

SIG NOTES



AUGUST 2017

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

Summary of the Build:

August is a typical four-week bid-month with no holidays affecting the build. Bid line targets are static, the sole exception being 757 CGN. 'Winter is coming', and September begins the International peak season. We expect a slight drift up in targets in the following months leading up to peak. Manning remains a concern in a few bid-packs.

X-Pairings:

Every month your PSIT volunteers scrub EVERY bid pack pairing. However, we do not get to review X-pairings. There is no protocol that automatically sends X-pairings to the PSIT. If you would like the PSIT to retroactively review your X-pairing please send us an email, and we would be happy to take a look.

Reserve Conversion.

July had an inordinate number of reserve conversions. Until the follow-on secondary line software is operational, reserve conversion remains possible. The rules for reserve conversion can be found in the 2011 CBA 25.D.4. [Conversion Lines](#). If you have a reserve line and are concerned about reserve conversion please contact the Futures department.

SIG Quarterly Drill Down. Airline Scheduling.

The SIG requests flight time changes to facilitate fatigue mitigation, line building, and efficiency. There are a number of factors that dictate whether time changes are altered.

Airline scheduling has a general policy of moving staging aircraft to position as early as possible, in preparation for revenue flights. Matching aircraft lift to load generates a number of staging legs. So after the night hub turn, you may find yourself flying a second leg with an empty plane to position the aircraft for the next revenue flight. This may run counter to fatigue risk, and the SIG may ask for a change on the staging leg.

[SIG Notes Continued]

Specifically last month at the SIG Quarterly meeting, we inquired about the AFW-MSY-AFW 757 flight (pairing #3001 757 and #2001 767 in August). Could the staging leg be flown later on the inbound to AFW? Unfortunately, the aircraft is required in AFW for the standby later in the afternoon. The pairing has four of these legs in one pairing. There are not many options for this pairing construction. The PSIT/SIG standing policy for Memphis Out and Back lines is to only build three AM out and backs in a row. Considering the leg lengths, turn time and most importantly layover times the ALPA SIG decided these are materially different than an AM out-and-back.

Another specific question concerned the MCO sweep flight #1214. The flight typically is held until after the scheduled time. We requested the scheduled time to reflect the actual take-off time. Unfortunately, this flight needs to have the early show-time in case it is launched to recover freight. This year alone the flight has recovered P1 in a number of major markets.

Numerous factors affect the airline schedule. Airport slot times, out-station manning, freight cut-off times and hub congestion are only a few of these factors. When able, airline scheduling will change the flight schedule to accommodate SIG requests.

Finally, we asked why the MD-11 SJU flight leaves earlier on Saturdays. The Saturday SJU flight will be scheduled at roughly the same time as the rest of the week starting in August.

If you have a question concerning why a flight leaves at a certain time, please forward to your PSIT representative. We will be happy to forward your question at the next SIG Quarterly.

Hong Kong

The addition of KIX-CAN in August has created complications. Adding another 3+ block leg makes viable hub turns difficult. Many Asia legs are longer than domestic legs. The hub turn model is difficult to accomplish with the longer distances in Asia. There were considerable changes to the pairings during the production stage. However, we still have work to accomplish. Hong Kong is a work in progress, and we will continue to address the problems stemming from long night legs, and day-night swaps.

Fatigue Risk Management:

“Hey Dude, Where are my disputes?”

For anyone not paying attention, fatigue related disputes are now referred to the FERC and, if required, forwarded to the Fatigue Risk Management Group (FRMG) for discussion, debate, and possible data collection.

As per the CBA 2015 changes, the SIG Notes do not list Fatigue related disputes, as we have in the past. The new process is outlined in Section 25.BB.E.5. of the CBA.

New Fatigue video with some of this information can be seen [here](#).

[SIG Notes Continued]

Memphis sleep-room door noise.

We have received some complaints regarding noise ("slam-click") from the closing of Memphis sleep room doors. Please be considerate of your fellow crew-members trying to sleep in the rooms all around yours. When closing your door, push the handle down as you close the door. Additionally, when you leave the room, insert your key in the card reader on the outside of the door, get a green light, and hold the handle down as you close it - GENTLY!

Please understand that not everyone is on your sleep/rest cycle and some of your fellow pilots are trying to get some much-needed rest.

Pat Hagerty
Fatigue Risk Management Chairman

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

Hong Kong A300
 FedexA300HKG@ALPA.org
 Chris Womick
 Scott Hubin

	Captain	First Officer
Average CH	71:36	71:34
RLG CH	68:45	68:45
R-day value CH	4:35	4:35
# of Regular Lines	2 (40%)	6 (60%)
# of Secondary Lines	1 (20%)	1 (10%)
# of Reserve Lines	2 (40%)	3 (30%)
Total # of Lines	5	10
Total CH Available (no c/o)	143	494
Avg CH/R day	4.8	11.0
	2 (40%)	3 (30%)
Carry-in CH from previous month	0	0
Credit hours carry-in to Total CHs	0.0%	0.0%

PSIT Notes: Hello from hot and wet Hong Kong! The HKG A300 bid-pack once again reflects hotel standby periods. Let us know if the variety of lines, from a footprint perspective, are satisfactory.

We do have flexibility in our requests and are always willing to explore different approaches to the bid-pack creation. We are here to support you.

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](#).

Memphis A300
 FedexA300MEM@ALPA.org
 Harry Edwards
 Mike Davidson
 Jarrod Hatfield

	Captain	First Officer
Average CH	72:19	72:19
RLG CH	69:30	69:30
R-day value CH	4:38	4:38
# of Regular Lines	201	201
# of Secondary Lines	58	43
# of Reserve Lines	57	56
Total # of Lines	316	300
Total CH Available (no c/o)	14762.53	14762.53
Avg CH/R day	17.27	17.57
Carry-in CH from previous month	803.82	802.82
Credit hours carry-in to Total CHs	5.4%	5.4%

PSIT Notes: August is a 4-week month with no major US holidays falling in the bid month. However, Canada's Civic Holiday falls on August 7th which created a mid-trip deadhead for that week's YOW pairings.

With the continuation of many pairings that contain same duty deadhead's, a reminder that CBA 12.C.4i states:

If a pilot is scheduled to D/H to base after revenue flying, and his duty period exceeds 10 hours, he may obtain a hotel room at company expense, in order to take a later flight as provided in section 5.B.1.f.

As always, if you file a scheduling or fatigue related Insite Report, please copy us here at your PSIT. We are not automatically copied on these reports.

Cologne B-757
 Fedex757EUR@ALPA.org
 Tim Harp
 James Capeless

	Captain	First Officer
Average CH	74:28	74:28
RLG CH	71:30	71:30
R-day value CH	4:46	4:46
# of Regular Lines	32 (68%)	32 (71%)
# of Secondary Lines	9 (19%)	5 (11%)
# of Reserve Lines	6 (13%)	8 (18%)
Total # of Lines	47	45
Total CH Available (no c/o)	2452	2452
Avg CH/R day	27.2	20.4
Carry-in CH from previous month	275	275
Credit hours carry-in to Total CHs	10.1%	10.1%

PSIT Notes: August is a four-week bid month and we were able to construct 32 lines for Captains and First Officers.

As we await further EMEA expansion, the EUR FDA continues to be overmanned. To help offset the manning level, there are 6 single departure lines of US flying for August. Our focus on these US lines was to ensure that we had minimum duty time deadheads and minimum disruption to circadian rhythms. Specifically, deadheads out of DUS/FRA to the US where possible (one leg) and flying on a European body clock (6 AM to 6 PM Europe time).

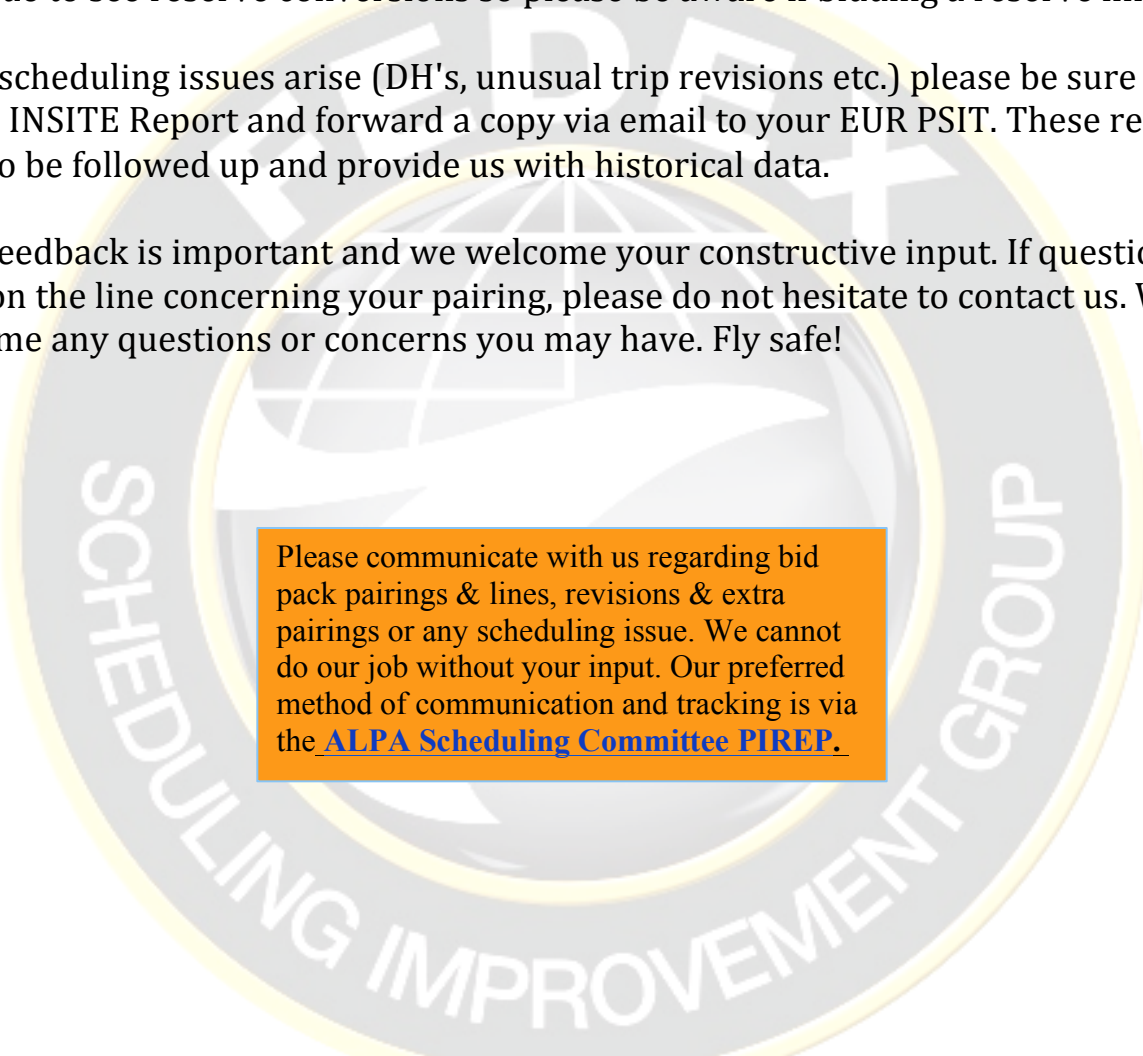
We've also begun scheduled LGG flying in August starting with the LGG/STN city pairs. These pairings have a deadhead by surface transportation to/from LGG with no airline flights associated. There is some BSL, EMA, and GVA carryover flying and we anticipate further LGG expansion in September. On occasion, ad hoc charters may continue to show up in open time as the Company deals with the nuances of integrating the LGG system. Your documented feedback on these new pairings is vital as we continue to work to achieve a pairing design that addresses both Company and pilot concerns.

[Cologne B-757 PSIT Notes Continued]

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 reserve conversions so please be aware if bidding a reserve 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 via email 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!



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](#).

Memphis B-757
 Fedex757MEM@ALPA.org
 Matt Gandy
 JD Oliver
 Paul Hanson
 Joe Brewster

	Captain	First Officer
Average CH	75+35	75+31
RLG CH	72+45	72+45
R-day value CH	4+50	4+50
# of Regular Lines		
# of Regular Lines	138 (60%)	112 (60%)
# of Secondary Lines		
# of Secondary Lines	45 (20%)	34 (18%)
# of Reserve Lines		
# of Reserve Lines	47 (20%)	40 (22%)
Total # of Lines	230	186
Total CH Available (no c/o)		
Total CH Available (no c/o)	11271	9179
Avg CH/R day		
Avg CH/R day	16.0	15.3
Carry-in CH from previous month		
Carry-in CH from previous month	776	669
Credit hours carry-in to Total CHs		
Credit hours carry-in to Total CHs	6.4%	6.8%

PSIT Notes: August is a four-week bid month with no holidays affecting the build.

As a result, we were able to build the month in a very traditional fashion. The Company continues to request high BLG targets for both seats resulting in many week-on/week-off pairings needing additional sequences in order to raise the average BLG closer to the target.

Like July, we continue to see some traditional MEM based trips in the CGN bid pack. For the August bid month, six lines are being transferred to the CGN bid pack. Specifically, CGN based pilots will be flying some of the FSD AM O&Bs, the DTW-EWR DTW, AFW-MSY-AFW, and some ORD-EWR-ORD sequences that occur in the second, third, and fourth week. We anticipate this continuing well into the fall.

For the P.M. Out & Back flyers, GTF and DTW were added in August.

We continue to see 757 flying being transferred to the 767 bid-pack. Some of the full crew cities moved this month consist of SGF, BHM, TLH, and some of the EWR-RDU-ORF-ATL flying. Some of the F/O only cities in the 767 bid pack are SBN, RST, and PVD.

Attention FSD commuters, starting in the August bid month there will be no FSD-MEM jump seat on Sunday morning. As always, we appreciate your feedback.

Hong Kong B-767
 Fedex767HKG@ALPA.org
 Chris Womick
 Scott Hubin

	Captain	First Officer
Average CH	76:06	76:06
RLG CH	73	73
R-day value CH	4:52	4:52
# of Regular Lines	32 (47%)	32 (47%)
# of Secondary Lines	23 (34%)	23 (34%)
# of Reserve Lines	13 (19%)	13 (19%)
Total # of Lines	68	68
Total CH Available (no c/o)	3405	3405
Avg CH/R day	17.5	17.5
Carry-in CH from previous month	350	350
Credit hours carry-in to Total CHs	9.3%	9.3%

PSIT Notes: Our pairings continue to change. The HKG 767 has picked up CAN-KIX-CAN flight segments. We will continue to work with the company to determine the best way to integrate this flying.

While we continue to work with the company on day night swaps and long duty periods expect to be asked to gather data for the Fatigue Event Review Committee (FERC) by wearing an Actigraph and keeping a sleep log. As we embrace science-based fatigue mitigation please participate in this effort if asked. Without Crewmember participation in data collection or a large enough sample size, dispute resolution can be delayed.

Involuntary RSV to Secondary Line conversion continues to impact pilots bidding reserve. 6 CAs and 7 FOs were converted in the July bid period. Reference your CBA 2011 25.D.4. [Conversion Lines](#) for rules affecting conversion lines.

We would like to thank the pilots that have taken the time to write reports. Generating these reports can be tedious but your voices are being heard!

Indianapolis B-767
 Fedex767IND@ALPA.org
 Teresa Payton
 Andrew Hall

	Captain	First Officer
Average CH	74:34	74:20
RLG CH	71:30	71:30
R-day value CH	4:46	4:46
# of Regular Lines	19(58%)	21(64%)
# of Secondary Lines	8(24%)	7(21%)
# of Reserve Lines	6(18%)	5(15%)
Total # of Lines	33	33
Total CH Available (no c/o)	1541	1622
Avg CH/R day	17.1	21.6
Carry-in CH from previous month	59	59
Credit hours carry-in to Total CHs	3.7%	3.5%

PSIT Notes: We hope this finds everyone enjoying summer. August is another 4 week bid month with no major holidays. We continue to see a slight decrease in CH's with an overall consistency in 757/767 flying.

GSP, ABE, and DFW-HRL DDH are the 757 pairings we received this month. First Officers will also see 2 lines that include ONT-MCI DDH pairings.

The Company continues to discuss 757/767 plans and flying with regards to the 767C being returned and converted. We anticipate seeing another 767C returned in the coming month with more 757 flying making up our credit hours.

We received feedback on some of our new 757 pairings, thank you. Your feedback assists us in assuring pairing quality and quality of life issues are addressed. Please continue reaching out to us with your feedback.

Thank you.

Memphis B-767
 Fedex767MEM@ALPA.org
 Matt Gandy
 JD Oliver
 Paul Hanson
 Andrew Hall

	Captain	First Officer
Average CH	75+31	75+34
RLG CH	72+30	72+30
R-day value CH	4+50	4+50
# of Regular Lines	156	183
# of Secondary Lines	25	22
# of Reserve Lines	20	22
Total # of Lines	201	205
Total CH Available (no c/o)	11780	13830
Avg CH/R day	39.3	41.9
Carry-in CH from previous month	720	799
Credit hours carry-in to Total CHs	5.8%	5.5%

PSIT Notes: We hope that you are enjoying your summer activities. The demands on the build caused us to have to add additional sequences in many cases in order to get lines to adequate values. As you review the lines, we appreciate you taking time to read our comments, and please let us know if you have additional ideas or suggestions.

The 767 manning continues to drive demand for excess 757 first officer flying to the 767 bidpack. These lines are the last lines built in the FO bid pack to aid in bidding. Additionally, the left over parts and pieces lines do not necessarily match in both seats.

Furthermore, many 757 segments continue to be baked into 767 pairings. Please study the pairings carefully. Other 757 cities/trips continue to be added to the 767 bidpack for segment currency solutions as well as manning shortfalls as determined by the Company.

Lastly, the 30-in-7 issue continues to cause problems in line building with our higher block time, west coast cities. On occasion, city purity was affected as a result of this. TUS and LAS day being mixed is an example.

In closing, let us encourage you to remain active in assessing trip designs and pairings. While we can't control many specifics, we are sometimes successful in affecting change for the better. We will continue working to ensure we are achieving the best possible product for each of us.

Anchorage MD-11
 FedexMD11ANC@ALPA.org
 Brian Lessin
 Jeff Sparks

	Captain	First Officer
Average CH	74:55	74:56
RLG CH	72:00	72:00
R-day value CH	4:48	4:48
# of Regular Lines	51(55%)	53(58%)
# of Secondary Lines	23(25%)	22(24%)
# of Reserve Lines	18(20%)	16(18%)
Total # of Lines	92	91
Total CH Available (no c/o)	4125	4375
Avg CH/R day	15.3	18.2
Carry-in CH from previous month	601	657
Credit hours carry-in to Total CHs	14.6%	15%

PSIT Notes: We show a decrease in full crew credit hours for the August bid period. Line count for Captains has reduced accordingly.

The first officers have a small increase in RFO hours. Only two (2) RFO pairings are in the first half of the month. This resulted in two (2) more lines than the Captain bid-pack and fewer F/O lines when compared to the July 17 F/O bid-pack.

Trip revisions in Asia appear to be on the rise. Weather can be a challenge and may test your patience and flexibility. Stay rested and know revisions may be headed your way.

Please feel free to call or email with any questions. Enjoy the long days of summer.

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
 Chris Leeuw

	Captain	First Officer
Average CH	74:22	74:24
RLG CH	71:30	71:30
R-day value CH	4:46	4:46
# of Regular Lines	22 (42.3%)	33 (53.2%)
# of Secondary Lines	17 (32.7%)	17 (27.4%)
# of Reserve Lines	13 (25.0%)	12 (19.4%)
Total # of Lines	52	62
Total CH Available (no c/o)	1911	2684
Avg CH/R day	9.8	14.9
Carry-in CH from previous month	242	295
Credit hours carry-in to Total CHs	11.2%	9.9%

PSIT Notes: August 2017 is a 4-week bid month with no major holidays.

LAX Captain (22 lines) credit hours are up 149hrs, or 8%, from July. LAX F/O (33 lines) credit hours are down 44hrs or 1.6% due to a slight decrease in RFO pairings. We will continue to monitor LAX fluctuations.

Of particular note due to a gate space issue at the LAX ramp, ONT flying has returned to the LAX bid-pack! Pairings 48, 49, and 50 all begin with an ONT-OAK DH and terminate with a Saturday morning FX802 HNL-ONT arrival. We were unable to build these pairings into a pure ONT line, so please make a note of your pairing number.

For landing currency issues please note that lines 2007 and 2013 are RFO only single departure lines.

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

Memphis MD-11
 FedexMD11MEM@ALPA.org
 Charlie Sutton
 Dan Opp
 Pat Rink
 Harley Troyer

	Captain	First Officer
Average CH	73:37	73:53
RLG CH	70:45	71:00
R-day value CH	4:43	4:44
# of Regular Lines	275 (63%)	265 (69%)
# of Secondary Lines	83 (19%)	67 (17%)
# of Reserve Lines	80 (18%)	53 (14%)
Total # of Lines	438	385
Total CH Available (no c/o)	21401.2	20858.2
Avg CH/R day	17.8	26.2
Carry-in CH from previous month	1375.5	3085.4
Credit hours carry-in to Total CHs	6.0%	12.9%

PSIT Notes: Welcome to the dog days of summer. August is a 4 week bid month without any holidays to build around. This made for an easier build than with a holiday but we still have the standard challenges to build around. Total hours increased by over 600 hours this month with international increasing by 100.

This month we have two exception cities, OAK and SJU. OAK was paired with DEN and SJU was paired with TPA. Since TPA only had the 13-hour layover on Tuesday thru Thursdays, you will see some other cities on the front or backend that meet the 13-hour layover criteria to keep the amount of departures on these lines down.

RF2 flying decreased a bit while RFO rose. If you are short on landings, pay close attention to the lines you bid, both seats have some pure RF2 and RFO lines.

For those of you who bid PM out and backs, you will see one line that is different this month. After building them the way we normally do, we were able to add a EWR trip to the front of two weeks to use the remainder of the PM O&B's in open time, creating another line. We feel that you will still maintain the same body clock with this type of build.

New this month is a HNL-ONT leg. There are 17 occurrences this month in our bid-pack.

Fly safe and if you have any questions, please email your PSIT team.

Memphis 777
 Fedex777MEM@ALPA.org
 Greg Hall
 Amadee Pepper
 Jon Casello
 Curt Henry

	Captain	First Officer
Average CH	72:49	72:31
RLG CH	70:00	69:45
R-day value CH	4:40	4:39
# of Regular Lines	144 (53%)	294 (63%)
# of Secondary Lines	65 (24%)	92 (20%)
# of Reserve Lines	62 (23%)	79 (17%)
Total # of Lines	271	465
Total CH Available (no c/o)	13,571	26,756
Avg CH/R day	14.6	22.6
Carry-in CH from previous month	1811	3086
Credit hours carry-in to Total CHs	13.3%	11.5%

PSIT Notes: August is a four-week bid month with no holidays.

We have had a slight decrease in our overall block for the month with the Captains showing a larger decrease due to the loss of RF2 flying.

We continue to see a dearth of small pairings in the first several weeks resulting many large pairings in weeks three and four. These pairings will be available for the view/add window and the secondary line process.

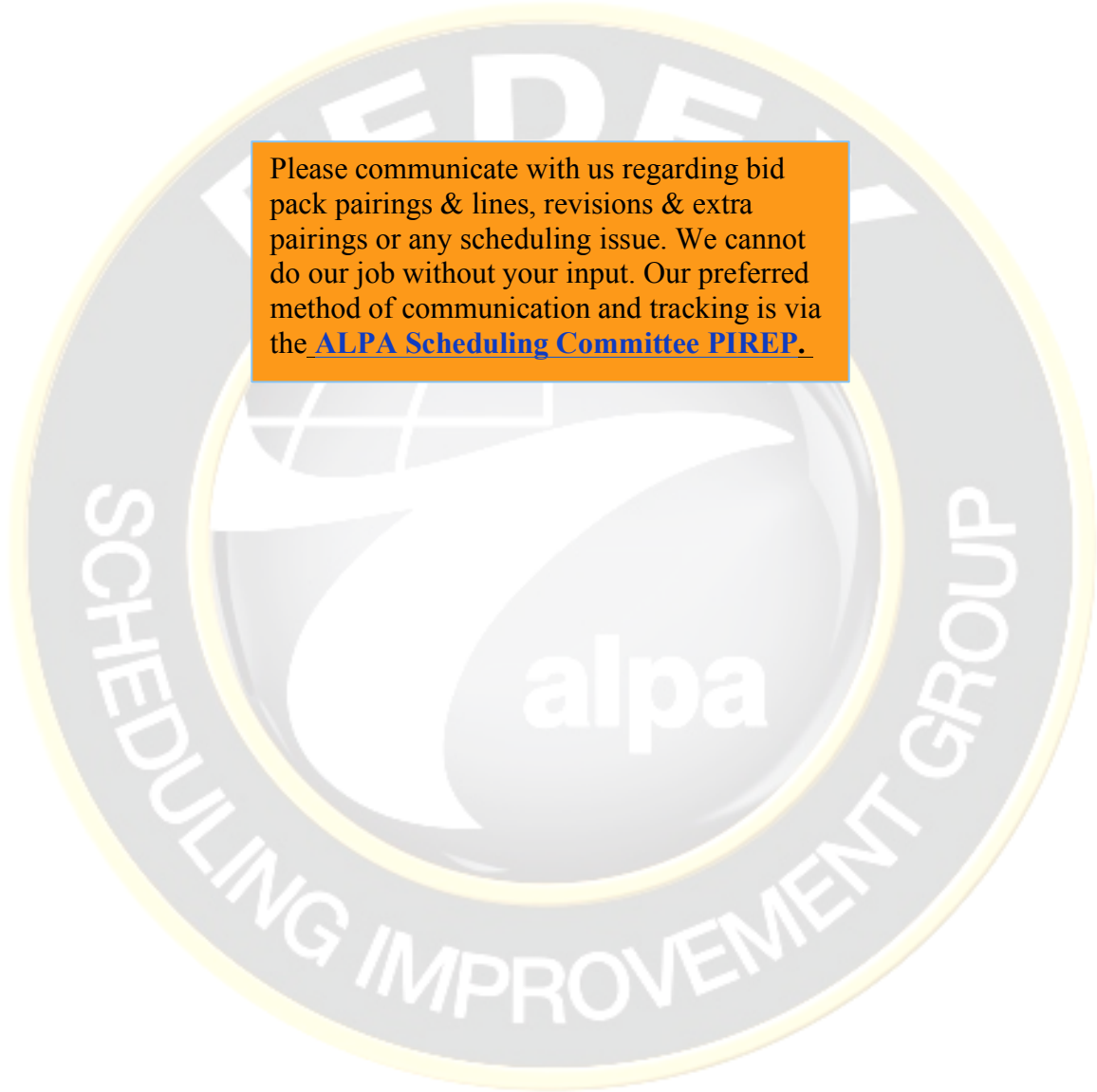
There are several lines in both the Captain and FO bid-packs that are constructed below 68 CHs. These lines will be “bought up” to the contractual limit of 68 CHs.

Thank you for those of you that have worn the Acti-Graph. We have been provided feedback from this data that will allow us to work with the company to tailor pairings. If you are asked to wear an Acti-Graph, we ask that you volunteer. This data is critical for us to incorporate science-based pairing construction.

[777 Memphis PSIT Notes Continued]

We request that if you fill out an Insite report regarding pairing/line construction, line quality and/or fatigue, copy the details of the report and send it to the PSIT. The company does not share this information with us and can help us to address issues in pairing construction or design. This can be done via the email address provided above, or by using the “Scheduling Reports” link on the FDX ALPA website.

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](#).



Trip Services Solutions
Fedex-Hotel@ALPA.org
Mark Stafiej
Mike Percy

Hotel Notes:

ALB Update – The Radisson Albany has been our non-contract hotel for the past several months due to the renovations taking place at our prior contract hotel, **The Albany Marriott**. Due to the recent number of negative Insite tickets a decision has been made to relocate to another non-contract hotel until the Marriott's renovation is completed later this year. The new hotel will be announced via FCIF.

JFK Update – The Company recently issued **FCIF 17-0326 (Hotel)** announcing **The Kimberly Hotel** as our new contract hotel effective 7/1/17. The hotel is located near Central Park with lots of nearby restaurants. Please provide Insite ticket feedback on this new hotel.

KIX Update – The Company recently issued **FCIF 17-0283 (Hotel)** announcing **The Hyatt Regency Osaka** as our new contract hotel effective 7/1/17. The change in hotels occurred after several months of negotiations between the Company and the Hilton. Unfortunately, the parties weren't able to agree on the terms of a new contract which necessitated a change in hotels. Please provide Insite ticket feedback on this new contract hotel.

LAX Update – The Company recently issued **FCIF 17-0291 (Hotel)** announcing **The Torrance Marriott** is replacing **The Manhattan Beach Marriott** until it completes its renovations. The change in hotels is effective with the July Bid Period. Please provide Insite ticket feedback on this hotel.

LGG Update – The Company recently issued **FCIF 17-0314 (Hotel)** announcing **The Pullman Quellenhof Hotel** in Aachen Germany is now a contract hotel with direct billing effective with the July Bid Period.

MUC Update – The Company recently issued **FCIF 17-0317 (Hotel)** announcing **The Sofitel Munich Bayerpost** as our new non-contract hotel effective 7/1/17. Once the Company and committee have completed their respective inspections a new contract hotel will be announced. Please provide Insite ticket feedback on this hotel as it's under consideration for contract.

MSN Update – Due to an increasing number of negative Insite tickets pertaining to our current contract hotel, **The Crowne Plaza Madison**, the Company issued **FCIF 17-0280 (Hotel)** announcing effective 6/10/17 **The Edgewater** as our new non-contract hotel. Please provide Insite ticket feedback on this hotel as it's under consideration for contract.

SFO Update – The Company recently issued **FCIF 17-0315 (Hotel)** announcing our return to our prior contract hotel, **The Tuscan Inn**. The hotel has completed its extensive renovation and has been renamed **The Hotel Zoe**. The return is effective with the July Bid Period.

[Trip Services Hotel Notes Continued]

SYD Update – The Company recently issued **FCIF 17-0312 (Hotel)** announcing effective 7/23/17 crews would return to our prior contract hotel, **The Sydney Harbour Marriott Circular Quay**. The hotel will be non-contract until direct billing can be established which will be announced via FCIF.

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.

