

Success at What Cost? Fatigue Risk Management vs. Profit

Fatigue is not an issue, unless it affects you. If you are flying hard, challenging flights and are exhausted at the end of the week—fatigue is your issue. One of the problematic parameters we are working with the company on is WMD's—weekend vs. Monday deadheads. FedEx's concern is how much it costs to change the schedule when reducing fatigue risk. One might state that the monetary gain versus the pilots' increased fatigue risk is a success. What do you think?

We asked the MEC Scheduling Committee for some information on Sunday deadheads vs. Monday deadheads to start a week of night flying. Here is the objective data from the 727/757 bidpacks (narrowbody night system form):

In 2006 there were 22 such cities. 17 of them had the DH on Sunday. Only 5 had the DH on Monday morning (ATL, BHM, LBB, MKE, TYS) and, of those, all except LBB was a single leg DH.

Flash-forward to July 2018. Now there are 33 such cities. 11 DH on Sunday, while a whopping 22 of them DH on Monday. Of the Monday DHs, only 4 are single leg and the other 18 are two legs with early starts on Monday morning with a 0700 or earlier show.

The following cities had direct Sunday flights in 2006 and now have 2-leg flights on Monday morning: CAE, DAY, FNT (DTW), and GSP.

In the Memphis MD-11 bidpack only 6 cities DH Sunday while 12 cities DH Monday morning. Many of these trips have a 5 a.m. central show time.

The Memphis A300 bidpack has a more balanced spread with 9 Sunday afternoon DH and 10 Monday morning DH. An example of sleep debt starting the week of hubturns in the Airbus bidpack would be CVG. Report time of 4:41 a.m. central would mean about a 2:41 a.m. wakeup.

Many pilots help the company out by deadheading Sunday evening on FedEx airplanes to the destination or deviating from a home that is not near Memphis. The pressure to get in position does not belong on the pilots' shoulders.

The Association SIG/FRMC has been trying for years to have more deadheads on Sundays. The company refuses. Less profit/increased cost is one of their main arguments. It seems from the objective data above that profit trumps fatigue risk.

We have been asking for fatigue reports that do not result in a fatigue call. Recently, a few pilots have filed fatigue reports about early Monday morning wakeups in Memphis to make the scheduled deadhead and then a short day rest prior to a long night (example in July 2018 bid pack: 0430L show, 2 legs to XXX and then only a 10+20 layover. . . to start a week

of MEM hub turns). This is **acute fatigue** and no layovers after you land will improve the fatigue risk in this pairing. You will be short 3–4 hours sleep to start that long night. The FedEx ALPA sleep scientist has stated our knowledge of the system form is just as important as modeling forecast sleep.

Summary: You should know that you can submit a fatigue report even though you did not call in fatigued. If you fly a particular pairing that was exhausting, you need to submit a fatigue report and copy the SIG so they can track it, too. Please give us feedback on this and other systemic issues. You have to get involved if we are to have any chance for change. The company language for change is INSITE and FATIGUE REPORTS, nothing else. No data equals no problem.