

FATIGUE

While FAA Regulations and contractual provisions limit flight and duty time and protect certain rest periods, it is the Flight Attendant's responsibility to report properly rested and prepared for all assignments. It is understood that there will be times and circumstances in which Flight Attendants may become fatigued to the extent that alertness and/or performance becomes a safety of flight concern. In situations where fatigue could create an unsafe operation, it is the Flight Attendant's responsibility to re-move themselves from, or decline, the duty assignment.

It is Endeavor Air policy to remove a Flight Attendant from their flight assignment once fatigue is reported to Crew Scheduling. Scheduling will determine when you will return to your trip. You then must file a fatigue report on the ASAP/ FIR / Fatigue reporting system within 24 hours. All reports of fatigue will be subsequently reviewed by the Fatigue Review Board (FRB) to ascertain and/or validate the cause(s). All fatigue calls that are consistent with company policy as a result of legitimate fatigue will not be subject to company discipline. The FRB will meet at least once per month to review the fatigue reports, accept/decline reports, and to make recommendations. The FRB consists of a company representative, an AFA representative, and the Fatigue Risk Management Program manager.

FREQUENTLY ASKED QUESTIONS

What is legitimate fatigue? Legitimate fatigue can loosely be interpreted as fatigue due to circumstances beyond a flight attendant's control. If the fatigue is caused by something the company has control over (e.g. company provided hotel, delays, shifting of duty period, extended duty period, schedule conducive to fatigue, reduced rest...etc.) then it is legitimate.

Can I call in fatigued tonight because I know I will be tired in the morning? No, this is prospective fatigue. You should get what rest you can and evaluate your situation in the morning. Fatigue is meant for assessing your current situation.

Can I call in fatigued for the first day of my trip? The question you have to ask is, "Was this fatigue caused by something the company had control over?" If not, this type of situation would most likely need to be addressed with a Sick Call or Personal Leave by speaking with your base manager. In addition, you need to remember it is your responsibility to report to work prepared to work your assigned duty period. If you are fatigued when you report to work you did not fulfill your end of the commitment.

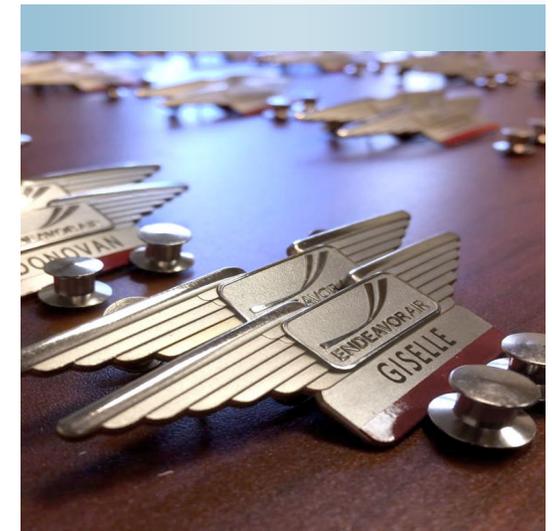


Safety Hotline 1-866-924-7546



FATIGUE RISK MANAGEMENT PROGRAM (FRMP)

For Flight Attendants



EXAMPLES OF FATIGUE



FREQUENTLY ASKED QUESTIONS

When do I need to file my fatigue report?

You must file a fatigue report within 24 hours after the fatigue call, however you can call the Safety Department and get an extension for up to 72 hours. If you do not file a timely fatigue report your fatigue call will be considered a Missed Trip and may result in discipline.

Can I call in fatigued for my coworker?

No, you can only call in fatigued for yourself. You can file a fatigue report to add details about someone else's fatiguing situation if you have pertinent information.

Scenario 1 – Operationally Induced

"I went to sleep between 9-10pm and around 2:45am the hotel's fire alarm sounded. We had to evacuate the building and stand in the rain for 30 minutes until the fire department was able to shut the alarm off."

This event is considered accepted into the fatigue program due to operational considerations caused the fatigue. Hotel concerns are operational. The FRB asks that the flight attendants also file a crew care report for tracking hotel concerns.

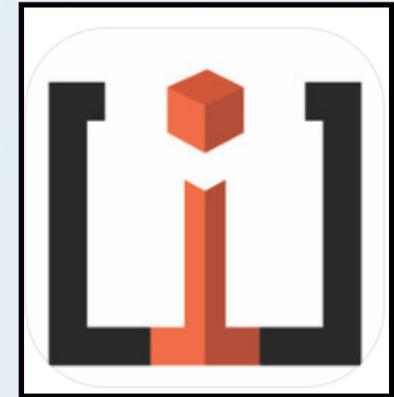
Scenario 2 – Non-Operationally Induced

"On the night I got home I remember my body itself was tired and sore. I was released about 10:40pm and was being put on the scheduled 11 hour rest before I start Reserve the next day. I knew I could not wake up at 11am. I was dehydrated and tired. My feet ached and I needed some time to recuperate. I have been feeling easily exhausted lately and I am trying to nourish and rest better."

In this case, the fatigue report would be accepted, however it is non-operationally induced, therefore the company will not pay for the lost time. The event will be treated as a sick call. The FRB believes the flight attendant is fatigued and that the flight attendant made the right decision to call out, however the operation did not cause the fatigue. The company may conduct an investigation of the event and company discipline may be administered.

Report Filing

1. Download: WBAT for Safety App
2. Username: employee number
3. Password: last four digits of SSN
4. Domain: endeavorairsafety



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