



# DEFINITIONS

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## Definitions (CAO 48.1 2019 section 6)

**access** in a provision is referring to 1 or more of the following (necessities):

- › a crew rest facility
- › suitable sleeping accommodation
- › suitable resting accommodation
- › adequate sustenance

and means that there is no restriction on, or impediment to, an FCM's immediate and actual use of the necessity:

- › in accordance with the provision, or
- › if the provision is a definition – in accordance with a provision which uses the defined term.

### acclimatised/determination of acclimatisation

At the commencement of an FDP or an off-duty period at a location, an FCM must be considered to be acclimatised to the location if:

- › the location differs in local time by less than 2 hours from the location where the FCM was last acclimatised
- › the FCM has remained in an acclimatised state since they were last acclimatised.

**Note:** AOC holders and FCMs should be aware that a determination of acclimatisation under this definition may impact on an individual's body clock to a small degree. For guidance on acclimatisation, AOC holders and FCMs should refer to CAAP 48-01.

At the commencement of an FDP or an off-duty period (a period) at a new location which differs in local time by 2 hours or more from the location where you were last acclimatised (the original location), you are considered to remain acclimatised to the original location if the period at the new location commences less than 36 hours after you commenced a duty period at the original location.

At the commencement of an FDP or an off-duty period (a period) at a new location which differs in local time by 2 hours or more from the location where you were last acclimatised (the original location), you are considered to be in an unknown state of acclimatisation if the period at the new location commences 36 hours or more after you commenced a duty period at the original location.

<b>Determining acclimatisation</b>		
<b>Local time difference between your current location and the location where you were last acclimatised</b>		
Less than 2 hours	2 hours or more	
	<b>Time elapsed since commencing duty at the location where you were last acclimatised</b>	
	Less than 36 hours	36 hours or more
Acclimatised to <b>current</b> location	Acclimatised to <b>preceding</b> location where last acclimatised	Acclimatisation <b>unknown</b>

**acclimatised (continued)**

You are considered to remain in your state of acclimatisation (whether acclimatised to a particular location, or in an unknown state of acclimatisation) until you have had:

- › an adaptation period in a location (the adaptation location) in accordance with the following table in this section, or
- › an adaptation period that is:
  - » in a location other than home base
  - » in accordance with the following table
  - » reduced by 12 hours for each previous off-duty period that:
    - immediately preceded the adaptation period
    - was taken at an off-duty location which differs in local time by less than 2 hours from the adaptation location
    - included an off-duty location local night.



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### Use the following table to determine the adaptation period

- › determine the time zone displacement between:
  - » the location where you were last acclimatised (the original location), and
  - » each location where an FDP or off-duty period was commenced since last acclimatised (later locations), and
- › then choose the time zone displacement between the original location and whichever of the later locations gives the greatest time zone displacement, and
- › then choose the time zone change in the following table that corresponds to the greatest time zone displacement, and
- › then choose the direction (west or east) in which you travelled and in which, therefore, the greatest time zone displacement has occurred, and
- › then choose the number of hours west or east (as the case requires) that corresponds to the time zone change chosen.

### Adaptation period to become acclimatised

Time zone change (measured in time zones)	Adaptation period to become acclimatised to new location (hours)	
Note: See definition of time zone.	West	East
2	24	30
3	36	45
4	48	60
5	48	60
6	48	60
7	72	90
8	72	90
9	72	90
10 or more	96	120

**Note 1:** Adaptation period means a continuous off-duty period for an FCM to become acclimatised to a particular location.

**Note 2:** An adaptation period referred to above may commence before the time when an FCM comes to be in an unknown state of acclimatisation.

**Note 3:** For guidance in determining acclimatisation, including examples of how an FCM becomes reacclimatised in accordance with the adaptation period referred to above, AOC holders and FCMs should refer to CAAP 48-01.

**acclimatised time** means local time at the location where an FCM is acclimatised.

**Act** means the *Civil Aviation Act 1988*.

**adaptation period** means a continuous off-duty period for an FCM to become acclimatised to a particular location.

**adequate sustenance** means food and drink, including clean drinking water, in quantities sufficient to reasonably sustain a person in the person's circumstances.

**aerial work certificate** means a certificate issued under regulation 138.040 of CASR.

**aerial work operator** has the meaning given by the CASR Dictionary.

**Note:** An aerial work operator is the holder of an aerial work certificate.

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**agent** means an organisation contracted by an operator to provide initial training to its FCMs.

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**AOC** means an Air Operator's Certificate or a Part 138 or Part 141 certificate.

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**AOC holder**, or **holder**, means the holder of an Air Operator's Certificate issued under Part III, Division 2 of the Act but, except in subsection 4 of the CAO (*Application*), is also taken to include the holder of a Part 138 certificate; or a Part 141 certificate.

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**approval** means approval in writing.

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**assigned** means assigned by the AOC holder to his or her FCM.

**Note:** For example, the AOC holder assigns to the FCM duty, standby, a home base, a flight duty period, a reporting time.

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**augmented crew operation** means an aircraft operation in which 1 or more FCMs, additional to the minimum required number of FCMs, are engaged in a flight to allow 1 or more FCMs to be relieved of duty during flight time.

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**authorised Part 141 flight training** has the same meaning as in subregulation 141.015 (2) of CASR, but does not include flight training that is conducted in a flight simulation training device (flight training device) as the sole and exclusive form of training conducted by the operator.

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**authorised Part 142 activity** has the same meaning as in subregulation 142.015 (3) of CASR, but does not include flight training that is conducted in a flight simulation training device (flight training device) as the sole and exclusive form of training conducted by the operator.

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**bed** for suitable sleeping accommodation means it includes at least 1 pillow, clean bed linen, and bed covering appropriate for the temperature of the accommodation.

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**call out** means being required by an AOC holder to commence a duty period during a standby.

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**CAR** means the *Civil Aviation Regulations 1988*.

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**CASR** means the *Civil Aviation Safety Regulations 1998*.

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**Chief Executive Officer** means the person who is:

- › if the AOC holder is an individual – that individual, or
- › if the AOC holder is a corporation – the person (however described) whom CASA was satisfied, for subparagraph 28 (1) (b) (iv) of the Act (and the definition of key personnel in section 28 (3) of the Act), could hold or carry out the duties of the AOC holder's Chief Executive Officer.

[www.legislation.gov.au/Details/C2016C01097](http://www.legislation.gov.au/Details/C2016C01097)

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**complex operation** means an operation which involves 1 or more of the following:

- › an FDP with a displacement time of 2 hours or more
- › an augmented crew operation
- › an FDP that commences when the FCM is:
  - » in an unknown state of acclimatisation, or
  - » acclimatised to a location other than the location where the FDP commences.

**Note:** AOC holders should consider the impact of daylight saving time on local time differences for relevant locations because daylight saving time may have an impact on whether or not an operation is complex.

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**consecutive**, in relation to the hours or days of a period of time mentioned in a provision of the CAO, means a continuous, unbroken period of time for the duration of the hours or days mentioned.

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**contracted checking** means checking conducted by a Part 142 operator for a contracting operator.

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**contracted recurrent training** means recurrent training conducted by a Part 142 operator for a contracting operator.

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**contracting operator** means an aircraft operator who enters into a contract with a Part 142 operator for the Part 142 operator to conduct:

- › recurrent training for the aircraft operator, or
- › checking for the aircraft operator.

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**crew member** has the same meaning as in the CASR Dictionary.

**Note:** Under regulation 2 of CAR, crew member means a person assigned by an operator for duty on an aircraft during flight time, and any reference to crew has a corresponding meaning.

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### **crew members to be fit for duty (CASR 91.520)**

A crew member is taken to be, or taken as likely to be, unfit to perform a duty if the crew member is:

- › fatigued to the extent that their ability to safely perform the duty is reduced or likely to be reduced, or
- › under the influence of a psychoactive substance to the extent that their ability to safely perform the duty is reduced or likely to be reduced.

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**crew rest facility** means 1 of the following defined classes of facility on board an aircraft that is available to an FCM:

- › class 1, which means a bunk or other surface that:
  - » is fit for the purpose of an FCM obtaining sleep in a horizontal sleeping position
  - » is located separate from both the flight deck and passenger compartment in an area that:
    - is temperature-controlled
    - allows the FCM to control light
    - provides isolation from noise and disturbance

- › class 2, which means a seat in an aircraft cabin that:
    - » is fit for the purpose of an FCM obtaining sleep in a horizontal or near horizontal sleeping position
    - » is separated from passengers by at least a curtain that provides darkness and some noise mitigation
    - » is reasonably free from disturbance by passengers or crew members
  - › class 3, which means a seat in an aircraft cabin or flight deck that:
    - » is fit for the purpose of an FCM obtaining rest
    - » reclines at least 40 degrees from the vertical plane
    - » provides leg and foot support in the reclined position.
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**cruise** means the period of a flight from not less than 30 minutes after take-off until not less than 60 minutes before the estimated time of landing.

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**cumulative duty** means the progressive sum of duty periods.

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**cumulative flight time** for an FCM means the progressive total of flight time accrued by the FCM when acting as a crew member on board any aircraft, but excluding flight time accrued during recreational private operations.

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**day** means the period between local midnight at home base and the subsequent local midnight at home base.

**Note:** Day also means the daytime or daylight depending on the context in which it's being used.

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**displacement time** means the difference in local time between:

- › the place where an FCM commenced an FDP
  - › the place where the FCM undertakes an off-duty period following the FDP.
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**duty** means any task that a person who is employed as an FCM is required to carry out associated with the business of an AOC holder.

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**duty period** means a period of time which:

- › starts when an FCM is required by an AOC holder to report for duty
- › ends when the FCM is free of all duties.

**Note:** A duty period includes any time spent by the FCM in positioning.



*A duty period is the sum of all duty performed prior to the commencement of an FDP; the FDP itself; and any duty performed after the end of the FDP. [See Figure 15 – Components of the duty period](#)*

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**early start**, for an FDP of an FCM, means:

- › in appendix 2:
    - » if the FCM is acclimatised – an FDP that commences between the hours of 0500 and 0659 local time at the location where the FCM is acclimatised, or
    - » if the FCM is in an unknown state of acclimatisation – an FDP that commences between the hours of 0500 and 0659 local time at the location where the FCM was last acclimatised
  - › for an appendix other than appendix 2 – an FDP that commences between the hours of 0500 and 0659 local time at the location where an FCM commences the FDP.
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**emergency service operation** means an operation involving an aircraft:

- › for the purpose of law enforcement, or saving or protecting life or property
  - › conducted by, or at the request of, an organisation recognised by an Australian governmental agency as having responsibility to conduct or request the operation as part of the organisation's functions.
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**employment** includes employment under a contract for services.

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**fatigue** for an FCM means a physiological state of reduced alertness or capability to perform mental or physical tasks, which:

- › may impair the ability of the FCM to safely operate an aircraft
  - › is caused by 1 or more of the following:
    - » the FCM's lack of sleep
    - » the FCM's extended wakefulness
    - » the FCM's circadian phase at any relevant time
    - » the FCM's workload of mental activities, or physical activities, or mental and physical activities at any relevant time.
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**fatigue risk management system** (FRMS) means a comprehensive system for managing fatigue-related risks that:

- › is appropriate for the size, nature and complexity of the AOC holder's operations
  - › includes all of the elements set out in appendix 7
  - › is approved for implementation by CASA.
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**fit for the purpose**, for a crew rest facility, or suitable sleeping accommodation, means that the facility or accommodation has ergonomic characteristics which make it suitable for an FCM to obtain sleep or rest, as the case requires.

**Note:** CASA has issued guidance on relevant ergonomic characteristics in CAAP 48-01.

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**flight crew licence:**

- › until immediately before 1 September 2014 – has the meaning given in subregulation 2 (1) of CAR
- › on and from 1 September 2014 – means a flight crew licence within the meaning of regulation 61.010 of CASR.

[www.legislation.gov.au/Details/F2019C00821/Html/Volume\\_2#\\_Toc23855089](http://www.legislation.gov.au/Details/F2019C00821/Html/Volume_2#_Toc23855089)

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**flight crew member** (FCM) means a crew member who is a pilot or flight engineer assigned to carry out duties essential to the operation of an aircraft during flight time. *Any reference to flight crew has a corresponding meaning.* A FCM means a flight crew member for an AOC holder or a Part 138 or Part 141 certificate holder.

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**flight duty period** (FDP) means a period of time which:

- › starts when a person is required by an AOC holder to report for a duty period in which 1 or more flights as an FCM are undertaken
- › ends at the later of:
  - » the person's completion of all duties associated with the flight, or the last of the flights, or
  - » 15 minutes after the end of the person's flight, or the last of the flights.

**Note:** See also the definition of **positioning**.

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**flight review** has the same meaning as in regulation 61.010 of CASR.

**Note:** Flight review means an assessment of the competency of an FCM to perform:

- › for the holder of a pilot licence or flight engineer licence – an activity authorised by a flight crew rating that the crew member holds, or
- › for the holder of a glider pilot licence – an activity authorised by the licence.

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**flight time** for an FCM means such part of the total time mentioned for an aircraft in the dot points below (as the case may be) which occurs while the FCM is acting as a crew member on board the aircraft:

- › in the case of a heavier-than-air aircraft – the total time from the moment at which the aircraft first moves under its own power for the purpose of taking off, until the moment at which it comes to rest after landing
- › in the case of a lighter-than-air aircraft – the total time from the moment at which the aircraft first becomes airborne until it comes to rest on the ground, excluding any time during which the aircraft is moored.

**Note:** Thus, flight time for an FCM does not include the time he or she spends in positioning.

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**flight training**, for a flight crew licence, rating or endorsement including aerial work, means the training mentioned in regulation 61.195 of CASR for the licence, rating or endorsement.

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**flight training associated with aerial work** means flight training for the grant, under Part 61 of CASR, of a rating or endorsement mentioned in points below:

- › the following operational ratings:
  - » low-level rating
  - » aerial application rating
  - » night vision imaging system rating
- › endorsements for the following operational ratings:
  - » low-level rating
  - » aerial application rating
  - » night vision imaging system rating
- › the following endorsements on the flight instructor rating:
  - » low-level rating training endorsement (category specific)
  - » aerial application rating (day) training endorsement (category specific)
  - » aerial application rating (night) training endorsement (category specific)
  - » night vision imaging system rating training endorsement
  - » sling operations training endorsement
  - » winching and rappelling operations training endorsement
- › the following endorsements on the flight examiner rating:
  - » low-level rating flight test endorsement (category specific)
  - » aerial application rating flight test endorsement (category specific)
  - » night vision imaging system rating flight test endorsement.

**flight training device, for a specific type (or a specific make, model and series) of aircraft:**

- › means a device that:
  - » simulates the aircraft in ground and flight operations to the extent of the systems installed in the device
  - » comprises a full size replica of the instruments, equipment, panels and controls in an open flight deck area, or an enclosed flight deck, of the aircraft
  - » does not, in every respect, simulate the aircraft in ground and flight operations
- › includes the necessary software and equipment, and the way that the equipment is interconnected.

**FRMS manager** means the person in an AOC holder's organisation who is appointed by the Chief Executive Officer to be responsible for the day-to-day implementation, management and continuing effectiveness of the AOC holder's FRMS.

**home base** means the location, assigned by the AOC holder to the FCM, from where the FCM normally starts and ends a duty period or a series of duty periods.

**in-flight rest** means, in an augmented crew operation, the period of time, or periods of time, during which an FCM has access to a crew rest facility.

**informed** means informed by the AOC holder in accordance with procedures in the holder's operations manual for communicating information between the holder and an FCM.

**initial flight training** means dual flight conducted for training in the units of competency mentioned in the Part 61 Manual of Standards for the grant of a recreational pilot licence.  
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**late-night operation** means an operation where an FDP includes more than 30 minutes between the hours of 2300 and 0530 local time.

**limit** when used in a provision refers expressly or impliedly to a quantity of time and, depending on the context and other language of the provision, is used to denote a maximum quantity of time that is not to be exceeded except in accordance with the CAO, or a minimum quantity of time that is not to be reduced except in accordance with the CAO.

**local night** means a period of 8 consecutive hours which includes the hours between 2200 and 0500 local time.



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**local time**, for a location, means:

- › local time in the time zone of the location, or
- › local time in a time zone (the alternative local time):
  - » that adjoins the time zone of the location
  - » whose nearest boundary is reasonably proximate to the location, provided the alternative local time is:
    - specified in the AOC holder’s operations manual
    - used consistently as local time for the location, for the purposes of the CAO.

**Note 1:** CASA considers an alternative time zone to be used consistently as local time for a location if it is used, for example, throughout a period of daylight saving in the location or the adjoining time zone.

**Note 2:** Examples of where an AOC holder may consider using alternative local time are as follows:

Local time	Alternative local time
Gold Coast airport, Queensland summertime	NSW
Kununurra airport, Western Australia	NT

**medical personnel** mean persons with medical, paramedical or nursing qualifications, and responsibilities directly related to the qualifications.

**medical transport operation** means an aircraft operation consisting of 1 or more flights for any of the following purposes:

- › delivery of urgent medical assistance to a person, when determined to be necessary by a medical transport tasker
- › transportation of any of the following, when determined to be necessary by a medical transport tasker:
  - » an ill or injured person
  - » another person directly involved with an ill or injured person

**Note:** For example, a close relative or the police.

- › medical personnel intended to be, or who are, directly involved with the person mentioned in the first sub dot point
- › blood, tissue or an organ for transfusion, grafting or transplantation (an item), including a person who has authorised custody of the item
- › the return of the aircraft to its base because (a delivery or transport) operation mentioned above has been completed.

**medical transport tasker** means:

- › medical personnel, or
- › an organisation whose purpose is, or whose purposes include, medical transport tasking.

**multi-crew operation** means an operation that requires at least 2 pilots in:

- › a multi-crew aircraft, or
- › an aircraft that is equipped, and required by the Regulations, to be operated by a crew of at least 2 pilots.

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**multi-pilot operation** means an aircraft operation conducted under multi-pilot procedures contained in the AOC holder's operations manual, but does not include:

- › contracted checking, within the meaning of regulation 142.020 of CASR, or
- › contracted recurrent training within the meaning of regulation 142.020 of CASR

unless the training or checking is conducted as a multi-crew operation within the meaning of regulation 61.010 of CASR.

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**mustered operation** means an aerial work operation, by a Part 138 operator, to herd or otherwise control livestock, and includes the following:

- › aerial livestock spotting;
  - › aerial humane killing of livestock that is injured or being culled;
  - › flight training associated with aerial work for any of the activities mentioned in this definition.
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**off-duty period (ODP)** means a period of time during which an FCM is free of all duties and standby associated with his or her employment.

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**operator proficiency check** means an assessment conducted by an operator in accordance with its training and checking responsibilities under the Regulations of whether a person has the aeronautical skills and knowledge required by the operator.

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**Part 138 certificate** means an aerial work certificate issued under regulation 138.040 of CASR.

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**Part 138 operator** means the holder of a Part 138 certificate.

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**Part 141 certificate** means the Part 141 certificate of a Part 141 operator to whom the CAO applies and, to that extent only, has the same meaning as in subregulation 141.015 (4) of CASR.

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**Note:** A Part 141 operator whose training is conducted exclusively through the use of a flight simulation training device is excluded from the scope of the CAO. In subregulation 141.015 (4) of CASR, a Part 141 certificate is defined as a certificate issued under regulation 141.060 of CASR. A reference in the CAO to an AOC holder is taken to include a Part 141 operator.

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**Part 141 operator** means a Part 141 operator to whom the CAO applies and, to that extent only, has the same meaning as in subregulation 141.015 (3) of CASR.

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**Note:** A Part 141 operator whose training is conducted exclusively through the use of a flight simulation training device (flight training device) is excluded from the scope of the CAO. In subregulation 141.015 (3) of CASR, a Part 141 operator is defined as the holder of a Part 141 certificate. A reference in the CAO to an AOC holder is taken to include a Part 141 operator.

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**Part 142 operator** means a Part 142 operator to whom the CAO applies and, to that extent only, has the same meaning as in subregulation 142.015 (4) of CASR.

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**Note:** A Part 142 operator whose training is conducted exclusively through the use of a flight simulation training device is excluded from the scope of the CAO.

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**positioning** for a person who is employed as an FCM means being transported, as a passenger, to a location, by any mode of transportation, as required by the AOC holder, and:

- › does not include being transported to or from suitable accommodation after or before an FDP
- › if undertaken immediately before duty that includes the person flying an aircraft as an FCM (flying duty) – must be considered part of his or her FDP
- › if undertaken immediately after the person's flying duty and no other flying duty is to be conducted in the duty period – is not part of his or her FDP or off-duty period
- › is duty and part of the duty period.

**Note:** The time spent positioning following an FDP, as described above, is not part of the FDP or off-duty period. However, it is added to the FDP for calculating off-duty period requirements.

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**private operation** has the meaning given by the CASR Dictionary.

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**reassign** means to assign to an FCM in a modified form that which had previously been assigned to the FCM.

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**recreational private operation** means flying conducted by an FCM in a personal capacity, and for the FCM's leisure.

**Note:** A flight conducted by an FCM as a private operation is not a recreational private operation if it is conducted for, or on behalf of, an entity, regardless of whether or not the entity is an AOC holder.

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**registered training organisation** has the meaning given by section 3 of the *National Vocational Education and Training Regulator Act 2011*, which means a training organisation listed on the national register as a registered training organisation.

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**reporting time** means the time assigned to an FCM to commence an FDP.

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**roster** means a list made available to an FCM by an AOC holder setting out the times when the FCM is assigned to undertake duties or standby.

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**sector**, for the CAO, has the following meanings:

- › except for a rotorcraft – any flight consisting of a take-off and a landing, when conducted by a person in the capacity of an FCM
  - › for a rotorcraft – the period:
    - » from when the rotor blades start turning until they stop turning
    - » during which an FCM on the rotorcraft conducts 1 or more flights, each consisting of a take-off and a landing
  - › each hour, or each part of an hour, of an FDP spent in a synthetic training device.
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**single-pilot operation** means any operation other than a multi-pilot operation.

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**sleep opportunity** means a period of time during an off-duty period when an FCM:

- › is not meeting the reasonable requirements of bodily functioning such as eating, drinking, washing or dressing
- › has access to suitable sleeping accommodation without, under normal circumstances, being interrupted by any requirement of the AOC holder.

**Note:** When an FCM is interrupted during sleep opportunity, this may affect the FCM's fitness for duty before the commencement of, or during, the next FDP.

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**SMS** means a safety management system approved by CASA.

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**split duty** means an FDP which contains a split-duty rest period.

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**split-duty rest period** (SDRP) means a predefined period of time (or, for appendix 4B or appendix 5, a period of time that may or may not be predefined) during which an FCM:

- › has access to suitable resting accommodation or suitable sleeping accommodation
  - › is relieved of all (other) duties associated with his or her employment by the AOC holder.
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**standby** means a period of time during which an FCM:

- › is required by an AOC holder to hold himself or herself available for duties
- › has access to suitable sleeping accommodation
- › is free from all duties associated with his or her employment.

**Note:** If suitable sleeping accommodation is not available for an FCM who is required by an AOC holder to hold himself or herself available for duty, the FCM will be considered to be on duty and not on standby.

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**standby-like arrangement** means a period of time during which an FCM:

- › is required by an AOC holder to hold himself or herself available for duties
  - › has no access to suitable sleeping accommodation.
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**suitable resting accommodation** means a comfortable resting area:

- › which has a comfortable temperature and minimal noise levels
- › which contains at least a comfortable chair
- › at which the FCM has access to adequate sustenance at times appropriate to the duty requirements.

**Note:** Suitable resting accommodation is solely for split-duty rest periods. Suitable sleeping accommodation may also be used for split-duty rest periods.

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**suitable sleeping accommodation** means accommodation, not within an aircraft, that is fit for the purpose of an FCM obtaining sleep, and that includes the following:

- › a comfortable room, compartment or facility
- › a single occupancy, at the discretion of the FCM
- › access to clean, tidy and hygienic amenities, including a toilet and handwashing basin
- › a bed that is comfortable, flat and horizontal, allowing the occupant to sleep on his or her stomach, back, and either side
- › minimum noise levels, including low occurrence of random noise
- › the means to control light, temperature and ventilation
- › access to adequate sustenance.

**Note:** A person's home or residence is considered to meet the requirements of suitable sleeping accommodation.

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**synthetic training device** means:

- › a flight simulator, or
  - › a flight training device, or
  - › a basic instrument flight trainer.
-

**the operations manual**, when used in a provision of the CAO, is taken to mean whichever of the following the Regulations require of the AOC holder to whom the provision applies:

- › the operations manual of the AOC holder, or
  - › the exposition of the AOC holder.
- 

**the Regulations** means CAR and CASR, as in force from time to time.

**Note:** The effect of regulation 2C is that the Regulations, CAR and CASR, are to be read together.

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**time zone** means a defined region of the earth with a uniform local time which differs by 1 hour, or by part of 1 hour, from the uniform local time of an adjoining region of the earth.

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**tour of duty** for a flight crew member:

- › means a period from when the member begins any duties associated with his or her employment before making a flight or series of flights until the member is finally relieved of all such duties after the end of the flight or flights
  - › includes a period during which the member is required by an operator to hold himself or herself available at an aerodrome for the performance of any such duties.
- 

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

**Note:** Guidance on the application of unforeseen operational circumstances is contained in CAAP 48-01.

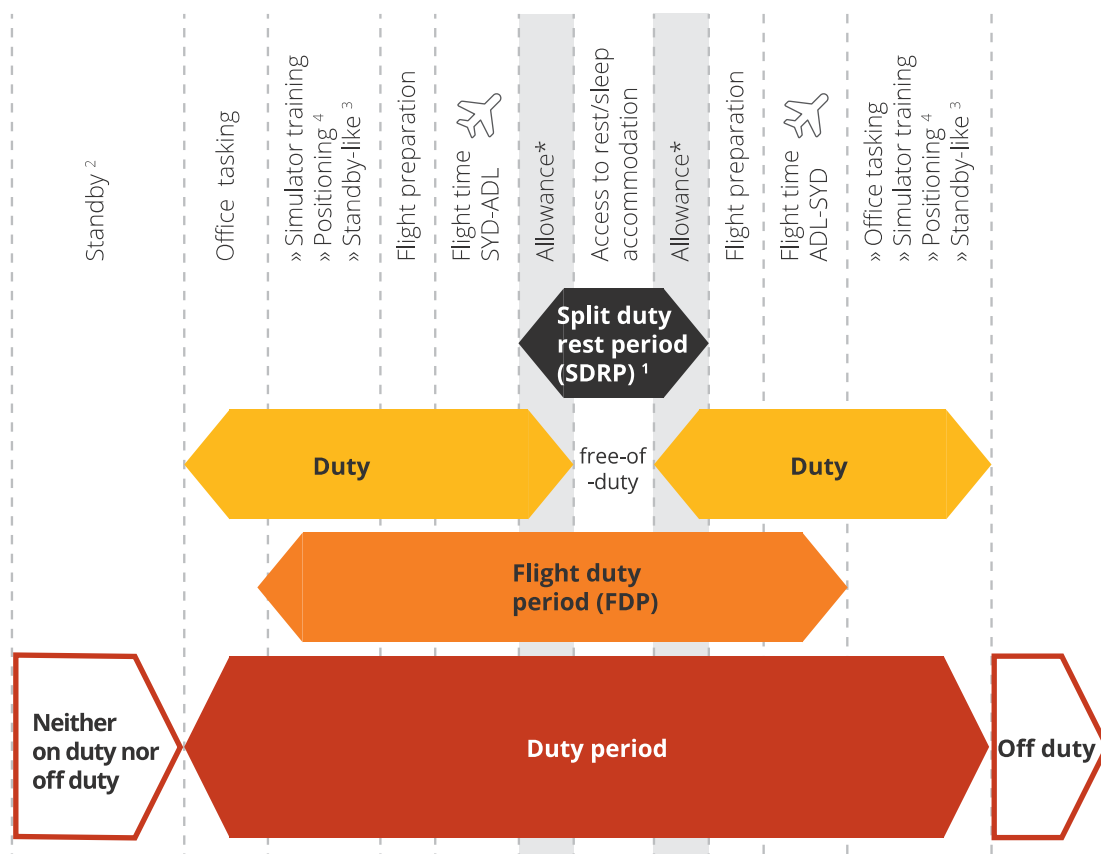
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**window of circadian low (WOCL)** for an FCM means:

- › in appendix 2:
    - » if the FCM is acclimatised – the period between the hours of 0200 and 0559 local time at the location where the FCM is acclimatised, or
    - » if the FCM is in an unknown state of acclimatisation – the period between the hours of 0200 and 0559 local time at the location where the FCM was last acclimatised
  - › in an appendix other than appendix 2 – the period between the hours of 0200 and 0559 local time at the location where the FCM commences a duty period.
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**written application**, for an approval, means the written application of the AOC holder who is seeking the approval.

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**Figure 15: Components of the duty period****Notes:**

<sup>1</sup> **SDRP** is a component of the FDP. The actual rest/sleep period is free from duty. The first 4 hrs of the SDRP in sleeping accommodation may be reduced to 2 hrs for the purpose of calculating a subsequent ODP or for calculating cumulative duty.

<sup>2</sup> **Standby** is neither on duty nor off duty. It is used when determining the maximum duration of any following FDP. In appendix 2, 3, 4 and 6, if not called out from standby, you must have a minimum 10 hrs off duty.

<sup>3</sup> **Standby-like**, if it precedes an FDP, is part of the FDP. If it follows an FDP, it must be added to the FDP for the purpose of determining the subsequent ODP.

<sup>4</sup> **Positioning**, if it precedes an FDP, is part of the FDP. If it follows an FDP, it must be added to the FDP for the purpose of determining the subsequent ODP.

\* **Allowance** – an allowance must be made for the time it takes to move between the aircraft and the sleeping/resting accommodation.