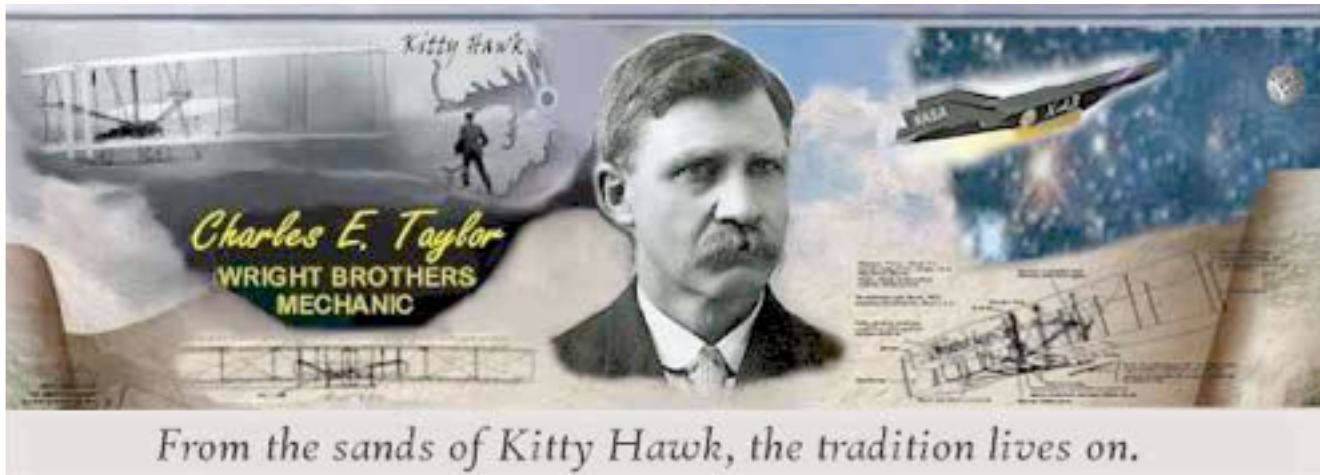


Aviation Human Factors Industry News

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Hello all,

To subscribe send an email to: rhughes@humanfactorsedu.com

In this weeks edition of *Aviation Human Factors Industry News* you will read the following stories:

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Babbitt Takes Professionalism Speech To The U.S. Senate Aviation Subcommittee

FAA Administrator Babbitt testified at a hearing before the Senate Aviation Subcommittee on oversight of FAA safety initiatives. In his prepared remarks, he reiterated that **"we cannot regulate professionalism**. No matter how many rules, regulations, advisories, mandatory training sessions, voluntary training sessions, **it still comes down to the individual** — the individual pilot, mechanic, technician, flight attendant or controller."



Full Committee Chairman John D. Rockefeller IV (D-WV) said, in his prepared opening remarks "Over the last several months, the issue of pilot training and **fatigue** has dominated the safety discussion – and rightly so. They are important issues that need the FAA's and industry's immediate attention. I believe that revisions to flight time and duty limitations are long overdue. There is simply no excuse for past failures in this area. Frankly, it is embarrassing, and I expect the FAA to make progress on it in the near future."

While Rockefeller said that statistically, the U.S. airline system is the safest in the world, **"Numbers alone do not reassure me that our nation's aviation system is as safe as it could be."**

Rockefeller went on to say that addressing the fatigue issue is just one aspect of the safety issue. "We are reminded far too often about the **fragility of our aviation system** – a system dependent on antiquated technology and **human factors** we still don't fully understand. Over the last several years, modernizing our nation's air traffic control system has been a priority for me and the Members of the Committee. The benefits of modernization are often described in terms of economic efficiency.

There is no question that is true, but the strongest case for modernization is that it will make our system safer."

In his opening remarks, Babbitt outlined the initiatives undertaken by the FAA to address the issue of pilot fatigue, including safety forums around the country, mentoring programs, training program review, and work to obtain a commitment to "best practices" on the part of air carriers, as well as others. But Babbitt said pilots commuting long distances to their departure points is still an issue that will be difficult to address. "The effect commuting has on fatigue for crew members requires further analysis. I know from last week's hearing that this is an issue of great interest to this Subcommittee," he said. "But I want to emphasize as we consider options on fatigue, reporting to work fit for duty is far more complex than drawing a circle around a hub and stating that the pilot must live within that area. This is where professionalism — taking responsibility for showing up fit for duty — has to govern."

"Please understand, I recognize the interest in and concern about commuting. But given the complexities and vested interests inherent in this issue, the ARC did not reach a consensus recommendation," Babbitt continued. "Consequently in the interest of not delaying issuing the broader fatigue proposal, we will request additional comments and recommendations to consider whether added restrictions in this area would further enhance safety."

AOPA Insurance Agency to help fund safety quizzes

The AOPA Insurance Agency, a wholly owned subsidiary of AOPA, is taking an innovative direction to help hold the line on aircraft insurance costs. The agency on Dec. 21 presented a check to the AOPA Air Safety to help develop and distribute the foundation's safety quizzes, available online free of charge to all pilots.



"The safety quizzes are an easy, but important, tool for pilots to increase their safety knowledge and make better aeronautical decisions," said Janet Bressler, president of the AOPA Insurance Agency. "From the financial standpoint of our customers, anything we can do to make the overall pilot

population safer is going to help contain the cost of insurance by reducing claims. We are proud to support the important work of ASF.”

The agency’s donation includes a \$100,000 direct sponsorship of the foundation’s quizzes, and a \$200,000 permanently restricted donation, which is to be invested and the proceeds used as an additional way to fund the quizzes.

“We are charged with improving general aviation safety by educating pilots,” said Bruce Landsberg, president of the AOPA Air Safety Foundation. “ASF safety quizzes are a great way to remind rusty pilots of the **safety lessons they’ve already learned**, and help keep current pilots current. Contributions from generous corporate and individual donors—like this one from the AOPA Insurance Agency—allow the Air Safety Foundation to make these educational opportunities available to all pilots.”

The foundation’s safety quizzes use graphics and interactivity to test and expand pilots’ knowledge. The standard multiple-choice and true/false questions are augmented by drag-and-drop matching exercises, fill-in-the-blank brainteasers, and "hotspot" questions. A new quiz is featured bi-weekly.

<http://www.aopa.org/asf/asfquiz/prevquizzes.cfm>

Alcohol Testing Mandatory for Pilots on Flights to and from India

At the end of March this year, there were two Indian pilots who **failed** breath tests prior to flying on scheduled commercial flights. Early this month, a story revealed that a total of 24 pilots **failed in pre-flight medical examinations** as of end of November, proof that pilots are still taking a drink or two and ending up **positive for alcohol** prior to a scheduled flight.

Air India with the Yuletide season and the expected increase in number of international travelers, the Directorate General of Civil Aviation (DGCA) **has put its foot down** and implemented a no-exception 100%



alcohol testing for all pilots who will be flying internationally from India. Alcohol tests are thus mandatory for all pilots of Air India, Jet and Kingfisher.

The same directive holds true for all flights that are coming home to India from a foreign airport; the cockpit crew will be required to pass breath analyzer tests prior to a flight. If an Indian airliner medico is not stationed at a foreign airport, then an international flight is required to have a doctor on board to perform the testing prior to the flight home, following Indian aviation safety laws and not the foreign country's local rules.

Such a **zero-tolerance policy** is important. History has proven, after all, how vulnerable the aviation industry is to irresponsible internal acts of the people who are involved in it as well as to external attacks from those with the intention of spreading terror, as evidenced by the repeated use of commercial airliners in attempted and completed acts of terrorism. And the sad thing about it is that innocent civilian lives are caught in the middle of it all.

At present, Indian safety laws only call for random pre-flight breath tests, but that may become more stringent in 2010.

Air safety improves in 2009: IATA

GENEVA: India witnessed only one air accident -- the helicopter crash that the lives of Andhra Pradesh Chief Minister Y S Rajasekhar Reddy and four others -- this year, a period that saw airlines improve their safety record, says IATA.

Globally, there were 73 accidents as of November 30 compared to 109 a year ago.

"If you were to fly once per day, it would take **4,807 years** for an individual to be involved in an accident," IATA's Senior Vice President (Safety) Gunther Matschnigg told PTI here. "This is the best accident rate ever recorded."



Though the number of fatal accidents was reduced by 30 per cent over 2008, the total fatalities this year were more than last year, he said. As on November 30, there were 16 fatal accidents against 23 in 2008, but the total number of deaths was 680 compared with 502 last year.

Noting that **runway excursions** were a major cause of accidents, he said out of the 73 accidents recorded this year, 19 were due to runway excursions or when airplanes skid out of runway. Between 2004 and 2008, 139 out of 501 total accidents or about 28 per cent were runway excursions.

In the Asia-Pacific region, there were three accidents, including a fatal one that involved aircraft of Lion Air, Aviastar Mandiri (both Indonesian carriers) and Myanma Airways of Myanmar. Not a single Indian carrier was involved in accidents where fatalities and hull losses occur, the data showed.

Preventing Medical Mistakes

The Institute of Medicine says **medical errors** made in hospitals are estimated to cause **44,000 to 98,000 deaths a year** and all of them could have been prevented but doctors are often reluctant to admit when mistakes are made.

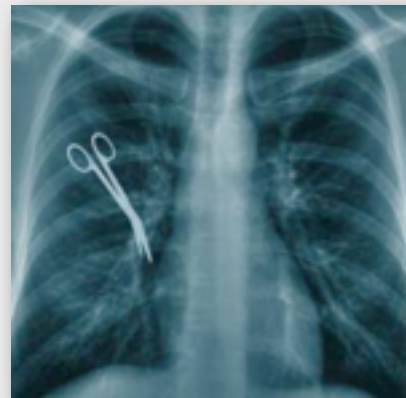
There is a new way for doctor and hospitals to **learn from mistakes** before they even happen.

Dr. Ethan Fried is internal medicine specialist at St. Luke's Roosevelt in Manhattan. He's also the creator of the **near miss registry**. It's an online reporting system for near miss medical mistakes.

He says that reporting and learning from near misses can keep them from happening again.

The **near miss registry** allows doctors to anonymously report details of the mistake, and how it was ultimately corrected, before harming the patient. The goal **is to learn** what works and what doesn't.

For instance, the registry tracks sound-alike medications that could be mixed up. One reported near miss involved a malaria drug quinine that was almost confused with quinidine a medication used for an irregular heart rhythm.



The concept of near miss reporting **began with the airline industry.**

The aviation safety reporting system was created in 1976. It collects confidential voluntary reports of close calls from air traffic controllers, flight attendants, and pilots.

http://www.myfoxny.com/dpp/news/local_news/nyc/091223-preventing-medical-mistakes#55109486-1

Midnight Shift Nugget

Don't Dwell on the Clock

If you suffer from **insomnia**, either on a regular or occasional basis, a good to remember is: Don't dwell on the clock. When people wake up during sleep, the first thing most people do is look at the clock. This can cause stress as you worry about why you're not asleep at a particular hour, or put pressure on you to go back to sleep before it's time to get up – both of which make insomnia worse. To avoid falling in to this trap, **turn your clock around.** Or if you wake up in the middle of your sleep period, keep your eyes shut, and you'll be more likely to get right back to sleep.



Trick Yourself Into Working Better

No one tricks a trickster, right? Well, that may not always necessarily be, even when the trickster in question is **actually yourself.** While you probably actually convince your brain to believe something you know perfectly well to be untrue, experience has proven that people can, in fact, effectively **lie to themselves in order to promote** better, more efficient working habits and practices.



In the long run, it's probably no substitute for hard work and building smart routines without resorting to lying to yourself. But in a pinch, when your **motivation** might be low for other reasons not related to the jobs that you're working on, **self-deception** can be a very handy little pick-me-up.

This is Due Tomorrow (It Isn't Due Tomorrow)

Changing the due dates for projects or project elements can be very beneficial to your work ethic. The key to getting away with this particular trip is to set your revised (earlier, in case that wasn't clear) dates well ahead of time, preferably at project outset. Don't share these personal due dates with the client, of course, or they'll make them official and you won't have gained anything.

So set your dates early quietly to yourself and then repeat them over and over again. Treat them for all intents and purposes as if they are the actual client-mandated due dates. At first, this will take an effort of will, but I think you'll be fairly surprised with how quickly you'll find yourself buying your own hype.

I'll Take Tomorrow Off (I Won't Take Any Time Off)

A great trick for getting myself to produce more than I normally would during any given day is promise to take the next day off, or at least have a reduced workday. So for example, I'll say that I'm going to work a little bit extra tonight and then take the afternoon the next day to do something fun.

The trick is that I'll often do exactly the same thing the next day, and the day after that, and pretty soon it's the weekend and I've doubled my workload for the week. It works so well that I'm actually doing it right now, as I write this post. It's become my new favorite trick, but the potential downside is a bad case of burnout, so use it sparingly.

My Alarm Clock Displays the Correct Time (It Doesn't Display the Correct Time)

This is an oldie, but a goodie. People have been setting their watches, alarm clocks and clock radios back a few minutes since clocks were invented in order to ensure timeliness and provide the comforting illusion that they are always ahead of time. My own method is a twist on this venerable classic, and adds an element designed to both make the deception more effective and to help you steal even more time.

The twist on the classic trick is to set your clock back a bit every time you set your alarm, probably a minute or two at most. Eventually, you can probably manage to gain an extra hour without throwing your schedule completely off whack, and (best of all) it feels like “bonus” time in a way that it wouldn’t if you just set your alarm an hour earlier.

Stealing Time

When you work from home, the clock is your constant companion, and yet, it can be incredibly easy to lose track of time and find that you’ve done far less than you set out to do. I’ve found that over time, I gradually lose more and more of my day to distractions and less-than-important things, like Facebook and Twitter.

Part of my strategy for combating these time thieves includes reevaluating and restructuring my work practices every once in a while, but that doesn’t always get the job done in the short term. For a quick fix, tricking yourself is a great way to steal some of that time back.

What tricks do you play on yourself to gain a little added productivity?

Tips for Married Shiftworkers

An update of an old saying about marriage might be **“Behind every great shiftworker stands a heroic spouse who understands the demands of the.”**

If you’re married, how well your spouse copes with your work schedule is as important as how well you handle it. Here are some ideas to help you and your spouse successfully juggle the often competing demands of night shift work and marriage.

Share schedule information. The key for all relationships is to maintain the lines of communication with your spouse. For starters, make sure our spouse knows our work schedule and is kept well-informed of changes and overtime.



If you're facing a major schedule change – from the night shift to the afternoon shift, for example – be sure to have a serious discussion about the effect this will have on your relationship.

Take advantage of the good aspects to your schedule. Every work schedule (day, afternoon, night, rotating, etc.) has its pros and cons for relationships. Make an effort to take advantage of the good aspects of your schedule to help your relationship. For example, some work schedules, such as many that use 10-12 hours shifts include regular breaks of three or more days. With advance planning you can use these breaks to plan special events and trips with your spouse. This can be a great way to recharge the marriage battery.

Address problems head on. When you work at night, there's a tendency to ignore minor annoyances at home. But trivial matters – getting your car's oil changed or fixing a broken window – can quickly grow into major irritants if you incorrectly assume your partner will take care of them. Keep the lines of communication open, and even meeting at a designated time each week, can help you address issues before they become problems.

Get to know other night workers. Making an effort to develop friendships with other people who work nights can pay big dividends. Your spouse will have someone to talk with who shares the same challenges, and you may be able to work out child care arrangements together.

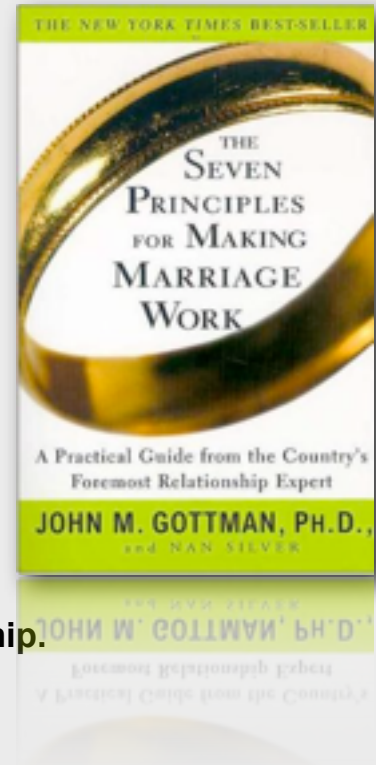
Allow time for a recovery day. A spouse's expectations that you will do things together on off days can be a major source of stress. If you work between four and seven straight night shift, plan for a least one full day of recovery during which your body can readjust to a daytime schedule. Plan major events or family outings for days when you're likely to be rested and in good mood.

Of course, all of these tips are made better by good communication between partners. Keeping your spouse and family in the loop will make it easier for all of them to appreciate and accept the unusual demands of your job. And if your family supports you, it makes everything in life easier.

The Seven Principles for Making Marriage Work

As discussed in the article above, **communication** is very important for. But in addition to communication, what other principles are important for a successful marriage? To answer that question let's turn to the "doctor," John M. Gottman, Ph.D., and his book *The Seven Principles for Making Marriage Work*.

After studying hundreds of couples through rigorous scientific procedures, Dr. Gottman can predict with **91% accuracy**, which couples will eventually divorce. In this book he shares his results and the often surprising signs of a troubled marriage. Furthermore, through a series of quizzes, checklists, and exercises, he provides strategies for coping with differences with your spouse and tips for strengthening your marriage. This is a great book for any couple looking to learn more about their relationship.



Self Destructive Behavior

