



APPENDIX 3 – MULTI-PILOT OPERATIONS EXCEPT COMPLEX OPERATIONS AND FLIGHT TRAINING

This appendix is available for multi-crew operations except complex operations and flight training.

Complex operations involve augmented crew, operations with displacement times of 2 hours or more and operations where an FCM is not acclimatised to the location where they commence their FDP.

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FATIGUE
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Planning/rostering

Limit on cumulative duty time and flight time (9) (10)

	7 days	14 days	28 days	365 days
Maximum duty	60 hours	100 hours		
Maximum flight time			100 hours	1,000 hours

Sleep opportunity before an FDP or standby period (1)

You must have at least an 8-hour sleep opportunity when:

- › within 12 hours of commencing an FDP or standby at your home base
- › within 10 hours of commencing an FDP or standby away from home base.

Note: Refer to the definition of sleep opportunity, as it occurs in an off-duty period.



Off-duty periods (8)

If your duty period does not exceed 12 hours, you must have at least the following:

- › 10 hours off duty if away from home base, or
- › 12 hours off duty if at your home base.

If your duty period exceeds 12 hours, the following off-duty period must be at least 12 hours, plus 1.5 times the time that your duty period exceeded 12 hours.



See [Figure 15](#) for components of the duty period.

Off-duty period for cumulative fatigue recovery

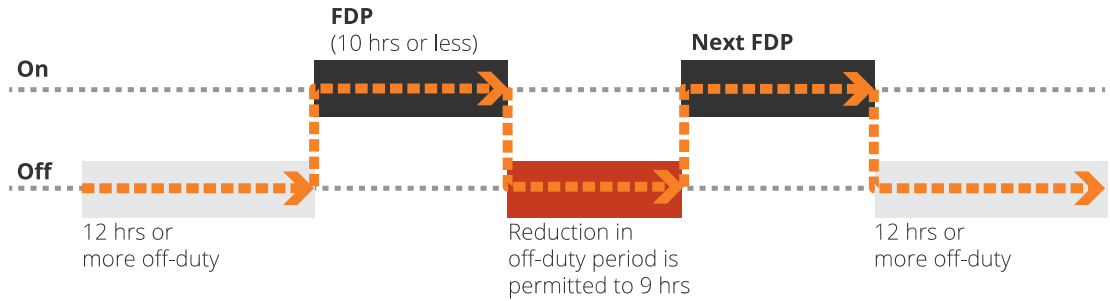
Time period	Off-duty period minima
7 days	Minimum of 36 hours off duty over 2 local nights before the projected end of the FDP or standby
28 days	Minimum of 6 days (cumulatively) off duty before commencing the FDP or standby

Reduction in off-duty period

If your FDP is less than 10 hours and you complete the FDP away from home base, your ODP may be reduced to 9 hours over a local night provided you are acclimatised for the ODP, and:

- › the off-duty period immediately before your FDP was at least 12 hours (see [Figure 7](#)) and included a local night
- › the off-duty period following your next FDP will be at least 12 hours, including a local night.

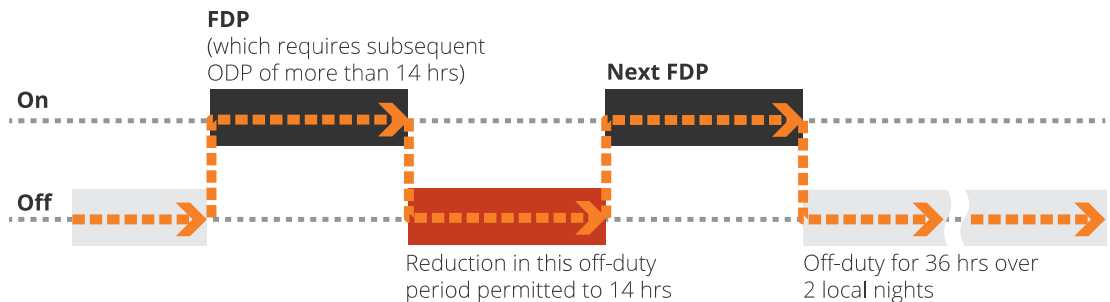
Figure 7: Reduction in ODP to 9 hours away from home base



If the calculated off-duty period is more than 14 hours (see Figure 8), the off-duty period may be reduced to 14 hours, if:

- > the reduced off-duty period is undertaken away from home base
- > the FDP was not extended past the FDP limit provided for under an operations manual
- > you commence the next FDP in an acclimatised state
- > the off-duty period following the next FDP is of at least 36 hours and includes 2 local nights.

Figure 8: Reduction in ODP to 14 hours away from home base



WOCL infringement and early start limits (11)

Early starts (0500–0659)

You may be assigned up to 5 consecutive duty periods with early starts (0500–0659) provided:

- › the FDP limit in [Table 6](#) on the 4th day is reduced by 2 hours
- › the FDP limit in [Table 6](#) on the 5th day is reduced by 4 hours.

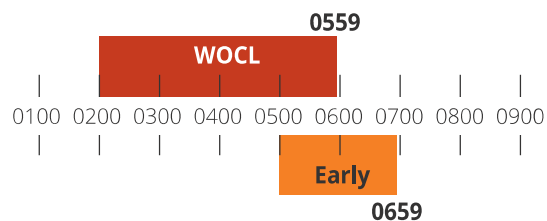
WOCL infringement (0200–0559)

After 3 consecutive WOCL infringements, you must have an off-duty period over a local night. You are permitted to infringe the WOCL more than 3 times only in accordance with the early start provisions above.



A duty that falls within any part of the WOCL means the WOCL is infringed.

Figure 9: WOCL and early start periods



FDP and flight time limits (2)

You must not be assigned a duty where your flight time will exceed 10.5 hours. However, if you are acclimatised, you must not be assigned in excess of the limits set out in [Table 6](#).



Image | Jon Flobrant | unsplash.com

Table 6: Maximum FDP hours

Acclimatised time at start of FDP	Maximum FDP hours according to sectors to be flown					
	1-3	4	5	6	7	8+
0000-0459	10	9.5	9	8.5	8	7.5
0500-0559	11	10.5	10	9.5	9	8.5
0600-0659	12	11.5	11	10.5	10	9.5
0700-1259	13	12.5	12	11.5	11	10.5
1300-1359	12	11.5	11	10.5	10	9.5
1400-1459	11	10.5	10	9.5	9	8.5
1500-2359	10	9.5	9	8.5	8	7.5

Increase in FDP limits by split-duty (3)

The portion of a split FDP following a split-duty rest period, either in resting or sleeping accommodation, must not be more than 6 hours.

Resting accommodation

Where an FDP contains a split-duty rest period of at least 2 hours with access to suitable resting accommodation, the maximum FDP in Table 6 may be increased by half the duration of the split-duty rest period, but not more than 2 hours.

Sleeping accommodation

Where an FDP contains a split-duty rest period of at least 4 hours with access to suitable sleeping accommodation, then:

- › the maximum FDP in Table 6 may be increased by up to 4 hours, but the resulting FDP must not exceed 16 hours
- › when determining the subsequent off-duty period or calculating cumulative duty time, the first 4 hours of the split-duty rest period may be reduced by 2 hours.

Whenever a split-duty rest period is between the hours of 2300 and 0529, being the acclimatised time or local time (if acclimatisation is unknown), then:

- › the split-duty rest period must be at least 7 hours with access to suitable sleeping accommodation
- › the maximum FDP is limited to 16 hours
- › no reduction in the subsequent off-duty period and cumulative duty time is permitted.

Standby limits and standby-like arrangements (6)

Access to suitable sleeping accommodation

An operator must not require you to be on continuous standby for more than 14 hours.

If you are called out:

- › the maximum FDP after the call out must be decreased by the number of hours the standby exceeded 4 hours
- › the combined standby and subsequent FDP must not exceed 16 hours, except where the subsequent FDP includes a split-duty rest period, in suitable sleeping accommodation, of at least 4 hours.

A standby where you were not called out must be followed by an off-duty period of at least 10 hours.

No access to suitable sleeping accommodation

To remove any doubt, the time in which you are held in a standby-like arrangement must be treated as a duty period.

Note: For example, the period spent in a standby-like arrangement must be included as part of a subsequent FDP assigned to you or added to the preceding FDP when determining your minimum off-duty periods.

Positioning (7)

On completion of an FDP, an operator can position you to a suitable location. However, the time spent positioning is to be added to your FDP when calculating subsequent off-duty periods.

Note: With any minimum duty, the time spent in positioning after completion of the FDP must be added to your FDP when determining minimum off-duty periods.

Variations

Delayed reporting time (4)

Sleep opportunity before an FDP or standby period (1)

Where there is a delay of less than 10 hours to the commencement of your FDP:

- › the sleep opportunity is based on the reporting time for the original FDP, but
- › in a single period of 10 hours or more, the sleep opportunity period is based on the new FDP commencement time resulting from the delay.

Operations manual without procedures for delay (4)

Where the operator has no procedures for delays, they may only delay or postpone your assigned reporting time if you are informed of the new reporting time at least 10 hours in advance. However:

- › the period between the original reporting time and the new reporting time (the delay) can be considered to be an off-duty period
- › at the end of this off-duty period, you can be assigned a new FDP subject to the applicable limits set out in this appendix or another appendix of the CAO.

If the operator delays your original reporting time, and does not inform you at least 10 hours in advance, then your FDP commences at the original reporting time and the off-duty period requirements of this appendix apply to you whether or not the flight occurs.

Operations manual with procedures for delay (4)

Where the operator has procedures for delays, they may postpone your original reporting time if you are informed of the postponement as follows:

- › at your home base – at least 2 hours before the original and each new reporting time
- › away from your home base – at least 1 hour before you would have had to leave your accommodation to achieve the original (or new) reporting time in a timely manner. For example: if there is an expected 30 minute travel time to the airport, advice of the delay would have to be provided 90 minutes before reporting time.

If you are informed of the delay (as described above), the period between the original reporting time and the new reporting time is deemed standby duty, whether the definition of standby regarding suitable sleeping accommodation is met or not.

If any single delay to the start of your FDP is 10 hours or more, the operator may:

- › consider the delay to be an off-duty period
- › subsequently roster you to the applicable FDP limits set out in this appendix or another appendix under which you operate.

If you are not informed (as described above) of a delay, your FDP shall commence at the later of:

- › the original reporting time, or
- › the last reporting time at which you were informed (as described above)
- › the usual off-duty period requirements whether or not the flight occurs will apply.



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Maximum FDP after delay with operations manual procedures (4)

Where the operator has procedures, the combined duration of 1 or more delays and the following FDP must not exceed 16 hours unless the FDP contains a split-duty rest period.

If you are informed (as described above) of the delay, and the FDP commences at a new reporting time that is within 4 hours of the original reporting time, then the maximum FDP must be based on whichever is more limiting:

- › the original reporting time, or
- › the new reporting time.

If you are informed (as described above) of an FDP delay and the new FDP commences at least 4 hours after the original reporting time, then the FDP commences 4 hours after the original reporting time. The maximum FDP must be based on whichever is the more limiting:

- › the original reporting time, or
- › 4 hours after the original reporting time.

Cancellations – with or without operations manual procedures for delays (4)

If your FDP is delayed (whether in accordance with the operations manual procedures or not) and you are informed that the flight has been cancelled, you must have an off-duty period of at least 10 hours from the time you were informed, before being further assigned an FDP in accordance with any appendix.

Reassignment and extension (5)

FDP

You must not be reassigned or extended (under this clause) if it would cause you to exceed the cumulative flight or duty time limits.

After your assigned FDP commences, your FDP (including the sectors) can be modified (a reassignment), provided that:

- › the modified FDP does not exceed the limits in the operations manual
- › you confirm that you are fit for the reassignment.

The FDP and sector limits in the operations manual, in unforeseen operational circumstances at the discretion of the PIC, may be increased:

- › for the FDP by up to 1 hour
- › for the sector limit by 1.

However, before exercising such discretion, the PIC must:

- › be satisfied that they are fit for the extension
- › consult with and be satisfied that each FCM considers themselves to be fit for the extension.

Flight time

The flight time limits in the operations manual for an FDP may be extended by not more than 30 minutes if:

- › it is operationally necessary to complete the duty
- › each FCM considers themselves fit for the extension.

Discretion of PIC (5)

If unforeseen operational circumstances arise after take-off on the final sector of an FDP that will cause a pilot to exceed any limit in this appendix, then the flight may continue to the planned destination or alternate at the discretion of the PIC.



To comply with the **general** and the **enhanced AOC obligations** to manage fatigue (see pages **11** and **12**) an operator may have to reduce the FDP and flight time limits permitted in an appendix.

Use sample **operations manual supplements** as a starting point to develop processes, procedures and limits to manage fatigue.