

Flight Operations

FLIGHT STANDING ORDER OPERATIONS

No: 084/15
Date: 01/07/15
Cancels: NIL

ALL AIRCRAFT

APPLICATION OF FLIGHT TIME LIMITATIONS

Background

CAO 48, as modified by the CASA exemptions published in the Regulatory Manual, sets out the Regulatory Flight and Duty Limitations (RFDLs) applicable to Qantas operations. It is the responsibility of Qantas to plan and schedule operations that comply with the RFDLs. A joint responsibility exists between the Operator and Flight Crew member to ensure that actual operations do not exceed the RFDLs. The LHWD/SHEA may impose additional (contractual) flight and duty limitations. Individual pilots may elect to operate beyond contractual limits, but must not exceed RFDLs.

Some Flight Crew members have sought clarification regarding the application of RFDLs, particularly in relation to the commencement and continuation of flight when a Flight or Duty period is approaching the RFDLs. This FSO seeks to provide guidance for those circumstances. No flight should commence take-off unless the PIC can be reasonably certain that the flight will be completed within the RFDLs. The following information will assist in making that decision.

Policy

A flight must not commence take-off if it is apparent that the flight cannot be completed within the Regulatory Flight and Duty Limitations (RFDLs) prescribed in CAO 48, as modified by any applicable exemption or concession.

In determining the ability to complete the flight within the RFDLs, Flight Crew should consider the following:

- Prior to take off, for the purpose of RFDLs, Flight Crew may consider the fastest flight time available that will comply with the Qantas Fuel policy plus taxi time at destination. To determine a suitable take-off time, it is acceptable to assume that there will be no en-route delays.
- ATC holding requirements or forecast weather conditions that are TEMPO or INTER or require an alternate airport to be planned are advisory and need not be considered for the purpose of applying RFDLs.



FSO Applicability: All Aircraft

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MAR Submitted: N/A
Manual Applicability: N/A
Relevant department/s notified: N/A
Note:

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- For the purpose of calculating the RFDL duty periods only, a crew member is considered to be finally relieved of all safety-related duties associated with his or her employment after the end of the flight or flights plus a suitable time after the aircraft arrives 'on blocks' to permit completion of safety related post flight duties. The regulatory stand down time is at the Pilot In Command's discretion, and for B737 crew operating under EX61/14 finishes not less than 15 minutes after the end of the block time of the final flight as an operating crew member.
- For remuneration and rest period (free of duty) calculation purposes, stand down time will remain at 'on blocks' time plus 30 minutes (Long Haul) or 15 minutes (Short Haul). See dot point above.
- Once en-route, it is accepted that the flight may gain or lose time due to en-route winds, weather, track shortening etc. ATC advice of expected traffic holding is considered advisory only, however ATC advice that the aerodrome or runway will be closed for a defined period should be considered when assessing the flight or duty period. Once airborne, the situation becomes dynamic and it is not possible to provide guidance for every scenario.
- If it becomes evident while en-route that RFDLs will be exceeded (e.g. consistently stronger than forecast headwinds), then a diversion to a suitable destination should be considered if the Pilot in Command determines this to be the safest course of action.

Author: Fleet Captain B747

Checked by: Manager Compliance and Regulatory Affairs

SGD: D. Tobiano
Chief Pilot

FSO Applicability: All Aircraft

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MAR Submitted: N/A

Manual Applicability: N/A

Relevant department/s notified: N/A

Note: