Human Factors In Multi Crew Flight Operations

Human Factors in Multi-Crew Flight OperationsCrew Factors in Flight OperationsHuman Factors in Multi-Crew Flight OperationsManaging Flight OperationsThe Multitasking MythFlight OperationsCrew Factors in Flight Operations XIV: Alertness Management in Regional Flight Operations Education ModuleCrew Factors in Flight Operations. 8; a Survey of Fatigue Factors in Corporate/Executive a Viation OperationsCrew Factors in Flight Operations XIVCrew Factors in Flight OperationsCockpit and Cabin Crew CoordinationCrew Factors in Flight OperationsCrew Factors in Flight Operations 9Aviation Safety, Human Factors - System Engineering - Flight Operations - Economics - Strategies - ManagementCrew Factors in Flight Operations X: Alertness Management in Flight OperationsCrew Factors in Flight Operations XII: A Survey of Sleep Quantity and Quality in On-Board Crew Rest FacilitiesCrew Factors in Flight Operations XVAugmented Crew GuideCrew Factors in Flight Operations XCrew Factors in Flight Operations XII HarryW. Orlady HarryW. Orlady Andre Ahm Berger Dr Immanuel Barshi Charles A. Owens National Aeronautics and Space Administration (NASA) National Aeronautics and Space Administration (NASA) Mark R. Rosekind Kim M. Cardosi National Aeronautics and Space Adm Nasa Soekkha National Aeronautics and Space Adm Nasa National Aeronautics and Space Administration (NASA) Delta Air Lines Mark R. Rosekind National Aeronautics and Space Administration (NASA)

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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

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what does it really take to keep a multi billion dollar airline running safely and on time the answer is far more complex than any passenger can see for the first time a veteran captain and senior manager breaks down the critical components of operational success explore the unwritten rules of managing crew including the tough calls and the innovative strategies that drive efficiency this book reveals not just how airlines function but where things can go wrong and how the best leaders prevent it gain the insider knowledge and leadership principles you need to navigate the high stakes world of airline management master the intricate balance of safety efficiency and sustainability after reading this book you won t just understand the airline industry you ll be equipped with the insights to lead it

despite growing concern with the effects of concurrent task demands on human performance and research demonstrating that these demands are associated with vulnerability to error so far there has been only limited research into the nature and range of concurrent task demands in real world settings this book presents a set of nasa studies that characterize the nature of concurrent task demands confronting airline flight crews in routine operations as opposed to emergency situations the authors analyze these demands in light of what is known about cognitive processes particularly those of attention and memory with the focus upon inadvertent omissions of intended actions by skilled pilots the studies reported within the book employed several distinct but complementary methods

ethnographic observations analysis of incident reports submitted by pilots and cognitive task analysis they showed that concurrent task management comprises a set of issues distinct from though related to mental workload an area that has been studied extensively by human factors researchers for more than 30 years this book will be of direct relevance to aviation psychologists and to those involved in aviation training and operations it will also interest individuals in any domain that involves concurrent task demands for example the work of emergency room medical teams furthermore the countermeasures presented in the final chapter to reduce vulnerability to errors associated with concurrent task demands can readily be adapted to work in diverse domains

corporate flight crews face unique challenges including unscheduled flights quickly changing schedules extended duty days long waits time zone changes and peripheral tasks most corporate operations are regulated by part 91 fars which set no flight or duty time limits the objective of this study was to identify operationally significant factors that may influence fatigue alertness and performance in corporate operations in collaboration with the national business aircraft association and the flight safety foundation nasa developed and distributed a retrospective survey comprising 107 questions addressing demographics home sleep habits flight experience duty schedules fatigue during operations and work environment corporate crewmembers returned 1 488 surveys respondents averaged 45 2 years of age had 14 9 years of corporate flying experience and 9 750 total flight hours the majority 89 rated themselves as good or very good sleepers at home most 82 indicated they are subject to call for duty and described an average duty day of 9 9 h about two thirds reported having a daily duty time limit and over half 57 reported a daily flight time limit nearly three quarters 71 acknowledged having nodded off during a flight only 21 reported that their flight departments offer training on fatigue issues almost three quarters 74 described fatigue as a moderate or serious concern and a majority 61 characterized it as a common occurrence most 85 identified fatigue as a moderate or serious safety issue rosekind mark r and co elizabeth l and gregory kevin b and miller donna l ames research centeralertness flight crews sleep pilot performance surveys civil aviation flight safety

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 rosekind mark r and co elizabeth l and neri david f and oyung raymond l and mallis melissa m ames research center rtop 548 30 32

this study examined the effectiveness of a planned cockpit rest period to improve alertness and performance in long haul flight operations the rest group 12 crew members was allowed a planned 40 minute rest period during the low workload cruise portion of the flight while the no rest group 9 crew members had a 40 minute planned control period when they maintained usual flight activities measures used in the study included continuous ambulatory recordings of brain wave and eye movement activity a reaction time vigilance task a wrist activity monitor in flight fatigue and alertness ratings a daily log for noting sleep periods meals exercise flight and duty periods and the nasa background questionnaire the rest group pilots slept on 93 percent of the opportunities falling asleep in 5 6 minutes and sleeping for 25 8 minutes this nap was associated with improved physiological alertness and performance compared to the no rest group the benefits of the nap were observed through the critical descent and landing phases of flight the nap did not affect layover sleep or the cumulative sleep debt the nap procedures were implemented with minimal disruption to usual flight operations and there were no reported or identified concerns regarding safety rosekind mark r and graeber r curtis and dinges david f and connell linda j and rountree michael s and spinweber cheryl l and gillen kelly a ames research center nasa tm 108839 a 94134 nas 1 15

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questions concerning safety in aviation attract a great deal of attention due to the growth in this industry and the number of fatal accidents in recent years the aerospace industry has always been deeply concerned with the permanent prevention of accidents and the conscientious safeguarding of all imaginable critical factors surrounding the organization of processes in aeronautical technology however the developments in aircraft technology and control systems require further improvements to meet future safety demands this book embodies the proceedings of the 1997 international aviation safety conference and contains 60 talks by internationally recognized experts on various aspects of aviation safety subjects covered include human interfaces and man machine interactions flight safety engineering and operational control systems aircraft development and integrated safety designs safety strategies relating to risk insurance and economics corporate aspects and safety management factors including airlines services and airport security environment

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 rosekind mark r and gander philippa h

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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 rosekind mark r and co elizabeth l and neri david f and oyung raymond l and mallis melissa m and cannon mary m technical monitor ames research center rtop 548 30 32

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many aircraft operated on long haul commercial airline flights are equipped with on board crew rest facilities or bunks to allow crewmembers to rest during the flight the primary objectives of this study were to gather data on how the bunks were used the quantity and quality of sleep obtained by flight crewmembers in the facilities and the factors that affected their sleep a retrospective survey comprising 54 questions of varied format addressed demographics home sleep habits and bunk sleep habits crewmembers from three airlines with long haul fleets carrying augmented crews consisting of b747 100 200 b747 400 and md 11 aircraft equipped with bunks returned a total of 1404 completed surveys a 37 response rate crewmembers from the three carriers were comparable demographically although one carrier had older more experienced flight crewmembers each group on average rated themselves as good or very good sleepers at home and all groups obtained about the same average amount of sleep each night most were able to sleep in the bunks and about two thirds indicated that these rest opportunities benefited their subsequent flight deck alertness and performance comfort environment and physiology e g being ready for sleep were identified as factors that most promoted sleep factors cited as interfering with sleep included random noise thoughts heat and the need to use the bathroom these factors in turn suggest potential improvements to bunk facilities and their use ratings of the three aircraft types suggested differences among facilities bunks in the md 11 were rated significantly better than either of the b747 types and the b747 400 bunks received better ratings than did the older b747 100 200 facilities rosekind mark r and gregory kevin b and co elizabeth l and miller donna l and dinges david f ames research centerflight operations sleep civil aviation commercial aircraft flight crews human factors

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