

**C. DISCUSSION GROUP REPORTS**

**“International Long Haul Operations: Passenger and Cargo”**



Aviation Fatigue  
Management  
Symposium:  
Partnerships  
for Solutions  
June 17-19, 2008

*Presented by  
Federal Aviation  
Administration*

**International Long Haul  
Operations: Passenger  
and Cargo**

The statements in this report reflect discussions among symposium participants and do not reflect the official position of the Federal Aviation Administration.



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**Definition of...**

1. Lacking intellectual acuity
2. In a state of mental numbness
3. Without much intelligence
4. Slow to learn or understand; obtuse
5. Marked by a lack of intelligence or care; foolish or careless
6. Dazed, stunned, or stupefied
7. Pointless; worthless

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## Definition of... STUPID or FATIGUED

1. Lacking intellectual acuity
2. In a state of mental numbness
3. Without much intelligence
4. Slow to learn or understand; obtuse
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## Discussion Group Area

- Pilots and Flight Attendants
- Long-haul International and ULR

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## **Objective 1: Major fatigue challenges and drivers in International Long Haul**

### **Overview**

- Fitness for Duty
- Scheduling
  - Reserve, rest rules, coverage
- Layovers
  - Use of alcohol, activities
- Regulations
  - Differences, Whitlow
- Data and measurement
- Economics
- Operator culture and policies

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## **Objective 1: Major fatigue challenges and drivers in International Long Haul**

- Fitness to Report for Duty
  - Commuting
  - Managing time off
    - Outside employment
    - “Inside employment”
    - Military flying
  - Economic/Industry Stressors
  - Age
  - Adequate sleep
  - Corporate fatigue policy
  - Reserve/ Delay Considerations

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## **Objective 1: Major fatigue challenges and drivers in International Long Haul**

- Scheduling
  - Marketing dictates the schedules - doesn't necessarily work with ops
  - Tradeoff between rest time and desire for "time off"
  - Schedule change from early reports to late reports- predictable
  - Trading trips may undermine scheduling to mitigate fatigue risk
  - Critical operations in the WOCL
  - Direction of flight- pattern/ rest construction

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## **Objective 1: Major fatigue challenges and drivers in International Long Haul**

- Scheduling (continued)
  - Reserve scheduling practices/ regulations
  - Staffing levels
  - "Tag on" Flying
  - Part 91/121 Flying "tag on"
  - Mixture of Long-haul flying combined with in-theater operations.
  - Round the clock duty periods
  - Monthly trip pattern
  - Restorative sleep scheduling- based on more than total rest time, but also circadian

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## **Objective 1: Major fatigue challenges and drivers in International Long Haul**

- Layovers
  - Quality of hotel
    - Quality of food available
  - Hotel not near airport on short overnights
  - Use of layover time
  - Use of alcohol, caffeine, eating habits, exercise opportunities
  - Ability to take advantage of sleep opportunities – sleep hygiene

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## **Objective 1: Major fatigue challenges and drivers in International Long Haul**

- Data Collection
  - Should data collection be standardized or tailored to task (F/A v Pilot)? E.g., ASAP, FOQA, etc.
  - More difficult to analyze data because of non-standardization of categorization.
  - Lack of data on age effect on fatigue
  - Tracking of fatigue reports
    - Standardization of data collection
  - Use of data to measure, self-evaluate or predict fatigue.
  - Legality and liability issues

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## **Objective 1: Major fatigue challenges and drivers in International Long Haul**

- Economics
  - Variances in or non-standard corporate fatigue policies (personal and organizational application)
  - Balance between marketing/ economic drivers of route development and ability to operate safely
  - Airline's need and desire to maximize productivity
  - Industry turmoil – flying more to make the same paycheck
  - Balancing operational needs with effective fatigue management

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## **Objective 1: Major fatigue challenges and drivers in International Long Haul**

- Dated Regulations
  - Not based on science- aircraft evolution
    - Prohibits mitigation techniques (e.g., controlled flight deck rest)
  - No clear maximum duty day for international operations
  - Allow for extension of FTDT for irregular operations -- diversions
  - No Cabin Crew fatigue policy
  - Inadequate or non-existent Cabin Crew Regulations- rest/duty day
  - Address Medical issues
    - Identifying and treating sleep apnea and other sleep disorders
    - Pharmacological solutions?

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## **Objective 1: Major fatigue challenges and drivers in International Long Haul**

- Operator Culture and Policies
  - Lack of a Just Culture
  - Crewmembers who do not call in when fatigued
    - Sick policy versus fatigue policy
    - Perception of retribution re fatigue policy
  - Main purpose for those who abuse the system – some see fatigue the same as sick
  - Inappropriate use of fatigue policy

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## **Objective 2: Major current and historical barriers to fatigue mitigation in International Long Haul Operations**

- Fatigue has historically not “belonged” to anyone;
- Perceived lack of trust between stakeholders
- Advances in technologies have outpaced regulations
- Recognition of fatigue vs. tired

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*AVIATION FATIGUE MANAGEMENT SYMPOSIUM:  
PARTNERSHIPS FOR SOLUTIONS*



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### **Objective 3: List major fatigue mitigation concepts and opportunities**

- Acknowledgement of shared responsibility of all stakeholders
- Near term:
  - Education for crewmembers and all levels of management
  - Policies that provide a physiologically suitable time for sleep
  - Commute- and fatigue- friendly scheduling
  - Controlled flight deck rest
  - Rest facilities
    - Hotels, in-flight, post duty rest facility
  - Provide strategy for sleep inertia recovery time
  - Use of prescribed medication
- Far term:
  - FRMS

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