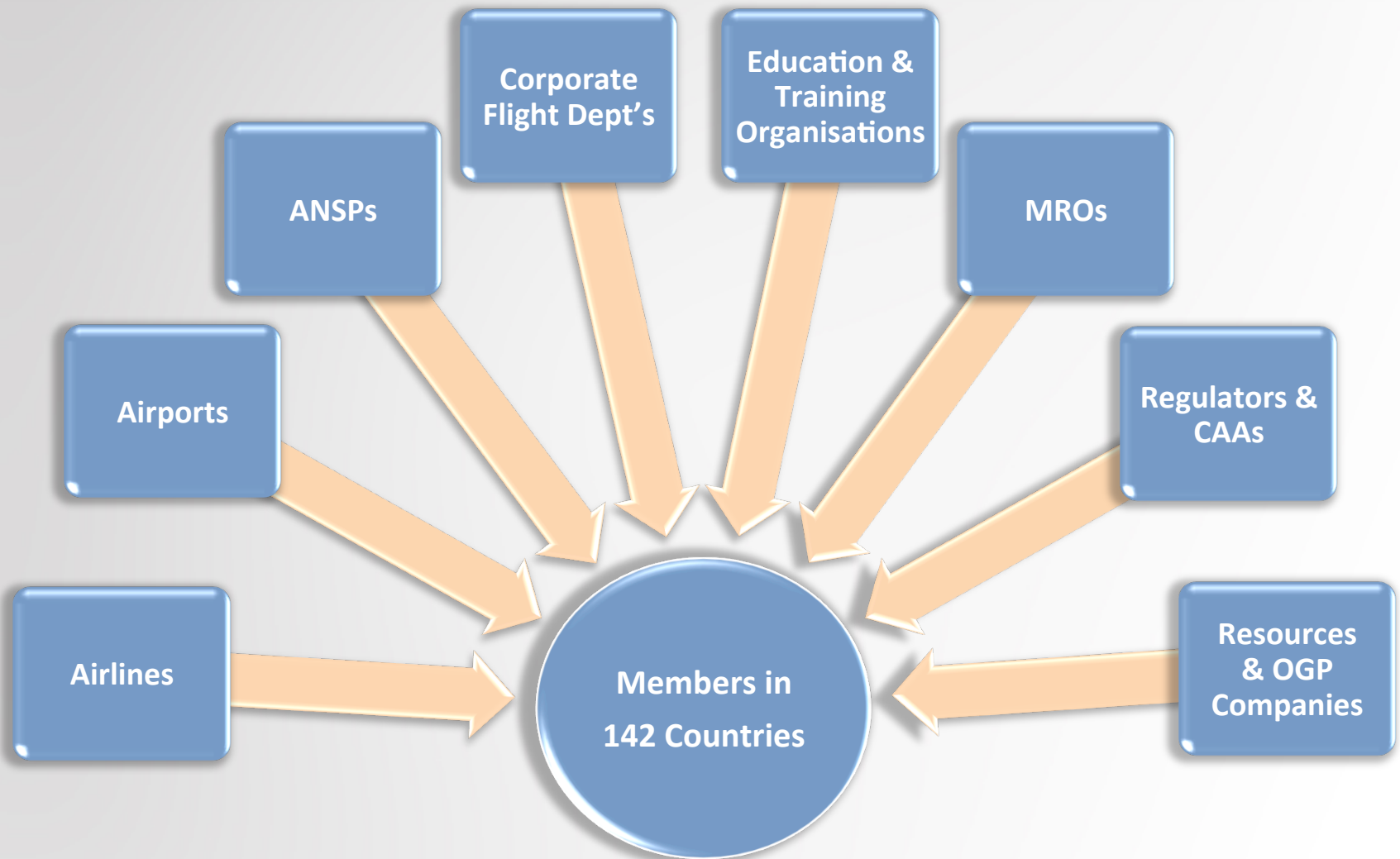
*Part 1*  
*About the Flight Safety Foundation*



# ABOUT THE FOUNDATION



# BROAD MEMBERSHIP BASE





# JUST SOME OF OUR MEMBERS



# SOME FSF INITIATIVES

- The Approach and Landing Accident Reduction Toolkit;
- The Runway Safety Initiative (including the Runway Excursion Toolkit);
- CFIT Training and Toolkit;
- Airplane Upset Recovery Training Aid;
- Operators Guide to Human Factors in Aviation;
- Numerous other reports available through the Foundation's website.



# *Part 2.*

## *About the BAR Standard Program*



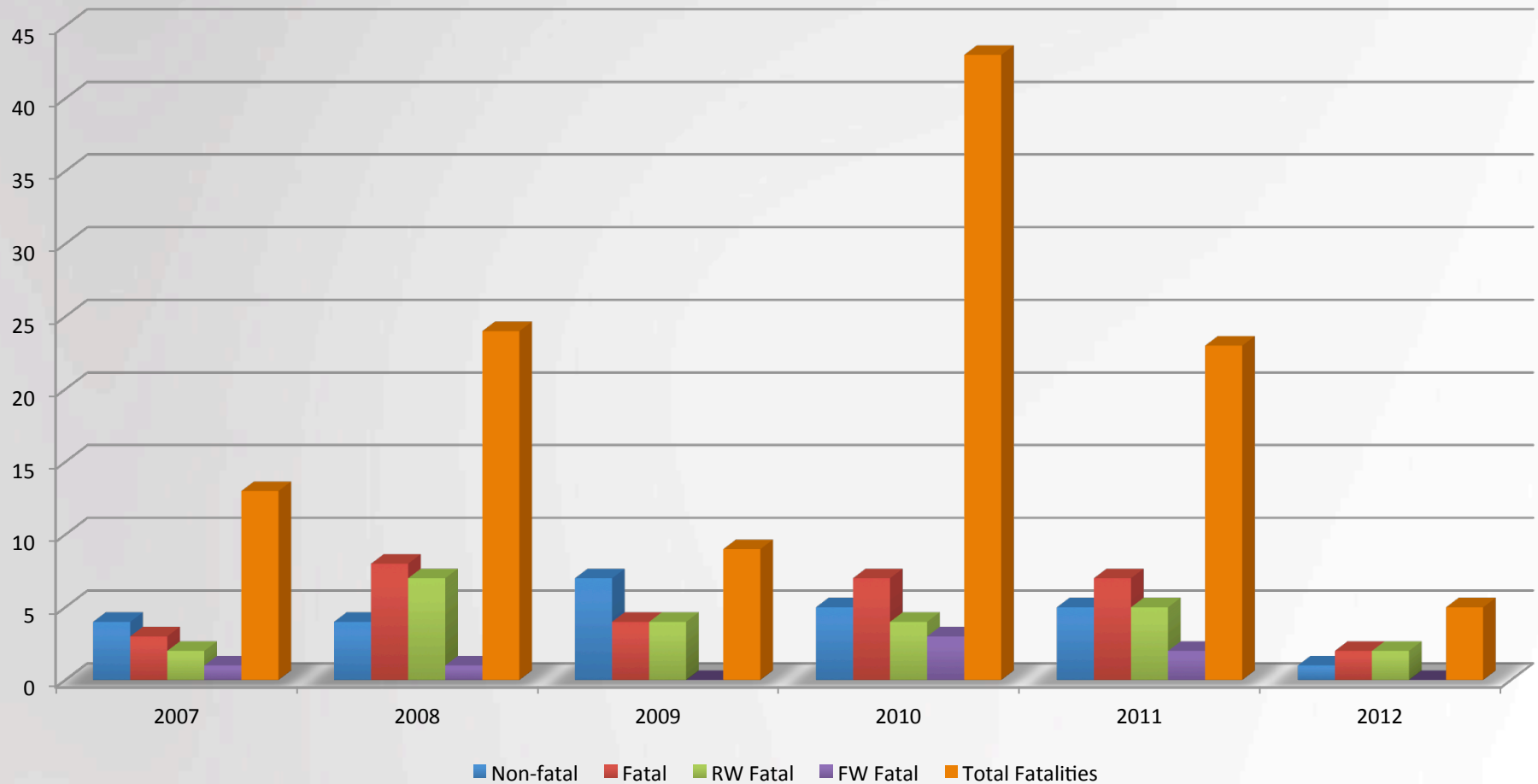
# AVIATION IN THE RESOURCE SECTOR



- Aviation is essential in day-to-day operations
- The variability and capability of national regulators is of concern
- Strong safety culture in the resource sector and a commitment to 'zero harm'
- Move from individual company safety standards to one industry standard specific to the resource sector
- Duty of care to all employees
- Governance and key person risk



# ONSHORE RESOURCE SECTOR ACCIDENTS



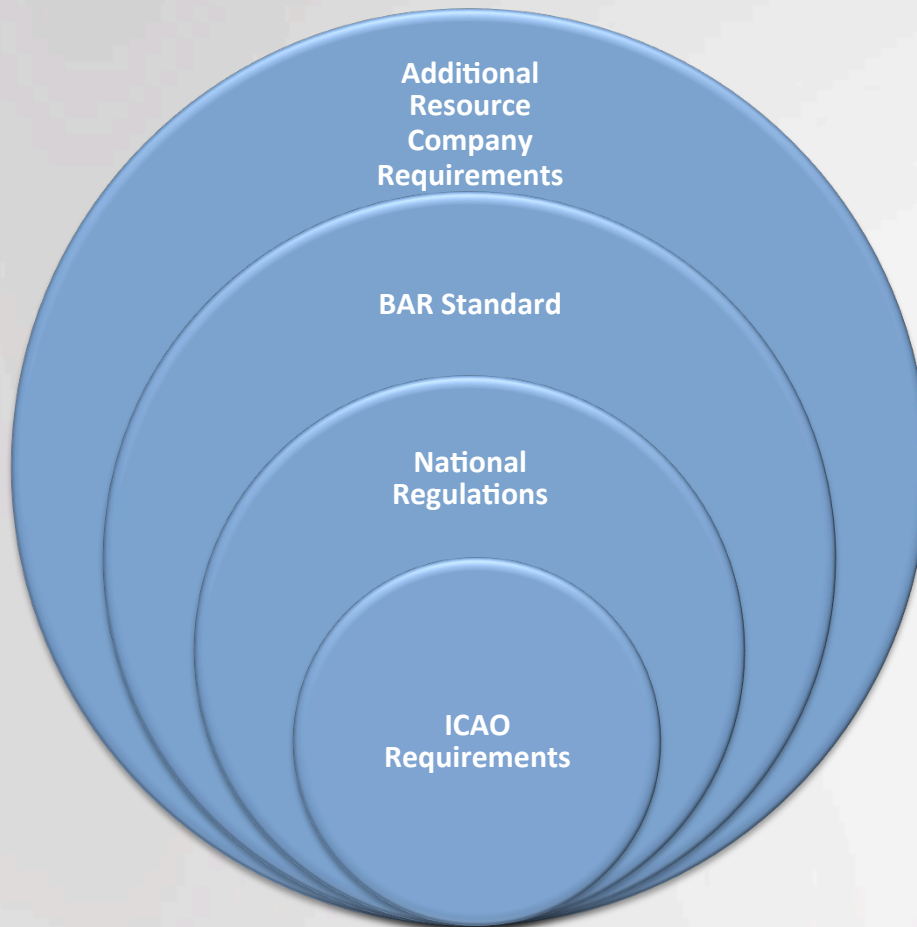


## WHAT THE RESOURCE SECTOR SOUGHT

- Elimination of unnecessary multiple audits
- Standardisation of audits
- Centralised quality assurance of the audit process
- A mechanism to allow mutual acceptance of audit reports by companies in the sector
- Cost efficiency
- A centralised incident/accident database for the sector
- A process to ensure that the industry standard reflects the evolution identified needs of the sector



# RELATIONSHIPS - REGULATIONS & THE BAR STANDARD

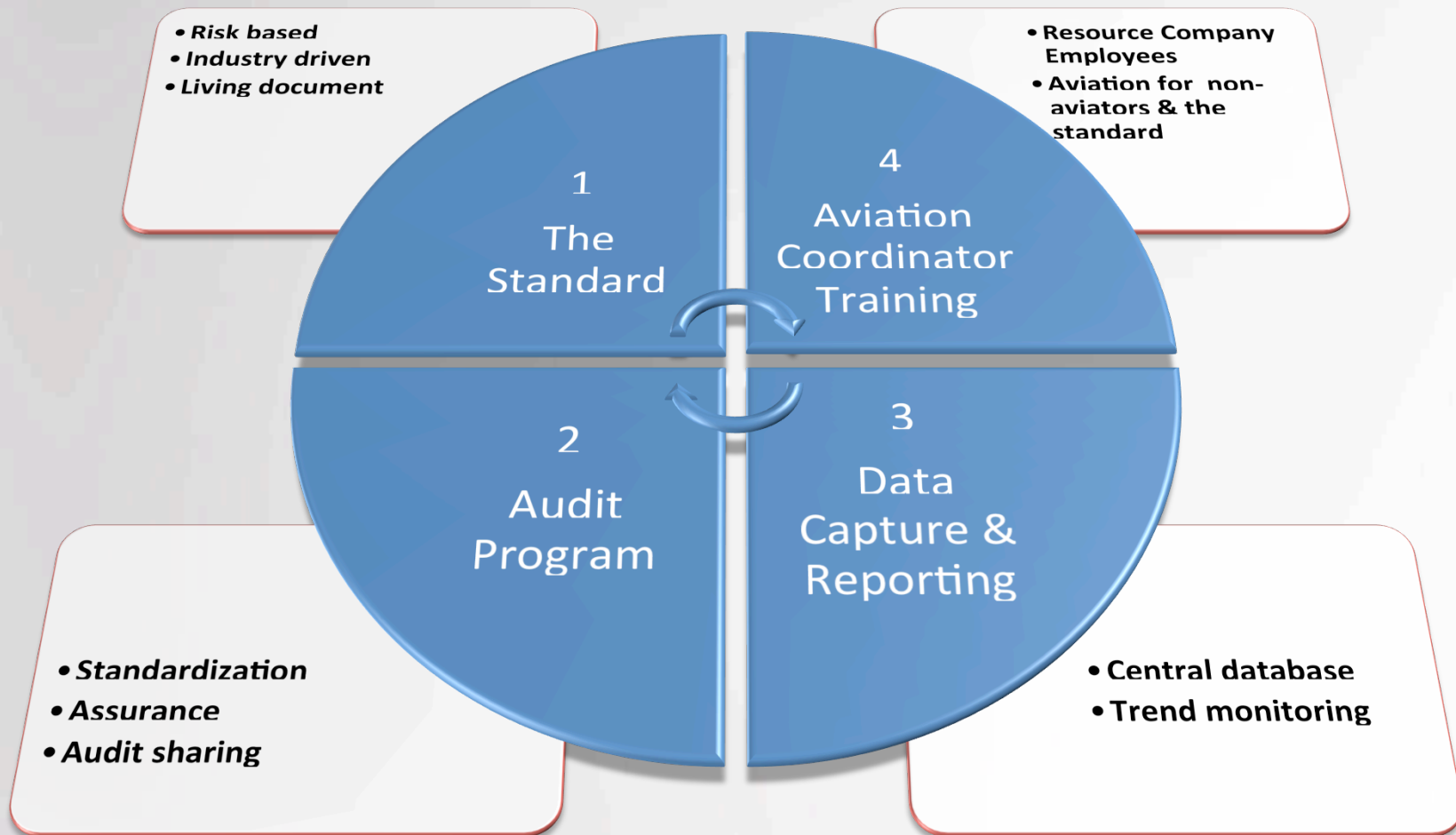


***“All national and international regulations pertaining to aviation operations must always be followed.”***

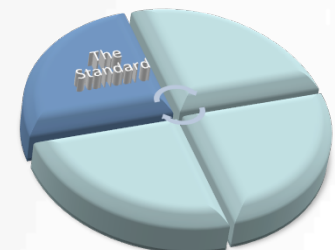
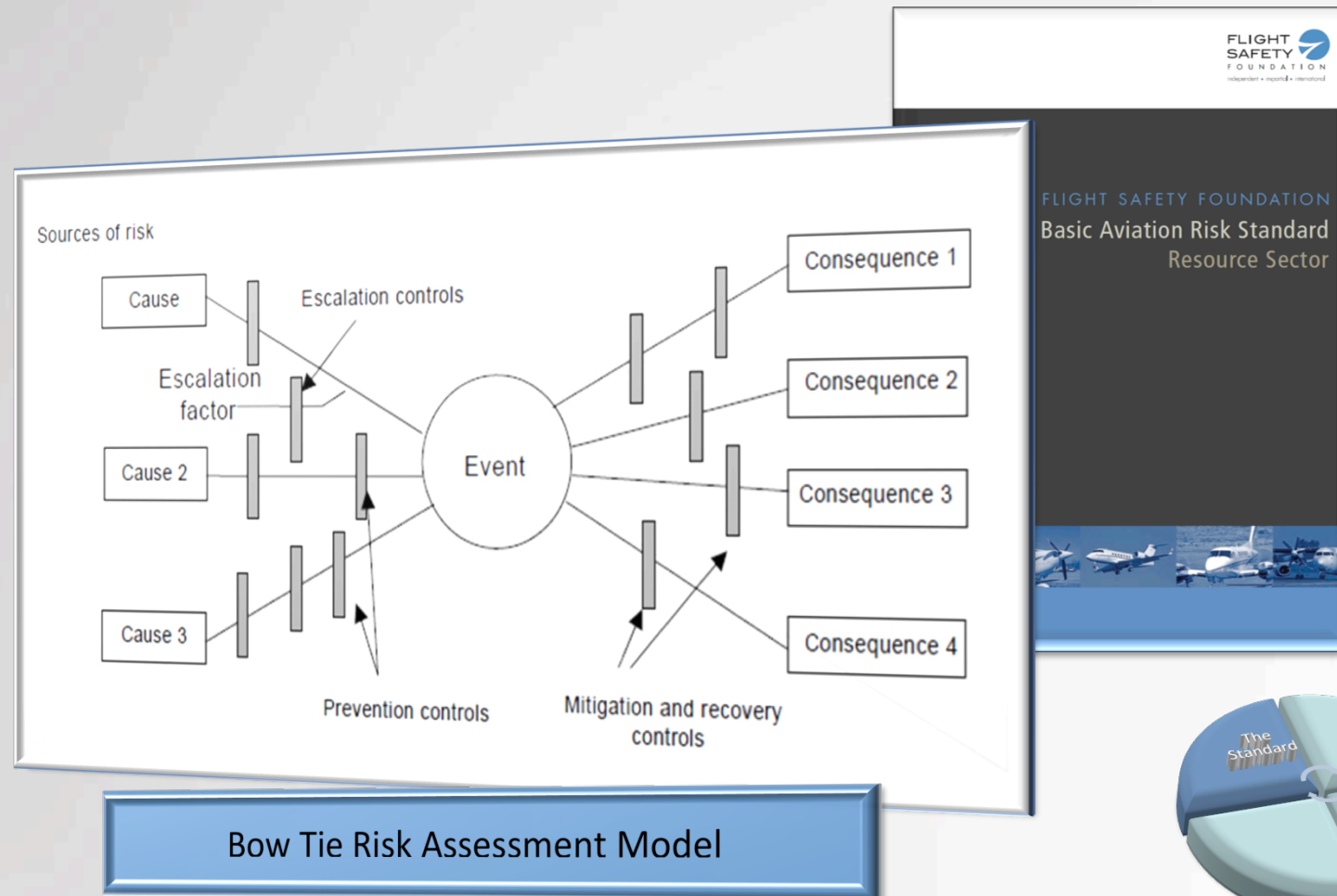
*Page 3, BAR Standard Version 2 February 2010*

The detail contained in the BAR Standard is intended to supplement those requirements

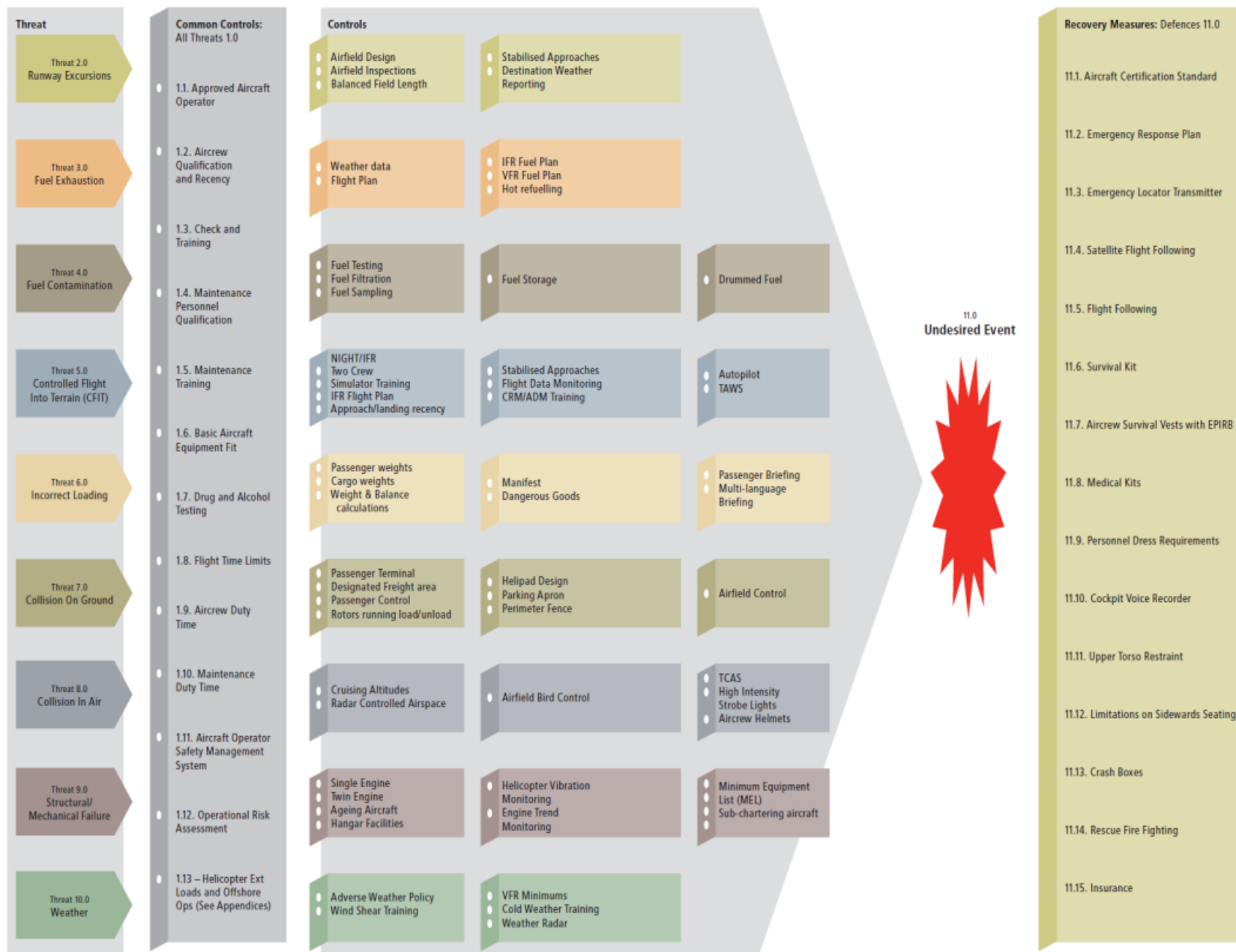
# COMPONENTS OF THE BARS PROGRAM



# FROM “PRESCRIPTIVE” TO “RISK-BASED”



## Schematic of Aviation Risk Management Controls and Recovery Measures

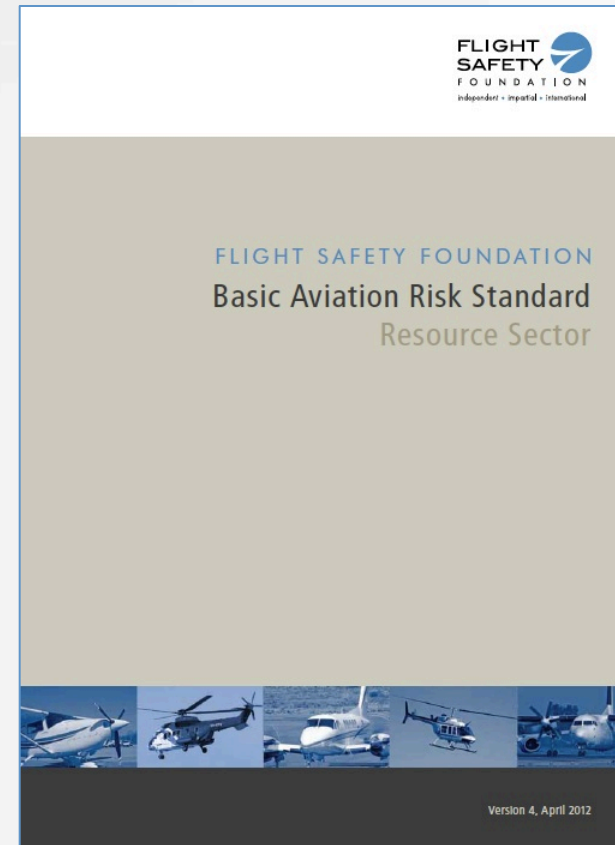




# BAR STANDARD

## BAR Standard

- To be published in 5 languages
  - English
  - Spanish (Latin American)
  - French
  - Indonesian
  - Portuguese (Brazilian)
  - Russian
  - Mandarin



## SOME BARS MEMBER ORGANIZATIONS

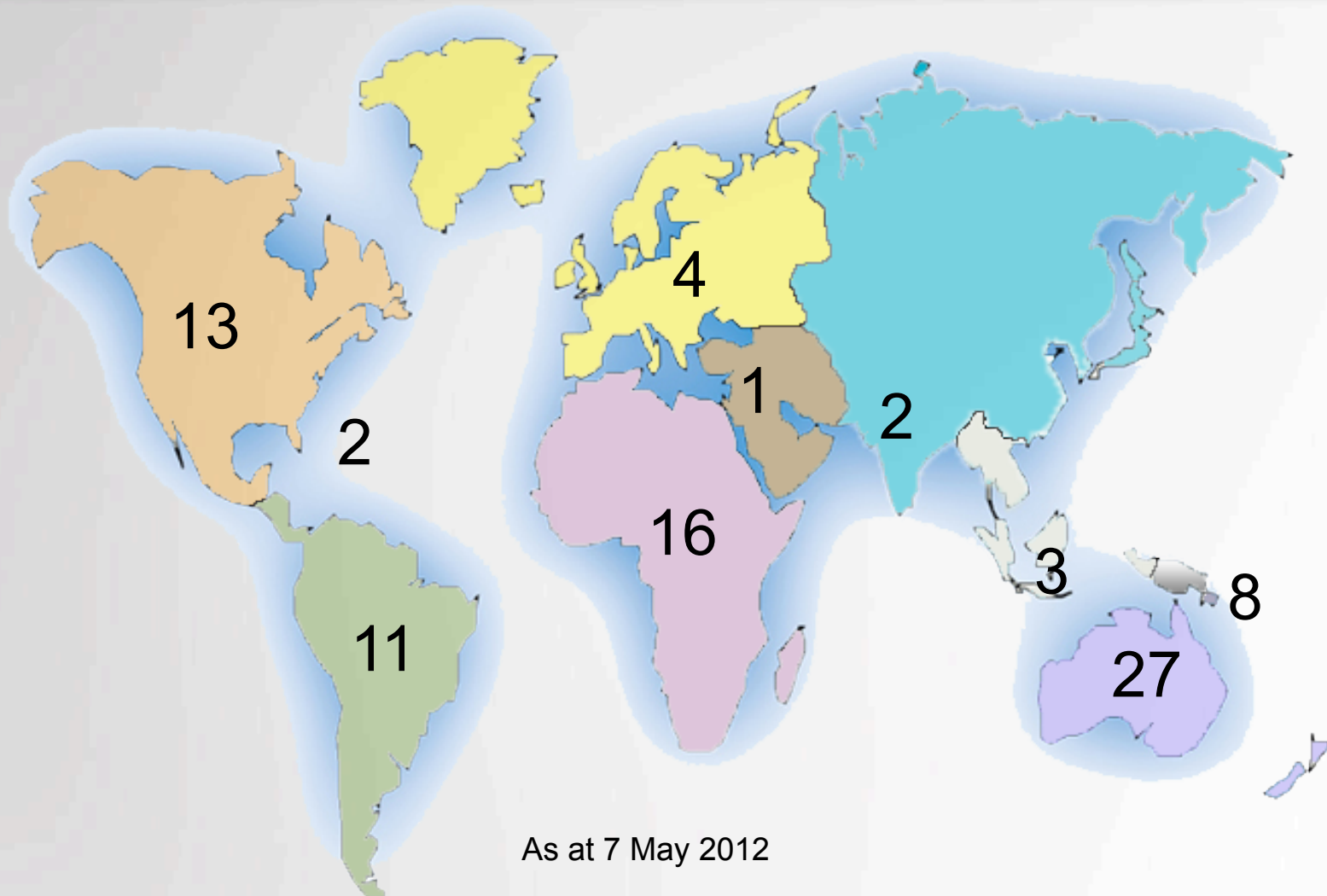


# BARS HIGHLIGHTS

Numbers	Description
17	<b>BARS Member Organisations (BMO)</b>
7	<b>Registered Audit Companies (RSA, UK, Australia, USA)</b>
>60	<b>Accredited Auditors (worldwide)</b>
>100	<b>BARS audits completed or in planning/execution stage</b>
12	<b>Accredited Auditor courses run (RSA, USA, UK, Australia, Canada)</b>
>20	<b>Aviation Coordinator (AvCo) courses run (10-countries)</b>
>150	<b>Resource sector personnel AvCo trained</b>

As at 29 April 2012

# AIRCRAFT OPERATORS WHO HAVE COMPLETED AUDITS – 87



As at 7 May 2012

# SOME TYPES OF AIRCRAFT USED IN THE SECTOR





# SOME TYPES OF AIRCRAFT USED IN THE SECTOR



# AERODROMES OF VARYING STANDARDS







# GOOD FACILITIES



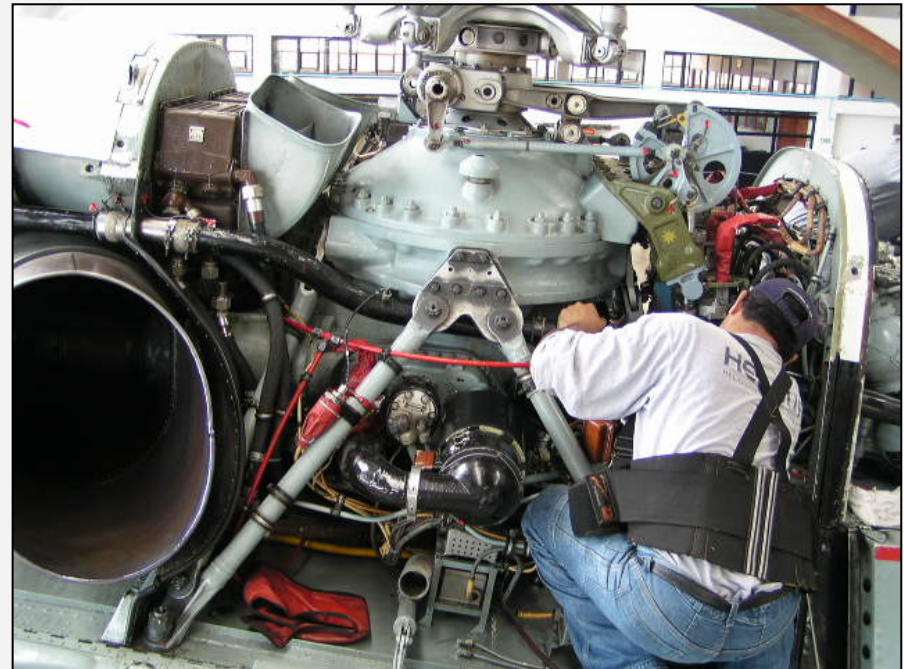


# POOR FACILITIES





# GOOD PRACTICES



# GOOD & BAD



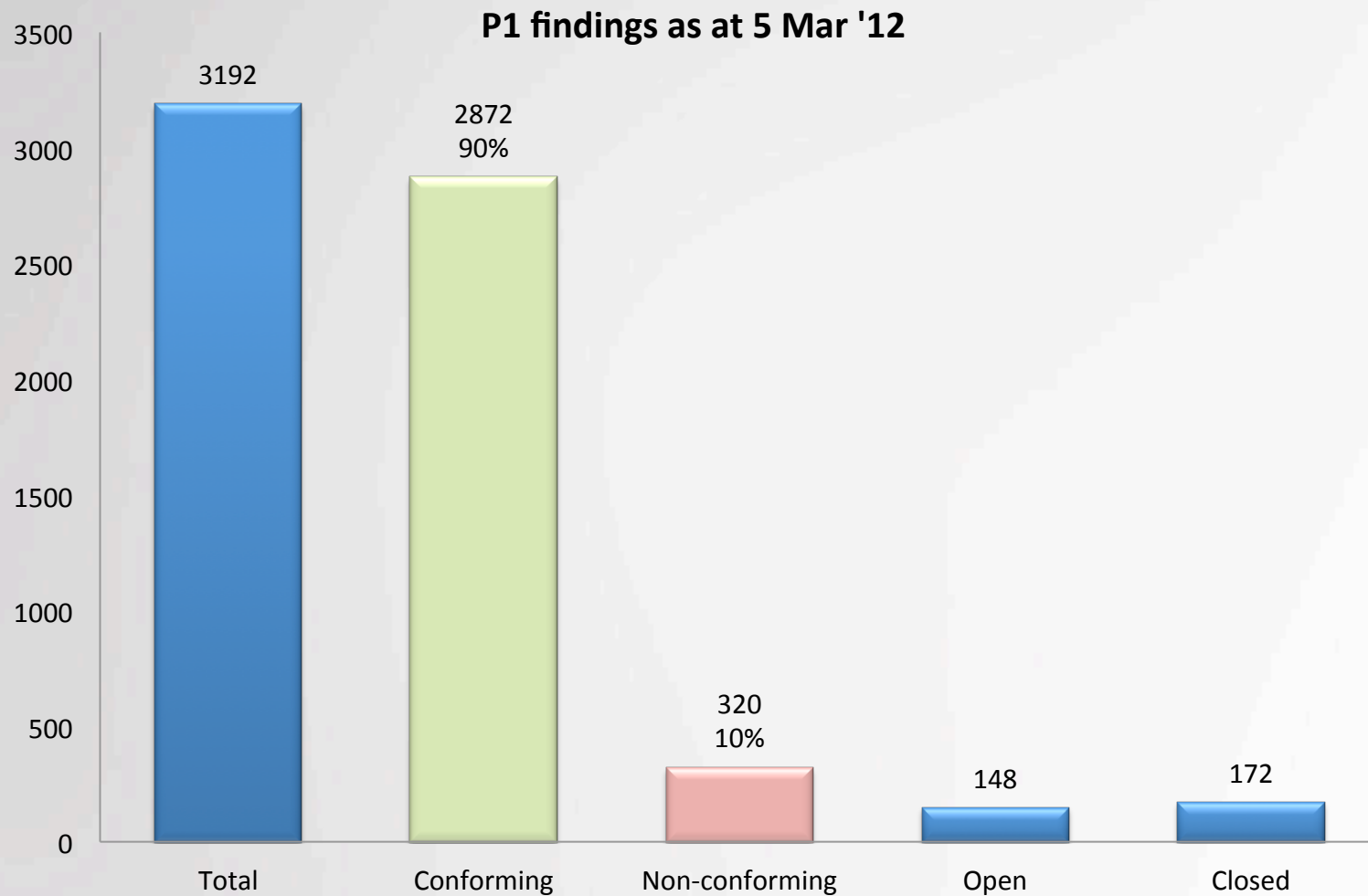


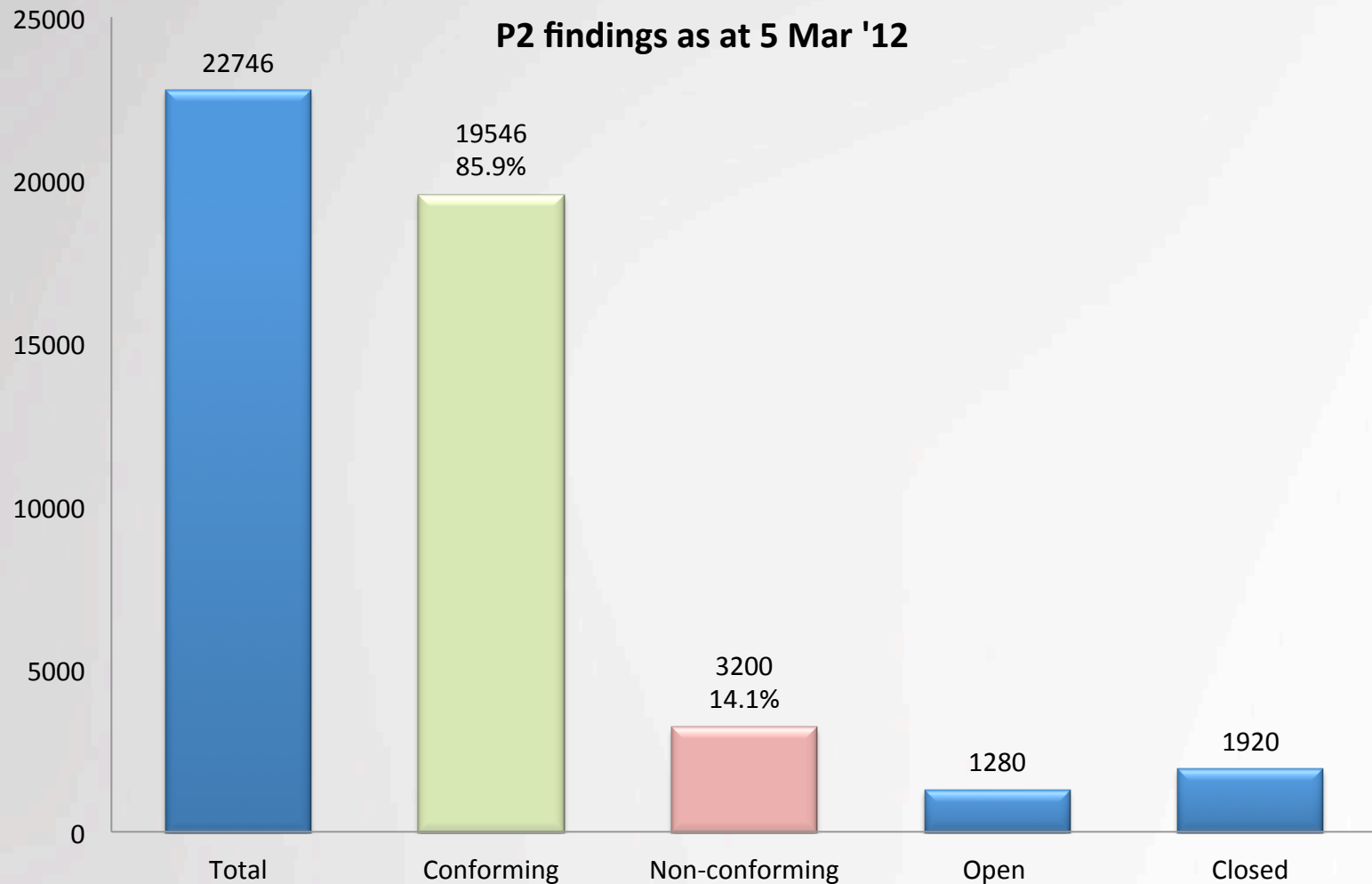
# GOOD & BAD



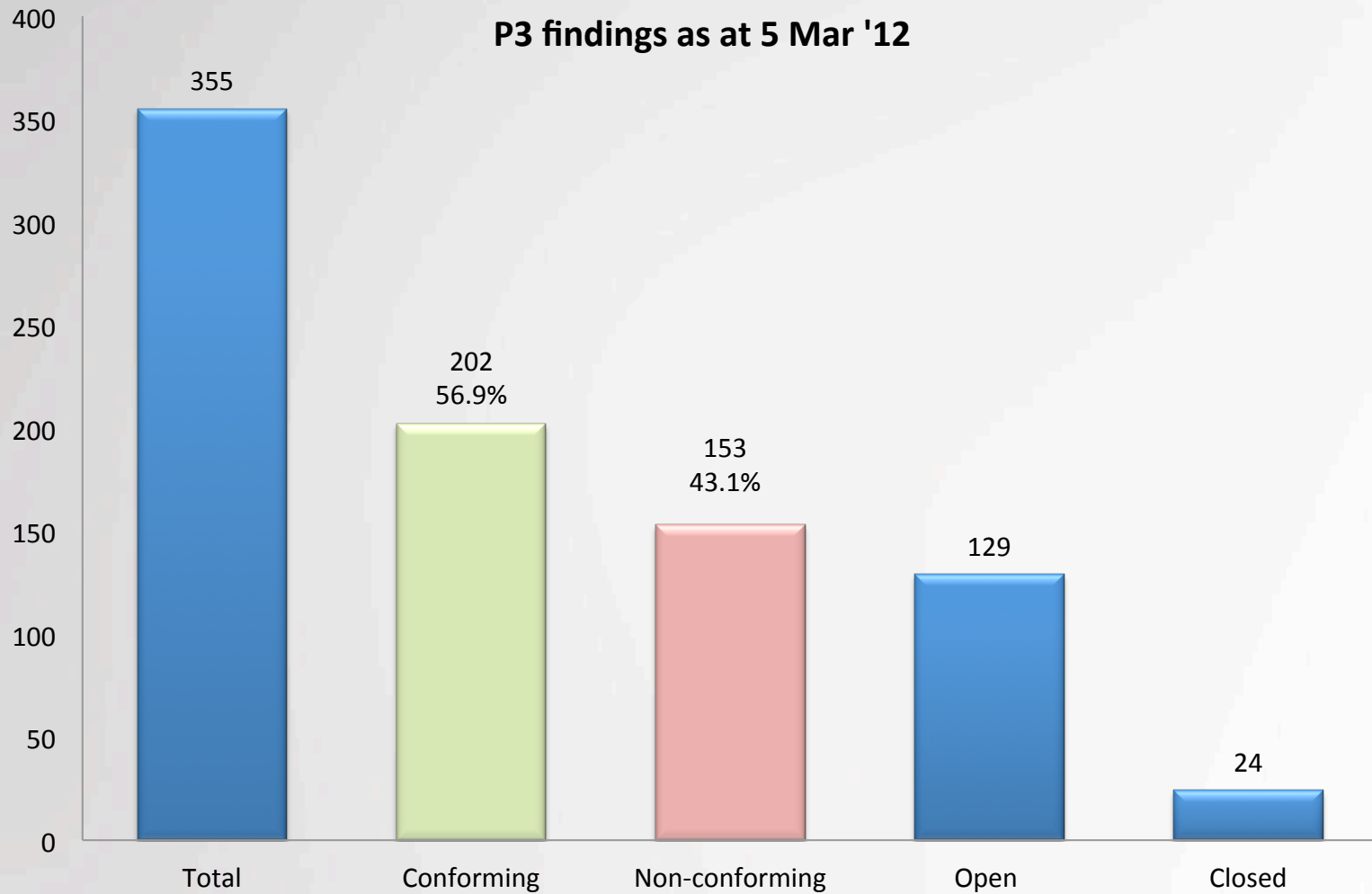
NO APPROVAL











## The Aviation Coordinator course:

- two-day course,
- for personnel with aviation related responsibilities,
- who lack aviation risk management knowledge,
- designed to equip them with tools to proactively identify hazards and mitigate safety risks



## External Loads for Ground Operations:







## AeroSafety World Magazine

April 2012 - Volume 7

### Ifs, ands, buts

If the approach speed had been a few knots lower, if the touchdown had been a few meters shorter, if the runway had been dry and just a bit longer and other ifs, the overrun involving a Dassault Falcon 900EX might not have happened. But it did ...

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### Latest Safety News

Wednesday, April 25, 2012 - 4:13am

## Airport CDM Implementation Manual Version 4 released

Publication date: Wed, 2...

[MORE INFO](#)



### Upcoming Events



**Asia-Pacific Regional Runway Safety  
Seminar**

# BARS WEBSITE



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FOUNDATION  
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### Basic Aviation Risk Standard

Many resource sector companies rely on chartered aircraft operators for a number of support activities including, most importantly, the movement of company personnel. The aircraft supporting these activities range from small single-engine helicopters to transport category jet aircraft, utilized in a variety of challenging environments.

The BAR Standard was developed from an industry-identified need to establish a common safety audit standard that could be applied to on-shore resource sector aviation support activities. It provides contracting companies with the level of safety assurance required by their respective organizations.

The Standard was developed from a risk-based model framed against the actual threats posed to aviation operations. It directly links these to associated controls and recovery and mitigation measures, as opposed to the out dated prescriptive format previously used within the industry.

The Standard provides a consistent audit model that allows member resource companies to share in the audits of operators all of whom have been subject to a consistent standard of audit.

Download the following pdf's.



BARS Program Overview



BARS Frequently Asked Questions



BARS Newsletter

NOW AVAILABLE.

## ALAR

TOOL KIT UPDATE



APPROACH AND  
LANDING ACCIDENT  
REDUCTION

## FURTHER DEVELOPMENTS

- Data mining
  - Key findings per regions
- BARS Lite audits
  - Fixed wing
  - rotary wing
- BARS GA
- BARS MRO
- BARS Aerodrome
- Comprehensive BARS Operational Supplement for broad distribution
- Exploration guidance & startup material
- Additional Standards





# OTHER MEMBER GROUPS



# QUESTIONS

