



## Council 26 Block 11 Message

[FedEx-Status11Rep@alpa.org](mailto:FedEx-Status11Rep@alpa.org)



April 13, 2017

Below are some of the open issues currently being worked in Section 11. Please contact Contract Enforcement ([FedEx-Enforcement@alpa.org](mailto:FedEx-Enforcement@alpa.org) or 901-752-8749) or me as your instructor representative ([Michael.Arcamuzi@alpa.org](mailto:Michael.Arcamuzi@alpa.org) or 901-210-0701) with concerns or follow-up questions. Additionally, Captain Matt Morley ([Matt.Morley@alpa.org](mailto:Matt.Morley@alpa.org)), your Training Committee chair, has established an operational structure for track-specific issues as follows:

Airbus	Warren Cox ( <a href="mailto:Warren.Cox@alpa.org">Warren.Cox@alpa.org</a> )
MD-11	Dave Mikkola ( <a href="mailto:Dave.Mikkola@alpa.org">Dave.Mikkola@alpa.org</a> )
B757/767	Chris Fitz ( <a href="mailto:Chris.Fitz@alpa.org">Chris.Fitz@alpa.org</a> )
B777	Kirby Haynes ( <a href="mailto:Kirby.Haynes@alpa.org">Kirby.Haynes@alpa.org</a> )

As a reminder, in a previous change to AQP, we can now, as instructors, ask our managers for an ET for our students. Your student can receive one ET in the Ground (PRO) phase and 1 ET in the Flight (MAN and OPS) phase. Prior to this change, one needed to fail a validation event to receive an ET. This new change may not be widely understood by our instructors, and you should check with your track managers for these ET opportunities for your students.

We are currently engaging management regarding instructors being tasked with line checks during “fly days.” Because of this scheduling practice, I am hearing concerns voiced about instructors being legal but not feeling proficient. So in the meantime, you can ask your schedulers for fly days to enhance proficiency during a pay-only month, but there is no obligation for schedulers to provide such additional “fly days” other than those that may be required by the CBA according to your instructor status. In addition, when you are in a non-pay-only month and assigned a student on your trip, you can advise your schedulers that you will be taking more of the flying for your proficiency, and the student may have to have additional PF block hours scheduled.

Recently, a communication from management regarding carryover for instructors raised some questions. We are currently engaging management on an update to the implementation items in Section 11. This provision of the 2015 CBA becomes effective in May and was negotiated to provide an opportunity for us to capture carryover hours into our General Make Up Bank for pay-only flying. If you will recall prior to this improvement, carryover hours that were not worked were lost if you operated in the schoolhouse. This new provision effectively eliminates carryover days for the company to schedule us at straight time and allows us to fly make-up on the line, if desired. This is a clear win for our group; however, I do understand the long-haul pilots among us may have difficulty using this make-up time due to trip lengths.

A few of these items are repeats from the April 29, 2016, Instructor Block letter, but since we have added new instructors to our team, I thought it appropriate to reissue the pertinent items below.

### **The SWW and Instructor-Proficiency Process**

*Question 1: When will we begin using the SWW process for proficiency flying?*

Answer 1: The process for proficiency flying using the SWW is tied to the upgrading of the software for the secondary line system. The target for the completion of that upgrade was initially the March 2017 bid month. This upgrading has not yet been completed and as such, we remain under the old CBA system of PDO bumping for proficiency flying. When the upgrading is complete, we will be transitioning to the 2015 CBA Section 11 proficiency flying rules. In anticipation of that change, we will be communicating again on how this all will work prior to the implementation date. If you have additional questions, please contact Michael Arcamuzi (901-210-0701 or [Michael.Arcamuzi@alpa.org](mailto:Michael.Arcamuzi@alpa.org)) or Contract Enforcement (901-752-8749 or [Contract@alpa.org](mailto:Contract@alpa.org)).

*Question 2: How do we ensure open time in the simulator is paid at draft rather than from my GMB?*

Answer 2: Unless you pick up an event as make-up, it should be paid at draft if the event involves student contact. There are no default settings to assign you make-up first then draft but check your schedule to ensure it's coded properly.

### **Instructional Reserve Periods (A and B Reserve) 11.N.14.**

*Question 1: Is this section of the contract effective now?*

Answer 1: Yes.

*Question 2: What is the call out time for instructional reserve, either as support or instruct?*

Answer 2: 4 hours waivable by the instructor for seat support events (11.N.14.c).

*Question 3: If I am on pay only and am on reserve performing LCA line check duties, do I still get a 4-hour instructional reserve callout?*

Answer 3: Yes.

*Question 4: If I am on A reserve and then switched to B reserve, what are the notification requirements?*

Answer 4: Flight Training Scheduling (FTS) may change a pilot's Reserve Period status by providing notice and a duty free period of at least 18 hours, measured from the beginning of the pilot's original RP or his new RP, whichever is earlier. A pilot may waive the 18 hour required notice (11.N.15 and 25.M.3.d.i through vi).

### **Pay-Only Line Bid Period Adjustments**

*Question 1: Are there any limitations on what an instructor can pick up out of either simulator or flying open time?*

Answer 1: No. If you're picking up training events, you must be qualified and duty limits apply if you are mixing this with line flying, fly days, or other line activities. There are no additional limitations in the CBA on open flying or open simulator time that you as instructors can pick up on your free time. If you are told otherwise, please contact Michael Arcamuzi ([Michael.Arcamuzi@Alpa.org](mailto:Michael.Arcamuzi@Alpa.org)) or Contract Enforcement ([FedEx-](mailto:FedEx-)

[Enforcement@alpa.org](mailto:Enforcement@alpa.org)), as one of our goals is to eliminate ambiguity in your working conditions as instructors.

*Question 2: If scheduled to conduct a line check and one of the crewmembers does not show, can I be rescheduled to conduct the line check in either seat?*

Answer 2: As long as you are continuing to perform line check duties on the flight, you can be rescheduled to fly in either seat to conduct the line check. However, if the line check is canceled, you can be put on “reserve” for only the kind of training you are conducting.

**“Anchor Zones” for Simulator Times (11.M.25. and 11.N.16)**

*Question 1: Is this section of the contract effective now?*

Answer 1: Yes.

*Question 2: What are anchor zones in simulator scheduling?*

Answer 2: This provision was negotiated to be a benefit to provide a higher quality of life as an instructor. Anchor zones are the A-E Period simulator sessions you see when you bid your pay-only input sheet. To afford yourself the most individual control over your schedule, you may not want to waive your anchor zone.

*Question 3: How do I communicate my desire in my pay-only bid?*

Answer 3: On the “Pay Only” input screen.

*Question 4: Can I change my anchor zone?*

Answer 4: You’ll have to do this directly with your track scheduler.

*Question 5: Can I be revised from an awarded anchor zone?*

Answer 5: Yes, however you can only be rescheduled to one zone earlier or one zone later. Any subsequent reset must be back to your original cycle. You can waive this requirement each time they offer to move your simulator period.

Lastly, as I have previously communicated, I am not running for reelection as your Block 11 instructor representative. Anita Shew, also in our council, is not eligible to run as the Block 6 representative as she is now in Block 5. The election process will begin this fall, and we need to ensure we have a stable MEC table. Please look over the list of pilots in our council to find candidates you would like to see involved. This is your union, and our success or failure is directly tied to the leaders we choose.

Michael Arcamuzi  
Block 11 Representative  
[Mike.Arcamuzi@alpa.org](mailto:Mike.Arcamuzi@alpa.org)  
901-210-0701  
[fdxcouncil26.alpa.org](http://fdxcouncil26.alpa.org)