



International Civil Aviation Organization

**NINTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM
(APRAST/9)**

(Bangkok, Thailand, 31 October to 4 November 2016)

Agenda Item 6: Presentations – State / Industry / ICAO

**INDUSTRY STANDARDS: TOOLS TO SUPPORT
REGULATORY OVERSIGHT**

(Presented by Flight Safety Foundation)

SUMMARY

Industry-based standards provide users of outsourced aviation to support their activities with a means to assess the resilience of aircraft operators to aviation risks through independent audit programs. These risk-based assessments can also be used by States as a means to supplement their oversight of fixed and rotary wing non-airline operations.

1. INTRODUCTION

1.1 The Flight Safety Foundation, in conjunction with the mining and resources sector, developed the Basic Aviation Risk Standard (BARS) during 2009. Its purpose is to assess aircraft operators against an industry-based standard with risk controls tailored to the threats that have been identified within resource sector aviation support activities.

1.2 Whilst the BARS program was originally designed for the mining and resources sector, many other organisations utilise the services of aircraft operators for the provision of outsourced aviation support within the same types of environments. Consequently, membership of the program now extends to organisations including government, defence and humanitarian agencies. Many other organisations utilise the BAR Standards and associated guidance materials to support their aviation risk oversight.

1.3 BARS program audits are conducted by auditors with either a flight operations or maintenance background through accredited audit companies. Auditors must meet minimum levels of experience as lead auditors and undergo a specific course on conducting BARS audits before joining the program. The auditors and auditing company must be independent of the operator and there are strict conflict of interest protocols embedded in the BARS program.

1.4 BARS audits comprise of a core management component with additional operational category audits conducted according to the operational capability of the aircraft operator. These specialist operational categories include helicopter external loads, night vision goggle operations, medevac and low level geophysical survey operations. The core element of the audit evaluates the organisational management, safety management systems, training, quality assurance, operational policies and procedures and maintenance aspects.

1.5 The BARS program is now well established globally and is supported by a fully independent and robust quality control process managed by the Flight Safety Foundation's office in Melbourne, Australia. This independent quality control process is a unique feature of the program.

1.6 The Audit is carried out using a controlled list of objective questions that are standardised and referenced to the BAR Standard, ICAO SARPS and other reference material. There are no subjective assessments or observations permitted in the audit program.

1.7 The BAR Standards are subject to a six-monthly review by an industry Technical Advisory Committee. This international committee is comprised of mining and other organisations that actively use the BARS program to manage aviation risk. Their role is to review the BAR Standard to ensure that it remains contemporary to their needs and to propose amendments to upgrade the Standard as new threats become apparent. New editions of the Standards can be produced expediently without being held back by unnecessary bureaucratic processes.

1.8 The BARS program includes discrete Standards for: onshore Contracted Aircraft Operations (fixed wing and rotary wing); Offshore Helicopter Operations; Remotely Piloted Aircraft Systems, and Aerial Mustering. The Standard is accompanied by a comprehensive set of Implementation Guidelines, all of which can be accessed and downloaded from the Flight Safety Foundation website.

1.9 The data collection and analysis element of the program is particularly strong for the contracted aviation sector. Incident and accident data, audit non-conformity data and audit quality data are all collected and analysed.

2. DISCUSSION

2.1 The BARS audit program is being viewed by a number of States as a means of supplementing their regulatory oversight obligations within an industry with scarce resources.

2.2 Whilst BARS audit reports are owned by the aircraft operator, requests to view these can be made to the operator by a third party as a part of their safety assurance process.

2.3 With a transparent audit scope, the areas that have been subject to a BARS audit allow regulators to take a risk-based approach by focusing on areas that may not have been subject to that specific BARS audit.

2.4 The objective nature of the audit means the program has a large data set with which analysis can be carried out looking at trends by region, country and demographic of the operator.

2.5 The Program uses a pool of trained and experience auditors. Auditors are subject to annual recurrent training, recency requirements and regular evaluations. The program can influence the auditing efficacy worldwide for better standardisation and outcomes.

2.6 The Program is in a position of assisting regulatory authorities in their oversight of certificate holders. The Program provides a repeatable audit to benchmark operators across a spectrum or evaluate operators across a period of time (e.g. a period of two to three years).

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Support the Flight Safety Foundation BARS Program by promotion of the Program to regulatory authorities for use in the oversight of the non-airline sector;
- b) Consider the use of the Program for evaluation on the efficacy of the State Safety Program and its impact on the certificate holders under the SSP; and
- c) Consider how the data analysis drawn from the BARS Program can assist the state in the identification of areas needing further effort in the safety program.

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