

SIG NOTES



APRIL 2017

The SIG Notes are a joint document produced and edited by both ALPA and Company SIG Representatives.

Summary of the Build: April provided your PSIT with continued stabilization of pairings in most domestic bidpacks. Target BLG's remain at high levels.

International flying in the 777 is experiencing a number of changes due to the first full month of LGG flying being integrated into their bidpack. As the previous TNT flying becomes more integrated we expect a gradual stabilization and return to system form incorporating the increase of cities. As the company continues this integration of additional city pairs and new routings we are likely to experience some growing pains.

If you are contacted by the company with a request for Data Collection, please make every effort to comply. With multiple new routings, we need verified data to aid us in our efforts in Fatigue Mitigation. This data will assist us in our continuing charge to improve pairing construction going forward.

Pairing Assessment Process: As previously mentioned, international pairing construction in the 777 is experiencing some system form changes. Expect continued variances with the integration of new cities.

The 767/757 mixing of flying will continue going forward to ensure segment currency is addressed.

Disputed Pairing Process: There are no traditional disputes for the April bid month.

FRMG: Ever have a headache when flying nights? Here is an interesting article about some of the health issues with [sleep hygiene](#).


While some of the article is not germane to our lives as pilots, it does remind us of what happens to our bodies. Mental health issues are also tied to fatigue. Our PATH committee is one way to get help if you need it.

Marty Harrington, ALPA FedEx MEC Scheduling Committee Chairman

Mike Percy, ALPA FedEx MEC Scheduling Committee Vice-Chairman

JD Oliver, ALPA FedEx MEC Scheduling Committee Knowledge Manager

Pat Hagerty, Fatigue Risk Management Committee Chairman

The logo is a large, semi-transparent circular emblem. It features a stylized white bird in flight over a globe. The text 'ALPA' is prominently displayed in the center. The words 'SCHEDULING' and 'COMMITTEE GROUP' are written along the left and right inner edges of the circle, respectively. The words 'FED EX' are visible at the top, and 'IMPROVEMENT' is partially visible at the bottom.

Please communicate with us regarding bid pack pairings & lines, revisions & extra pairings or any scheduling issue. We cannot do our job without your input. Our preferred method of communication and tracking is via the [ALPA Scheduling Committee PIREP](#).

Hong Kong A300

FedexA300HKG@ALPA.org
Brandon Viuhkola

	Captain	First Officer
Average CH	71:31	71:31
RLG CH	68:45	68:45
R-day value CH	4:35	4:35
# of Regular Lines	3	9
# of Secondary Lines	1	3
# of Reserve Lines	2	9
Total # of Lines	6	21
Total CH Available (no c/o)	215	644
Avg CH/R day	7.2	4.8
Carry-in CH from previous month	215	644
Credit hours carry-in to Total CHs	7.2%	4.8%

PSIT Notes:

We had several responses to our most recent email to the HKG Airbus base. Memphis reserve will still be the standard in our lines. If you have any questions or comments, please reach out to us.

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Memphis A300

FedexA300MEM@ALPA.org
 Mike Percy
 Harry Edwards
 Curt Henry

	Captain	First Officer
Average CH	75:33	74:13
RLG CH	72:30	72:15
R-day value CH	4:50	4:45
# of Regular Lines	189	194
# of Secondary Lines	51	44
# of Reserve Lines	57	53
Total # of Lines	297	291
Total CH Available (no c/o)	14753.3	14753.3
Avg CH/R day	17.25	18.56
Carry-in CH from previous month	886.9	886.9
Credit hours carry-in to Total CHs	6.0%	6.0%

PSIT Notes:

April is a four-week month with the Easter holiday falling on the weekend of the 16th. Buddy bidders beware, the lines are slightly different between Captains and First Officers. We welcome new builder Jerrod Hatfield to the A300 build team. If you see him out on the line, give him your "thank you" for stepping up! The Airbus has gained ABE layovers to go with the weekends. We also added some day flying, laying over in PBI and AFW.

As always, we welcome your inputs and feedback on the pairings and lines.

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Cologne B-757

Fedex757EUR@ALPA.org

Tim Harp

James Capeless

	Captain	First Officer
Average CH	73:43	73:43
RLG CH	70:45	70:45
R-day value CH	4:43	4:43
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# of Regular Lines	21	21
# of Secondary Lines	8	7
# of Reserve Lines	8	9
Total # of Lines	37	37
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Total CH Available (no c/o)	1667	1667
Avg CH/R day	13.9	12.4
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Carry-in CH from previous month	280	280
Credit hours carry-in to Total CHs	14.4%	14.4%

PSIT Notes: April is a four-week bid month with the Easter Holiday on April 16th.

Captain flying that had previously been moved to MEM returns to the EUR FDA in April. With Easter, there are small variations to several pairings during the holiday weekend and 3rd week of the bid month. As always, we did our best to maintain a balance between quality and quantity when constructing with the build target request. We were able to construct 21 lines in both seats. A reminder to EUR FDA pilots in the event your pairing is revised: all FDA trips within the European theater shall be scheduled and operated in accordance with domestic parameters (CBA 12.D.1.c). We also ask that crewmembers please be aware of your CBA rights when bidding in the event of a phase-in conflict. For those pilots sitting CDG HSTBY, please review the Bid Pack for relevant information. We continue to see RSV conversions so please be aware if bidding a RSV line.

If any scheduling issues arise (DH's, unusual trip revisions etc.) please be sure to fill out an INSITE Report and forward a copy to your EUR PSIT. These reports have to be followed up and provide us with historical data.

Your feedback is important and we welcome your constructive input. If questions arise on the line concerning your pairing, please do not hesitate to contact us. We welcome any questions or concerns you may have. Fly safe!

Memphis B-757

Fedex757MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

	Captain	First Officer
Average CH	76:05	75:55
RLG CH	73:00	73:00
R-day value CH	4:52	4:52
# of Regular Lines	147	138
# of Secondary Lines	35	33
# of Reserve Lines	50	46
Total # of Lines	232	217
Total CH Available (no c/o)	11724	11060
Avg CH/R day	15.6	16.0
Carry-in CH from previous month	740	728
Credit hours carry-in to Total CHs	5.9%	6.2%

PSIT Notes: The April 2017 build month is a four-week bid period containing the Easter related holidays. The month proved to be challenging to build due to the average BLG coupled with the larger sized trips. We continue to see B757 flying placed into the B767 bid pack to help with segment currency, equating to just over 7% of the block hours. This flying includes both individual trips from the 757 bidpack, as well as embedding B757 flying into the B767 pairings.

Concerning the build, the individual trips that exceed 30 credit hours result in only two being placed on a line, which then requires a filler trip. This is further complicated with the fact we have many larger credit hour carry-out trips into the first week, leaving an odd number of pieces to work with. This means that you will see occurrences of back-to-back weeks of flying in certain cases, which is something we try hard to avoid.

Out and back lines are more normal this month as we have FSD morning and afternoon trips. The First Officer ICT day/night lines went to the B767 bidpack. This resulted in us having to find suitable mixes for the GJT weekend layovers, which needed to be the DAY Friday trip. Other cities that went to the B767 this month were BHM, BMI, CLE-IND, MCI-IND, SAN-OAK, and SGF. Other First Officer only cities that went to the B767 were CHA, GSP, and SBN.

In closing, when you see Captain Joe Brewster on the line, please welcome him to the B757 PSIT as he transitions from the MD-11 build team.

Hong Kong B-767

Fedex767HKG@ALPA.org

Chris Womick

Scott Hubin

	Captain	First Officer
Average CH	76:30	76:30
RLG CH	73:30	73:30
R-day value CH	4:54	4:54
# of Regular Lines	40	40
# of Secondary Lines	11	14
# of Reserve Lines	13	18
Total # of Lines	64	72
Total CH Available (no c/o)	3342	3342
Avg CH/R day	17.1	12.4
Carry-in CH from previous month	537	537
Credit hours carry-in to Total CHs	13.8%	13.8%

PSIT Notes: High BLG targets continue in April resulting in heavy flying on most lines. 3 long single departure trips will be available for secondary lines that we could not build due to their placement in the bid month. We were able to facilitate 4 Hotel in Lieu of DHs opportunities, BKK (2), TPE, and ICN. There are no RFO lines this month.

Please don't hesitate to contact us with this or any other feedback/requests. Chris and Scott.

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Andrew Hall

	Captain	First Officer
Average CH	75:35	75:28
RLG CH	72:30	72:30
R-day value CH	4:50	4:50
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# of Regular Lines	21	20
# of Secondary Lines	6	6
# of Reserve Lines	5	6
Total # of Lines	32	32
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Total CH Available (no c/o)	1691	1601
Avg CH/R day	22.5	17.8
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Carry-in CH from previous month	59	59
Credit hours carry-in to Total CHs	3.4%	3.6%

PSIT Notes: April is a 4-week month with the Easter holiday falling on the weekend of the 16th. We are seeing stability in CHs as well as requested BLG from the Company in relation to 757/767 block hours from the previous 4-week months. There is a slight change in the 757 cities and TPA is new this month for captains only.

We continue to review pairing and bidpack construction for many issues including fatigue, DH, purity, and quality of life issues. If you have any suggestions or issues that you would like to discuss or comment on, please contact us. Consider also submitting an Insite Report to the Company and please copy us on the report, recognizing that the PSIT does not get copied on reports to the Company.

Thank you to those who continue to reach out with suggestions, comments, and concerns. Every comment helps us better serve you, the line pilot.

Memphis B-767

Fedex767MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

Andrew Hall

	Captain	First Officer
Average CH	75:31	75:40
RLG CH	72:30	72:45
R-day value CH	4:50	4:51
# of Regular Lines	128	135
# of Secondary Lines	23	20
# of Reserve Lines	23	19
Total # of Lines	174	174
Total CH Available (no c/o)	10008	10771
Avg CH/R day	29	38
Carry-in CH from previous month	570	582
Credit hours carry-in to Total CHs	5.4%	5.1%

PSIT Notes: We continue to be tasked building lines to high BLGs. As the Company continues to balance manning between the two airplanes, varied amounts of 757 trips and segments are given to us. Additionally, several of the 757 lines are first officer only. Line numbers as well as the left over "parts and pieces" lines at the end of the bidpack do not necessarily match between captain and first officer. We are also seeing the longer pairings having 757 flying "baked in" by the Company to help the line pilot maintain segment currency. Shorter 757 segments continue to assist line building to pair with the longer 767 segments.

TLC has now entered our bidpack. There are a few trips at the end of April and we expect it to be fully incorporated into our flying in May. Our ORD pilots will be pleased to see the amount of Chicago flying that has now been given to us.

April is the first month that we are seeing the traditional 24-hour layover pairing built, instead, as an "exception" 12.C.2.d pairing. The trip designated is SFO. One will see the pm launch SFO trip (186 and 188) with a 12-hour layover. The real advantage is the 36-hour layover for the am launch SFO crews. This now avoids the circadian flip-flopping 24-hour layover previously associated with this trip. Further, one will see that a pilot flying a series of the day trips (as assembled by the PSIT or through bid line adjustment) will fly more but in a shorter footprint. Some pilots may find this advantageous. For day SFO, the minimum scheduled layover for trips where these trips (series of trips) are turned is 13:00 hours. Be

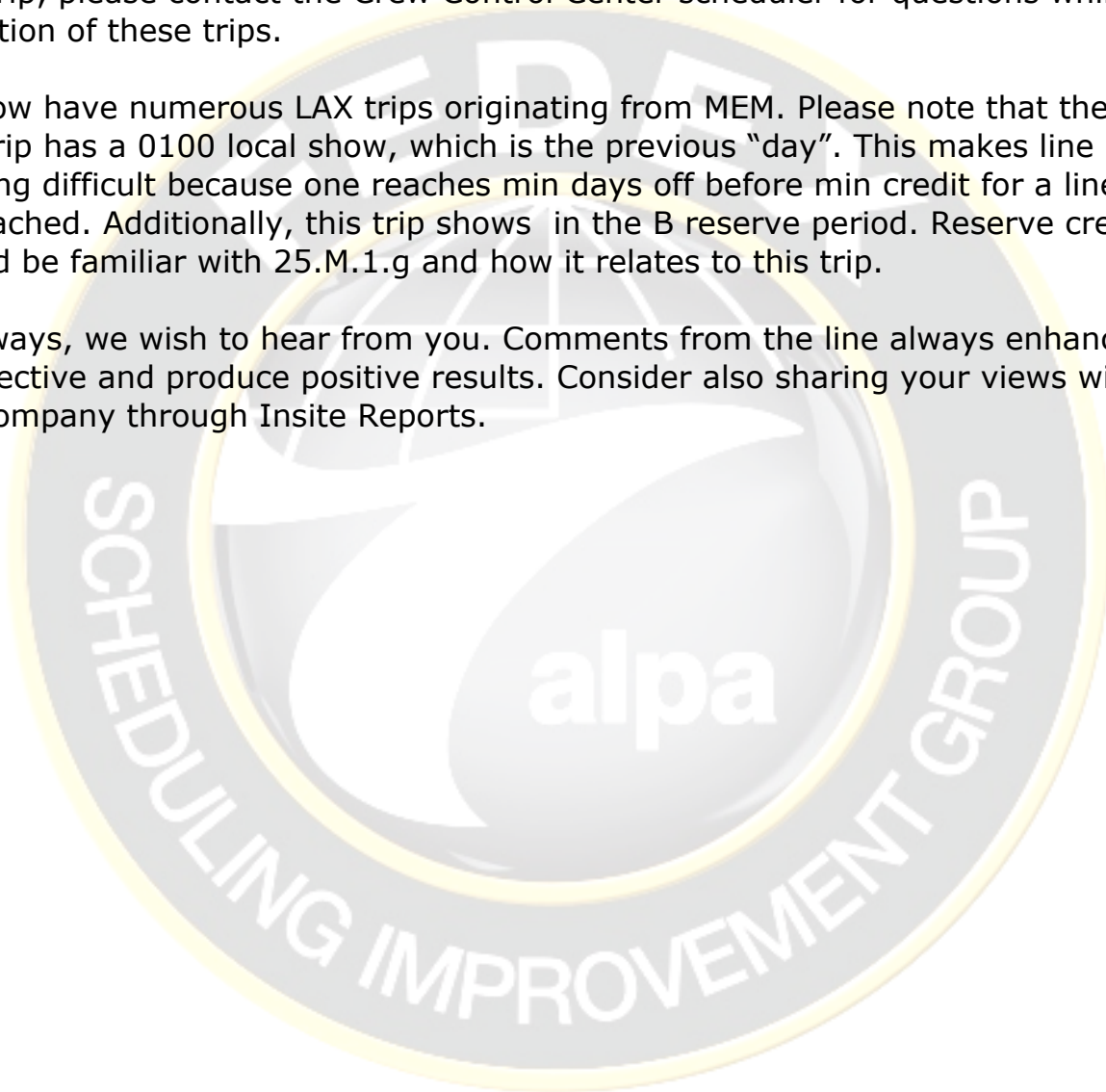
[Memphis B-767 PSIT Notes Continued]

aware that bid line adjustments connecting to the day SFO trip will be very limited as a result of this.

The longer trans-con "exception" pairings continue to be designated by the Company. This month's trips are 45,47, 102, 135, 156 and 157. As with the day SFO trip, please contact the Crew Control Center scheduler for questions while in operation of these trips.

We now have numerous LAX trips originating from MEM. Please note that the am LAX trip has a 0100 local show, which is the previous "day". This makes line building difficult because one reaches min days off before min credit for a line can be reached. Additionally, this trip shows in the B reserve period. Reserve crews should be familiar with 25.M.1.g and how it relates to this trip.

As always, we wish to hear from you. Comments from the line always enhance our perspective and produce positive results. Consider also sharing your views with the Company through Insite Reports.



Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	76:27	76:31
RLG CH	73:30	73:30
R-day value CH	4:54	4:54
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# of Regular Lines	53	57
# of Secondary Lines	17	18
# of Reserve Lines	15	17
Total # of Lines	85	92
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Total CH Available (no c/o)	4330	4715
Avg CH/R day	19.2	18.5
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Carry-in CH from previous month	421	533
Credit hours carry-in to Total CHs	9.7%	11.3%

PSIT Notes: April 2017 shows a significant increase in Credit hours when compared to the last four (4) week month. Single departure lines make up about 1/3 of our bidpack. The pairing construction paradigm doesn't seem to have any significant recent changes.

After a brief hiatus, Captains will see multiple RF2 pairings that are built on the lines. If they do not desire RF2 flying, avoid lines that include 3xxx numbered pairings. All of the RF2 pairings have typically small footprints, which created quite a few 3-departure lines.

Please communicate with us regarding bid pack pairings & lines, revisions & extra pairings or any scheduling issue. We cannot do our job without your input. Our preferred method of communication and tracking is via the [ALPA Scheduling Committee PIREP](#).

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Cody Chenoweth

	Captain	First Officer
Average CH	76:17	76:15
RLG CH	73:15	73:15
R-day value CH	4:53	4:53
# of Regular Lines	24	36
# of Secondary Lines	13	14
# of Reserve Lines	15	16
Total # of Lines	53	66
Total CH Available (no c/o)	2157	2979
Avg CH/R day	9.6	12.4
Carry-in CH from previous month	389	403
Credit hours carry-in to Total CHs	15.3%	11.9%

PSIT Notes: April is a four-week month with Easter occurring on the second Sunday of the bidmonth.

For First Officers bidding for currency, line 2011 is a single departure line that only contains RFO flying.

We encourage you to participate in any sleep study the company may solicit. There is a lack of data on international flying. This data will not only help the company, but will help your PSIT to better tailor pairing construction to mitigate fatigue.

If you have any fatigue-related issues, whether you call in fatigued or not, please send us an email with the details.

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Memphis MD-11

FedexMD11MEM@ALPA.org
 Charlie Sutton
 Dan Opp
 Pat Rink
 Harley Troyer

	Captain	First Officer
Average CH	75:47	73:00
RLG CH	72:45	73:00
R-day value CH	4:51	4:50
# of Regular Lines	267	253
# of Secondary Lines	67	67
# of Reserve Lines	70	83
Total # of Lines	404	403
Total CH Available (no c/o)	21315	20461
Avg CH/R day	20.3	16.4
Carry-in CH from previous month	1066	1458
Credit hours carry-in to Total CHs	4.8%	6.7%

PSIT Notes: Hello again from your PSIT. April is a 4-week month with the Easter holiday falling on the weekend of the 16th.

April's total flight hours dropped 100 hours when compared to February, our last 4-week month. This month RF2 flying is up to 1900 hours, as compared to February's 766. RFO flying was cut in half to 1045 hours. As a result, captains lines increased to 267 from February's 254, and FO lines dropped to 253 from 264.

This month the exception cities that have trips that block over 7+35 in 24 hours are: OAK, PDX and SJU. RNO is not an exception city this month.

Please familiarize yourselves with CBA Section 12. C. 2 to see how flying these lines may affect our ability to trade trips.

For those who may be concerned about landing currency please be aware that several lines are RF2/RFO only. These lines include:

Captain – 1013, 1007, 1021, 1032 along with some STN and VCP lines.
 FO - 2006

We highly encourage you to participate in any sleep study the company may solicit. There is a lack of data on the dynamic international flying environment.

Memphis 777

Fedex777MEM@ALPA.org

Gregg Hall
Amadee Pepper
Jon Casello
Curt Henry

	Captain	First Officer
Average CH	75:46	75:15
RLG CH	72:45	72:15
R-day value CH	4:51	4:49
# of Regular Lines	164	300
# of Secondary Lines	37	65
# of Reserve Lines	39	68
Total # of Lines	240	433
Total CH Available (no c/o)	13614	23598
Avg CH/R day	23.3	23.1
Carry-in CH from previous month	1828	3048
Credit hours carry-in to Total CHs	11.8%	11.4%

PSIT Notes: PSIT Notes: April is a four-week bid month. The TNT flying is being integrated into our bid pack. The city pair of PVG-LGG is new and we will have 2 full crews flying through the month of June. You will notice a significant amount of RF2 flying associated with this. DXB-SIN is also another new city pair; it has 7+ hours of block flown by a basic crew.

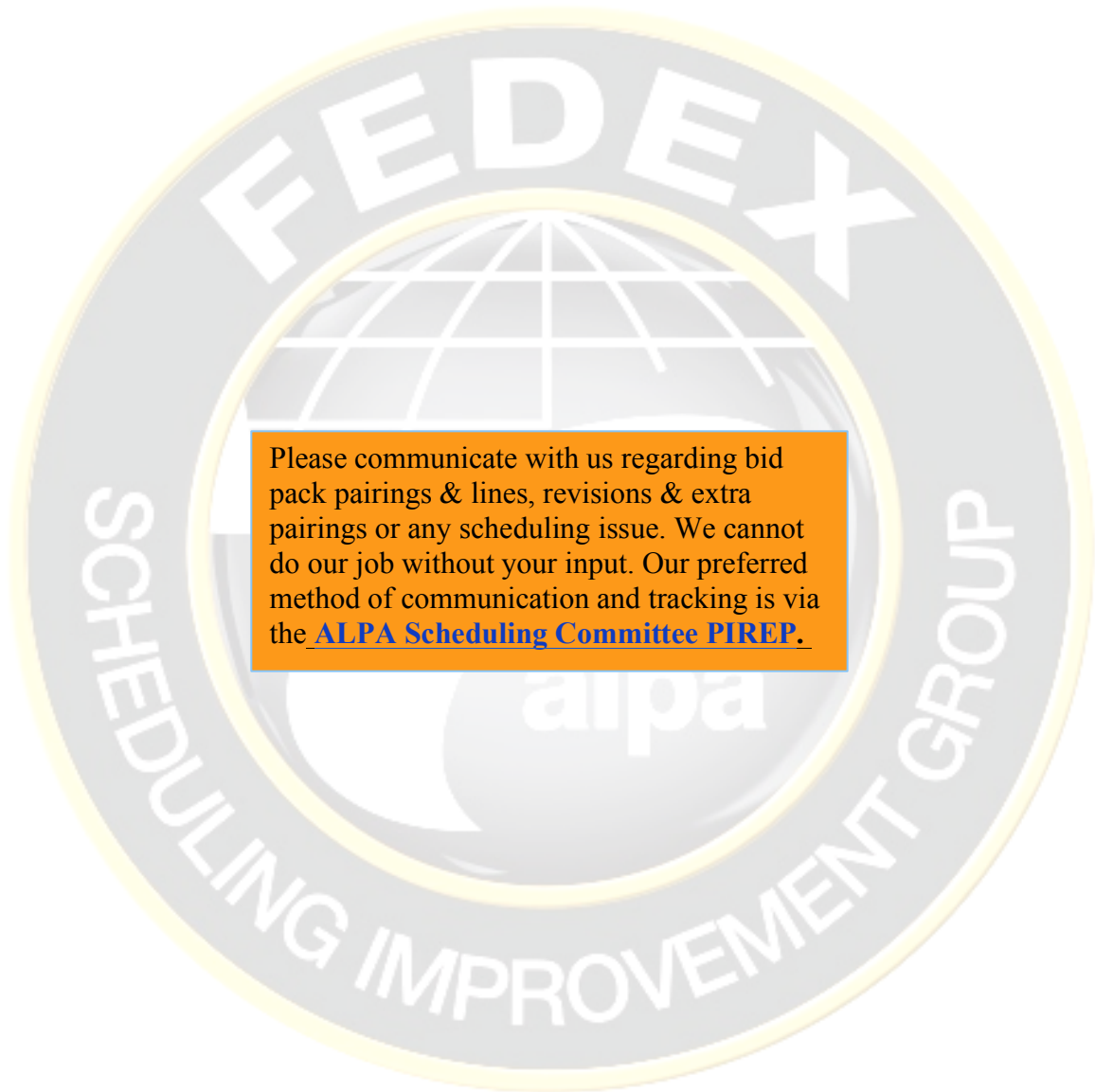
The addition of the 3 TNT 777s has affected our pairing design. We are seeing large block times in a very short amount of time. This happens when we slingshot from APAC to EMEA and back. It also occurs when going from APAC to EMEA to USA. We are working with the company to ensure that adequate rest is achieved on the layovers to mitigate the cumulative fatigue that may be associated with these long blocks.

We highly encourage you to participate in any sleep study the company may solicit. There is a lack of data on the dynamic international flying environment. This data will help us, and the company, to better tailor pairing construction to mitigate fatigue.

As always, we appreciate any and all feedback and criticism. Past crew member critiques on pairing design have resulted in positive changes going forward, and we are happy to receive and act on them.

[Memphis 777 PSIT Notes Continued]

Please continue to fill out fatigue reports when applicable. As an absolute minimum, if you could submit a scheduling report and briefly explain the situation, we can start capturing some of these issues. As a reminder, your Insite Reports do not get copied to the PSIT, so we would kindly request you copy your Insite Reports to us when applicable. Sleep logs are also helpful.



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