

# BARS

BASIC AVIATION  
RISK STANDARD



THE GLOBAL SAFETY PROGRAM  
FOR THE CONTRACTED AVIATION SECTOR

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**A COMPLETE AVIATION SAFETY PROGRAM  
TO ASSIST YOU WITH THE MANAGEMENT  
OF AVIATION RISK FOR YOUR PEOPLE**



**Background**

Before inception of the Basic Aviation Risk Standard (BARS) Program, the lack of a unified aviation safety standard among resource companies led to a fragmented approach to managing aviation risk. The result was a significant burden on Aircraft Operators due to multiple audits and no efficient way to share safety information across the industry.

Recognizing this challenge, in 2010, industry leaders BHP and Rio Tinto identified both the need and benefits of standardizing aviation safety protocols. They approached the Flight Safety Foundation, known for its independence and impartiality, to develop a global safety assessment and audit protocol. This collaboration resulted in the creation of the BARS Program.

Over the course of a year, the 12 founding BARS Member Organizations (BMO) worked closely with FSFL to establish the BARS Program. Their efforts paid off, as the Program has been recognized internationally and has won awards for its contribution to aviation safety.

The BARS Program's success illustrates the significant impact that can be achieved when companies unite for a common goal, particularly in critical areas such as safety. It's a clear example of how shared knowledge and cooperative efforts can lead to substantial improvements and innovations in industry practices.

**BARS Program Today**

The BARS Program Office (BPO) has made significant strides in enhancing global aviation safety. The publication of five Standards in five languages and four Implementation Guidelines demonstrates a commitment to accessibility and practical application. The BPO's delivery of a range of training courses and its analysis of global aviation safety data further contribute to the comprehensive nature of the program.

The expansion of the BARS Program's membership beyond the resource and mining sectors to encompass government, insurance, commercial, defence, and humanitarian organizations reflects its relevance and adaptability to various sectors engaged in aviation activities, especially in remote and challenging environments.

The BARS Program's global reach, with Aircraft Operators represented on every continent, together with its support through training, data analysis, and a diverse suite of aviation Standards, showcases its thorough approach to managing aviation risks. The Standards cover critical areas such as:

- Helicopter External Load Operations;
- Remotely Piloted Aircraft Systems (RPAS);
- Offshore Helicopter Operations;
- Night Vision Goggle Operations;
- MEDEVAC;
- Aerial Geophysical Survey Activities;
- Animal Management;
- Air Dropping.

The FSFL, as a subsidiary of the Flight Safety Foundation (FSF) established in 1947, carries a legacy of leadership in aviation safety. The FSF's ongoing mission to lead the world in the continuous improvement of aviation safety is a testament to its enduring impact on the industry.

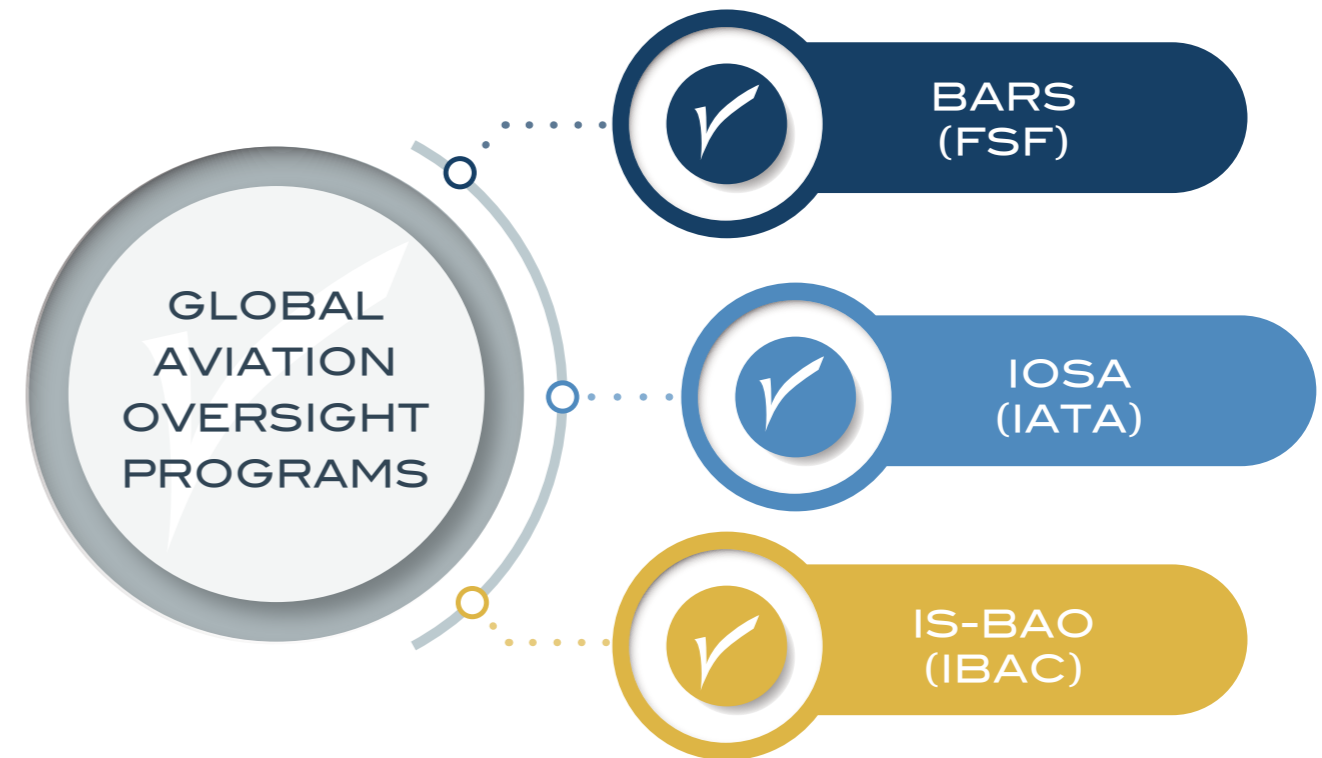
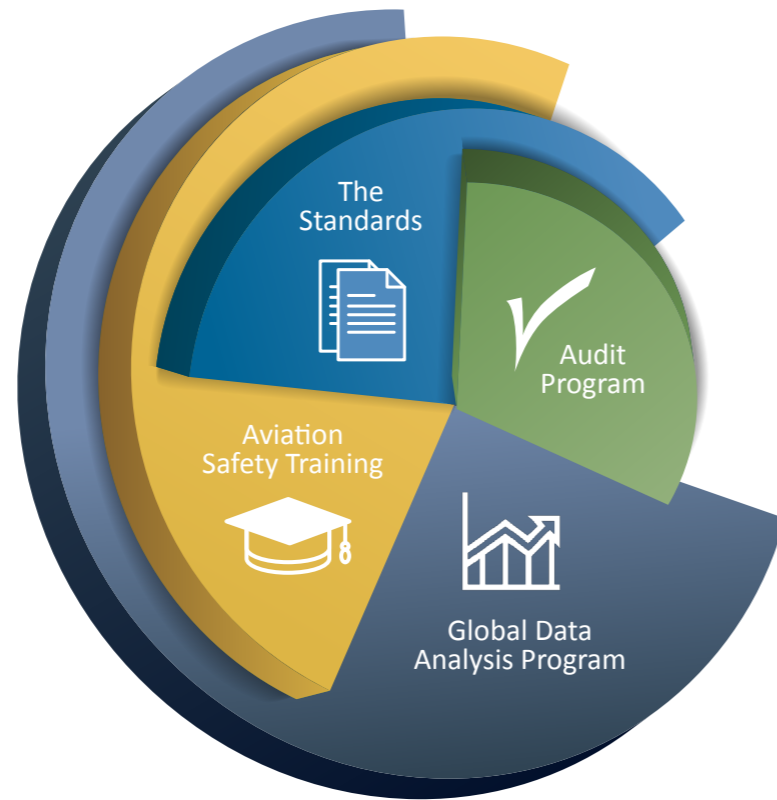
The BARS Program's achievements are a clear indication of its vital role in setting high safety standards and fostering a culture of safety within the aviation community.



# PROGRAM STRUCTURE

The BARS Program provides a cost effective and robust means of monitoring, assessing and analyzing risks associated with your organization's aviation activities.

The Program is made up of four components:



**The Standards**

A suite of risk based aviation industry Standards with supporting Implementation Guidelines. All Standards are developed and presented in the Bow-Tie Model for easy understanding and include a set of Controls and Defences for the identified risks.

**Audit Program**

A critical element consisting of a robust annual audit of the aircraft operator conducted to the BAR Standard, resulting in a high level of end-user safety assurance for the organization.

**Aviation Safety Training Programs**

Four types of training courses are available to auditors and operational personnel:

- Managing Contracted Aviation Risk (MCAR);
- Auditor Accreditation Course (AAC);
- Helicopter External Load Operations for Ground Personnel (HELO);
- Building Personal Resilience Program (BPR Program).

**Global Data Analysis Program**

The BARS Program Office acts as a central repository for audit sharing and data analysis. The result of this analysis is used to update the BAR Standards and provide input into existing aviation safety programs, as well as to identify new opportunities to address safety risks.

The BARS Program requirements supplement, but do not replace, existing national and international regulations. It is based on proven aviation safety principles, tailored to the needs of the resources and allied sectors.

The Program uses a risk-based model framed around the actual threats to aviation operations and links these to associated controls, recovery and mitigation measures, as opposed to the outdated prescriptive format previously used by the industry.

**Connection with other global audit programs**

The BARS Program is connected to other global safety oversight programs by fulfilling an increasing requirement by ICAO and regulatory authorities for an industry standard and robust audit program dedicated to the contracted aviation service sector.

In the same way IATA instituted the IOSA Program for the airline sector and IBAC developed the IS-BAO Program for the business/corporate sector, the BARS Program serves the diverse contracted aviation sector. Aviation services under contract can include activities as broad as passenger transport, aerial survey, sling loads for helicopters, offshore helicopters, RPAS and others.



# BARS MEMBERSHIP

JOIN THE BARS PROGRAM  
AND MAKE A DIFFERENCE

## BARS Benefactors

Benefactors are large organizations that extensively use outsourced aviation support. In addition to supporting the BARS Program, they also contribute to the broader activities of the Flight Safety Foundation globally. Benefactors have unrestricted access to the BARS Software management system BARSoft, which includes access to BARS Audit Reports.

## Tier 1 BARS Members

Tier 1 Members are organizations with mining or other facilities spanning multiple locations. They typically engage more than three Aircraft Operators for contracted aviation support. As Tier 1 members, they enjoy unrestricted access to BARSoft which includes access to BARS Audit Reports.

## Tier 2 BARS Members

Tier 2 Members operate facilities at a single location and usually engage fewer than three Aircraft Operators for contracted aviation support. Their access to BARSoft and BARS Audit Reports is restricted.

## Tier Oil and Gas Providers (OGP)

OGP organizations with their own aviation safety departments can access BARS Audit Reports from Aircraft Operators providing services to them. These organizations may opt to become Tier 1 BMOs independently.

## BARS Affiliates

BARS Affiliates are organizations or entities with an indirect interest in the safety of contracted aviation operations. Senior representatives from BARS Affiliates have ongoing Observer status in Technical Advisory Committee (TAC) Meetings. They receive data and information from the BARS Program Office, including Finding Data Analysis reports and Safety Alerts, but do not have access to BARSoft, Aircraft Operator Profiles, or Audit Reports.

Audit Companies operate independently within the BARS Program. They register with the BPO after demonstrating their auditing capabilities and meeting specific criteria. These companies pay an annual fee to participate and their registration remains ongoing as long as they maintain the required standards.

BARS Accredited Auditors, working on behalf of an Audit Company, conduct BARS Audits. Independent Auditors are not allowed in the Program.





BE PART OF  
THE SAFETY  
CONVERSATION

**BARS Member Organizations  
Industry Meetings**

The Technical Advisory Committee (TAC) Meeting is a significant event for the BARS Program. It's a platform where Benefactors, Tier 1, Tier 2, OGP, and Affiliate category members can contribute to the development of the BAR Standard. This meeting is essential for sharing aviation safety knowledge and experience across the resource sector.

The BARS Program ensures that the Standards reflect the needs of its members. The TAC Meeting is an excellent example of collaborative governance, bringing together various stakeholders to guide the BARS Program's content and execution.

The structure of the TAC Meetings, with their mix of closed and open sessions in different international cities, facilitates both private discussion among TAC members and broader engagement with Audit Companies and Aircraft Operators. The chairing of the TAC by elected members and the annual update of the TAC Charter with new objectives underscore the dynamic and responsive nature of the Program's governance.

Some of our Members include:



Joining the BARS Program as a BARS Member Organization (BMO) offers companies a tailored membership at a Tier level that is commensurate with their size and reliance on outsourced aviation support. This inclusive approach ensures that companies of all sizes can benefit from the Program and contribute to its objectives.

Membership in the BARS Program comes with the added advantage of being part of the Flight Safety Foundation. This includes:

- Discounts to seminars, which can be a significant cost-saving for companies looking to stay informed on the latest in aviation safety;
- Access to safety information on critical safety issues and initiatives, providing valuable insights and knowledge to enhance a company's safety practices;
- The opportunity to connect with international industry peers, fostering a global network of professionals dedicated to aviation safety.

This dual membership structure not only supports the BARS Program's mission to improve safety standards but also strengthens the global aviation community by encouraging collaboration and the sharing of best practices.

BARS Member Organization benefits:

- ✓ INCREASED AVIATION SAFETY
- ✓ HIGHER COST EFFICIENCY
- ✓ BETTER RISK MANAGEMENT
- ✓ COLLABORATION AND STANDARDIZATION
- ✓ NETWORKING AND EXCHANGE





# THE STANDARDS AND IMPLEMENTATION GUIDELINES

The Program is supported by a set of documents providing guidance to the Aircraft Operators, Audit Companies, BARS Accredited Auditors, the BPO and other stakeholders.

The Standards are developed by the industry and contracting companies and are based around the specific risk these operations face in their day to day aviation activities.



## The BAR Standard and Implementation Guidelines

The BAR Standard is the core document behind the BARS Program. The Standard describes in clear detail the threats, controls and defences in the form of a matrix to address the risks associated with aviation operations in support of the BARS Member Organizations and other aviation enterprises that contract their aviation support.

The BARS Implementation Guidelines (BIG) detail the practical means by which the Control or Defence can be introduced and also provides examples of good approaches to the practical implementation.

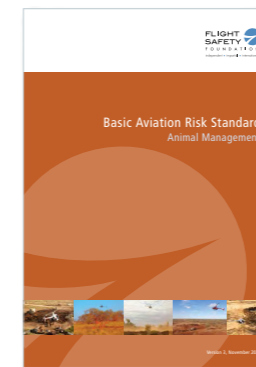
The BIG is a comprehensive document dealing with the risks for onshore passenger and freight transport activities in both fixed and rotary wing aircraft. It also addresses risk management for role specific activities such as helicopter external load, medevac, geophysical activities and night vision goggle operations.



## The BAR Standard and Implementation Guidelines for Offshore Helicopter Operations (BARSOHO)

This Standard is presented in a concise, risk-based format to emphasize the relationship between major threats to offshore safety performance requirements, their associated controls and applicable recovery/mitigation measures. It was created in collaboration with the HeliOffshore Safety Performance Model.

The BARS for Offshore Helicopter Operations Implementation Guidelines (BARSOHO BIG) sets a framework for safety performance goals necessary for safe helicopter operations. It is intended to encourage alternate means of compliance when supported by robust risk assessments that show the safety outcomes can be met using alternative controls.



## The BAR Standard for Animal Management

This Standard provides companies with minimum requirements for contracted aerial mustering activities and is designed to encourage a risk-based approach to the management of animals.



## The BAR Standard and Implementation Guidelines for Remotely Piloted Aircraft Systems (BARS for RPAS)

This Standard provides companies with minimum requirements for performing risk-based management of the remotely piloted aircraft systems operations that support their activities. The Standard is suitable for small and large vehicles and Beyond Visual Line-of-Sight (BVLOS) operators.

The corresponding Implementation Guidelines document provides further details on threats and controls applicable to RPAS operations. It also addresses the role specific requirements applicable to certain additional RPAS activities, such as external load, BVLOS, underground/confined spaces operations and offshore installation/maritime situations.



## The BAR Standard and Implementation Guidelines for the Utility and Energy Sector

This Standard for Utility and Energy aims at contracted aviation operations supporting this very specific and demanding sector.

The Implementation Guidelines complement the Standard by providing additional context to the controls and defences presented against each threat. It assists Utility and Energy companies Aircraft Operators and BARS Registered Audit Companies, to understand what evidence is required to validate the control and defence design and operating effectiveness.





DOCUMENTS, FURTHER GUIDELINES  
AND THE LATEST UPDATES

There are a number of key documents used in the operational aspects of the BARS Program

**BARS Program Manual (BPM)**

The BARS Program Manual (BPM) is the prime document that lays out the roles and responsibilities for Program stakeholders. It is managed by the BPO and subject to an annual review

**BARS Auditor Guide (BAG)**

The BARS Auditor Guide (BAG) is the prime document for use by BARS Auditors in the preparation and conduct of BARS Audits. It contains information on Audit preparation, checklist management, Audit Report contents and quality control information.

**Question Master List (QML)**

The BARS Question Master List (QML) contains all of the questions that may be used in a BARS audit. The QML also provides a cross reference to indicate which questions examine which of the relevant BARS Controls and Defences. Every BARS Audit Checklist generated from BARSoft is drawn from the QML. The QML is regularly updated based upon regular review, revisions to the BAR Standard, quality feedback and stakeholder input.

The two principal communication tools are:

**BARS Newsletter**

The BARS Program Office publishes a bi-monthly newsletter that provides updates to key stakeholders and others regarding Program developments. You can subscribe to the Newsletter via the BARS pages on the FSF website [flightsafety.org/bars](https://flightsafety.org/bars).

**BARS Notifications (BNs)**

BARS Notifications (BNs) are the short term or urgent notices to Aircraft Operators, Audit Companies, BMOs and other stakeholders for the communication of formal changes to the Program.

For the aviation minded, these are like NOTAMs for the Program.

PROUD TO LEAD THE WORLD  
IN CONTINUALLY IMPROVING  
AVIATION SAFETY



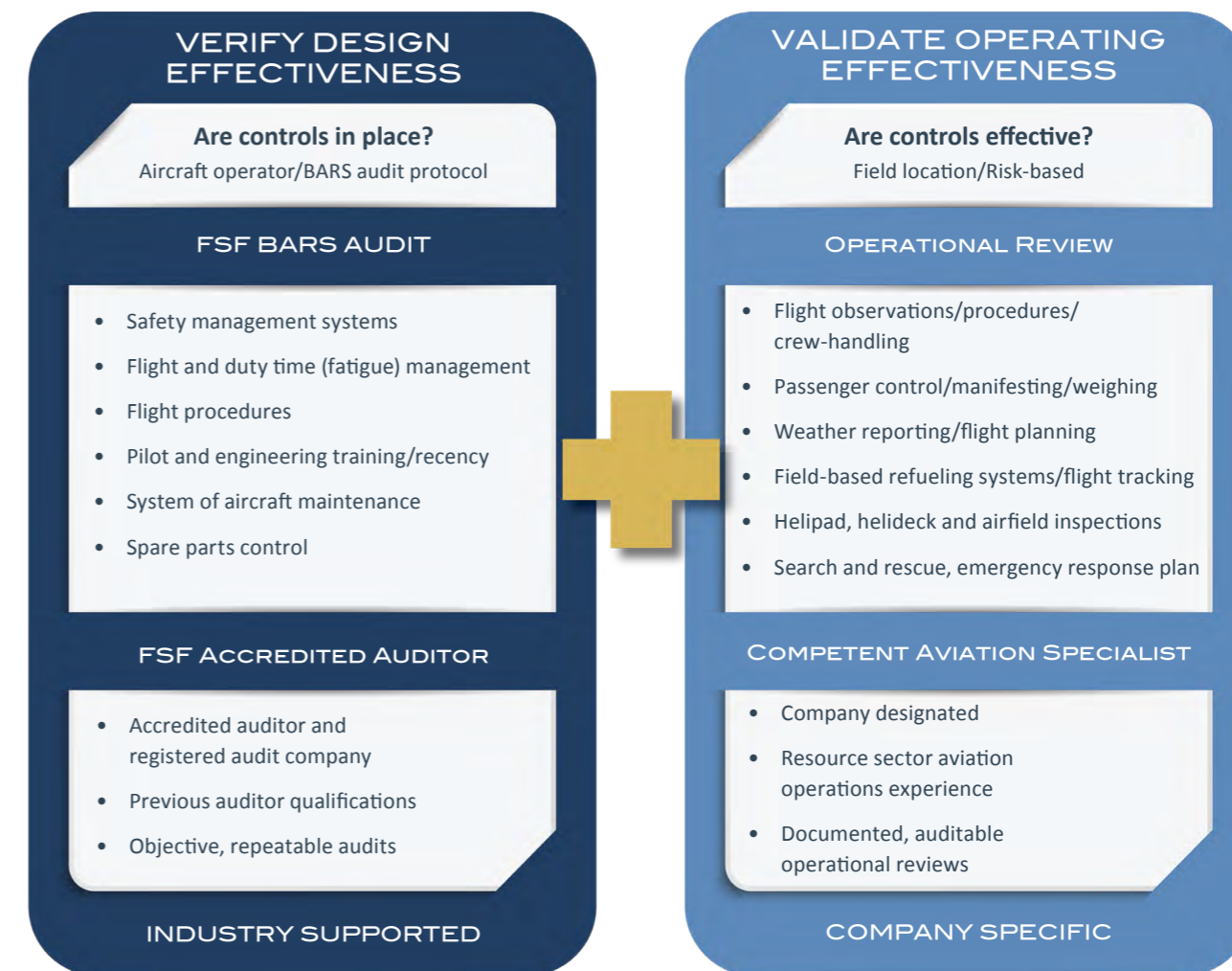




THE BARS PROGRAM UTILIZES  
A TWO-DIMENSIONAL APPROACH  
TO AVIATION RISK



The BARS Program utilizes a two-dimensional approach to aviation risk which involves the conduct of a BARS Audit and may include the conduct of an Operational Review. It is an objective and transparent audit of an aircraft operator using FSF trained and accredited Auditors and a defined audit protocol mapped to the BAR Standard.



**BARS Audit**

A BARS Audit using FSFL BARS Audit Companies and accredited Auditors provides an evaluation of the operations and technical management systems of an aviation operator. It is an in-depth audit with the objective of clearly articulating and verifying what procedures, processes and systems the aircraft operator has in place.

**Operational Review**

An Operational Review is company specific. It is entirely at the discretion of the company using in-house or contracted specialists and is not always required. The Operational Review does not repeat the management systems portion of the BARS Audit, but is a risk-based assessment of the relevant threats to a particular aviation activity. The Operational Review is conducted as a field-based activity to ensure that standards and practices reviewed during the BARS Audit are also embedded into actual operations supporting the resource sector.





**Types of Audit (Comprehensive & Core)**

Audit Type	Onsite Audit	Registration Colour Designation Available			Operational Categories Available+
		Green	Silver	Gold	
Aircraft Operator Initial BARS Registration	✓	✓	N/A	N/A	✓
Comprehensive / Renewal Stream*	✓	✓	✓	✓*	✓
Core Stream	✓	✓			✓

\* Monitoring Audits are required for Gold designated Operators on alternating years.  
 + Operational Categories include Geo Physical survey, NVG and Helicopter external loads.

**BARS Audit Streams**

The Basic Aviation Risk Standard (BARS) Program provides distinct auditing registration streams to cater to the varied needs of Aircraft Operators:

**1. BARS Initial Audit:**

- Duration: Minimum two-day;
- Team: Two-person audit team;
- Scope: Can include BARS operational categories like helicopter external load operations, medevac, and geophysical activities.

**2. Comprehensive Audit Stream:**

- Offers an enhanced level of recognition and evaluation;
- Suitable for operators seeking comprehensive assessment and recognition within the BARS Program.

**3. Core Audit Stream:**

- Allows operators to maintain their status in the BARS Program with a reduced level of commitment;
- Ideal for those requiring a more basic assessment while still benefiting from the Program's framework.

Aircraft Operators need to choose the audit stream that aligns with the requirements of the BARS Member Organization (BMO) they serve. This ensures that the audit fulfills the BMO's expectations and the operator's capabilities are accurately represented.

**Types of Audit (Aerial & Offshore)**

Audit Type	Onsite Audit	Registration Colour Designation Available			Operational Categories Available
		Green	Silver	Gold	
Aerial Work	✓	✓			✓ <sup>++</sup>
Offshore Audit*	✓	✓	✓	✓*	✓

\* Monitoring Audits are required for Gold designated Operators on alternating years.  
 ++ Geophysical Survey is the only Operational Category available for the Aerial work stream.

Additionally, the freedom for Aircraft Operators to select their Audit Company promotes a competitive environment, ensuring that they can find the best fit for their auditing needs. The Audit Companies vie for business, providing operators with options to match their specific requirements and budget.

After the completion of an audit, the aircraft operator gains ownership of the Audit Report, which is then accessible to BMOs through BARSoft. This system not only maintains the confidentiality of the audit results but also facilitates the sharing of information with relevant parties within the BARS Program network.

**4. BARS Aerial Work Audit:**

- Target: Aircraft Operators not involved in passenger-carrying operations;
- Activities: Typically includes geo-survey type activities.

**5. BARS Offshore Audit:**

- Target: Aircraft Operators predominantly engaged in Offshore Helicopter Operations;
- Sector: Mainly within oil and gas and windfarm support.

These protocols ensure that all aspects of aviation operations are thoroughly evaluated and that safety standards are upheld across various operational environments.



## Type of Audit (RPAS)

Audit Type	Onsite Audit	Operational Categories Available		
		Green	Silver	Gold
Core Stream	✓	✓	N/A	N/A
Comprehensive Stream*	✓	✓	✓	✓*

\* Monitoring Audits are required for Gold RPAS operators on alternating years.

The Remotely Piloted Aircraft Systems (RPAS) Audit is a specialized process within the BARS Program that evaluates the operations and technical management systems of RPAS operators. This in-depth audit is crucial for several reasons:

- **Efficiency:** It satisfies the requirements of multiple contracting companies with a single audit.
- **Fit for Purpose:** It ensures that RPAS operators are equipped to handle operations in remote and complex conditions.
- **Safety Assurance:** It provides an additional layer of safety for company assets, employees and operations.
- **Industry Knowledge:** It grants access to industry best practices derived from a global aviation knowledge base.

The Onsite Full Audit is conducted by a BARS accredited Auditor. This hands-on approach allows for a thorough and tangible assessment of the RPAS operator's systems and procedures.

The RPAS Registration Program has two Streams:

**1. Core Audit Stream: for RPAS Operators with no Operational Categories, includes the following;**

- Duration: Minimum one day
- One person audit conducted onsite

**2. Comprehensive Audit Stream: for RPAS Operators who have one or more Operational Categories, includes the following;**

- Duration: Minimum one and a half days
- One person audit conducted onsite
- Scope: Can include BARS operational categories like; BVLOS, Underground & Confined Space Operations, Offshore & Maritime Operations and RPAS External Load operations.

Silver and Gold designation can only be achieved in the Comprehensive Stream for RPAS Operators.

After the audit is reviewed by the Audit Company, the BARS Program Office (BPO) conducts a final review of the Audit Report. Upon publication, the BPO completes the BARS registration process, lists the RPAS Operators on the BARS registry, and notifies Member Organizations. To maintain their registration, RPAS Operators must undergo these audits annually.

## Audit Reports



### Amber

An Initial 'Amber' report is issued until all findings have been closed within the required time frame. The Audit Company will work with the Aircraft Operator who is expected to supply a root cause and corrective action plan to correct and close the findings.



### Green

A 'Green' report indicates that all findings identified during the audit have been addressed and closed within the allocated time.



### Silver

A 'Silver' report means there have been two consecutive years of BARS Comprehensive Audits conducted and findings closed out within the allocated time frame to maintain continuous registration within the Program. An Aircraft Operator who achieves this is awarded Silver status on the closure of their second audit.



### Gold

A 'Gold' report means there have been at least three consecutive years of BARS Comprehensive Audits conducted and findings closed out within the allocated time frame to maintain continuous registration within the Program. An Aircraft Operator who achieves this is awarded Gold status after the closure of their third and subsequent Audits.



### Red

A 'Red' report indicates that corrective actions have not been closed within an agreed period of time or that P1 findings remain open after the allocated time for closure. The Operator is still registered in the Program, however, there are one or more non-conformities that have not been completely addressed in a timely manner.





UPHOLDING THE SAFETY BAR  
 ABOVE THE WORLD AVERAGE FOR ALL  
 OUR STAKEHOLDERS BY MEANS OF AUDIT  
 PROGRAMS, DATA ANALYSIS AND EDUCATION

**BARSOFT**

BARSOFT is a browser based software portal which is an integral part of the BARS Program. It is an application for the management and display of the Audit Program. Accessed by the Aircraft Operator to enter and update their profile, by the Audit Companies and Auditors to manage and operate their part of the Audit and the BMO to access the outcome of the Audit; i.e. Audit Report and Registry of Aircraft Operators.

For BMOs, BARSOFT provides a world-view with all Registered Aircraft Operators.

The BMO has access to:

- Aircraft Operator profiles with up to date information;
- Key contacts and post holders;
- Aircraft fleet information;
- Operational base locations and contacts;
- Insurance certificates and accident/incident information;
- List of recent Audits that have been conducted.





### How it works

The Foundation collects and retains de-identified data in a central database that is subject to further analysis. All trend analysis outputs are communicated to the key stakeholders.

The results of this analysis are used to update the BARS Program and provide input into existing aviation safety programs, as well as to identify new opportunities to address safety risks.

It is purely a statistical data analysis, driven by the audit outcomes.

### Finding Data Analysis (FDA)

The BPO completes a data analysis on the types and spread of the findings raised in the course of BARS Audits worldwide.

FDA is a powerful tool for spotting trends and current issues by region and type of operations. These FDA reports are distributed to all BMO's and discussed at TAC meetings.

### Repeat Finding Analysis

As part of the BPO continuous improvement culture, the Quality Control (QC) review process examines each audit conducted against the BAR Standard. The organizational review has identified a number of repeat findings. A repetitive finding is one whereby a non-conformance is identified during an Aircraft Operator renewal audit, while the same non-conformance was found in a previous audit. Detailed reviews of repetitive findings are carried out, examining both the data and the process in order to identify methods of reducing the number of repetitive findings.

### World Wide Accident Summary (WWAS)

The BPO collects accident and incident data relating to contracted aviation users focusing on onshore resource and humanitarian sector operations. This is collated and presented on a quarterly basis to the TAC Members and BMOs in two forms: as the WWAS for the Onshore Resource Sector and the WWAS for the Utility and Energy Sector.

This enables BARS Members to stay abreast of current issues and trends involving all contracted aviation movements and aligned sector operations.

### Quality Assurance

Quality control and assurance data is analyzed, and helps the BPO and the Audit Companies in the execution of the Program.

It identifies strengths and weaknesses in:

- Design effectiveness of questioning and controls;
- Auditing and sampling techniques;
- Integrity of audit close out;
- Conformance with industry best practices;
- Compliance with regulated and legislative requirements;
- Conformance with resource sector basic risk standards;
- Year on year trends in audit quality.

### Safety Alerts and BARS Incident Alerts

Aviation Safety Alerts are distributed by the BPO and are used to disseminate information of significant nature regarding aviation safety.

BARS Incident Alerts are distributed by the BPO in situations where the BPO is aware of any accident or serious incident occurring to a BARS registered Aircraft Operator.

### Ongoing Support

The Program has provided industry sectors with an ongoing level of comfort by improving the safety levels with the aviation operators internationally.

As more audits are conducted, the level of data collected increases. Global and sector trends can thus be established and used to further improve the Program and systems.

The Program serves to provide a tool to assist in reducing the cost of safety assurance by means of collaboration, cooperation and standardization.





## BARS COURSES & TRAINING

### BARS Accredited Auditor Course (AAC)

A course to provide training to experienced aviation auditors on how to conduct a BARS Audit using the Basic Aviation Risk Standard (BARS) Audit protocol.

The three-day course, available both online and in-person, introduces participants to the elements of the BARS Program including:

- The role of various stakeholders including client, Audit Companies, Aircraft Operators and other interested parties;
- The BAR Standard, BARS Implementation Guidelines and their interaction with the audit checklist;
- Program documentation;
- Protocols of various types of BARS Audits;
- Audit management including audit planning, follow-up and closure of Audit Reports;
- Use of our dedicated database in BARSoft;
- Analysis of data derived from the BARS Program.

Annual recurrent training and specialized training is required after accreditation is completed.

Course fees apply.

### Managing Contracted Aviation Risk for Onshore and Offshore Personnel (MCAR)

These are two separate courses that provide participants with an understanding of the BARS Program and how it can be used by personnel operating in the onshore resource sector and the offshore oil and gas sectors to help identify potential aviation safety risks. Participants will be able to use knowledge gained on the course to review their companies' aviation management policies and procedures and formulate appropriate risk management strategies to manage identified day-to-day risks associated with chartered aviation operations.

The course introduces attendees to the Flight Safety Foundation, the basic principles of flight and aviation operations ("Aviation 101") and details the BAR Standard. It is especially valuable for Executive Managers with accountability for decisions that directly impact the selection of service providers for aviation activities.

Each training runs over four half days for online or two full days for in-person. Course fees apply.

**'THE COURSE HELPED TO GIVE A GOOD OVERALL BACKGROUND TO THE BAR STANDARD'**

**'I FOUND THE BARS IMPLEMENTATION GUIDELINES EXTREMELY HELPFUL.'**

### Helicopter External Load Operations (HELO) for Ground Personnel

Helicopter External Load Operations are conducted in many industries across the globe. At present, there is little standardization of procedures, equipment or training. Recognizing the need, the Flight Safety Foundation has developed a course entitled 'Helicopter External Load Operations for Ground Personnel'. The course provides necessary standardization and has been developed to provide basic training for any personnel engaged in activities involving helicopter under-slung loads.

The loads carried by helicopters vary considerably across the respective industries and include, for example, timber and steel used for construction, antennas and oversize equipment such as air-conditioning units and remote site drilling equipment.

This two-day course includes both classroom and practical tuition in the use of equipment. Extensive use of 3D animations, graphics and video makes the course vibrant and easy to understand. It provides a recommended standard in the use of hand signals and color identification of key personnel engaged onsite.

The HELO course can also be tailored for all industry sectors that utilize helicopters in similar support roles including firefighting, humanitarian support and flood and famine relief.

Currently, HELO courses are run at an on-request basis. HELO training can be taken alongside an MCAR course (completed over three days, in person). Course fees apply.

### Building Personal Resilience Program

Flight Safety Foundation offers the Building Personal Resilience Program (BPR Program) as a proactive initiative for member organizations to provide individuals and teams with industry-specific and evidence-based skills and strategies to help manage their mental health more effectively.

The program, developed by psychologists at The Keil Centre, is grounded in strategies founded in cognitive behavioral therapy as well as coaching and high-performance psychology. The program is not intended for those experiencing mental health issues which would instead benefit from therapeutic interventions provided by a member organizations' employee assistance programs.

The BPR Program consists of 2 x 2.5 hour sessions (online or face to face) with groups of up to 12 people, led by a trained Keil Centre psychologist.

The program has been developed to:

- Help employees to understand our stress response;
- Enable employees to recognize their individual response patterns to stressors;
- Adjust employee coping strategies to manage life's challenges more effectively.





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