

SIG NOTES



APRIL 2019

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

Summary of the Build

April is a typical 4-week bid-month with no Holidays that impacted the build. Requested targets have drifted higher in most seats. 757 and 767 bid-packs are seeing a large split in bid line averages, and we expect those will moderate once we get through the current training cycle.

757 and 767 pairing design was impacted by both the current manning situation and Management trying to limit 757 Penalty lines. For further information, please read the [Penalty Line article](#) written by JD Oliver. This month, there are zero penalty lines for the Captain/First Officers down from a high of 24/46 just two months ago.

There was some change of pairing design in the 767 bid-pack. A number of our historically senior flying was altered. For example, the SAN-IND 12-24 design we have seen in the past was reconfigured. Some of the changes helped bid-pack construction, but some did not. We have requested that design and others, revert to historical format, in order to facilitate our line building.

We also requested a few changes to the Indy base flying. We believe that a stable base of cities and flying will help quality in both the Memphis and Indianapolis pairings.

Two sequences, ANC-NRT in the 777 and SIN-HNL in the MD had some flight time anomalies. We are currently checking the historical from the previous year and validating the times. If warranted, those pairings will get an RFO in accordance with the CBA requirements.

The Secondary Line Generator (SLG) still has some bugs. It is very important to check the practice bid in the SLG and check your award as soon as you can. If there is any major discrepancy, please file an Insite report AND let us know. The Futures department has been quite diligent responding in a timely manner, but they need to know if there is an issue. Two First Officers last month had their entire line drop out, and were awarded nothing. We were notified quickly, and both their Secondary Lines were restored. But it is in your best interest to check early.

Fatigue Risk Management

The disputed pairing process was updated in the last CBA. “If the only underlying rationale for the dispute is based on a fatigue-related concern, the dispute must follow the FRMG track.” Under the new procedures, we have disputed 17 pairing specific DNA in 2016. 19 pairing DNAs in 2017 and 11 in 2018. A sequence DNA may occur in multiple pairings. Over 400 individual pairings in that time were “FERCed” or sent to the Fatigue Event Review Committee for evaluation.

Some of those disputed pairings were fixed by 32/120 implementation (12.D.2.g). A few designs were eliminated by change in system form. The majority went into data collection. Over the past couple of years, the FRMG has collected over 120 data sets. After data collection, the FERC would rule on the dispute. Data collection has resulted in a number of “FERC Build Parameters” that the company complies with during pairing construction (Those parameters can be found under the Flight Operations webpage→Fatigue Risk Management→FERC Build Parameters.).

As you can see, the majority of these parameters were created for the Hong Kong base. Hong Kong is a unique situation, a base that uses International work rules, yet is still a hub system. Imagine a Memphis hub with only flights to the East Coast and the West Coast, nothing in-between. Also, Hong Kong deals with longer (much longer) ground transportation times, customs & immigration and multiple country rules and regulations. That is why the FERC focused on a number of build parameters for that domicile. The FRMG will continue to communicate their accomplishments and will amplify here, on the SIG notes, monthly.

The Fatigue Event Review Committee has also incorporated a fatigue risk analysis during the preliminary pairing construction. This month, ten pairings from multiple bid-packs were redesigned to mitigate fatigue.

Understand that the SIG, PSIT and FRMG continually monitor and modify pairings/parameters as we receive proper feedback from the pilot group: PSIT email, InSite, Data Collection and Fatigue Reports. Engage us directly.

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

Rob Bassett, ALPA Fatigue Risk Management Committee Chairman (Interim)

Memphis A300

FedexA300MEM@ALPA.org

Mike Davidson

Harry Edwards

Jarrold Hatfield

	Captain	First Officer
Average CH	75:26	75:26
RLG CH	72:30	72:30
R-day value CH	4:50	4:50
# of Regular Lines	198	198
# of Secondary Lines	61	51
# of Reserve Lines	38	28
Total # of Lines	297	277
Two or less departure lines. (%)	23.2%	23.2%
Three departures or less. (%)	66.7%	66.7%

PSIT Notes

April is a four-week month with Good Friday affecting the Canadian pairings. The company requested a high BLG in each seat for the Airbus bidpack. This caused numerous lines to have additional trips added on to them. We reviewed over 366 preliminary pairings, and requested changes to 78 of these pairings, of which 46 were corrected to our satisfaction.

We continue to hear about revisions on pairings going thru IND. If you are revised on a trip through IND, we would appreciate a copy of your pairing before and after the revision.

As always, please email us with any inputs you might have. Also, 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

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James Capeless

Steven Moraes

	Captain	First Officer
Average CH	74:15	74:15
RLG CH	71:15	71:15
R-day value CH	4:45	4:45
# of Regular Lines	32	32
# of Secondary Lines	13	11
# of Reserve Lines	8	8
Total # of Lines	53	51
Two or less departure lines. (%)	7%	7%
Three departures or less. (%)	54%	54%

PSIT Notes

Fröhlichen Frühling! (Happy Spring!) April is a four-week bid month with Easter falling on the third weekend.

As a result of the holiday, there are several shortened fourth week pairings. This caused some bid pack disruption and variations across the 32 Captain and First Officer lines. We ask that crewmembers please be aware of your CBA rights when bidding in the event of a phase-in-conflict. For those so inclined, there are several hotel-in-lieu of opportunities sprinkled across the bid pack.

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). For those pilots sitting CDG HSTBY, please review the Bid Pack for relevant information (CRS contact requirement, etc.).

Your feedback is important and we welcome your constructive input on line design. If any scheduling issues arise (Hotels, DH's, unusual trip revisions etc.) please be sure to fill out a timely INSITE Report and forward a copy via email to your EUR PSIT. Also, please don't hesitate to fill out a fatigue report if you are tired after a series of legs. These reports have to be followed up and also provide us with historical data. We welcome any questions or concerns you may have. Fly safe!

Memphis B-757

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JD Oliver

Joe Brewster

Tom Rutledge

Ted Donat

	Captain	First Officer
Average CH	72:31	75:31
RLG CH	69:30	72:30
R-day value CH	4:38	4:50
# of Regular Lines	203	192
# of Secondary Lines	58	49
# of Reserve Lines	40	28
Total # of Lines	301	269
Two or less departure lines. (%)	19.8%	20.9%
Three departures or less. (%)	56.1%	58.0%

PSIT Notes

With no shortened weeks in April due to no holidays, this month's build came together in a traditional fashion. The biggest issue we faced was meeting a higher BLG target for first officers and a lower target for the captains. Consequently, many of the captain and first officer lines won't be identical with the same pairings. Also, with the lower BLG target for the Captains we are unable to put two of the same higher credit hour pairings on the same line as we normally would. Specifically, SAN-OAK-SAN and MSN-IND-CID-MSN pairings are mixed with other lower credit hour pairings.

April, compared to March, has seen a reduction in weekend layovers which translate to less credit hours for a given line. Therefore, some lines that have deadheads versus weekend layovers require another departure to meet target BLGs.

[Memphis B-757 PSIT Notes Continued]

We continue to see many short pairings that are unturnable or difficult to turn into which leads to the creation of more "Tour America" lines than we would like. Examples include the two leg nights into or out of the mountain cities (BOI, COS, BIL, GJT, SLC, LAS) along with a few other cities that have short one- or two-day pairings with long duties days that are difficult to string together with another city (BOG, TIJ, JFK, SDF, some BTV). There are also many short (<7 CH) two-day pairings, most of them with deadheads, which occur once a week and they operate mainly in the morning either to or from MEM (DEN, ABE, GSO, MIA, FLL, RNO, LAS, JAX, PHX). These trips are not consistent enough to combine into a week of flying so we mainly used them for fill to reach BLG targets on lines with week-long pairings.

As a reminder, the PSIT does not build the pairings. The week prior to the build we look for pairings that we feel can be improved and recommend those changes to the company. The company may or may not institute our recommendations based on many factors. We strive to build the highest quality lines we can with the pieces we are given.

Hong Kong B-767

Fedex767HKG@ALPA.org

Jim Ingalls

Ben Downs

	Captain	First Officer
Average CH	75:17	75:17
RLG CH	72:15	72:15
R-day value CH	4:49	4:49
# of Regular Lines	48	48
# of Secondary Lines	24	18
# of Reserve Lines	6	6
Total # of Lines	78	72
Two or less departure lines. (%)	75%	75%
Three departures or less. (%)	98%	98%

PSIT Notes

Average BLG is up and vacation buy-back is in both seats for April.

This month has an interesting shift in a number of pairing designs combining some flying into some longer duty periods but mitigating them with a good deal more recuperative and reset length layovers in the 36-hour range.

Manila as a layover is gone for the most part in April and the layovers shifted to Clark for some decent layover lengths. Hanoi also has shifted to a number of longer layovers and has a new night inbound sequence HAN-CRK-CAN.

16 single departure length pairings were initially produced by the Company and we created 11 purely single departure lines and 4 with some carryover added to increase the line value making a second departure. One was required to be left in open time for a fix to resolve an issue with it.

[Hong Kong B-767 PSIT Notes Continued]

Overall, at least 36 lines are two departure or less with good blocks of time off.

We were able to keep the CAN standbys pure on lines again this month and with the move to the Garden hotel I expect it will bid relatively senior.

I'd like to close by highlighting just a few of the clearly positive results improving the HKG flying that we've achieved as a team in the past year in addition to the monthly constant review and repair of pairing design and DH issues:

3 FERC/FRMC rulings specific to HKG creating written and programmed optimizer parameters that limit the number of consecutive 24 -hour layovers, limit the length of duty and block either side of a Manila short layover, and limit the duty following the "SGN Loop" day flight.

Additionally, we have three SIG decisions, writing pending, creating a better layover and rest prior to the challenging CAN-CGK-SIN sequence, limiting the PVG layover to now require a double sleep cycle length, and a third limiting the duty prior to the "SGN Loop" day flight.

Hotel Standbys, after many years of trying, are finally moved from the Pullman to the far more hospitable Garden Hotel area.

You might have noticed there have been very few "Red-Eye" DHs on the front end of our pairings as the Company has been responsive on this issue to PSIT/SIG concern to begin pairings well rested.

It's worth noting that all these issues were legally allowed as scheduling under our CBA, and all have been effectively addressed by the SIG/PSIT/FRMG/Services teams and processes.

Objectively Yours,

Jim Ingalls

Indianapolis B-767

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Teresa Payton

Harley Troyer

	Captain	First Officer
Average CH	75:47	75:47
RLG CH	72:45	72:45
R-day value CH	4:51	4:51
# of Regular Lines	24	24
# of Secondary Lines	7	6
# of Reserve Lines	8	8
Total # of Lines	39	38
Two or less departure lines. (%)	8.3%	8.3%
Three departures or less. (%)	79.1%	79.1%

PSIT Notes

Hello IND pilots. We will hopefully be welcoming in Spring soon, but with the recent snow and freezing temperature, keep your warm coats close. We want to take a moment to say goodbye to those who are leaving the base and hello to those joining us.

April is another 4-week month with credit hours continuing to climb. We are up about 300 CH from last month and BLG targets remain high. This allowed us to build 24 lines in each seat.

Our night hub turn cities remain consistent with what we have seen for several months. As a result of feedback from several crewmembers concerned with a short hub turn and fatiguing schedule, we have mixed DEN and RDU. This will give those crews an opportunity for more rest throughout the week. We did keep front end and back end dead-heads pure.

The day pairings, except for the traditional BOS-EWR-LAX, are mostly pure, one leg days with some being smaller pairings than we have seen in the past. With this, we tried to match DH's and reduce commutes but you will see that most lines commute 3 times and we were unable to maintain regional purity on some of the lines.

We continue to give the Company feedback on purity, DH's, quality of life issues, and commutes per month, among other things. Thank you to those who have reached out and voiced your concerns about the bidpack. Please remember to copy us on Fatigue and Insite reports.

Thank You, Teresa and Harley

Memphis B-767

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Paul Hanson

JD Oliver

Andrew Hall

	Captain	First Officer
Average CH	72:17	75:31
RLG CH	69:30	72:30
R-day value CH	4:38	4:50
# of Regular Lines	191	176
# of Secondary Lines	69	50
# of Reserve Lines	33	24
Total # of Lines	293	250
Two or less departure lines. (%)	30%	27%
Three departures or less. (%)	70%	66%

PSIT Notes

As a reminder, the Company builds the pairings and your PSIT assembles the lines. We are given the opportunity to comment on preliminary pairings presented to us early in the build process. Our comments to the Company include but are not limited to items such as fatigue, quality of life, flight segment connections and purity. The Company then takes all input into account and either makes changes or not. This month one will find that there was a change in pairing construction. This is seen with a reduction in trip length, a reduction in double deadheads, a reduction in weekend layovers. An uptick in out and backs is also quite profound in relation to previous months. Your PSIT, along with the SIG leadership, has pushed for a better balance to maintain the quality of life. We hope to see positive changes with the aforementioned items next month. One such change we have been told to expect is the return of the long SAN-IND 12/24 day pairing. Factor also that what happens to MEM can also greatly affect IND. Know that we are working with the IND PSIT to best balance our mutual interests.

[Memphis B-767 PSIT Notes Continued]

Please note that captain and first officer lines do not necessarily match because the lines were built to different averages. Again, this month captains are assigned the RFO (RF2) pairings to VCP. When bidding for these lines please look for the 3xxx pairing numbers that distinguish these pairings from the captain of record pairings. Both of these are the result of the Company balancing manning and we in the PSIT do not know how long the measures will remain in place.

It is important to understand that the 757/767 LOA remains in place. For example, there are still reserve 767 pilots that have retained their currency on the 757 and are still being assigned reserve trips on the 757. Additionally, R24 penalty lines for 757 pilots are still being built.

Flights designated as sweep flights are listed in the bidpack each month. Consider reviewing this information before bidding.

We work diligently to build week-on/week-off schedules as much as practicable. Because of some of the pairing variations, we mixed some cities in patterns not normally seen. Please provide us with feedback concerning this or other ideas from the line. We value all comments from you, the line pilot.

Anchorage MD-11

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Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	71:34	71:17
RLG CH	68:45	68:30
R-day value CH	4:35	4:34
# of Regular Lines	36	43
# of Secondary Lines	15	22
# of Reserve Lines	14	13
Total # of Lines	65	78
Two or less departure lines. (%)	78%	70%
Three departures or less. (%)	97%	93%

PSIT Notes

April is a four-week month that is very similar to the March 19 bid month. One difference is a time change for SIN-SYD which eliminated the RFO.

The secondary line generator still poses several challenges. We can help each other significantly by getting our preferences in early (before the Friday snapshot). The Friday report will be more accurate and fine-tuning can be done.

We requested quite a few deadhead fixes during the preliminary pairing scrub. Most were changed to create better layovers. Several preliminary pairings had front end deadheads with no real backups. We see this as a reliability issue and asked for a longer layover after the DH. The company elected to keep the same deadheads.

Pairing 2002 is a single departure RFO trip. If you need landings, this pairing will not be helpful.

Thanks for all your inputs. Please feel free to call, text, or email at any time.

Los Angeles MD-11

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Chip Brown

Chris Leeuw

	Captain	First Officer
Average CH	71:00	70:55
RLG CH	68:15	68:00
R-day value CH	4:33	4:32
# of Regular Lines	19	34
# of Secondary Lines	11	17
# of Reserve Lines	9	13
Total # of Lines	39	64
Two or less departure lines. (%)	52.6%	61.6%
Three departures or less. (%)	89.4%	96.8%

PSIT Notes

April is a 4-week bid month with Easter occurring on the 3rd Sunday of the month.

The company broke up the weeklong PDX-IND days. The flying is still in our bid pack, but it is now 2 separate trips per week. We will keep trying to get the week-long pairing back.

Carryover trips 3, 15, 30, 31, and 32 on the Captain's side and carryover trip 17 on the First Officers side were not build and will be available during the Secondary line process.

For First Officers bidding for currency, lines 2006, and 2008 are RFO only.

Memphis MD-11

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Charlie Sutton

Dan Opp

Pat Rink

Cody Chenoweth

	Captain	First Officer
Average CH	71:18	71:01
RLG CH	68:30	68:15
R-day value CH	4:34	4:33
# of Regular Lines	273	241
# of Secondary Lines	113	86
# of Reserve Lines	50	53
Total # of Lines	436	380
Two or less departure lines. (%)	48%	45%
Three departures or less. (%)	82%	83%

PSIT Notes

April is a 4-week bid month with Easter having a minimal impact on the build. Once again, relief flying is tasked solely as RF2 flying.

April's flight hours are down approximately 600 hours from March, our last 4-week bid month, however, international flight hours are higher. Despite the diminished hours, we were able to build more lines than in March. This is a result of a slightly lower average BLG. Another result of April's lower BLG is an increase in the number of single departure lines.

Having said that, for those captains concerned with landing currency please be aware that there are several single departure lines that consist solely of RF2 flying. They are lines 1002, 1006, 1015, 1017, 1030

[Memphis MD-11 PSIT Notes Continued]

Exception cities (Cities utilizing 12.C.2.d) this month are OAK and SMF, with the majority of SJU occurrences reverting back to 24-hour layovers. This forced us to pair it with a hook city instead of building the night side pure.

The absence of MIA flight 0303 continues to cause changes in the way we can build and turn MIA. We were able to build the days pure, but the night side pairing construction once again allowed for very limited use in building, as it would not turn to itself nor many other pairings.

We were able to identify numerous DH issues to include non-codeshare and class of service. These were fixed. Additionally, we identified 142 issues from the prelim pairings and were able to have most of these resolved.

For our secondary and reserve line flyers, most of you will be happy to see that this April bid pack contains no MEM Standbys.

Thank you for your scheduling report input each month. Please keep the suggestions and questions coming.

Memphis 777

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Curt Henry

Amadee Pepper

Jon Casello

	Captain	First Officer
Average CH	74:25	75:13
RLG CH	71:30	72:15
R-day value CH	4:46	4:49
# of Regular Lines	201	396
# of Secondary Lines	60	114
# of Reserve Lines	25	38
Total # of Lines	286	548
Two or less departure lines. (%)	88%	97%
Three departures or less. (%)	97%	98%

PSIT Notes

April is a 4-week bid month with Easter falling on the 21st of the month. We did not see an increase in flying from March to April but expect the flying to ramp up as we grow our fleet rapidly this year. BLG averages should fluctuate as well because crew training and fleet growth don't operate on the same timeline.

We have noticed a large change in block times (with the new quarterly winds) for the April bid month on the ANC-NRT legs. Please provide us feedback on your taxi and enroute block times if you happen to operate this leg during April. We also saw a number of ELP pairings show up at the beginning of the March open time commencement but were unable to determine why the change of gauge was made. Our understanding is that the company wants to use the B777 for the long-haul, international flying this plane was built for and to limit domestic flying. Additionally, there are a shortage of parking spots in MEM for the B777.

This month, your PSIT team reviewed 543 pairings and submitted requests for changes from the company on 99 of the pairings, 46 of these were changed by the company. We continue to see changes in pairing designs and would appreciate your feedback on these. Your feedback is crucial in supporting our ability to request and support any changes or improvements. As a reminder, we do not get a copy of any INSITE reports you submit to the company so please send a copy of your Insite report to us so we are aware of issues you are experiencing.

Trip Services Solutions

Fedex-Hotel@ALPA.org

Mark Stafiej

Mike Percy

Hotel Notes:

General Info – If you are unable to obtain crew rest due to a specific room issue or if your crew rest is interrupted, please report the issue first to the Front Desk for resolution. If your issue cannot be resolved by being relocated to another room in the hotel, contact the Duty Officer and request to be relocated to another hotel. Once relocated, notify Crew Scheduling. Finally, complete an Insite Ticket.

BNA Update – Our current contract with **The Hotel Indigo** will not be renewed. Until further notice, **The Holiday Inn & Suites Nashville Downtown** will be our new non-contract hotel. Please refer to **FCIF 19-0106 (Hotel)** for additional information.

CAN Update – Effective with the March Bid Period, **The White Swan Hotel** has been added as an additional downtown hotel. The hotel is non-contract so please use your corporate credit card until direct billing is established. Please refer to **FCIF 19-0080 (Hotel)** for additional information.

DEN Update – Hotel management at both of our current contract hotels, **The Westin Downtown** and **Woolley's Classic Suites**, have decided not to renew their respective contracts. Both the Company and committee will be inspecting potential hotels for contract in the coming weeks.

JFK Update – Our current short layover contract hotel, **The Hampton Inn JFK Airport**, decided not to renew their contract. Starting Tuesday, February 5 our new non-contract hotel will be **The Courtyard by Marriott New York JFK Airport**. Refer to **FCIF 19-0061 (Hotel)** for further information.

PHL Update – Our prior contract hotel, **The Sheraton Suites Philadelphia Airport Hotel**, is no longer under contract. Until further notice, **The Renaissance Philadelphia Airport Hotel** will be our non-contract hotel. Please refer to **FCIF 19-0106 (Hotel)** for additional information.

Ground Transportation Notes:

General Info - If the required ground transportation is not provided within 30 minutes after block-in, the crew is authorized to obtain transportation and to charge these expenses as part of their monthly Expense Report. If the scheduled ground transportation from the layover hotel to the departure airport is not available in time to prevent a departure delay, the crew shall use

their best efforts to obtain transportation. These expenses will also be reimbursed as part of their monthly Expense Report. If either of these situations occur, please submit an Insite ticket to ensure reimbursement. (Refer to **CBA 5.D.2**) Finally, hotels are required to provide ground transportation as contracted by the Company as per the pairing. In the event the hotel will only provide transportation on their schedule, please submit an Insite ticket so the issue can be resolved as soon as possible.

Catering Notes:

Aircraft Futons - The Company currently stocks "spare" futons only for MD-11 non-crew rest aircraft in MEM and ANC. Additional futons are being shipped to CDG in the next few weeks. There are no plans to stage additional "spare" futons in CAN. During preflight, if you find a "worn out/non-functional" futon in MEM or ANC, please contact the ramp to obtain a "new" futon. As a reminder, due to the limited number of futons in the system, the futons are not to be used on B777 aircraft due to the aircraft's crew rest facility.

Christmas Buffets – The Crew Travel Services Catering Group planned and coordinated 14 December Annual Pilot Christmas Buffets at MEM (4), IND (2), EWR (1), CDG (2), OAK (1), LAX (2), ANC (1) and CAN (1). Over 3000 pilots and guest were served a traditional Christmas dinner. The committee would like to give a special thanks to the Crew Travel Services Catering Group as well as their global catering partners for the outstanding service during the very busy holiday season.

La Croix Sparkling Water Update – Based on a large number of positive Insite tickets, a decision has been made to stock the aircraft coolers at EWR, IND, LAX and OAK with the La Croix product!

MEM Crew Lounge Coffee Update- During the Christmas holidays, the Crew Travel Services Catering Group conducted, with the help of their coffee vendor, Royal Cup, a coffee tasting with crew members to determine if a change needed to be made to the current offerings. It was decided based on crewmember response that the current **Aztec coffee** would be replaced with **Sumatra coffee**. The switchover will be taking place shortly and the new bolder **Sumatra coffee** will be labeled in the coffee area of the Crew Lounge.

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 **INSITE Reporting System**. 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. The committee receives a copy of the

Insite ticket once Crew Travel Services investigates and replies to the submitting crewmember, but if you feel your issue hasn't been resolved, please e-mail us at Fedex-Hotel@alpa.org.