

FDX ALPA Fatigue Committee—August 2019

1. The FDX Company Fatigue Reporting system is still a work in progress. Issues include timing out and the Gantt Chart not working (sleep/nutrition input). I have been working with the Company weekly to get a fix and it may take longer before we have a final solution. Technique: Create your narrative on a separate document and then cut/paste it over to Company report. In the interim and going forward—**also** file an ALPA PDR. The ALPA FRMC sees every company report **and** every PDR. The benefits of your PDR are: I am notified immediately when you file it; it's very streamlined; and we will get back to you within a few business days.
2. MEM sleep rooms: Please don't **slam** doors. These rooms are an industry-leading benefit and make a positive difference on your performance. But, if you are slamming doors when others are trying to sleep - you interrupt a fellow crewmember's only chance to get sleep during their duty period. Please use your key card to unlock the door and gently close. Also, please refrain from using a phone or talking in the sleep area. Speaking of courtesy, please do the same thing with hotel rooms. When you are entering your hotel room at 4 a.m. and slamming the door behind you, that is discourteous to your fellow hotel mates. And lastly, remove your "do not disturb" door hanger when exiting your now-empty room. The habit of leaving those on the doors gives credence to housekeeping barging in.
3. How does one call in fatigued? There are several places where I have published the CARMA article on how to call in fatigued. Please take a moment to familiarize yourself with the following locations: (1) ALPA FRMC page, (2) iPad Content Locker, (3) PFC FRMC page, and it will be in the ALPA 2020 Calendar (thanks to Susie Latvala). Also: P2P, mentors, and new hires have a copy.
4. Also available is the CBA Trip Removal. This is a breakdown of what happens **after** you call in fatigued regarding pay and sick bank deduction. It is a summarization; please see the CBA (12.A.9) for expanded information.
5. Fatigue reports: The following reports are from PDRs and crewmembers who have given permission to share their stories:

First Officer, A-Reserve, in IND: Notified by CRS at 0150L with a 0340L show to operate to XXX. Problem: Captain was coming from MEM and was not scheduled to arrive until 0630L. Captain finally arrived at 0730L and due to haz, shift change, and de-ice, crew did not land until 1215L. Even though FO had started their duty with coffee, they were able to get a 45-minute nap during the wait for the captain.

New Captain, A-Reserve, in MEM: Assigned an a.m. launch to XXX in Europe. Came in early, flight planned and tried to sleep in AOC sleep rooms. Tossed and turned, unable to sleep—called in fatigued. Crewmember look-back: Awake 20-hours prior to start of trip.

Captain and Captain upgrade: SJC-IND with follow-on deadhead. Revised to operate SJC-IND-OMA. Crewmember did a look-back and realized he would have been up for 21-plus hours if he had accepted the revision - called in fatigued. LCA work added to workload fatigue.

Captain: Long duty day, made longer due to tail swap “. . . three-leg sequence BLR-BOM-DXB-DWC, needs to stay on the same tail and not tail swap . . . if the tail change occurs in DXB, the pilots have to bag drag to inbound immigration, walk between the terminal in the afternoon heat/sun, then back inbound through the whole process. This will add 30 to 60 minutes, getting drenched very quickly in high humidity and 110°F heat.”

HKG: PVG delays vs. CAN hub turns. Several reports indicate crewmembers are not getting planned sleep in Guangzhou hub due to ATC delays out of Shanghai. From a recent PDR: planned hub turn of 3+40 was reduced several hours due to ATC delays out of PVG. Crewmember only had time to “go upstairs and print the outbound release and head straight back out to the airplane to pre-flight for the second leg.” Please let us know if you are not getting planned mitigation.

File a [PDR](#), let us know what's fatiguing, share your story.