

COULD MY FATIGUE

BE APPROVED?

Yes! IF the fatigue callout was company related. The FRRC looks at each individual's schedule and narrative and together the representatives determine if the callout was company induced. Determining if the callout was induced includes looking at each company induced factor involved. The committee is not questioning whether or not the individual was fatigued, but IF the fatigue was caused by the company.

Often times the narrative can be what pushes a report to be approved, so make sure to spend a good amount of time explaining how your day went.

Company Induced

- Scheduling that causes sleep loss
- Scheduling that causes disruption of circadian rhythm
- Calls from Crew Services that disrupt sleep (outside of a contactable period)
- Lengthy Flight Delays
- Diversions
- Emergency Situations
- Passenger interactions such as complaints, disruptive behavior, medical emergencies, etc
- Hotel conditions during layover (even inability to find a hotel)
- Problems with transportation such as Lyft or Larry's Limo

Self Induced

- Forecasting fatigue
- Waking up at the start of your reserve period (you don't have to get up at that time)
- Sleep disruptions related to members of your household (including children)
- Family Emergencies
- Personal Illness
- Trip Trades that don't allow for adequate sleep or disrupt circadian rhythm
- Accepting Mission Modes that cause the FA to work too many days in a row
- Poor Bidding Practices (self scheduling too many days in a row/long duty days)