



APPENDICES

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FATIGUE
GUIDELI

How to read the appendices

There are several appendices from which an operator can choose to operate. A more complex appendix may offer an operator greater flexibility in crew planning and assignment to allow adaptation to real-world complexity. For completeness, Subpart 137.Q of CASR has been included in this guide although it is not included in the CAO.

Many seemingly common words and expressions have a specific and sometimes complex meaning in an operational context. To ensure operators and pilots have a common understanding of these terms and their operational implications, an operations manual should use or cross-reference the definitions of CAO 48.1. Two examples are provided below of new definitions with specific implications.

Unforeseen operational circumstances means an unplanned exceptional event that becomes evident after the commencement of the FDP, such as unforecast weather, equipment malfunction or air traffic delay.



To extend an FDP, the FCM must have already commenced the FDP, and then circumstances must arise that are both unplanned and exceptional. For example, encountering fog at a place that regularly has fog could not be used as the basis to extend an FDP, as it could not be considered an 'exceptional event'.

Access refers to necessities such as a crew rest facility, suitable sleeping/resting accommodation and adequate sustenance for which there is no restriction on, or impediment to, an FCM's immediate and actual use of the necessity.



Operationally, this has multiple implications. Using the example of split-duty rest periods, an FCM must have 'access' to suitable accommodation for defined periods to invoke the longer FDP. For example, if an FCM is required to have 4 hours with access to suitable sleeping accommodation, this means that the split-duty rest period must be long enough to allow the FCM to disembark the aircraft, leave the airport, travel to the sleeping accommodation, have 4 hours at the sleeping accommodation, and then reverse the process to return to the aircraft. In this case, the split-duty rest period may need to be significantly more than 4 hours.

Each appendix has been rewritten plainly and presented under the headings 'planning/rostering' and 'variations' for easy understanding of requirements for planning a duty period or when variations to the planned duty are needed.

- › **Planning/rostering** – these are the limits to which the operator should adhere when assigning a duty or building a duty roster, including:
 - » cumulative limits
 - » sleep opportunity
 - » off-duty periods
 - » flight and duty limits
 - » flight training
 - » split-duty
 - » standby
 - » positioning.
- › **Variations** – these are short-term changes permitted to allow an operator to adjust for the unexpected such as aircraft unserviceability, schedule disruptions, pilot availability and other variables that are difficult to forecast, including:
 - » delayed reporting
 - » cancellation
 - » reassignment/extension
 - » discretion.

When reading these appendices, you should note:

- › time of day is expressed in local time unless otherwise specified (e.g. acclimatised time)
- › all expressions of periods of *time* in the appendices are an expression of *consecutive* time unless otherwise specified or implied.

Where periods of hours have been expressed in the CAO, these have been converted to periods of days in this guide.

Period expressed in hours	Equivalent period in days
672	28
504	21
384	16
336	14
168	7

Should you fly?

The following flow chart is a method by which to establish whether you are able to undertake or vary a duty. To differentiate off-duty periods, and available for duty periods (standby), from a duty period refer to the [Figure 15](#) – Components of the duty period.

