



TEAMSTERS LOCAL 2750

Fatigue Committee Education

REVIEWING THE FATIGUE MODEL FOR NIGHT TURN REST PLANNING

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Mitigating Fatigue on a Night Turn

By now, crew members in the 737 and 767 fleets should have noticed the return of the night turns from CVG. This operation will be familiar to those crews who worked in the DHL system prior to its drawdown. There are some differences. Rather than originating at an outstation these flights originate and return to CVG.

This kind of flying can be challenging. We encourage crewmembers bidding these schedules to carefully consider their ability to consistently rest during the day. The Fatigue Committee is actively working with Crew Planning to model these flights to determine the pattern of flying that is the best for the operating crew. With that in mind, we would like to provide some techniques which may be supported by predictive modeling or industry-accepted best-practices.

How to Rest

First, there is no substitute for a full night's sleep. A full night's sleep, whether it be right up to wake up or immediately following the previous night's duty, will have the greatest effect on fatigue during your subsequent duty period. Predictive modeling (pictured below) shows the most likely time a crew member will fall asleep is early in the rest period, waking up well before the company provided wake-up. Following this, take full advantage of a nap period into your wake up, if possible.



Do: Plan your rest, try to carve out a quiet, dark area where you can attempt an uninterrupted full sleep period. Add naps if you can.

Don't: Put off rest between night-turns if your sleep pressure is sufficient to fall asleep now.

Naps, Rest, Delays

The modeling we use shows the greatest risk will come late into the second leg of the night turn. This assumes a full sleep period in the rest period between duty. What this model does

not consider is a short rest or nap during the duty period. A nap of any duration, even minutes, will have strong short-term effect on fatigue. The goal is not to prevent fatigue, but to offset peak sleep pressure until after the duty period has ended. This has a dual benefit, both for improving flight safety and improving the odds of sleep once the rest period starts.

Delays will be a challenge. If you learn of a delay, whether your first or second leg, do not delay the decision to retire to a temporary rest facility (such as a crew lounge). Station representatives and the AOA are briefed to act quickly to transport the crew to a rest facility if a delay arises. This is a significant fatigue countermeasure and is in everyone's interest to both preserve the operation and keep you safe.

Do: Make every effort to rest during the sort. Assess your rest requirements. Do you need a bed, or can you nap in a chair?

Don't: Delay accessing a rest facility, if available.

Supplemental Information

Caffeine, hydration, nutrition, and exercise are well documented fatigue management tools. Use caffeine carefully. The short-term benefits are well understood; however, overuse or poor timing could have a detrimental effect on your ability to sleep in your rest period. We cannot overemphasize the importance hydration, nutrition and exercise have on sleep. An intense physical fitness regime is not required to enjoy the benefits exercise may have on sleep. Current research shows that 30 minutes of aerobic (increased heart rate) exercise has a positive correlation on future sleep pressure and sleep quality.

For those crew members who will be sleeping at home in between duty segments, we encourage you to thoroughly assess your ability to adequately rest for your subsequent assignment. If your home will not accommodate resting during the day we strongly recommend using a company provided hotel to improve your chances of obtaining rest.

We are actively attempting to generate best-practices for our operation. Those will be implemented in line construction to provide the greatest risk management possible. For those crew members on reserve or secondary lines those practices may not be possible. You may find yourself with assignments which mix night-turns and regular flying. You may have night-turns assigned more often than we would suggest. If you see a concerning schedule or are interested in receiving guidance towards how to rest for your schedule please contact the AOA desk at fatigue@atlasair.com. They will analyze your schedule through our fatigue software and can provide some insight towards successfully completing your assigned flights. If you would like further discussion of the AOA analysis please reach out to fatigue@iap2750.org for additional help.