



APPENDIX 5 – AERIAL WORK OPERATIONS AND FLIGHT TRAINING ASSOCIATED WITH AERIAL WORK

This appendix sets out the requirements for an aerial work operation, and flight training associated with aerial work.

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Planning/rostering

Limits on cumulative flight time (6)

	7 days	28 days	90 days	365 days
Maximum flight time	50 hours	170 hours	450 hours	1,200 hours

The 28-day and 90-day cumulative flight time limits may be reset to zero after a pilot is provided with 5 days off-duty.

The 365-day cumulative flight time limit may be reset to zero after a pilot is provided with 28 days off-duty.

Note: The cumulative flight time limits are designed to mitigate the effects of cumulative fatigue. AOC holders are reminded, first, of the emotional, cognitive and physical effects of workload on the performance of FCM's in addition to fatigue and secondly, that these limits are for optimal circumstances and may not be achievable following the hazard identification and other procedures required under an AOC holder's enhanced fatigue management obligations (see [page 12](#)).

Off-duty periods (5)

Off-duty period following an FDP

Immediately after an FDP, you must have an off-duty period with access to suitable sleeping accommodation of at least:

- > 8 hours when taken any time between 2300 and 0559
- > 10 hours at other times.

Note: Your off-duty period must be increased by 1 hour for every 30 minutes, or part of 30 minutes, that your FDP exceeds the FDP limit.

Off-duty periods for cumulative fatigue recovery

Before beginning an FDP or standby duty, you must have had either:

Time period	Off-duty period minima
14 days	Minimum of 36 hours off duty over 2 local nights before the projected end of the FDP or standby
21 days	Minimum of 72 hours off duty over 3 local nights before the projected end of the FDP or standby

If the **FDP limits** are increased in accordance with the permitted FDP limit increases in a 7-day period, you must have at least 36 hours off duty, which includes 2 local nights.



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FDP limits (1)

You must not be assigned an FDP that exceeds the following limits:

Local time at start of FDP	Maximum FDP (hours)		
	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 limit may be increased twice in 7 days

An FDP limit may be increased to:

- › 12 hours for a single-pilot operation, or
 - › 14 hours for any multi-pilot operation
- provided in either case:
- › no more than 2 increased FDPs are carried out in any 7 days
 - › at least 12 hours off duty has been taken before commencing an increased FDP
 - › an off-duty period of at least 12 hours will follow an increased FDP
 - › an FDP that has been increased must not be further increased by the use of a split-duty rest period.

In any 7 days, no more than 4 FDPs (cumulatively) between 0000 (midnight) and 0459 local time can be assigned or conducted.



Where the increase to the FDP allowed under this section is unsatisfactory, you may evaluate the benefit provided by using the extension provisions.

If you conduct an increased FDP, you must have an off-duty period of at least 36 hours, including 2 local nights, in 7 days.

In the 8 hours immediately before an FDP, where non-flying duties are performed, the maximum FDP must be reduced by the greater of:

- › 30 minutes, or
- › the total duration of the non-flying duties performed in the 8-hour period.

Flight training

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

Increase in FDP limits by split duty (2)

Sleeping accommodation

An FDP that contains a split-duty rest period of at least 3 hours with access to suitable sleeping accommodation may be increased beyond the FDP limit by the duration of the split-duty rest period.

Resting accommodation

An FDP that contains a split-duty rest period of at least 2 hours with access to suitable resting accommodation may be increased beyond the FDP limit by half the duration of the split-duty rest period, but by no more than 2 hours.

The part of an FDP remaining after a split-duty rest period must be no longer than 6 hours plus any permitted extension.

Standby (4)

You may be assigned a standby.

When called out from standby, the FDP (which may include a split-duty rest period) and subsequent off-duty period must meet the off-duty requirements.

You may be called out from standby to commence other than flying duties and return to standby at the end of those non-flying duties. However, where this occurs in the 8 hours immediately preceding an FDP, the maximum duration of any subsequent FDP must be reduced by 30 minutes, or the total duration of the non-flying duties performed in the 8-hour period.

Variations

Extensions (3)

Extension by discretion

The following may be extended by 2 hours at your discretion:

- › the tabled FDP limit, or
- › the FDP limit increased by the use of an SDRP, or
- › the FDP limit increase permitted twice in seven days.

Before using such discretion, the PIC must be fit to extend and also consult with each FCM to be satisfied that they too consider themselves fit to extend.

Note: Due to the nature of aerial work operations, extensions are permitted in operational circumstances where the FCM is satisfied that the safety of the flight will not be impacted by fatigue.

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

Training of 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 it is operationally necessary to complete the duty and you consider yourself fit to extend.

Extended off-duty periods

Any extension over an FDP limit requires the subsequent off-duty period to be extended by 1 hour for every 30 minutes, or part of 30 minutes, that the FDP is extended beyond the FDP limit.

Where the calculated off-duty period required following an FDP extension is greater than 12 hours, the off-duty period may be reduced to not less than 12 hours provided that:

- › the next FDP is conducted under this appendix
- › the off-duty period following the next FDP is at least 36 hours, including 2 local nights.

An FDP limit must not be exceeded if it will cause an exceedance of the cumulative flight time limits in this appendix.

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.