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### CE4 - MOODY ROMAN

"The unregulated hours and frequent night work characteristic of maintenance can produce significant levels of employee fatigue, with a resultant risk of maintenance error. Fatigue Risk Management Systems (FRMS) are widely used to manage fatigue among flight crew and drivers of commercial vehicles, but comprehensive approaches to fatigue risk management are still uncommon within maintenance organizations. In the wider transport industry, the objective of most FRMS has been to reduce fatigue to an acceptable level. Two additional objectives can be identified for FRMS in the maintenance environment: reducing or capturing fatigue-related errors, and minimizing the harm caused by fatigue-related errors. A range of countermeasures can help to achieve these three objectives in aviation maintenance. Some of these countermeasures are currently being applied within the industry, while others may become feasible in the future. The data available on best practices for fatigue risk management in aviation maintenance are continually evolving. This should be considered an interim report."--Report documentation page.

"In 2008, Congress directed the Civil Aerospace Medical Institute (CAMI) to conduct follow-on studies of six recommendation areas noted in an integrated report by the National Aeronautics and Space Administration (NASA) and CAMI regarding flight attendant fatigue. The report concluded that some degree of fatigue-related performance affects were likely under current prescriptive rules. Internationally, fatigue risk is managed almost solely through prescriptive rules based on the maximum hours of work and minimum hours of rest. Traditional prescriptive rules, however, have limited applications to round-the-clock operations, often excluding fatigue-contributing factors such as time zone transitions, layover and recovery, time of day, and circadian rhythms (Caban et al., 2009). Prescriptive rules directly affect crew scheduling and are critical to operator viability; however, due to economic recession, operators are routinely scheduling up to the regulation limits, which could result in an increased likelihood of fatigue and fatigue-related mishaps (Nesthus, Schroeder, Connors, et al., 2007). In the present study, we obtained regulations (n=38) and collective bargaining agreements (CBA) (n=13) regarding flight attendant duty time and rest from International Civil Aviation Organization (ICAO) member states using several resources: Civil Aviation Authority Web sites, an international cabin safety symposium, Webbased ICAO information exchange, and FAA international field offices and aviation safety inspectors. We analyzed each regulation and CBA to identify duty time and rest rules related to working hour limits, sleep and rest requirements, circadian rhythms, and other factors. When comparing the United States (U.S.) maximum hours of work and minimum hours of rest with other countries, we concluded that U.S. prescriptive rules are among the least restrictive, representing a greater than typical risk for fatigue related incidents. We recommend the U.S. establish a sanctioned fatigue workgroup of subject matter experts, aviation stakeholders, medical and research scientists, and aviation Safety Management System experts to evaluate current regulations and develop an adaptive fatigue mitigation safety system combining scientific principles and knowledge with operational support."--Report documentation page.

Airline Operations and Delay Management fills a gap within the area of airline schedule planning by addressing the close relationships between network development, economic driving forces, schedule demands and operational complexity. The pursuit of robust airline scheduling and reliable airline operations is discussed in light of the future trends of airline scheduling and technology applications in airline operations. The book extensively explores the subject from the perspectives of airline economics, airline network development and airline scheduling practices. Many operational issues and problems are the inevitable consequences of airline network development and scheduling philosophy, so a wide perspective is essential to address airline operations in their proper context. The influence of airline network development on schedule planning and operations driven by economic forces and relaxed regulations is thoroughly examined for different types of operations in aviation such as network carriers and low-cost carriers. The advantages and disadvantages of

running different networks and schedules are discussed and illustrated with real airline examples. In addition, this book provides readers with various mathematical models for solving different issues in airline operations and delay management. Airline Operations and Delay Management is ideal for senior undergraduate students as an introductory book on airline operations. The more advanced materials included in this book regarding modeling airline operations are suitable for post-graduate students, advanced readers and professionals interested in modeling and solving airline operational problems.

ICAO Annex 6 Part I lays down the standards and recommended practices for management of fatigue for flight and cabin crew members. These standards require State of the Operator to establish prescriptive regulations for the management of fatigue which include flight time, flight duty periods, duty period and rest period limitations. The Operator, for the purpose of managing its fatigue related safety risks, is required to establish flight time, flight duty periods, duty period and rest period limitations that are within the prescriptive fatigue management regulations established by the State. The intention of this document is to permit commercial carriers conducting operations under DGCA have a reference point towards the safe application of the regulations. The Enhanced Edition includes the full CAR-7-J-III and the QRG.

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On July 26, 2002, about 0537 eastern daylight time, Federal Express flight 1478, a Boeing 727-232F, on its way from Memphis International Airport to Tallahassee Regional airport, struck trees on short final approach and crashed short of runway 9 at the Tallahassee Regional Airport, Florida. The flight was operating as a scheduled cargo flight from Memphis, to Tallahassee. The captain, first officer, and flight engineer were seriously injured, and the airplane was destroyed by impact and resulting fire. Night visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan. The National Transportation Safety Board determines that the probable cause of the accident was the crew's failure to establish and maintain a proper glidepath during the night visual approach to landing. Contributing to the accident was a combination of the captain's and first officer's fatigue, the crew's failure to monitor the approach, and the first officer's color vision deficiency.

Practical Human Factors for Pilots bridges the divide between human factors research and one of the key industries that this research is meant to benefit—civil aviation. Human factors are now recognized as being at the core of aviation safety and the training syllabus that flight crew trainees have to follow reflects that. This book will help student pilots pass exams in human performance and limitations, successfully undergo multi-crew cooperation training and crew resource management (CRM) training, and prepare them for assessment in non-technical skills during operator and license proficiency checks in the simulator, and during line checks when operating flights. Each chapter begins with an explanation of the relevant science behind that particular subject, along with mini-case studies that demonstrate its relevance to commercial flight operations. Of particular focus are practical tools and techniques that students can learn in order to improve their performance as well as "training tips" for the instructor. Provides practical, evidence-based guidance on issues often at the root of aircraft accidents Uses international regulatory material Includes concepts and theories that have practical relevance to flight operations Covers relevant topics in a step-by-step manner, describing how they apply to flight operations Demonstrates how human decision-making has been implicated in air accidents and equips the reader with tools to mitigate th-

ese risks Gives instructors a reliable knowledge base on which to design and deliver effective training Summarizes the current state of human factors, training, and assessment

"Today's aviation industry is a 24/7 operation that produces a variety of challenges for cabin crew members, including extended duty periods, highly variable schedules, and frequent time zone changes. While these operational requirements may be necessary, they are far from ideal with respect to the human body's biological rhythms for managing sleep and alertness. In fact, acute sleep loss, sustained periods of wakefulness, and circadian factors resulting from this form of misalignment are all contributors to fatigue and fatigue-related mishaps (Caldwell, 2005; Rosekind et al., 1996). The strategic management of fatigue is necessary for safety improvement throughout the industry. Employee educational programs regarding the dangers of fatigue, the causes of sleepiness, and the importance of proper sleep hygiene to improve sleep quality may be critical for effective fatigue management (Caldwell, 2005). This report outlines specific recommendations regarding fatigue countermeasures training and its potential benefits to flight attendant operations."--Report documentation page.

This book provides an authoritative and practical guide to the assessment, management, treatment and care of pilots and other professional groups within aviation; covering a range of relevant topics, for health and human resources practitioners working in the airline industry. Pilot mental health has, hitherto, been regarded as a specialist topic in aviation medicine. Consequently, practitioners and researchers alike have been forced to consult specialist journals or seek out a relevant chapter on this topic in a general textbook to develop or update their understanding of the relevant issues. This book seeks to remedy this situation by gathering together all of the relevant insights into a single authoritative source gathered from the leading specialists in the field. It aims to cover all of the main relevant issues including the assessment, care, management and treatment of mental health problems, as well as the prevention of mental health problems among this occupational group.

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In response to a 1980 congressional request, NASA Ames Research Center initiated a Fatigue/Jet Lag Program to examine fatigue, sleep loss, and circadian disruption in aviation. Research has examined fatigue in a variety of flight environments using a range of measures (from self-report to performance to physiological). In 1991, the program evolved into the Fatigue Countermeasures Program, emphasizing the development and evaluation of strategies to maintain alertness and performance in operational settings. Over the years, the Federal Aviation Administration (FAA) has become a collaborative partner in support of fatigue research and other Program activities. From the inception of the Program, a principal goal was to return the information learned from research and other Program activities to the operational community. The objectives of this Education and Training Module are to explain what has been learned about the physiological mechanisms that underlie fatigue, demonstrate the application of this information in flight operations, and offer some specific

fatigue counter-measure recommendations. It is intended for all segments of the aeronautics industry, including pilots, flight attendants, managers, schedulers, safety and policy personnel, maintenance crews, and others involved in an operational environment that challenges human physiological capabilities because of fatigue, sleep loss, and circadian disruption.

One of the primary applications of human factors engineering is in the aviation domain, and the importance of human factors has never been greater as U.S. and European authorities seek to modernize the air transportation system through the introduction of advanced automation. This handbook provides regulators, practitioners, researchers, and educators a comprehensive resource for understanding and applying human factors to air transportation.

This overview of fatigue includes fatigue definitions, the measurement / assessment of fatigue, and the performance, mood, and safety problems associated with fatigue in the operational setting. The physiological bases of fatigue are discussed, so the reader understands that fatigue is a physiological phenomenon that is not "just a state of mind". Scientifically-valid countermeasures are discussed and data from a variety of sources are included to provide readers with a "toolbox" from which they can choose solutions to fatigue-related problems. The book is of interest to aviation crews in both civilian and military sectors, managers as well as aviators, flight deck as well as maintenance crews. It aims to be 'user-friendly', although scientific information is included to help the reader understand why certain behaviours occur.

Information modeling and knowledge bases are important technologies for academic and industrial research that goes beyond the traditional borders of information systems and computer science. The amount and complexity of information to be dealt with grows continually, as do the levels of abstraction and the size of databases. This book presents the proceedings of the 30th International Conference on Information Modelling and Knowledge Bases (EJC2020), due to be held in Hamburg, Germany on 8 and 9 June 2020, but instead held as a virtual conference on the same dates due to the Corona-virus pandemic restrictions. The conference provides a research forum for the exchange of scientific results and experiences, and brings together experts from different areas of computer science and other disciplines with a common interest in information modeling and knowledge bases. The subject touches on many disciplines, with philosophy and logic, cognitive science, knowledge management, linguistics and management science, as well as the emerging fields of data science and machine learning, all being relevant areas. The 23 reviewed, selected, and upgraded contributions included here are the result of presentations, comments, and discussions from the conference, and reflect the themes of the conference sessions: learning and linguistics; systems and processes; data and knowledge representation; models and interfaces; formalizations and reasoning; models and modeling; machine learning; models and programming; environment and predictions; modeling emotion; and social networks. The book provides an overview of current research and applications, and will be of interest to all those working in the field.

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Every day in the United States, over two million men, women, and children step onto an aircraft and place their lives in the hands of strangers. As anyone who has ever flown knows, modern flight offers unparalleled advantages in travel and freedom, but it also comes with grave responsibility and risk. For the first time in its history, the Federal Aviation Administration has put together a set

of easy-to-understand guidelines and principles that will help pilots of any skill level minimize risk and maximize safety while in the air. The Risk Management Handbook offers full-color diagrams and illustrations to help students and pilots visualize the science of flight, while providing straightforward information on decision-making and the risk-management process.

\*Shortlisted for the BPS Book Award 2014 in the Textbook Category\* \*Winner of the 2014 Distinguished Publication Award (DPA) from the Association for Women in Psychology (AWP)\* Successful Qualitative Research: A Practical Guide for Beginners is an accessible, practical textbook. It sidesteps detailed theoretical discussion in favour of providing a comprehensive overview of strategic tips and skills for starting and completing successful qualitative research. Uniquely, the authors provide a 'patterns framework' to qualitative data analysis in this book, also known as 'thematic analysis'. The authors walk you through a basic thematic approach, and compare and contrast this with other approaches. This discussion of commonalities, explaining why and when each method should be used, and in the context of looking at patterns, will provide you with complete confidence for your qualitative research journey. Key features of this textbook: Full of useful tips and strategies for successful qualitative work, for example considering the nervous student not just the beginner student. Skills-based, utilising a range of pedagogical features to encourage you to apply particular techniques and learn from your experience. The authors use the same dataset throughout - reproduced in full (with associated research materials) on the companion website - to help you make comparisons across different analytical approaches. A comprehensive suite of student support materials, including practice exam questions, can be found online at [www.sagepub.com/braunandclarke](http://www.sagepub.com/braunandclarke). This textbook will be an essential textbook for undergraduates and postgraduates taking a course in qualitative research or using qualitative approaches in a research project. Electronic Inspection Copy available for instructors here

The book provides a data-driven approach to real-world crew resource management (CRM) applicable to commercial pilot performance. It addresses the shift to a systems-based resilience thinking that aims to understand how worker performance provides a buffer against failure. This book will be the first to bring these ideas together. Taking a competence-based approach offers a more coherent, relevant approach to CRM. The book presents relevant, real-world examples of the concepts and outlines a change in thinking around pilot performance and data interpretation that is overdue. Airlines, pilots and aviation industry professionals will benefit from the insights into organisational design and alternative approaches to training. FEATURES Approaches CRM from a competence-based perspective Uses a systems model to bring coherence to CRM Includes a chapter on using blended learning and virtual reality to deliver CRM Features research on work/life balance, morale, pilot fatigue and link to error Operationalises 'resilience engineering' in a crew context ICAO Annex 6 Part I lays down the standards and recommended practices for management of fatigue for flight and Cabin Crew Members. These standards require State of the Operator to establish prescriptive regulations for the management of fatigue which include flight time, flight duty periods, duty period and rest period limitations. The Operator, for the purpose of managing its fatigue related safety risks, is required to establish flight time, flight duty periods, duty period and rest period limitations that are within the prescriptive fatigue management regulations established by the State. This document will provide an aid to certificate holders operating under operations found in CAR-7-J -I Cabin Crew FTDT. Includes the full CAR-7-J-I 2016 and the QRG.

Offering today's most authoritative, comprehensive coverage of sleep disorders, Kryger's Principles and Practice of Sleep Medicine, 7th Edition, is a must-have resource for sleep medicine specialists, fellows, trainees, and technicians, as well as pulmonologists, neurologists, and other clinicians who see patients with sleep-related issues. It provides a solid understanding of underlying basic science as well as complete coverage of emerging advances in management and treatment for a widely diverse patient population. Evidence-based content, hundreds of full-color illustrations, and a wealth of additional resources online help you make well-informed clinical decisions and offer your patients the best possible care. Contains new chapters on sleep in intersex and transgender individuals; sleep telemedicine and remote PAP adherence monitoring; and sleep and the menstrual cycle, as well as increased coverage of treatment and management of pediatric patients. Includes expanded sections on pharmacology, sleep in individuals with other medical disorders, and methodology. Discusses updated treatments for sleep apnea and advancements in CPAP therapy. Offers access to 95 video clips online, including expert interviews and sleep study footage of various sleep disorders. Meets the needs of practicing clinicians as well as those preparing for the sleep medicine fellowship examination or recertification exams, with more than 950 self-assessment questions, answers, and rationales online. Enhanced eBook version included with purchase.

Your enhanced eBook allows you to access all of the text, figures, and references from the book on a variety of devices.

Taking an integrated, systems approach to human performance issues on the flight deck of the modern airliner, this book describes the inter-relationships between the various application areas of human factors, recognising that the human contribution to the operation of an airliner does not fall into neat pigeonholes. The relationship between areas such as pilot selection, training, flight deck design and safety management is continually emphasised. It also affirms the upside of human factors in aviation and avoids placing undue emphasis on when the human component fails.

In response to a 1980 congressional request, NASA Ames Research Center initiated a Fatigue Jet Lag Program to examine fatigue, sleep loss, and circadian disruption in aviation. Research has examined fatigue in a variety of flight environments using a range of measures (from self-report to performance to physiological). In 1991, the program evolved into the Fatigue Countermeasures Program, emphasizing the development and evaluation of strategies to maintain alertness and performance in operational settings. Over the years, the Federal Aviation Administration (FAA) has become a collaborative partner in support of fatigue research and other Program activities. From the inception of the Program, a principal goal was to return the information learned from research and other Program activities to the operational community. The objectives of this Education and Training Module are to explain what has been learned about the physiological mechanisms that underlie fatigue, demonstrate the application of this information in flight operations, and offer some specific fatigue counter-measure recommendations. It is intended for all segments of the aeronautics industry, including pilots, flight attendants, managers, schedulers, safety and policy personnel, maintenance crews, and others involved in an operational environment that challenges human physiological capabilities because of fatigue, sleep loss, and circadian disruption.

With the pace of ongoing technological and teamwork evolution across air transport, there has never been a greater need to master the application and effective implementation of leading edge human factors knowledge. Human Factors in Multi-Crew Flight Operations does just that. Written from the perspective of the well-informed pilot it provides a vivid, practical context for the appreciation of Human Factors, pitched at a level for those studying or engaged in current air transport operations. Features Include: - A unique seamless text, intensively reviewed by subject specialists. - Contemporary regulatory requirements from ICAO and references to FAA and JAA. - Comprehensive detail on the evolutionary development of air transport Human Factors. - Key statistics and analysis on the size and scope of the industry. - In-depth demonstration of the essential contribution of human factors in solving current aviation problems, air transport safety and certification. - Future developments in human factors as a 'core technology'. - Extensive appendices, glossary and indexes for ease of reference. The only book available to map the evolution, growth and future expansion of human factors in aviation, it will be the text for pilots and flight attendants and an essential resource for engineers, scientists, managers, air traffic controllers, regulators, educators, researchers and serious students.

Today's aviation industry is a 24/7 operation that produces a variety of challenges for cabin crew members, including extended duty periods, highly variable schedules, and frequent time zone changes. While these operational requirements may be necessary, they are far from ideal with respect to the human body's biological rhythms for managing sleep and alertness. In fact, acute sleep loss, sustained periods of wakefulness, and circadian factors resulting from this form of misalignment are all contributors to fatigue and fatigue-related mishaps (Caldwell, 2005; Rosekind et al., 1996). The strategic management of fatigue is necessary for safety improvement throughout the industry. Employee educational programs regarding the dangers of fatigue, the causes of sleepiness, and the importance of proper sleep hygiene to improve sleep quality may be critical for effective fatigue management (Caldwell, 2005). This report outlines specific recommendations regarding fatigue countermeasures training and its potential benefits to flight attendant operations.

This title was first published in 2000. This is volume one of a two-volume set which presents the reader with strategies for the contributions of psychology and human factors to the safe and effective functioning of aviation organizations and systems. Together, the volumes comprise the edited contributions to the Fourth Australian Aviation Psychology Symposium. The chapters within are orientated towards presenting and developing practical solutions for the present and future challenges facing the aviation industry. Each volume covers areas of vital and enduring importance in the complex aviation system. Volume one includes aviation safety, crew resource management, the aircraft cabin, cockpit automation, safety investigation, fatigue and stress, and applied human

factors in training.

Seminar paper from the year 2021 in the subject Health - Stress management, grade: A+, , language: English, abstract: This paper evaluates the fatigue management program for airport workers in New Zealand. Airports, like hospitals, never close, and, as such, healthcare providers and aviation professionals operate under a distinctive but shared set of circumstances. As a result, long and intensive shifts are common, sleep deprivation and fatigue are widespread. Fatigue is an unavoidable consequence of modern airline operations due to shift work and crew duties which invariably are associated with some sleep disruption. There is a large variation between individuals in their ability to cope with sleep disruption and jet lag. In section sixteen, the Health and Safety Work Act 2015 (HSWA) recognises fatigue as a hazard implying that the Person Conducting a Business or Undertaking (PCBU) must manage it. For the civil aviation system, the International Civil Aviation Organisation (ICAO) has set the fundamental standards for fatigue risk management (FRM). Nationally, the Civil Aviation Authority (CAA) is the workplace health and safety regulator under HSWA.

Cockpit Resource Management (CRM) has gained increased attention from the airline industry in recent years due to the growing number of accidents and near misses in airline traffic. This book, authored by the first generation of CRM experts, is the first comprehensive work on CRM. Cockpit Resource Management is a far-reaching discussion of crew coordination, communication, and resources from both within and without the cockpit. A valuable resource for commercial and military airline training curriculum, the book is also a valuable reference for business professionals who are interested in effective communication among interactive personnel. Key Features \* Discusses international and cultural aspects of CRM \* Examines the design and implementation of Line-Oriented Flight Training (LOFT) \* Explains CRM, LOFT, and cockpit automation \* Provides a case history of CRM training which improved flight safety for a major airline

Nearly everyone experiences fatigue, but some professions--such as aviation, medicine and the military--demand alert, precise, rapid, and well-informed decision making and communication with little margin for error. The potential for fatigue to negatively affect human performance is well established. Concern about this potential in the aviation context extends back decades, with both airlines and pilots agreeing that fatigue is a safety concern. A more recent consideration is whether and how pilot commuting, conducted in a pilot's off-duty time, may affect fatigue during flight duty. In summer 2010 the U.S. Congress directed the Federal Aviation Administration (FAA) to update the federal regulations that govern pilot flight and duty time, taking into account recent research related to sleep and fatigue. As part of their directive, Congress also instructed FAA to have the National Academy of Sciences conduct a study on the effects of commuting on pilot fatigue. The book reviews research and other information related to the prevalence and characteristics of commuting; to the science of sleep, fatigue, and circadian rhythms; to airline and regulatory oversight policies; and to pilot and airline practices. Also discusses the policy, economic, and regulatory issues that affect pilot commuting, and outlines potential next steps, including recommendations for regulatory or administrative actions, or further research by the FAA.

Regional operations encompass a broad range of pilots and equipment. This module is intended to help all those involved in regional aviation, including pilots, schedulers, dispatchers, maintenance

technicians, policy makers, and others, to understand the physiological factors underlying fatigue, how flight operations affect fatigue, and what can be done to counteract fatigue and maximize alertness and performance in their operations. The overall purpose of this module is to promote aviation safety, performance, and productivity. It is intended to meet three specific objectives (1) to explain the current state of knowledge about the physiological mechanisms underlying fatigue (2) to demonstrate how this knowledge can be applied to improving flight crew sleep, performance, and alertness and (3) to offer strategies for alertness management. Aviation Safety Reporting System (ASRS) and National Transportation Safety Board (NISH) reports are used throughout this module to demonstrate that fatigue is a safety issue in the regional operations community. The appendices at the end of this module include the ASRS reports used for the examples contained in this publication, brief introductions to sleep disorders and relaxation techniques, summaries of relevant NASA publications, and a list of general readings on sleep, sleep disorders, and circadian rhythms. The potential for fatigue to negatively affect human performance is well established. Concern about this potential in the aviation context extends back decades, with both airlines and pilots agreeing that fatigue is a safety concern. A more recent consideration is whether and how pilot commuting, conducted in a pilot's off-duty time, may affect fatigue. The National Academy of Sciences was asked to review available information related to the prevalence and characteristics of pilot commuting; sleep, fatigue, and circadian rhythms; airline and regulatory oversight policies; and pilot and airline practices. This interim report summarizes the committee's review to date of the available information. The final report will present a final review, along with the committee's conclusions and recommendations based on the information available during its deliberations.

This book reports on cutting-edge theories and methods for analyzing complex systems, such as transportation and communication networks and discusses multi-disciplinary approaches to dependability problems encountered when dealing with complex systems in practice. The book presents the most noteworthy methods and results discussed at the 21st International Multidisciplinary Conference on Reliability and Statistics in Transportation and Communication (RelStat), which took place remotely from Riga, Latvia, on October 14 - 15, 2021. It spans a broad spectrum of topics, from mathematical models and design methodologies, to software engineering, data security and financial issues, as well as practical problems in technical systems, such as transportation and telecommunications, and in engineering education.

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