



APPENDIX 4B – MEDICAL TRANSPORT AND EMERGENCY SERVICE OPERATIONS

This appendix sets out the requirements for medical transport operations, emergency services operations, and flight training associated with these operations.

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Planning/rostering

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

	7 days	14 days	28 days	365 days
Maximum duty	40 hrs	100 hrs		
Conditional maximum duty	60 hrs			
Providing you have had 1 off-duty period of at least 36 hours, including two local nights				
Maximum flight time			100 hrs	1,000 hrs

Off-duty period (5)

Off-duty cumulative fatigue recovery

In any 7 days if you:

- › cumulatively conduct 3 or more late-night FDPs, or
- › increase your FDP to:
 - » 10 hours as a single pilot, or
 - » 12 hours as a multi-pilot

then you must be off duty for a minimum of 36 hours that includes 2 local nights.

Before commencing an FDP (or standby) (5)

Before the projected end of the rostered FDP or standby, you must have one of the following off-duty periods that is a minimum of:

Time period	Off-duty period minima
In any 14 days	36 hrs over 2 local nights
In any 21 days	72 hrs over 3 local nights

After finishing an FDP

After an FDP, you must have an off-duty period with access to suitable sleeping accommodation of:

- › 8 hours – if the off duty period will include any time between 2300 and 0559, or
- › 10 hours – if the off duty period does not include any time between 2300 and 0559

plus the amount of displacement time of the FDP, and either:

- › the amount of time that the FDP exceeded 12 hours, or
- › 1 hour for every 30 minutes, or part of 30 minutes, that the FDP was extended past the FDP limit (i.e. 10 hours single-pilot or 12 hours multi-pilot operations).

The off duty requirements above are taken to be satisfied where an FDP is split by a SDRP taken over a local night with access to suitable sleeping accommodation of at least 10 hours duration plus the difference in local time between the location the FDP was commenced and where the SDRP was taken.

Reduction in off-duty period

If the calculated off-duty period following an FDP is greater than 12 hours, it may be reduced to 12 hours provided the next duty is conducted under this appendix (4B) and the off-duty period following the next FDP is at least 24 hours.



FDP limits (1)

Local time	Maximum FDP		
	Single-pilot operation	Multi-pilot operation	
		1-2 sectors	3+ sectors
0500-0559	11	12	12
0600-0659	11.5	13	12.5
0700-1159	12	14	13
1200-1459	11	13	12
1500-1559	10.5	12	11.5
1600-0459	10	11	11

FDP limits may be increased twice per 7-day period (1)

An FDP limit may be increased to:

- › 12 hours for a single-pilot operation
- › 14 hours for a multi-pilot operation.

However:

- › cumulatively, no more than 2 FDPs may be increased in any 7 days
- › before increasing an FDP, the off-duty period must be at least 12 hours
- › an increased FDP must not be further extended by a split-duty rest period, but may be extended under the rules for extensions.

An FDP that is increased must be followed by an off-duty period of at least 12 hours. A pilot who increases an FDP under allowable increases must have an off-duty period of at least 36 hours that includes 2 local nights in any 7 days.

If in the 8 hours immediately before an FDP the pilot performs non-flying duties, the maximum permissible FDP must be decreased by the greater of 30 minutes or the total duration of the non-flying duties.

Increase in FDP limits by split duty (2)

Sleeping accommodation

Where an FDP has a split-duty rest period of at least 2 hours with access to suitable sleeping accommodation, the FDP limits may be increased by the duration of the rest period when:

- › the remaining FDP is resumed at the time the rest period ends, and it is not greater than the FDP limit that would ordinarily apply as if the FDP was being commenced by a new FCM and the FDP period including the rest period does not exceed 16 hours.

Example

You are rostered on at 0600 – the single-pilot max FDP is 11.5 hours – a 2.5 hour split-duty rest period means you can extend the FDP by 2.5 hours to 14 hours to 2000.



The duration of a split-duty rest period may be reduced by 50% when determining the cumulative duty time or the subsequent off-duty period following an FDP.

Resting accommodation

Where an FDP has 1 or 2 split-duty rest periods of at least 2 hours each with access to suitable resting accommodation, the allowed FDP in the above table may only be increased by half the time of the rest periods or up to a total of 2 hours provided the FDP does not exceed 16 hours.

Example

You are rostered on at 0600 as single pilot. The maximum FDP is 11.5 hours, but with 2 split-duty rest periods (of 4 hours and 2 hours) you can extend to 1930.

FDP		4 hrs rest in suitable accommodation	1.5 hrs FDP		2 hrs rest	Extend FDP by max 2 hrs	
0600	1000		1400	1530		1730	1930
FDP 13.5 hrs							

Flight training (1)

You must only conduct flight training within the first 7 hours of an FDP.

Limit on late-night operation (8)

In any 7 days:

- › you must not conduct more than 4 late night FDPs (cumulatively)
- › if you do 3 late-night FDPs (cumulatively), you are limited to 40 hours cumulative duty
- › if you do more than 3 late-night FDPs (cumulatively), you must then be off duty for a minimum of 36 hours over 2 local nights.

Standby (4)

You may be assigned a standby duty. Where you are called out from a standby to commence an FDP (which may include a split-duty rest period), the FDP must be followed by an off-duty period.

Where you are called out from standby to carry out duties other than flying duties, you may return to standby. However, in a subsequent FDP you must not exceed the FDP limit in the operations manual.



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Variations

Extensions (3)



An FDP must not be extended if it would cause an FCM to exceed the cumulative flight time limits.

Extension of FDP at the discretion of the pilot due to unforeseen operational circumstances

In unforeseen operational circumstances, the **FDP limit** (including increases permitted in 7 days or by split-duty) may be extended to a maximum of 16 hours at your discretion by up to:

- › 2 hours for a multi-pilot operation, or
- › 1 hour for a single-pilot operation.

Extension of FDP with 'urgent operation procedures' in the operations manual

Where an operations manual has 'urgent operation procedures' and the operation extension fits within these procedures, at your discretion, an **FDP limit**, including extensions permitted in 7 days or by split duty, may be increased by up to 4 hours but no more than 16 hours.

Before exercising such discretion, the PIC must be satisfied they are fit for the extension, and for a multi-pilot operation, consult with each FCM and be satisfied they are also fit for the extension.

Note: Due to the nature of medical transport operations and emergency service operations, 'urgent operation extensions' may be permitted in operational circumstances where the operator and the flight crew are satisfied the safety of the flight will not be impacted by fatigue.

30 minute extension to the flight time despite operations manual limits

If it is operationally necessary and you consider yourself fit, you may extend the flight time in an FDP by 30 minutes despite the limits in the operations manual.

Flight training extension – 30 minutes extension after first 7 flight hours of FDP – due to operational necessity

Flight training for up to 30 minutes may be conducted after the first 7 flight hours from the commencement of the FDP where unforeseen operational circumstances arise and the flight training is operationally necessary to complete the duty and the pilot considers themselves fit to extend.

Discretion of PIC (3)

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.*



*When **transitioning from one appendix** to another, alleviation from the off duty requirements may be available (see pages **9**, **10** and **11**).*

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