

C7 - Aviation safety

1 Scope

This standard is applicable to all Rio Tinto business units and managed operations, including new acquisitions, admin/corporate offices and research facilities located off site; during exploration, through all development phases and construction, operation to closure and - where applicable - for post closure management.

This standard covers aviation activities throughout Rio Tinto, including the use of aircraft by Rio Tinto employees, contractors and visitors and applies to both charter operations and commercial airline travel.

2 Specialist aviation services

2.1 Businesses must utilise the services of a preferred aviation safety consultant approved by Rio Tinto HSE to advise on all aviation matters, including:

- a) the implementation of this standard and associated work cycle;
- b) auditing; and
- c) incident investigation.

2.2 If an approved aviation safety consultant is not available then another consultant may be proposed for use. Before being used

the aviation safety consultant must first be approved by Rio Tinto HSE.

3 Aviation safety auditing

- 3.1 Each business that uses charter operations must have a nominated manager responsible for the implementation of this standard. The responsible manager must ensure the audits required under this standard are undertaken, registered on the Rio Tinto aviation safety database and actions are closed out.
- 3.2 All aircraft charter companies must be audited by an approved aviation safety consultant prior to using their services. The audits must be conducted against the requirements of this standard, associated work cycle, local civil aviation rules and regulations and aircraft operator standards and manuals as a minimum.
- 3.3 Where an audit is impractical, the aviation safety consultant, after consideration of the specific flight details may provide advice based on a “desktop assessment” with subsequent approval by the responsible manager. For an audit to be considered impractical all of the following must apply:
 - a) the charter is a one-off event
 - b) the logistics of conducting the audit are unreasonable; and
 - c) approved charter companies were not available within the region.

- 3.4 Audits conducted against the standard must have an expiration date, after which a new audit must be conducted. Audits must be undertaken at intervals agreed to by the aviation safety consultant and responsible manager and will be specific to the company being audited. Audits will generally be annual but this can be varied on advice of the aviation safety consultant.
- 3.5 Audits conducted by an approved aviation safety consultant but performed for other companies may be acceptable as an audit against this standard. To meet this requirement audits must:
- a) have been carried out in the last three months;
 - b) have been carried out by an approved aviation safety consultant;
 - c) cover the planned Rio Tinto flying activity and as a minimum be conducted to Rio Tinto standards; and
 - d) have an agreement in place to allow the sharing of the report between all parties involved.

4 Aviation incident investigation

- 4.1 Aviation incidents must be reported, investigated and final reports submitted in accordance with Rio Tinto requirements.

- 4.2 Investigation teams for aviation incidents with an actual or potential risk of High or Critical must include an approved aviation safety consultant. Safety consultants used for such investigations must be independent of audits conducted on the aviation company. Investigation of all aviation incidents must reference the requirements of the standard.

5 Flight operations

- 5.1 The responsible manager and an approved aviation safety consultant must authorise the use of single engine fixed wing aircraft.
- 5.2 Flight operations must be managed in accordance with the Rio Tinto Aviation Safety work cycle.
- 5.3 Preference must be given to the use of turbine-powered multi engine fixed wing aircraft.

6 Commercial airlines

- 6.1 Preference must be given to commercial airlines with low accident rates and that have a demonstrated positive approach to safety.
- 6.2 The number of executive directors and senior officers travelling together on the same aircraft must be controlled to protect the viability of Rio Tinto and its product groups. The responsible manager must consider appropriate restrictions when executive travel is being planned.

7 Other requirements

- 7.1 Deviations from specific requirements of this standard must be based on advice from an approved aviation safety consultant; assessment of the associated risks; and approval by the responsible manager.
- 7.2 A written contract or letter of agreement must be in place for all charter flights. Should a situation occur where this is not possible, the responsible manager must seek advice on the associated risks from an aviation safety consultant. In such cases the responsible manager must be accountable for approving such charter operations.
- 7.3 Where applicable, commercial and logistical activities such as tendering, airfield construction, airfield security, aircraft refuelling systems, heliports, and passenger handling must at a minimum meet local regulatory requirements and be managed in accordance with established aviation manuals or with guidance from an aviation safety consultant.

8 Revision history

Version no.	Effective date	Prepared by	Authorised by	
1			ExCo	
Version no.	Revision date	Revised by	Authorised by	Reason for change
2	December 2008	Paul Dewar; Adrian van Tonder	Robert Davies	<ul style="list-style-type: none"> • Update to section 5 following an aviation incident in Peru. • Incorporation of suggested changes from operations and alignment with HSEQ management system.