

# BARS

BASIC AVIATION  
RISK STANDARD



The Flight Safety Foundation's Basic Aviation Risk Standard (BARS) audit protocol for the resource sector has been operational now for almost two years. A recent review of 87 audits conducted globally resulted in over 3000 findings. The ongoing analysis of this data by the BARS Program Office has commenced with the following initial results:

- \* 25% of operators had a non-conformity against the requirement for stabilized approaches;
- \* 36% of operators did not have a documented 'no-fault' go-around policy;
- \* 20% of operators did not have documented hand-over procedures for multi-crew aircraft;
- \* 40% of operators had non-conformities associated with passenger safety briefings;
- \* 56% of operators had non-conformities associated with Crew Resource Management (CRM) training and Aeronautical Decision Making;
- \* 11% of operators did not provide training for Traffic Collision Avoidance Systems (TCAS) or Terrain Avoidance and Warning Systems (TAWS);
- \* 20% of all findings are associated with aircraft operator's Safety Management Systems;
- \* 15% of operators did not have documented guidance associated with thunderstorm avoidance;
- \* 5 operators did not have a no-transit policy regarding external load with short line with no load attached.

"The good news is that all of these findings have either been closed or are in the process of being closed through approved corrective action plans. This represents a positive improvement in safety" said Greg Marshall, BARS Managing Director.

As the BARS Program grows, so too will the available data which will be subject to further analysis on a region by region basis.

Source: BARSoft  
[www.flightsafety.org/bars](http://www.flightsafety.org/bars)