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Shift patterns that move forward in time are more in tune with our circadian rhythm than the opposite. For example, earlies, lates, nights, rather than the other way round. In other words going forward with the clock.

On the ride home from overnight work, pulling over and napping is the only way to combat sleepiness. Caffeine, an open window and loud music will not prevent the potentially deadly 'micro-sleep', where the driver is moving in and out of consciousness without even realising it. (Not to mention the effect of this in flight during an approach.)

Sleep in a cool bedroom and invest in blackout curtains – light and heat do not make for a good sleep.

Neither, obviously, does noise. Invest in ear plugs, or something that supplies 'white' or 'brown' noise, and establish a family culture of quiet when you're asleep – never easy but sometimes necessary.

If you need to get up during the night, invest in a red lamp. It will give you light without stimulation.

"Handling fatigue appropriately is not necessarily about spending more money," says Jason Frost-Evans.

"It doesn't have to be dealt with by just hiring more pilots, or establishing more rest periods. The risk could be reduced by providing fatigue training, and formalising cross checking between crew members, when the PIC flags a fatigue risk.

"And it's not solely about preventing fatigue, but also what to do when you are fatigued – doing what you can to mitigate fatigue to a safe level.

"It's about managing fatigue properly. When organisations work smart around fatigue, pilots may actually be able to work more hours, and certainly work them more safely." ■

# Taxiway Signage Changes



The signage at runway-holding positions is being standardised. Here's what you need to know.

The next time you're taxiing at a New Zealand certificated aerodrome, the signs at the runway-holding position may look different.

That's because after 31 July 2018, all certificated aerodromes without a parallel taxiway will have standardised runway-holding position signage. These signs are positioned before the entrance to a sealed runway. Changes will be reflected in *AIP New Zealand*.

Standardising signage will help to reduce runway incursions by increasing the situational awareness of taxiway users. This will be supported by air traffic services using common phrases when issuing instructions "to hold".

The changes come under rule 139.51 *Aerodrome design requirements* that covers the transitional introduction of mandatory signs. This rule seeks to bring consistency to aerodrome layouts, and operations at aerodromes without parallel taxiways.

Taxiways will be identified sequentially, from A to Z, from one end of the aerodrome to the other. Runway-holding positions will be identified by a combination of the taxiway identification plus, if required, a number unique to that taxiway, starting from the main runway outwards with the number 1. The identifier, for example A1, should always denote the closest runway-holding position to the main runway on an airfield without a parallel taxiway. ■

