

Group Standard

C7 – Aviation safety

Group standard	Title: Aviation safety			
	Function: Health, Safety, Environment and Communities (HSEC)			
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Owner: Global head of Health, Safety, Environment and Communities		Approver: Executive Committee		Target Audience: All Rio Tinto staff and each Rio Tinto Group business and function
Direct Linkages to other relevant Policies, Standards, Procedures or Guidance notes: Rio Tinto Management System Standard, C7 – Aviation safety group procedure Rio Tinto Management System Standard, C7 – Aviation safety guidance notes				
Document purpose: To support implementation of the Group Safety policy by providing the minimum requirements for preventing injuries and fatalities relating to the use of aircraft, whether commercial, charter or remotely piloted and the operation of Rio Tinto airfields and helicopter landing sites.				

C7 – Aviation safety

Intent and scope

This standard applies to all Rio Tinto business units, functions and managed operations, including new acquisitions. It includes exploration, through all development phases and construction, operation to closure, and where applicable, post closure management.

This standard covers aviation activities throughout Rio Tinto, including:

- the use of aircraft by Rio Tinto employees, suppliers, contractors and visitors,
- commercial airlines and charter operations,
- the management of Rio Tinto owned and operated airfields and helicopter landing sites, and
- the use of remotely piloted aircraft systems (RPAS).

The intent is to prevent injuries and fatalities from:

- aircraft incidents using unapproved airlines, operators, airfields and helicopter landing sites,
- aircraft/aircraft interactions,
- passenger/aircraft interactions and incidents.

Control requirements

Requirements in this standard apply in addition to any defined in the Rio Tinto Management System.

Planning

Commercial airline

1.1 Only airlines included in the Rio Tinto Approved airlines lists are to be used for commercial airline travel.

Specialist aviation services

1.2 For specialist aviation services, outside of commercial airline travel, business units and functions must seek advice from a Nominated Responsible Manager – Aviation [NRMA] in consultation with either an approved aviation safety consultant or Rio Tinto HSEC Chief Advisor Aviation.

1.3 Aviation safety consultants must be approved by Rio Tinto HSEC Chief Advisor Aviation.

1.4 Each Rio Tinto business unit that incorporates the use of aviation services within its operations must have a NRMA for the implementation of this standard and associated group procedure and guidance notes. The responsibilities of the NRMA are detailed in section 6 of the Aviation Safety Group Procedure. For this role, the NRMA must be appointed by their Business Unit Managing Director and must complete the Rio Tinto approved training course defined by HSEC.

Implementation and operation

Flight operations

- 1.5 Aircraft operators undertaking charter operations for Rio Tinto must:
- a) Meet the requirements of this standard and its associated group procedure and guidance notes.
 - b) Hold a valid audit carried out by an approved aviation safety consultant.
 - c) Have undergone a Basic Aviation Risk Standard (BARS) audit with an operational review, for long term contracts exceeding 6 month.
- 1.6 Preference must be given to the use of turbine-powered, multi-engine, fixed-wing aircraft. The use of single-engine, aircraft must be authorized by the NRMA after completion of a job specific risk assessment in consultation with an approved aviation safety consultant and the Rio Tinto HSEC Chief Advisor Aviation.

Monitoring

Aviation safety auditing

- 1.7 The NRMA of any business unit that uses charter operations or specialist aviation services must ensure the audits and/or operational reviews required under this standard are undertaken, registered on the Rio Tinto Aviation Safety database, and findings are closed.
- 1.8 When an air operator has a current BARS audit it should be supported by an operational review of the planned operation to ensure compliance against this standard. The operational review, which must be conducted by an approved aviation safety consultant, must include (but not be limited to) the following controls:
- a) Personnel: pilots and engineers meet all license, experience and training requirements, and are fit for work.
 - b) Aircraft: are serviceable and meet legislative requirement for equipment fit and job specific activity.
 - c) Maintenance: have oversight of internal quality and safety audits and adhere to legislative requirements on maintenance practices.
 - d) Fuel: Adherence to legislative requirement for quality and management for the job specific activity.
 - e) Weather monitoring and forecasting: in accordance with the job specific activity and operating environment
 - f) Infrastructure: design and operating procedures for take-off and landings

Should the BARS audit lapse and not be renewed an audit as per clause 1.9 must be undertaken.

- 1.9 All aircraft charter companies or specialist aviation service providers without a current and valid audit must be audited by an approved aviation safety consultant prior to using their services. The onsite audits must be conducted against the requirements of this standard, associated group procedure and guidance notes, local civil aviation rules and regulations and aircraft operator standards and manuals, as a minimum.
- 1.10 Where an onsite audit, required by clause 1.9, is impracticable, an approved aviation safety consultant or the Rio Tinto HSEC Chief Advisor Aviation, after considering the specific scope details, must provide advice based on a 'desktop assessment'. Prior to any services been used, the assessment must be accepted by the Business Unit Managing Director and the NRMA for that business unit.
- 1.11 Audits conducted against this standard must have an expiration date, prior to which a new audit must be conducted. Audits will be conducted on an annual basis unless varied based on a risk assessment approved by the Chief Advisor Aviation Safety.

- 1.12 Audits conducted by an approved aviation safety consultant but performed for other companies are acceptable, in the form of a Rio Tinto specific audit report. To meet this requirement, audits must:
- a) have been carried out in the last three months,
 - b) be reviewed against this standard and associated group procedure and guidance notes,
 - c) cover the planned Rio Tinto flying activity, including an independent operational review, and
 - d) have an agreement in place to allow the sharing of the report between all parties involved.

Aviation incident investigation

- 1.13 Aviation incidents must be reported, investigated and final reports submitted in accordance with the Rio Tinto HSEQ Management System - Standard.
- 1.14 Investigation teams for aviation incidents with an actual or potential risk of high or critical must include an approved aviation safety consultant. Individual safety consultants used for such investigations must be independent of those who conducted the audit on the aviation company. Investigation of all aviation incidents must reference the requirements of this standard, associated group procedure and guidance notes.

Other requirements

- 1.15 All deviations from requirements of this standard must include a recommendation from the NRMA after completion of a job specific risk assessment in consultation with either an approved aviation safety consultant or Rio Tinto HSEC Chief Advisor Aviation and must be authorised by the Business Unit Managing Director and approved by the Global Practice Leader – Safety and Security.
- 1.16 A written contract or letter of agreement must be in place for all charter flights. Should an emergency situation occur where this is not possible, the accountable manager must seek advice on the associated risks, and the deviation must be authorised by the Rio Tinto HSEC Chief Advisor Aviation. The deviation request must include a recommendation from the NRMA after completion of a job specific risk assessment in consultation with an approved aviation safety consultant.
- 1.17 Where applicable, commercial and logistical activities such as tendering, airfield construction, airfield security, aircraft refuelling systems, heliports and passenger handling, must, as a minimum, meet local regulatory requirements and be managed in accordance with established aviation manuals or with guidance from an approved aviation safety consultant or the Rio Tinto HSEC Chief Advisor Aviation.
- 1.18 The number of senior management travelling together on the same aircraft must be managed to protect the continuity of Rio Tinto and its product groups. The NRMA and business unit Manager must implement the appropriate restrictions when executive travel is being planned, in line with the requirements of the Rio Tinto Group Travel Procedure.