

SIG NOTES



APR 2018

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

Summary of the Build

The April build was relatively straightforward. The four-week month has no holidays that affected line construction. Line guarantees were a bit choppy (some high, and some low) as bid 18-01 begins to address some of the manning imbalances.

Secondary Line Upgrade. The company will be rolling out the secondary line upgrade software for three bid-packs in April: Los Angeles, Indianapolis, and Hong Kong. This is to work through any issues that may arise for pilots using the new system and correct them before going live for all bid-packs in May. The upgrade can affect all line holders. Please reference [FCIF 18-0125](#) and the CBA for details.

Pairing Assessment Process: For the February 2018 bid month, the ALPA PSIT reviewed almost 3,000 pairings and requested hundreds of pairing changes between both the prelims and finals. If you have any issues with bid-pack or pairing design please let us know.

Indianapolis 767 transition to LDS. In order to facilitate the LDS transition the number of credit hours in the base was reduced. Your PSIT and SIG team requested that the bid-pack reflect a cross-section of flying (junior and senior trips). This was not accomplished for April. We have been assured that this will be addressed going forward. The May bid-pack should more accurately reflect historical norms.

[SIG Notes Continued]

Issue	Report	
Line Building. Bid Line Construction.	PIREP	Any scheduling related issue. Sent to ALPA SIG/PSIT for response. PSIT is responsible for line construction.
Pairing Construction. Including DHs.	INSITE	Any pairing construction issue. Sent to FDX SIG. FDX is responsible for pairing construction.
Fatigue.	Fatigue	Sent to both Company and ALPA fatigue committee.

Fatigue Risk Management Process:

The Fatigue Report should be utilized any time you believe fatigue affected your performance. A fatigue report is completely separate from a fatigue event (calling in fatigued). Please utilize this report in order for the Fatigue Risk Management Group (FRMG) to track and correct inherent or chronic fatigue problems.

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, ALPA Fatigue Risk Management Committee Chairman

Memphis A300

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Mike Davidson

Harry Edwards

Jarrold Hatfield

	Captain	First Officer
Average CH	74:45	73:01
RLG CH	71:45	70:00
R-day value CH	4:47	4:40
# of Regular Lines	204	210
# of Secondary Lines	61	45
# of Reserve Lines	48	49
Total # of Lines	313	304
Two or less departure lines. (%)	24%	24%
Three departures or less. (%)	45%	42%

PSIT Notes: April is a 4-week bid month with no holidays affecting the build. The increase in weekend layovers reduced the number of departures per line for the night hub turns and helped mitigate our un-turnable pairings. The weeklong MKE-IND pairings have an ORD flight at the end of Week 2 and beginning of Week 3 due to training on the Airbus in ORD. Also, YVR remained in our bid-pack for April.

Buddy bidders beware; there is a two credit hour difference in BLG between Captains and First Officers due to some lines not having all the same trips.

As a reminder, if you file a scheduling or fatigue related Insite Report, please copy us as we are not automatically given these reports by the company.

Cologne B-757

Fedex757EUR@ALPA.org

Tim Harp

James Capeless

	Captain	First Officer
Average CH	71:34	71:34
RLG CH	68:45	68:45
R-day value CH	4:35	4:35
# of Regular Lines	30	30
# of Secondary Lines	12	10
# of Reserve Lines	14	17
Total # of Lines	56	57
Two or less departure lines. (%)	9(30%)	9(30%)
Three departures or less. (%)	17(57%)	17(57%)

PSIT Notes: April is a four-week bid month and we were able to construct 30 lines for both Captains and First Officers. There are a few one-off pairings this month as a result of Easter and the various holidays across the EU. Pilots may notice a few different DH carriers on these pairings as a result of limited airline scheduling. Please also note that some of the carryover trips are shortened.

LGG hub-turn layovers between 4+01 and 4+59 continue to be scheduled for a crew sleep room in lieu of the airport hotel. This is in accordance with CBA 5.B.1.h. Please review FCIF 17-0633 (Hotel) for further information. Please INSITE any sleep room irregularities (noise, cleanliness, etc.) and forward a copy to the EUR PSIT.

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 (min days off, etc.) when bidding in the event of a phase-in conflict. For those pilots sitting CDG HSTBY, please review the Bid Pack for relevant information.

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

JD Oliver

Joe Brewster

Tom Rutledge

	Captain	First Officer
Average CH	75:33	71:01
RLG CH	72:30	68:15
R-day value CH	4:50	4:33
# of Regular Lines	148	159
# of Secondary Lines	36	34
# of Reserve Lines	39	41
Total # of Lines	223	234
Two or less departure lines. (%)	26%	26%
Three departures or less. (%)	67.5%	73%

PSIT Notes: The four-week April bid month was fairly straightforward with no holidays or shortened work weeks impacting the bid month. The biggest issue we faced was meeting our higher BLG targets for Captains and a lower target for the First Officers.

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 by 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.

A couple of the BUF pairings in the second week have additional flying through ROC so those lines will look slightly different. CHA, DAY, and SBN are now DDHs versus weekend layovers. GJT will not turn to itself due to a long duty day so it's mixed with ICT. CAE lacks a weekend layover at the end of the month due to flights into and out of AGS. Additionally, TPA-AFW day turns were added for Apr.

As always, your feedback is appreciated.

Hong Kong B-767

Fedex767HKG@ALPA.org

	Captain	First Officer
Average CH	78:39	78:31
RLG CH	75:30	75:30
R-day value CH	5:02	5:02
# of Regular Lines	47	48
# of Secondary Lines	9	8
# of Reserve Lines	14	14
Total # of Lines	70	70
Two or less departure lines. (%)	42%	41%
Three departures or less. (%)	46%	43%

PSIT Notes: This month we are rotating two 767s back to the States. There are RFO pairings this month to accommodate the switch. In the short term, BLGs for most lines will be higher until more crews are trained under system bid 17-02 and 18-01. Hong Kong pairing design has been the focus of the SIG and FERC for over 6 months. Changes in pairing design in August prompted an uptick in fatigue reports/calls. In September, October, and November the SIG submitted three specific trip DNAs to the Fatigue Event Review Committee(FERC). We are currently still analyzing the data collected. Utilizing the data we have already collected, the SIG and FERC have come up with a plan to mitigate fatigue.

1. Longer (>8 days) pairings that score low in our fatigue modeling software will be broken at the difficult hub turn duty period when able.
2. Night time pairing design restricted from >10 hour night duty/<15 layover/> 10-night duty.
3. Longer individual night duty periods will be limited.
4. Day/Night/Day/Night pairing design will be limited.

The fatigue modeling software pairing scoring for April is the best it has been in over 6 months. Circadian swaps have been dramatically reduced. There are **no** night time sequences over 7/11(Block/Duty). Data collection to help us understand specific sequences is ongoing and we would appreciate your assistance.

The SIG is currently recruiting volunteers who would like to assist the PSIT in improving overall bid-pack quality. If you have any specific issue with pairing construction please let us know.

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Harley Troyer

	Captain	First Officer
Average CH	74:27	72:25
RLG CH	71:30	69:30
R-day value CH	4:46	4:38
# of Regular Lines	17	17
# of Secondary Lines	12	9
# of Reserve Lines	8	7
Total # of Lines	37	33
Two or less departure lines. (%)	12%	12%
Three departures or less. (%)	47%	59%

PSIT Notes: Hello IND crewmembers. We hope you are enjoying Spring weather, family, and friends.

April is a 4-week bid month with no major holidays affecting the schedule. Since we are still training crewmembers for the 767LDS, we are still down CH in April. We hope to get back to "normal" CH hours in May.

There are 17 lines in both seats but the Company requested BLG was different between CA and FO. This creates some differences in trips between CA and FO on the same line.

For April, we have a return of DEN and ATL nights and BOS-EWR-LAX pairings. ONT is paired with ORD and SAN is paired with STL. We have some pure day flying but most of our day flying is mixed within a longer pairing. In addition to all that, you will find some BOS, ONT, and SAN pairings with 48hour layovers.

We have had several crewmembers contact us about cities/ pairings in our bid-pack. We appreciate all those who have reached out. We have submitted a list of 767 cities that hub turn through IND that we would like to see in the IND bid-pack. We expect to see some changes in May including a return of some of our senior day flying. Your comments and suggestions are helpful in creating a bid-pack that best serves our IND base.

IND will be one of the bid-packs that will be using the new Secondary Line Generator (SLG) in April. Please see the opening section of the SIG notes for more information on the implementation of the SLG.

Memphis B-767

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Paul Hanson

JD Oliver

Andrew Hall

Ted Donat

	Captain	First Officer
Average CH	75:30	70:58
RLG CH	72:30	68:15
R-day value CH	4:50	4:33
# of Regular Lines	155	167
# of Secondary Lines	36	41
# of Reserve Lines	38	48
Total # of Lines	229	256
Two or less departure lines. (%)	28%	31%
Three departures or less. (%)	49%	49%

PSIT Notes: The PSIT had a very challenging build this month considering the large split between the Company requested averages for captains and first officers. As training continues, the seats will become more balanced over time. As has been the case, the captain and first officer lines do not necessarily match and this is especially true this month more than others. Many first officer trips had to be shifted around on lines to achieve the lower target BLGs. We are aware that line quality, in many cases, suffered as a result.

One will find the new cities of ABQ and MCO in our bid-pack for just a few weekend flights. These legs were typically tacked onto the front or back of existing pairings. FLL was announced by the Company as coming to us in May, so we have not seen it yet.

VCP has fully arrived. While the Company has good historical data for MD-11 flights there, they simply do not have data for the 767. Expect some learning points to be attained by everyone involved. Note that the early Monday morning VCP routing (pairing 275) is scheduled for a tech stop in BQN on the way to VCP. This trip, as scheduled, is especially concerning to the PSIT. Be aware that the Company intends to overfly BQN if the flight planning allows it. Please take a moment to provide us with your operational experience regarding this particular style of pairing. Further, the PSIT is especially interested in your opinion on style of line building associated with VCP.

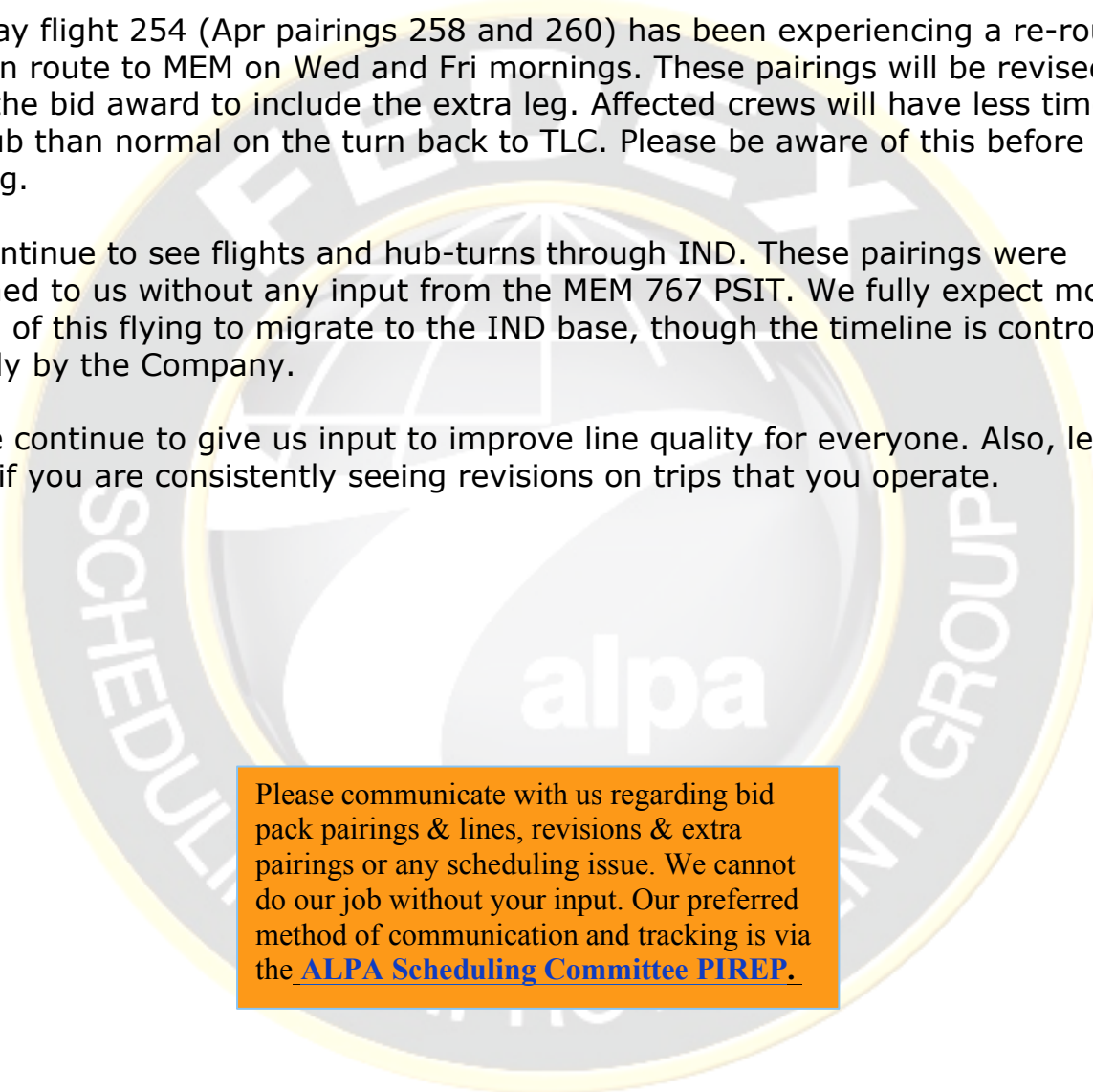
[Memphis B-767 PSIT Notes Continued]

The Crew Rest Module (CRM) is scheduled to be operationally ready for VCP. As a reminder, an Enhanced Sleep Opportunity (ESO) of 36 hours minimum is required IAW CBA 12.D.1.h

TLC day flight 254 (Apr pairings 258 and 260) has been experiencing a re-route to GDL en route to MEM on Wed and Fri mornings. These pairings will be revised after the bid award to include the extra leg. Affected crews will have less time in the hub than normal on the turn back to TLC. Please be aware of this before bidding.

We continue to see flights and hub-turns through IND. These pairings were assigned to us without any input from the MEM 767 PSIT. We fully expect most if not all of this flying to migrate to the IND base, though the timeline is controlled entirely by the Company.

Please continue to give us input to improve line quality for everyone. Also, let us know if you are consistently seeing revisions on trips that you operate.

The logo for the ALPA Scheduling Committee PIREP is a large, circular emblem in the background. It features a globe with flight paths, the word "alpa" in the center, and the words "SCHEDULING COMMITTEE" and "PIREP" around the perimeter. The text "alpa" is in a bold, sans-serif font, while "SCHEDULING COMMITTEE" and "PIREP" are in a smaller, all-caps font.

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](#).

Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	72:01	72:07
RLG CH	69:15	69:15
R-day value CH	4:37	4:37
# of Regular Lines	44	52
# of Secondary Lines	19	19
# of Reserve Lines	16	15
Total # of Lines	79	86
Two or less departure lines. (%)	86%	79%
Three departures or less. (%)	98%	98%

PSIT Notes: April 2018 is a four-week month with a new sequence which affects many of our pairings. The ANC-CAN night departure blocks over 11 hours. Many of the pairings follow the ocean crossing with a circadian disruption in CAN before an early a.m. launch.

Average BLG is significantly lower (for a four-week month) and many lines have carryover trips. If you encounter any issues of significance that may help our efforts, please take the opportunity to call or email us.

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Chris Leeuw

	Captain	First Officer
Average CH	71:57	72:04
RLG CH	69:00	69:15
R-day value CH	4:36	4:37
# of Regular Lines	20	29
# of Secondary Lines	13	17
# of Reserve Lines	15	15
Total # of Lines	48	61
Two or less departure lines. (%)	35%	51%
Three departures or less. (%)	50%	72%

PSIT Notes: April is a 4-week month with no major holidays.

We tried something different with the SEA-OAK nights on the Captain's side, and SEA/PDX-OAK nights on the First Officers side during weeks 2 and 4. Instead of having these trips together on a line, we split them up and added HNL flying on the Captain's side and RFO and HNL pairings on the First Officer's side to build up the lines to minimum BLG. By putting these trips with the SEA-OAK nights, we were able to create an extra line for Captains and 2 extra lines for First Officers. We'd like your feedback, both positive and negative, if you fly one of these lines.

LAX will be one of the bid-packs that will be using the new Secondary Line Generator (SLG) in April. Please see the opening section of the SIG notes for more information on the implementation of the SLG.

Pairings 41, 42, and 43 are ONT pairings.

For those First Officers bidding for currency, line 2002 is RFO only.

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Cody Chenoweth

	Captain	First Officer
Average CH	71:46	71:46
RLG CH	69:00	69:00
R-day value CH	4:36	4:36
# of Regular Lines	282	281
# of Secondary Lines	93	76
# of Reserve Lines	74	59
Total # of Lines	449	416
Two or less departure lines. (%)	42%	43%
Three departures or less. (%)	87%	85%

PSIT Notes: April is a 4-week month with no major holidays.

International flying remains steady. We have 1,400 hours of RF2 flying for the month of April.

SJU and OAK are our exception cities this month (pairings that utilize CBA 12.C.2.d). SJU is paired with MCO and OAK is paired with DEN.

We continue to lose cities to the 767. Over the last few months, we have lost cities with short legs (low block time), leaving us an overabundance of west coast flying. We currently serve SAN, LAX, ONT, OAK, PDX, and SEA. 48% of our domestic pairings touch at least one of these 6 cities.

This equates to many long domestic block legs. We attempt to alternate these long blocks with shorter trips. Due to block hours, we mix PDX and DEN, SMF and ELP, SEA and PHX, SLC and MSP.

This month we have two sets of flights into/out of LAX locked. Unfortunately, centrally located cities such as DFW and AUS will not mix with LAX. LAX will turn to these cities however they will not turn back to LAX. This leaves us with nothing else to do except string these together.

You will notice the absence of VCP. This city has moved to the 767. There is rumor MCO might be the next city to transition to another aircraft. If currency is an issue, please be aware pairings 3XXX are RF2 only.

Memphis 777

Fedex777MEM@ALPA.org

Curt Henry

Amadee Pepper

Jon Casello

	Captain	First Officer
Average CH	75:37	75:57
RLG CH	72:30	73:00
R-day value CH	4:50	4:52
# of Regular Lines	175	332
# of Secondary Lines	57	84
# of Reserve Lines	44	71
Total # of Lines	276	487
Two or less departure lines. (%)	67%	82%
Three departures or less. (%)	8%	3%

PSIT Notes: April is a 4-week month. We continue to see higher than normal BLGs and forecast them for the rest of the year. In April, we saw a 13% increase in Captain and a 17% increase in First Officer Block Hours. As we receive more aircraft over the next few months, we anticipate continued growth in overall block hours.

Because there are not enough small pairings in weeks 1 and 2, we have several 45+ CH pairings again in weeks 3 and 4; more so in the First Officer bid pack than Captain's. They will be available during the Secondary process.

We anticipate having HNL back in May due to some carryover that included it. We also noticed an LGG-PVG leg which we haven't had before. Due to the addition of another Pacific crossing, there was a reduction in slingshots between Asia and Europe.

Thank you for the response to our request for reviewers. We had several people contact us. They are currently going through the approval process.

Please let us know if you have any issues with getting booked into the appropriate Class of Service for your scheduled DH. As always, we request that you submit pairing feedback through the Company's Insite report first then send us a copy as the company does not share your feedback with us. Please help us help you and our fellow crewmembers by providing feedback.

Trip Services Solutions

Fedex-Hotel@ALPA.org

Mark Stafiej

Mike Pearcy

Trip Services

Hotel Notes:

General Information – As a reminder, crewmembers are required to check-out from their respective hotel room at the completion of the layover even if you are scheduled to return to the same hotel. All personal items **MUST** be removed from your room. Please refer to **FCIF 18-0059 (Hotel)** for further information.

CDG Update – The Pullman Bercy is still undergoing renovations. Until the completion of their renovations, crews will continue to layover at **The Paris Bastille Boutet M-Gallery by Sofitel**. Please refer to **FCIF 18-0045 (Hotel)**.

IAH Update – Our previous contract hotel, **The Sam Houston Hotel**, decided not to renew their contract. During the April bid period crews will layover at a non-contract hotel, **The Hotel Derek**. The Company will be issuing an FCIF announcing specific hotel details.

IND Update – Our newest contract hotel, **The Embassy Suites Downtown**, is completing its extensive lobby renovations. Layovers will begin with the April Bid Period.

KIX Update – The committee is continuing to work with the Company to find and negotiate with potential contract hotels in locations like the Namba and Umeda sections of Osaka. The change in hotels is needed in order to provide improved crew rest opportunities as well as increased food options.

LAX Update – The Manhattan Beach Marriott completed its renovations and crews returned effective with the March bid period. The hotel has rebranded and is now **The Westdrift Manhattan Beach**. Please refer to **FCIF 18-0086 (Hotel)**.

MCO Update – The Company and committee recently completed their respective inspections and effective with the April bid period our new contract hotel is **The Hyatt Place Orlando Convention Center**. The Company will be issuing an FCIF announcing specific hotel details.

MXP Update – Our current contract hotel, **The Four Points by Sheraton Milan Center**, is completing its major lobby renovation and crews will return effective with the April bid period.

[Trip Services Continued]

SJU Update – Until both the Company and committee are able to complete their respective inspections for a new contract hotel, crews will continue to layover at the non-contract hotel, **The Courtyard by Marriott San Juan Miramar**. Please refer to **FCIF 18-0056 (Hotel)**.

Catering Notes:

Asia Update – Due to crewmember feedback, a Catering Rep will be traveling to **ICN, KUL and PEN** to visit the flight catering kitchens in those cities with the goal of a menu refresh.

B777 Thermos Coffee – The caterer will be boarding a brewed coffee thermos along with catering for ALL B777 aircraft.

Soiled Linens – The Company will be including a pink plastic bag in the pillowcase/duvet/blanket bag for MD11/B777 aircraft. The pink bag will be labeled "Soiled Linen." At the completion of your flight, please dispose of ALL soiled linen in this bag and leave it on the airplane. The pink "Soiled Linen" bag will be removed at one of the following cities with laundry facilities: **ANC, CAN, CDG, ICN, IND, KIX, MEM, NRT, PVG or SYD**. Thank you in advance for your help!

STN Update – The Company has been working with Ramp management to find a solution to enable B757 crews transiting STN to obtain brewed versus instant coffee. The problem lies with airport security not allowing brewed coffee to be brought in from outside the airport security perimeter.

INSITE Tickets – The most efficient way for management to be made aware of and correct issues pertaining to hotels, catering and ground transportation is via the new **INSITE Reporting System**. This electronic form is accessed via the pilot.fedex.com website home page. If you have a hotel, catering or ground transportation concern/issue, positive or negative, we encourage you to submit the ticket. Please submit a separate ticket for each issue (For example, please submit one ticket for a hotel issue and if there was also a ground transportation issue please submit a second ticket.). These tickets, combined with your correspondence to the Trip Services Committee, are reviewed at our quarterly meetings with the Company and are instrumental in making changes. We encourage input. Please e-mail us at Fedex-Hotel@alpa.org.