



APPENDIX 4A – BALLOONS

This appendix sets out the requirements for balloon operations.

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FATIGUE
GUIDELI

Planning/rostering

Limit on cumulative duty time and flight time (6) (7)

	7 days	14 days	28 days
Maximum duty	45 hours	84 hours	
Maximum flight time			50 hours

Sleep opportunity before an FDP (1)

You must have an 8-hour sleep opportunity in the 10 hours prior to commencing an FDP, or a 10-hour cumulative sleep opportunity that includes a 6-hour consecutive sleep opportunity in the 24 hours prior to commencing an FDP.

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

Off-duty periods (5)

Before commencing an FDP

Before beginning any FDP, you must have 2 or more days off duty (cumulatively) in the 14 days before the projected end time of the assigned FDP.

After finishing an FDP

Following an FDP, you must have a single off-duty period of 10 or more hours.

Split off-duty

An off-duty period may be split by a maximum 2-hour FDP provided:

- > the cumulative time off duty is 13 hours or more and contains at least 2 off-duty periods of 4 hours.

Note: The sleep opportunity limits continue to apply.

FDP limits (2)

You must not be assigned an FDP greater than:

- > 6 hours, or
- > 10 hours, where there is a split-duty rest period of 4 hours.



This means that only the following split-duty combinations are permitted:

FDP – hours		FDP – hours
1		5
2		4
3	4 hrs SDRP	3
4		2
5		1

Increase in FDP limits by split duty with access to suitable sleeping accommodation (3)

Where an FDP contains a split-duty rest period of 4 or more hours, the FDP may be increased by the duration of the split-duty rest period up to 15 hours. In any remaining portion of an FDP following a split-duty rest period, the FDP must be no longer than 5 hours. However, the first 4 hours of the split-duty rest period may be reduced by 2 hours when determining the subsequent off-duty period or cumulative duty time.

Where a split-duty rest period is between 2100 and 0329 local time, then the split-duty rest period must be for 7 hours or more. However, the first 4 hours may NOT be reduced by 2 hours for the purpose of determining the subsequent off-duty period or cumulative duty time.

Variations

Extensions (4)

Where an FDP has already commenced and you do not exceed the cumulative flight or duty time limits, at the discretion of the pilot in command you may, in unforeseen operational circumstances, exceed the FDP limits in the operations manual by 1 hour if you consider yourself fit for the extension.

Discretion of PIC (4)

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 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.



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Appendix 4A – Summary

Sleep/off duty	Max duty/flight time				Off duty after FDP
	1 day	7 day	14 day	28 day	
Sleep 8 hr sleep opportunity within: <ul style="list-style-type: none"> › 10 hrs of commencing FDP OR 10 hr cumulative sleep opportunity within: <ul style="list-style-type: none"> › 24 hrs of commencing FDP 	6 hr FDP OR 10 cumulative hrs where the duty period is split by a period of rest in sleeping accommodation of 4 hours	45 hrs cumulative duty	84 hrs cumulative duty	50 hrs cumulative flight time	A single off-duty period of 10 hrs or more An off-duty period may be split by a maximum 2-hr FDP provided: <ul style="list-style-type: none"> › the total time off duty is 13 hours or more › it contains at least 2 off-duty periods of 4 hours
Off duty 2 days cumulatively in 14 days before the projected end of an FDP	Up to 15 hrs where the duty period is split by a period rest of 4 hours in sleeping accommodation				Note: The sleep opportunity limits continue to apply.

In any remaining portion of an FDP following a split-duty rest period in sleeping accommodation, the FDP must be no longer than 5 hours. However, the first 4 hours of the split-duty rest period may be reduced by 2 hours when determining the subsequent off-duty period or cumulative duty time.

Where a split-duty rest period is between 2100 and 0329 local time, then the split-duty rest period must be for 7 hours or more with access to suitable sleeping accommodation. However, the first 4 hours may NOT be reduced by 2 hours for the purpose of determining the subsequent off-duty period or cumulative duty time.

Variations

Extensions

Provided you do not exceed the cumulative flight or duty time limits, at the discretion of the pilot in command you may, in unforeseen operational circumstances, exceed the FDP limits in the operations manual by 1 hour if:

- › the FDP has commenced
- › you consider yourself fit for the extension.

The pilot in command may use discretion in unforeseen operational circumstances to exceed an appendix limit to continue to the destination.