

Additional Guidance - Proactive Fatigue Reports

This guidance material further assists pilots to be able to comply with the EU regulations and company OM-A when it comes to potential fatigue affecting your performance. **The only real method of mitigating fatigue is adequate sleep before duties.**

As always, please be professional and contact Crew Control of your reason to delay or not operate a flight due to potential fatigue and follow up with a report via the iQSMS or LEAF application on the iPad.

Sleep Log

The importance of a sleep log allows an individual pilot to predict a potential fatigue event due to sleep debt.

Here is an example of a real-world event:

11 Day trip

- 265 hours away from home base (approx. 11 days)
- 68 hours sleep
- Normal sleep 88 hours (8 hours x 11 days)
- Sleep debt 20 hours

This example shows an individual who normally requires 8 hours sleep per night and is losing nearly three days of sleep during the rotation of 11 days.

Collecting your own data will highlight where the next fatigue threat may come from. Many of you are maybe using some sort of wearable smart device recording your steps and sleep. This may not be 100% validated as a scientific device however it will give you another source of information to assist you in completing a sleep log.

A sleep log will also help to establish when an individual has acclimatized correctly at home base. By continuing to keep a log, you will see when you have recovered back to your normal sleep patterns at home base.

Below are sample texts that assist you to accurately communicate via the safety reporting systems we have at Cargolux.

Fatigue Report Proactive Text Examples (please use factual information)

“Due to sleep debt over the last (number of days) I feel that I am not able to sufficiently perform my next duty or series of duties.”

“I therefore requested additional rest at (XXX destination). I have contacted crew control and the other crew member/s of the time I believe that this extended recovery will allow me to be fit for duty again.”

“I therefore advised crew control that I will not be able to do the next duty (XXX to YYY) until I sufficiently have acquired additional rest to recover which will allow me to be fit for my next duty or series of duties.”

“Due to disruptive duties where I was operating at the lowest part of my circadian rhythm and then attempting to sleep when my rhythm was at its highest, I was not able to sufficiently have adequate sleep to perform the next duty or series of duties.”

Acclimatization at home base after completing a rotation:

“Arriving at home base after completing my recent rotation I was not able to fully acclimatize in the time provided.”

“In order to be acclimatized and be fit for my next duty or series of duties I informed crew control that I required an additional (X night/s) rest at home base.”

When Crew Control informs you of Predictive Fatigue

Some of you have received a call from Crew Control informing you that on your next duty the predictive mathematical model shows a “*predictive fatigue*” event. They then inform you that it is your decision to proceed or not.

If you have kept a sleep log, you will be better equipped to either validate this or not.

If this matches your data, inform crew control of the additional rest you believe will be required to mitigate the potential fatigue.

If your sleep log shows that you may be fit for duty proceed. However please complete a fatigue report if a fatigue event does occur.

Our information is that the predictive mathematical model does not accurately predict sleep patterns which may mean that fatigue scores are underestimated. We therefore recommend that you are cautious in proceeding on any duties with such information.

As there are so many variables that may lead to sleep loss, we only provided some basic examples. If you need any guidance please do not hesitate to email us on cvboard@alpl.lu.