C-0008
MONITOR CREW REST, FATIGUE, AND STRESS

CONDITIONS

You are the Mission Safety Officer at a mission base.

OBJECTIVE

Learn the symptoms of fatigue and stress. Also monitor that participants are receiving sufficient crew rest.

TRAINING AND EVALUATION

Training Outline

1. The most significant safety hazard to CAP mission operations is fatigue. Fatigue is a problem as it tends to occur all or much of the time. Fatigue is more than being physically tired. It is also reflected in being mentally tired. Mental fatigue can be more serious than physical fatigue as it leads to errors and faulty judgment. Either of these may not be obvious to the individual nor his co-workers. Faulty judgment and the resulting errors are arguably the largest single cause of accidents involving moving vehicles, air or ground. Fatigue is a problem, which is intensified with aging. It is believed that as we age, we tire more easily and cognitive ability may diminish. These area some of the reasons for the FAA’s Age 60 Retirement rule for airline pilots.

2. Many people attempt to counter the effects of fatigue with stimulants such as coffee or caffeine-laden beverages – which will hasten dehydration. These are only ‘Band-Aids’ or short-term interventions. They may result in a brief period of enhanced alertness but the fatigue level will soon return at even a higher level. The sole cure for fatigue is adequate, uninterrupted rest.

3. Fatigue leads to stress as the individual recognizes he/she is not up to his usual standards of performance and starts ‘pushing’ to regain normal performance. This stress will dissipate when adequate rest resolves the fatigue issue.

4. Monitoring participant fatigue and stress is both difficult – due to the changing participants -- and necessary. The Mission Safety Officer should help watch for indications of fatigue and assist section heads in monitoring duty hours. There are some signs of fatigue and stress which are subtle and others with which you can easily see. An obvious indicator is the inability of a crewmember to focus or concentrate on a task.

5. The Best remedy is the above-cited cure: rest. That is frequently easier to preach than to enforce and the Mission Safety Officer may have to intervene directly with the Incident Commander or Operations Section Chief and suggest that the crew is in need of crew rest.

Additional Information

Additional information may be found in CAPR 60-1.
**Evaluation Preparation**

**Setup:** Develop a scenario that requires flying over several days with several aircraft and crews (there should be more crews than aircraft).

**Briefing the Trainee:** Brief the scenario to the trainee and ask the trainee to assist the Incident Commander by developing a plan that will allow sufficient crew rest and maximum sorties per day.

**Evaluation**

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<thead>
<tr>
<th>Performance measures</th>
<th>Results</th>
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<tr>
<td>1. Describe two symptoms of fatigue</td>
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<td>2. Develop a plan to provide crew rest and maximum sorties over the required number of days.</td>
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Student must receive a pass on all performance measures to qualify in this task. If the individual fails any measure, show what was done wrong and how to do it correctly.