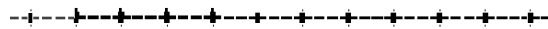




Aviation Safety Policy



Basic Aviation Risk Standard

August 2022

FCX Aviation Policy

1.0 Purpose

This policy defines the minimum requirements for the conduct of all aviation activities within Freeport McMoRan Copper and Gold Inc. (FCX). The aviation standards at the core of this policy are comprehensive, company-wide minimum standards to provide a consistent approach for all FCX aviation activities. These Standards apply to all FCX Operations, Projects, and Exploration activities. The controls within the applicable standards set the requirements for how FCX must operate to achieve compliance with the overall corporate Occupational Health and Safety policies.

2.0 Scope

This policy applies to all aviation services utilizing both fixed-wing (airplanes), rotary-wing (helicopters) aircraft and Unmanned Aerial Systems (UAS). Aviation services shall be defined as one or more of the following:

- Contracted service where an aircraft operator supplies a dedicated service for medium to long term
- Ad hoc charter where occasional use is made of aircraft (i.e. more than one-off)
- One-off non-emergency flight which is subject to individual approval
- Commercial airline travel
- Any special flight related to an emergency or evacuation on a private or military aircraft

Application of the controls within these aviation standards is mandatory and the implementation requirements must be followed. In certain cases, reference is made to external aviation standards and guidelines. Where applicable, these aviation standards and guidelines must also be applied.

This policy also pertains to requirements for sourcing and selecting qualified air carriers, particularly in remote geographic locations, for the purpose of ensuring safe, efficient, and reliable air transportation services and to promote overall air transportation safety. The standards are designed to provide optimum protection to FCX employees, dependents, contractor personnel and general aviation cargo.

2.1 Regulatory Approvals

Local Aviation Regulatory requirements take precedence over FCX requirements where they are more stringent or where a company requirement prevents compliance with local aviation regulations. Aircraft operating companies utilized by FCX are to hold a valid Air Operator's Certificate (AOC) or equivalent, issued by the recognized aviation regulatory authority.

3.0 Aviation Transportation Planning

The responsible FCX Global Aviation Manager, in cooperation with other stakeholders, shall develop an Air Transportation Plan for its respective project, mine operation, exploration program or region that identifies any specific mid to long term air transport requirements. Early incorporation of the Freeport Aviation team in the development of the transportation plan will facilitate the identification of viable air carriers. Proper planning of any proposed activities involving aircraft shall be undertaken to ensure that the applicable requirements of this Policy are included. This Policy shall be applied in a manner that ensures aviation companies and aircraft operations for Company business are provided by approved scheduled commercial air services and/or pre-approved air charter companies based on being appropriately certified in accordance with the Flight Safety Foundation (FSF) Basic Aviation Risk Standard (BARS).

When more than one certified air charter company is available for use, **safety** and **reliability** shall be the primary considerations for the final selection of the air charter company.

3.1 Procurement of Aviation Services / Contract Requirements

This policy sets forth requirements for FCX Exploration Managers, Operations Managers, and stakeholders, in cooperation with the FCX Global Aviation Director, to source, select, and use only qualified air operators to support FCX global activities.

Aviation transportation carriers will be selected from the list of carriers that have been approved and certified in accordance with the FSF BARS. The responsible managers are required to exercise sound judgment and apply best practices with an overarching concern for passenger and operational safety.

Prior to commencing the Invitation to Tender (ITT) process, the Business Unit shall develop a scope of work (SOW) for inclusion in the Contract. The SOW shall include the following aviation considerations:

- The aircraft operating environment including requirements for passenger terminals (security briefing and waiting rooms)
- Any size or weight restriction or limitation imposed by the design/construction of any FCX owned or operated airfield, airstrip, helicopter landing area, or helideck
- Any requirement for load-lifting, night-time, emergency, or search and rescue operation
- The name/number and the location of all offshore helidecks
- The provision of any refueling services to support offshore or remote locations
- Reporting requirements and timeframe for: flying hours, taxi time, fuel consumption, fuel uplifted, passenger and cargo movements, delays, incidents, and accidents, etc.
- A copy of any aviation operating procedures that require contractor compliance
- The requirement to comply with this directive and to operate in accordance with all associated aviation standards including the Oil and Gas Producer (OGP) recommended practices
- Any requirement to furnish additional services (flight scheduling, security, manifesting) or personnel
- Hangars, crew accommodation, rest areas, and flight preparation areas

This Standard does not apply to commercial airlines that are IATA certified (see paragraph 3.3 below).

3.2 Requirements for Use of Non-Owned Aircraft

FCX business needs may require the use of various types of non-owned aircraft. These standards provide the minimum requirements when using non-owned aircraft. Exceptions to these standards will be made only by the FCX Global Aviation Director, or designated delegate. Under exceptional circumstances, when following these requirements may be impossible, the following will be observed:

1. Company employees **may not** pilot privately owned borrowed, rented, or leased aircraft for Company business.
2. Company employees **may not** rent, lease, or charter any aircraft with more than 40 total seats (including passenger and crew) for Company business without the approval of the FCX Global Aviation Director.
3. Company employees involved in renting, leasing, or chartering any aircraft **must** obtain a duly executed written agreement from the FCX Global Aviation Director to the flight. Said agreement must be reviewed and approved by Chief Counsel and/or legal staff prior to flight.

3.2 Commercial Airline Travel

Commercial Air travel should be made on globally recognized airlines. Where possible and circumstances allow, no more than two consecutive reporting levels shall be on board the same aircraft. All levels of management must use discretion as to the number of key personnel from any one organizational area of the Company allowed to fly on the same aircraft. This applies to all air travel, whether commercial or charter, or in group exploration charters and other business unit charters. Whenever possible, to avoid undue risk to Company ongoing operations, consideration should be given to flight arrangements to ensure the following senior executives do not travel together on the same aircraft:

- A. Chairman, President and CEO
- B. All Board Members
- C. More than three Senior Vice-Presidents, or more than two Senior Vice-Presidents with the Chairman, President or CEO

3.4 Airline Certifications

Regional (non- IATA certified) commercial airline companies and scheduled commercial air services should provide the FCX Global Aviation Director the appropriate airline certifications that demonstrate acceptable operations and safety performance.

Many countries do not have governing bodies that appropriately administer and regulate aircraft and air transport safety. In these circumstances, an established system of audits and inspections by an FCX Identified Aviation Auditor must take place to ensure safety and operational compliances. Refer to paragraph 3.6 below for the appropriate methods for planning audits.

3.5 Airline and Aircraft Audit Requirements

In the event certifications cannot be provided by the regional airline or commercial air service or the certifications provided by the airline company cannot be reasonably determined as being acceptable by the FCX Global Aviation Director, an airline company audit shall be required in accordance with the FSF BARS. The FCX Global Aviation Director and the local Company manager requiring the air services are jointly responsible for ensuring an airline company audit by a FSF BARS certified Aviation Auditor/Company takes place prior to placing FCX employees, dependents, or contractors on board an airline company's aircraft.

3.6 Method for Planning and Conducting Audits

The FCX Global Aviation Director will maintain a directory of BARS certified operators. Prior to arranging charter travel, the responsible manager requesting air services should consult with the FCX Aviation Team to determine if requested operator is BARS certified or initiate the request to conduct an audit to become BARS certified.

3.7 Charter Services / Aircraft Selection

The following order of preference shall be used when selecting aircraft (fixed wing and helicopter) for to transport passengers via charter flight:

- Pressurized, multi engine, turbine powered
- Single engine, turbine powered
- Multi-engine, piston powered (except helicopters): and single engine, piston powered (except helicopters)
- Helicopters used for passenger transport shall be turbine powered

Single engine aircraft shall only be used for passenger transport when:

- Flights are conducted under daytime Visual Flight Rules (VFR)
- Flights are conducted with scheduled position reports, and comprehensive flight plans are logged with and maintained by an approved ground facility
- Search and Rescue (SAR) capability is established within the area of operation
- Emergency response procedures are in place
- Comprehensive risk assessment is conducted

Twin engine helicopters shall be used for flights over water when operations are conducted at a radius of more than 25 nautical miles from the nearest suitable landing area. All overwater flights shall have appropriate water survival gear for all crew and passengers.

Piston engine helicopters may only be considered following a formal assessment by an FCX approved Aviation Auditor / Company or if the FCX Aviation Director determines risk is mitigated to the fullest extent based on mission, operational, and environmental considerations (case-by-case basis).

3.8 Charter Aircraft Services

Aviation charter companies hired by FCX under a charter agreement shall be hired with either a term charter contract or a miscellaneous charter services contract. Charter agreements shall be awarded to aviation charter companies that have been audited by the FSF BARS and meet minimum requirements as approved by FCX management.

3.9 Insurance Requirements

The Company employee hiring the aircraft shall obtain a certificate of insurance from the Operator or aircraft owner prior to departure with the minimum required insurance limits and coverage set forth below, naming Freeport-McMoRan Inc. and the applicable Company as additional insureds (see exact wording in paragraphs 1, 2 and 3 below).

Certificates of insurance **must** show an Operator's full policy limits **and shall include War Risk liability coverage** in addition to the minimum liability limits provided in the table below. The following are **minimum** liability limits based on the type of aircraft:

Type of Aircraft	Minimum Liability Limits
Single Engine Piston Fixed Wing	Prior approval required from FCX Aviation Team
Multi-Engine Piston Fixed Wing	\$3,000,000 per passenger*
Single Engine Turboprop	\$3,000,000 per passenger*
Multi-Engine Turboprop / jet	\$5,000,000 per passenger*
Helicopters (6 seats or less)	\$10,000,000 Combined Single Limit, Including Passengers
Helicopters (7 - 12 Seats)	\$15,000,000 Combined Single Limit, Including Passengers
Helicopters (13 seats & greater)	\$30,000,000 Combined Single Limit, Including Passengers

*If the maximum number of passengers to be flown is not accurately known, multiply the per passenger limit shown above by the total number of passenger seats available on the aircraft.

1. Aircraft Liability Insurance. Aircraft Liability insurance (including War Risk), including bodily injury (including passengers) and property damage liability with a limit of not less than the appropriate US\$ limit per the chart above including aircraft passengers for each occurrence/aggregate. Such aircraft liability policy shall name Charterer and, if different, Freeport-McMoRan Inc. and their respective parent, subsidiary and affiliated companies and the directors, officers, employees, contractors and subcontractors of each, as additional insured's, as their respective interests may appear, and shall include cross liability and a clause stating that such insurance is primary with respect to the aircraft, or substitute, or replacement aircraft used in performing the Agreement and such insurance shall not be contributory with or excess over any insurance carried by Charterer and, if different, Freeport-McMoRan, Inc and their respective parent, subsidiary and affiliated companies and the directors, officers, employees, and contractor/subcontractor of each.
2. Aircraft Hull Insurance. Aircraft hull insurance (including War Risk) covering the aircraft hull and all aircraft equipment against "All Risks" of loss or damage for the full replacement value of the aircraft. Such insurance shall contain, by endorsement, a waiver of subrogation in favor of Charterer and, if different, Freeport-McMoRan Inc. and their respective parent, subsidiary and affiliated companies and the directors, officers, employees, and contractor/subcontractor of each. All deductibles under such insurance shall be for the account of Operator.
3. Worker's Compensation and Employer's Liability Insurance or Equivalent. Worker's Compensation and Employer's Liability Insurance (or equivalent insurance) covering statutory benefits for all of Operator's employees with a minimum employer's liability limit of \$1,000,000 per occurrence. To the extent permitted by any applicable law, such insurance shall contain, by endorsement, a waiver of subrogation in favor of Charterer and, if different, Freeport-McMoRan Inc. and their respective parent, subsidiary and affiliated companies and the directors, officers, employees, contractors, and subcontractors of each.

4. Certificate of Insurance. Prior to commencement of the Agreement, Operator shall provide Charterer with a certificate of insurance complying with the provisions contained in paragraphs 1, 2 and 3 of clause 3.9 above. Such certificate of insurance shall also provide that insurers agree to provide 30 days written notice to Charterer prior to a cancellation, or material restrictive change of the policy with respect to the aircraft for which the certificate is issued which would adversely affect the interest of such additional insureds.

3.10 Dangerous Goods and Firearms

Movement of Dangerous goods will be in accordance with applicable governing aviation regulations. Dangerous goods include gases (compressed, liquefied, refrigerated), flammable solids (e.g. liable to spontaneous combustion or reactive on contact with water), oxidizing materials, poisonous or infectious substances, corrosives and a range of other hazardous materials (e.g. mercury). The aircraft operator can advise on the acceptability of the goods and specific packaging instructions. If any doubt exists as to the nature of the goods proposed to be transported by air, or to the correct packaging or handling procedures, the goods shall not be transported by air.

Aircraft Charter, Airplane and Helicopter Basic Aviation Risk Standard

Introduction

The following requirements should where applicable be read in conjunction with the following General Charter Standards for the specialist activity being undertaken which may contain more restrictive requirements:

All Threats 1.0:	Common Controls
Threat 2.0:	Runway Excursions
Threat 3.0:	Fuel Exhaustion
Threat 4.0:	Fuel Contamination
Threat 5.0:	Controlled Flight Into Terrain (CFIT)
Threat 6.0:	Incorrect Loading
Threat 7.0:	Collision on Ground
Threat 8.0:	Collision in Air
Threat 9.0:	Structural or Mechanical Failure
Threat 10.0:	Weather
Threat 11.0:	Aircraft Accident
Appendix 1:	Aircrew Qualifications and Experience
Appendix 2:	Basic Aircraft Equipment Fit
Appendix 3:	Abbreviations
Appendix 4:	External Load Operations
Appendix 5:	Offshore Operations

Unless otherwise stated, these requirements will be applied to both short and long-term aircraft charter and form the basis for ongoing aircraft charter support.

Local Regulatory requirements take precedence over FCX requirements when they are more stringent.

Purpose of Basic Aviation Risk Standard¹

This document is to provide FCX with a standard to assist in the risk-based management of aviation operations supporting operational activities.

All national and international regulations pertaining to aviation operations must always be followed. The detail contained in this standard is intended to supplement those requirements.

Standard

The standard herein adapted by FCX is presented in a risk-based format to emphasize the relationship between threats to aviation operations, associated controls and applicable recovery/mitigation measures as presented in Figure 1.

¹ The materials herein have been adapted from the "Flight Safety Foundation" Basic Aviation Risk Standard – Resource Section, Version 3.

The risk-based presentation is further intended to assist all FCX personnel engaged in coordinating aviation activities to manage and understand the aviation risk to their operation.

As a basic standard, all FCX staff and aircraft operators are encouraged to further risk-assess all controls to the level of detail they consider necessary for their individual operations.

Aircraft Operator Review

This standard is designed to be used as a primary reference for the review and approval of aircraft operators supporting FCX operations.

Emergency Response Procedure

Each jobsite, operation or asset using aviation services should make provisions for aviation emergencies in their Emergency Response Plans (ERP) and communicate these plans to all relevant personnel. The ERP should be developed in cooperation with the aircraft operator providing services to ensure that in the event of an aviation emergency, any adverse outcome is minimized.

Search & Rescue capabilities by aircraft are significantly limited at night and should be considered if late afternoon or night flights are planned or conducted.

Scenario based emergency drills with specific objectives should be conducted within 30 days of a new project start and annually for ongoing operations. The drill should involve the aviation resource and include pilots, support staff, aircraft, and be integrated with marine or land surface resources as appropriate. Results of these drills are to be documented and maintained by the project supervisor.

Exercises involving aviation aspects of the ERP should test field communication capabilities where applicable, as well as aviation coordination with ground and resources. The types of exercises that can be planned include, but are not limited to, the following:

- a) Fire – involving an aircraft, and/or helipad
- b) Missing, or overdue aircraft
- c) An aircraft forced landing
- d) Search & Rescue operation, use of emergency equipment
- e) Helicopter winching exercises
- f) Oil and Fuel spill
- g) Medical Evacuation including stretcher drills

Planning & Conducting Emergency Response Drills

The planning for the safe conduct of drills should be documented and discussed with the aviation participants prior to the conduct of any exercise. Any safety restraints from night operations or restrictions due to weather should be documented in this plan. Active participation from the Aircraft Operator is expected in the determination of the weather minimums for the conduct of the drills. Areas that should be considered include visibility, wind speed, temperature limits and sea states. To validate the integrity of the specific scenario drill, the exercises should vary in terms of the time of day and the day of the week. At the conclusion of each exercise, the drill should be assessed and all personnel fully debriefed. All subsequent recommendations should be documented for follow-up action.

Search & Rescue (SAR) Services & Equipment

Operators carrying company personnel should be equipped as necessary with SAR supportive equipment in addition to an appropriate level of rescue service that can be directed to the operating area without delay. In some instances, civil or military authorities must also be notified and cooperation maintained to facilitate SAR activity. The FCX Aviation Team can assist with determining which equipment and services may be necessary. Factors to be considered include:

- a) Environment of hostile versus non-hostile
- b) Anticipated survival time of occupants versus anticipated rescue time
- c) Local agency support

d) SAR Support Equipment

Survival Equipment

All aircraft should carry safety equipment and survival kits that, as a minimum, comply with local civil aviation authorities and regulations. When considered necessary, the Company may request additional equipment subject to the operating environment. The items contained in survival kits should be appropriate for the geographical location and climatic conditions (e.g. offshore, arctic, jungle or desert.) The capacity of each survival kit should be proportionate to the number of persons carried in the aircraft and sufficient to sustain all persons on board for a minimum of two (2) days at normal consumption rates.

Overdue Aircraft

An aircraft which fails to contact flight following at required time intervals, or fails to respond to radio contact, is considered overdue. If any aircraft is reported overdue through the Flight Following facility, or other means, actions detailed in the ERP should be initiated. A check list sheet should be used from the first instance to ensure all appropriate actions are conducted and to document all relevant information.

Emergency Preparedness Plan

Notwithstanding the air operator's regulatory, local and/or national legislative Mandatory Occurrence Reporting obligations, all contracted air operators will advise the FCX Aviation Representative chartering the aircraft and the onsite Health and Safety manager of any incident, accident or occurrence that has, or potentially has, disrupted operations or jeopardized safety. Notification will be made verbally immediately and in writing as soon as practicable. The written report will include any follow up or corrective action as appropriate. (In the interest of sharing safety related material any non-FCX incident involving the aircraft operator should also be reported.) The definitions of an Accident, Incident & Serious Incident are contained in International Civil Aviation Organization (ICAO) Standards & Recommended Practices, Aircraft Accident, and Incident Investigation – Annex 13 to the Convention on International Civil Aviation. In any event, the adherence to a detailed Emergency Response Plan will assist in providing clear and coordinated procedures to deal with all possible scenarios.

Once an FCX Aviation Representative has been advised of a serious incident or disaster involving FCX chartered aircraft, they will immediately make the following notifications:

- Ensure that local Emergency Medical Services and Fire Department have been notified
- Contact local regulatory and/or Law Enforcement authorities as appropriate
- Notify FCX Department of Occupational Health and Safety who will notify FCX Communications, FCX Senior Management, and the FCX Aviation Director
- Consult FCX Chief Counsel and Legal team for guidance
- Notify ISOS for additional emergency medical services support, if needed
- Notify Control Risk Group (CRG) for additional security support

The FCX Aviation Representative will also document the sequence of events, collect written statements and relevant records in a timely manner.