

SIG NOTES



DEC 2018

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

Summary of the Build

Welcome to Peak 2018. December is a five-week bid-month. Christmas falls on a Tuesday this year. The Tuesday holiday created a break in flying the last week of the bid-month, making it more difficult to create an even bid-pack. The New Year holiday falls in the January 2019 bid-month. Typical of December flying, the company requested higher bid line averages than other months. That being said, FedEx is in a better position this year with regard to manning and lift. The scheduled flying for December has increased substantially year over year.

"Work the spike outward." Every Peak there is a spike of flying the week prior to Christmas. We operate more flights that week than any other week of the year. Our graphical interface displays all open trips as blocks, creating a large spike that week. The PSIT team begins building lines starting from the spike. However, trips outside the spike quickly run out. Secondary line holders should expect to fly those "spike" trips.

Pairing Assessment Process

In December, there are more pairings, updates, requests, and changes than any other bid-month. There are unique trips every Peak. We requested a number of sequences to be split or broken for fatigue mitigation. There are still a number of challenging Peak only sequences.

The PSIT/SIG Team did their best to create quality lines with the pairings provided by the company. Line construction is limited by the pairing design, the CBA and FAR restrictions. If you have any questions on how the pairings fit together, please reach out to your individual PSIT team for answers.

As previously stated, block and credit all increased substantially this month. The number of pairings increased quite a bit as well. For an example, in the last 5-week bid-month, the Memphis MD-11 bid pack had ~700 pairings to review. This month the Memphis MD PSIT reviewed over 1,500.

To compare recent growth at FedEx, please note the year over year increase. It is substantial.

| December | Block | % Change YoY | Credit | % Change YoY |
|----------|--------|--------------|--------|---------------|
| 2015 | 147393 | 2.91% | 266119 | -0.29% |
| 2016 | 146559 | -.57% | 260631 | -2.06% |
| 2017 | 155901 | 6.37% | 277696 | 6.55% |
| 2018 | 171115 | 9.76% | 312289 | 12.46% |

Wet leasing for December: 6 airplanes total. 5 Atlas 747 Flying Memphis to CGN, STN, SJU, and two HNL flights. One 767 Amerijet flying BOG-PTY.

Hotels for Peak hub-turns.

The SIG and FERC have agreed to an exception to the threshold for a hotel room at GSO, AFW, OAK, and IND for fatigue mitigation. Contractually a hotel is required at turns greater than 4+00. Beginning in November and continuing through peak, you will get a hotel if your hub turn is greater than 3+45 at these locations. This is to facilitate pilots getting access to rest during the increased flight operations. Please utilize your scheduled hotel room if provided so that others will have access to a sleep room or recliner.

Secondary Line Generator

Look for a new Crew Planning web page to house all Secondary Line information, including information to access the ongoing series of webinars. If new to the secondary line system, Insite is a good place to get your questions answered. The company has been very efficient at responding to Insite reports concerning questions on secondary lines. They have answered over 600 reports since the new interface was installed. Please be proactive and get your questions answered before the closing of the secondary working window (SWW).

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

FedexA300MEM@ALPA.org
 Mike Davidson
 Harry Edwards
 Jarrod Hatfield

| | Captain | First Officer |
|----------------------------------|---------|---------------|
| Average CH | 95:17 | 95:17 |
| RLG CH | 91:31 | 91:31 |
| R-day value CH | 4:49 | 4:49 |
| | | |
| # of Regular Lines | 224 | 224 |
| # of Secondary Lines | 42 | 25 |
| # of Reserve Lines | 69 | 32 |
| Total # of Lines | 335 | 281 |
| | | |
| Two or less departure lines. (%) | 3.5% | 3.5% |
| Three departures or less. (%) | 38.3% | 38.3% |

PSIT Notes: Peak is here. December is a five-week month with Christmas falling on Tuesday, December 25th. Please note that there are numerous new cities and city sequences that we normally don't have. There are also 10 lines containing Memphis hotel standby periods during weeks 3 and 4.

Due to Christmas, week 5 has less flying than previous weeks and creates an unbalanced build with more flying in weeks 1 through 4. Also, hub turn departures have been scheduled up to 1 hour later during week 4 due to the expected heavy sort volumes. In order to build lines, due to night duty limits, we are forced to mix cities. This was exacerbated during December due to the longer hub turns during Week 4, which also drove many night duty times to be longer during this week.

We reviewed over 1231 preliminary pairings for the November bidpack, requesting changes to 199 of those pairings, of which 63 were corrected to our satisfaction. Most changes involved pairing construction that we felt would lead to fatigue issues or create excess departures per line.

We continue to see an increase in A300 revisions throughout the system, especially in IND. If you experience one of these, please email your PSIT. 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

James Capeless

Steven Moraes

| | Captain | First Officer |
|----------------------------------|---------|---------------|
| Average CH | 92:56 | 92:56 |
| RLG CH | 89:18 | 89:18 |
| R-day value CH | 4:42 | 4:42 |
| | | |
| # of Regular Lines | 32 | 32 |
| # of Secondary Lines | 14 | 13 |
| # of Reserve Lines | 9 | 9 |
| Total # of Lines | 55 | 54 |
| | | |
| Two or less departure lines. (%) | 0% | 0% |
| Three departures or less. (%) | 19% | 19% |

PSIT Notes: Happy Glühwein and Weihnachtsmarkt season! December is a five-week bid month with the Christmas holiday falling on a Tuesday. With that date in mind and as expected, there were significant disruptions to scheduled flying during the Christmas week with several one-off pairings. We were able to construct 32 regular lines for Captains and First Officers.

The new LGG/TLV/VIE flying has been fully integrated into the EUR bid-pack. With this new flying, there is a plethora of 4-day, 20CH pairings within the LGG hub system. Given the peak season and higher line target BLG request, LGG lines did not come together as smoothly as we had hoped. Difficulty was encountered in line construction while trying to maintain the blocks of days off pattern associated with CBA 25.D.1.d. Moving forward and working with the Company, we'd like to string some of these pairings together to form a single longer, higher CH pairing to help offset these difficulties.

CDG and 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 INSITE any sleep room irregularities (noise, cleanliness, availability etc.) and forward a copy to the EUR PSIT. A reminder to EUR FDA pilots this Peak season: 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.

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. Also, please don't hesitate to fill out a fatigue report if you are fatigued after a series of legs. These reports have to be followed up and also provide us with historical data. Fly safe!

Memphis B-757

Fedex757MEM@ALPA.org

JD Oliver

Joe Brewster

Tom Rutledge

Ted Donat

| | Captain | First Officer |
|----------------------------------|---------|---------------|
| Average CH | 95:04 | 95:23 |
| RLG CH | 91:12 | 91:31 |
| R-day value CH | 4:48 | 4:49 |
| | | |
| # of Regular Lines | 241 | 239 |
| # of Secondary Lines | 60 | 19 |
| # of Reserve Lines | 50 | 24 |
| Total # of Lines | 351 | 282 |
| | | |
| Two or less departure lines. (%) | 2% | 2% |
| Three departures or less. (%) | 29.8% | 29.6% |

PSIT Notes: Welcome to Peak 2018! For those of you that are experiencing Peak for the first time, let us be the first to say 'welcome.' December is a five-week bid month, encompassing Christmas.

As is always the case in December, we face a number of challenges with the build that we don't see the other eleven months of the year. The biggest challenge was building the short, unturnable pairings, which made up almost 11% of the flying for December. Therefore, you'll see more "Tour America" lines than usual at the end of the bid pack. Also, a couple of the lines lack purity in the fourth week due to a later departure out of MEM causing too long of a duty day.

December has several pairings that warrant a review of two sections of the contract that don't normally come into play. If a pilot is scheduled to deadhead to base after revenue flying, and his duty period exceeds 10 hours, he may obtain a hotel room at company expense per Section 12.C.4.i. Additionally, per Section 4.GG.3, any duty period that begins in the critical period, a pilot shall be paid 1.5 CH for each landing in excess of 2 in that duty period. Several of the December pairings have three legs in the critical period.

Finally, we in the PSIT would like to hear from anyone interested in becoming a reviewer for the MEM 757 bid pack. Please send us an email if interested.

Hong Kong B-767

Fedex767HKG@ALPA.org

Jim Ingalls

| | Captain | First Officer |
|----------------------------------|---------|---------------|
| Average CH | 98:17 | 98:22 |
| RLG CH | 94:22 | 94:22 |
| R-day value CH | 4:58 | 4:58 |
| | | |
| # of Regular Lines | 52 | 52 |
| # of Secondary Lines | 16 | 8 |
| # of Reserve Lines | 8 | 7 |
| Total # of Lines | 76 | 67 |
| | | |
| Two or less departure lines. (%) | 31% | 31% |
| Three departures or less. (%) | 88% | 88% |

PSIT Notes: December, peak, critical undermanning, and a 5-week month made for a challenging bid pack build. Good news if you wanted to earn some money this month as the bid packs built with over 98 average BLG.

Some large credit hour pairing designs helped keep the average up without sacrificing the quality of the bid pack too much with too many departures. We were still able to maintain some large blocks of time off and create some commutable lines and 31% of the lines down to two departures. 88% of the regular lines have 3 departures or less and a lot of the 3 departures were caused by carryover trips.

About 42% of the regular lines have Christmas off, which isn't too bad for FedEx and a 5-week peak month.

While the lines are numerically listed in the bid pack this month purely by start date of the first pairing, earliest to latest, effort was made again to try and create a seniority selection and group pairings together with like type flying and layovers on their own lines. There are a few exceptions, but for the most part you'll see the multiple hub turn pairings grouped on lines together and whenever possible particular layover cities and pairing designs, especially single leg duty period flying, organized together. Some lucky winners will enjoy a lot of CAN hotel standbys.

Key members of the Fatigue Risk Management Group, ALPA, and Company, will be transiting the CAN hub briefly November 6 about 2 AM, on their way to a global fatigue risk management conference in Guangzhou. If you happen to be there and are not trying to sleep, please engage and ask questions. You might also look for them in the China Hotel lounge for a better opportunity to pick their brains (or bones). Look for Flight Manager Pat DiMento (Company's SIG Chairman), CRS manager Zak Klinck, and ALPA's Captain Pat Hagerty and FO Rob Basset.

[Hong Kong B-767 PSIT Notes Continued]

Many of the lines this month press up against the CBA maximum allowable TAFB. Show up fit for duty and try your best to stay that way during your trip, but keep an eye on each other and use the CBA and FOM fatigue remedies if you have to. Captains, especially inform and advise our new guys on the fatigue call procedures and remedies.

A good number of our pairings have challenging day-night swapping and some long multiple leg duty periods. They are clearly tiring and will have you ready for a good rest while on the way to the hotel, but if you're nodding off in the cockpit, make the right call, project your fatigue state responsibly, stop the flight sequence if you have to and can. Definitely use the new FEM report to warn and inform the rest of us even if it's after the fact and you just learned something valuable.

Take care of each other.

Jim Ingalls

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Harley Troyer

| | Captain | First Officer |
|----------------------------------|---------|---------------|
| Average CH | 94:37 | 94:48 |
| RLG CH | 90:53 | 90:53 |
| R-day value CH | 4:47 | 4:47 |
| | | |
| # of Regular Lines | 24 | 26 |
| # of Secondary Lines | 7 | 5 |
| # of Reserve Lines | 7 | 9 |
| Total # of Lines | 38 | 40 |
| | | |
| Two or less departure lines. (%) | 0% | 0% |
| Three departures or less. (%) | 50% | 46% |

PSIT Notes: Welcome to peak 2018! Anyone who has survived at least one December here knows it's a challenging month. There will be weather, sort delays, de-icing, and revisions.

We again have some first officer only pairings, resulting in 24 captain lines and 26 first officer lines.

December is a 5-week bid month, with Christmas falling on Tuesday of the last week. As a result, our last week is very light, especially when compared to other bidpacks. No currently scheduled Indy trips touch Christmas Eve. Only 1 captain (2 F/O) line(s) touch the 23rd. Unfortunately, four lines in both seats depart with a deadhead on Christmas day. As a result of high BLG's with five weeks of credit crammed mostly into 4 weeks, you'll notice more back to back weeks of work than normal.

Your PSIT scrubbed 136 pairings (278 occurrences) this month, about 3 times as many as normal. We asked for changes to about 4 times as many pairings as normal and were successful in getting some fixes. The reason for the increased number of pairings is partly because we have an extra sort night in weeks 3 and 4, and mostly because hub sort delays are 'planned', or built into the system during week 4. This should positively affect the number of available sleep rooms. In many cases, with the planned sort delay non-IND based crews will get hotels instead of sleep rooms.

You'll notice the loss of several of our 'staple' cities this month, and the addition of some we haven't had before. We have reason to believe that we'll get those cities back because they were moved to the MD-11 for December. We also had 2 more west coast/Memphis '12/24' cities added for December, RNO and SFO.

EWR is one of our new cities, with only three occurrences per week. You'll notice it has a long duty time at night, but it also has 5:49 between scheduled block in and block out. This should give you a

good opportunity to rest. So, sleep well and often, fly safely, enjoy being Santa's helper, and keep us informed with feedback and fatigue reports.

Teresa & Harley

Memphis B-767

Fedex767MEM@ALPA.org

Paul Hanson

JD Oliver

Andrew Hall

| | Captain | First Officer |
|----------------------------------|---------|---------------|
| Average CH | 95:03 | 94:51 |
| RLG CH | 91:12 | 91:12 |
| R-day value CH | 4:48 | 4:48 |
| | | |
| # of Regular Lines | 205 | 197 |
| # of Secondary Lines | 56 | 38 |
| # of Reserve Lines | 38 | 30 |
| Total # of Lines | 299 | 265 |
| | | |
| Two or less departure lines. (%) | 7.3% | 8.1% |
| Three departures or less. (%) | 43% | 43% |

PSIT Notes: As Peak enters full swing in December, it is apparent that the trips and resultant lines are very different from other months. A 5-week month in December is a challenge in and of itself. Trip segments not normally seen have been woven into existing patterns. This has led to dramatic reductions in trip length in some instances. The end result is a bidpack with more departures per line for most pilots. Further complicating the build are one-way routings that do not allow for a hub-turn. In the end, we had to assemble lines utilizing pieces that were not optimal for a normal schedule. One may experience difficulties in bid line adjustment as well, though allowable duty periods are extended in most circumstances.

Joining our team this month is F/O Chris Cannon. This is his first month to assist by helping us review pairings. They are reviewed over a designated weekend several weeks before the actual build. If you see him on the line, please thank him for his valuable donated time.

Your PSIT scrubbed nearly 1,000 pairings this month. We requested that the Company adjust several duty periods for which we had a concern. These typically involved hub-turns to the West Coast, and we are pleased that the Company worked with us to adjust them. Additional quality of life issues were resolved as well.

There is a large reduction in out and back trips for the month, though mostly in the AM. This is related to Peak and we expect these to return to normal next month.

To better balance manning, the Company has assigned VCP RFO pairings to captains only. We expect this Company made decision to be a December only event. There are also some captain only pairings that will have IND first officers assigned to them.

We attempted to match deadheads as best we could. Sometimes, we ended up with a less than optimal result. One may also notice more deadheads than normal for this month. The frustrating

[Memphis B-767 PSIT Notes Continued]

part is that many of these deadheads could not be attached to trips making up lines because of duty day exceedance. That is why so many ended up on the parts and pieces lines at the end.

The Company added several Hotel Standby pairings in the two weeks preceding Christmas week. These were built onto lines containing trips as well. If awarded one of these, please be certain to read CBA section 12.B.3.b (Base Hotel Standby) to be contractually prepared to stand your hotel standby period.

For those pilots that stand B reserve, please be aware that there are several am departures on 26Dec that show very late in the B reserve period. Assignment for these trips must comply with the "Whitlow Letter."

STL, PIT, MSP, and DTW are the newest city pairings to join our bidpack. The shorter night legs are certainly a welcome addition in order to make better lines to the more distant destinations for the fuel efficient 767.

We are aware the Negotiating Committee is in an ongoing discussion with the Company on a multitude of issues related to the 767 LOA, which is still in effect. We will continue to monitor that process and keep the 757/767 pilots up to date if this status changes.

We depend on feedback from you, the line pilot. Please give us your ideas to improve scheduling quality, and know that we answer all e-mails sent to us.

Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

| | Captain | First Officer |
|----------------------------------|---------|---------------|
| Average CH | 93:12 | 94:37 |
| RLG CH | 89:37 | 90:53 |
| R-day value CH | 4:43 | 4:47 |
| | | |
| # of Regular Lines | 44 | 51 |
| # of Secondary Lines | 16 | 18 |
| # of Reserve Lines | 12 | 12 |
| Total # of Lines | 72 | 81 |
| | | |
| Two or less departure lines. (%) | 66% | 59% |
| Three departures or less. (%) | 86% | 82% |

PSIT Notes: December hours show an increase over our previous 5-week month. Captain line count is up. First officers line count is down slightly due to the high average BLG. First officers will also notice a small increase in RFO flying. It includes mostly smaller trips, which create a few more 4 and 5 departure lines.

There is one RFO single-departure-line (line/pairing #2006). Avoid bidding this line if you need landings.

Last month we had a SYD-SIN-SYD-CAN sequence that went through the dispute process. The company agreed to alter the pairing design going forward. We noticed pairings with this issue in the December preliminary pairing review and requested several fixes. The company made changes to all of them.

It appears that the block hours on SIN-SYD are changing significantly in January. We will track the actual flights to make sure the schedule reflects actual times.

Pairing 11 has a mid-trip DH on FM (Shanghai) airlines. It is being revised to an NH (All Nippon) deadhead. You may not see the change until after the bidpack is published.

About half of our lines fly on Christmas day. About a third of the lines fly on New Year's Day. Only a small percentage have trips that fly on both holidays.

Have a safe and happy Thanksgiving. If we can ever be of assistance, do not hesitate to text, call or email us!

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Chris Leeuw

| | Captain | First Officer |
|----------------------------------|---------|---------------|
| Average CH | 91:49 | 94:43 |
| RLG CH | 88:02 | 90:53 |
| R-day value CH | 4:38 | 4:47 |
| | | |
| # of Regular Lines | 22 | 39 |
| # of Secondary Lines | 12 | 12 |
| # of Reserve Lines | 11 | 12 |
| Total # of Lines | 45 | 63 |
| | | |
| Two or less departure lines. (%) | 32% | 61% |
| Three departures or less. (%) | 64% | 81% |

PSIT Notes: Merry Christmas from the LAX PSIT team! December is a 5-week month with Christmas occurring on the Tuesday of week 5.

5-week bid months are always a challenge to build, and when you include peak flying, along with the fact that LAX only had one full crew single departure line (SDL), made this build tougher than normal. You will find more 4 and 5 departure lines than you usually see, but hopefully the spacing will allow LAX crewmembers to spend quality time at home during December.

We lost PDX-IND days to the MEM11 bidpack in December. This was due to a late shift of full crew flying from LAX to MEM and RFO flying from ANC-LAX. From talking with the crew planners, we fully expect PDX-IND to return to the LAX bidpack in January.

SIN-SYD is a new city pair that started in the November bid-month. This is being flown without an RFO at this time. If you have any issues with this leg, please let us know at FedexMD11LAX@alpa.org

Pairings 63 and 64 are ONT pairings

For First Officers bidding for currency, lines 2007, 2013, and 2025 are RFO only.

Memphis MD-11

FedexMD11MEM@ALPA.org
 Charlie Sutton
 Dan Opp
 Pat Rink
 Cody Chenoweth

| | Captain | First Officer |
|----------------------------------|---------|---------------|
| Average CH | 94:46 | 94:42 |
| RLG CH | 90:53 | 90:53 |
| R-day value CH | 4:47 | 4:47 |
| | | |
| # of Regular Lines | 302 | 273 |
| # of Secondary Lines | 118 | 74 |
| # of Reserve Lines | 55 | 44 |
| Total # of Lines | 475 | 391 |
| | | |
| Two or less departure lines. (%) | 18% | 13% |
| Three departures or less. (%) | 63% | 63% |

PSIT Notes: December is a 5-week bid month with Christmas on the last Tuesday of the month. Additionally, this month ends on December 30th with carry over trips covering New Years.

We always realize Peak flying brings lots of changes to pairings and therefore lines. We identified 184 issues during the preliminary process. Most of these issues were addressed prior to final pairings being released.

We lost a couple of sequences to wet lease during the first 4 weeks of December. SJU and HNL will return to us after the Christmas holiday.

We also lost DFW (flight 1471), STL and SJU. We added BOS, IAH, and PHL.

Connectivity is a major factor in the number of departures per line. You may remember the top two desires on the last SIG survey were fewest number of departures and city purity.

The extremely different routes placed within the pairings during December flying provide a very different look. Aircraft gage changes to cities creating challenging pairings. One example would be CLT. The day side of CLT (flight 0765) operates on Sunday, Tuesday, Wednesday, and Thursday. This leaves a gap in the traditional week on/off flying on Friday (and in some cases Saturday).

The Thursday flight 0765 MEM-CLT were placed with tour America style pairings. These operate to different cities each week. This leaves a challenge of finding a like city that will fill that hole in this line.

[Memphis MD-11 PSIT Notes Continued]

MIA is another city that is built a little different this month with flights 0303 (MEM-MIA) and 0619 (MIA-MEM). The Friday sequence is missing, the Thursday MEM-MIA now operates MIA-IND-MIA on Friday before returning to MEM on Saturday.

New city BDL operates into and out of IND on both days and nights. This is new flying to the MD. You will see BDL-IND-PHX among other city mixtures.

The bid pack is full of extremely different city pairings so don't assume DEN is the traditional DEN pairing. Some of the DEN flights make a stop in MCI on the way out. So, please look closely at the pairings when bidding your line.

We focused on the number of departures first this month. We have a high number of unturnable pairings. Unturnable pairings are those in which there is nothing in the bid pack to turn into and out of the pairing. This makes it a stand-alone pairing creating an additional departure. 4.6% of our domestic pairings were unturnable.

Additionally, 39% of our domestic pairings touch at least one west coast city. This creates high block time on most of these pairings.

The PSIT team made a concerted effort to keep the number of departures low. By keeping the number of departures down our commuters will be able to limit the amount of time away from home.

66% of the bid pack holds no more than 3 departures. The last 5-week bid month was August which held 68.8% of the lines at 3 or less departures.

Due to many gauge changes during the month, we held city purity together as much as possible. When filling a pure city, we tried to fill within the same geographic character. We attempted to keep like flying on these lines to the maximum extent possible.

There are week-long standbys for both Captain and First Officer during weeks 3 and 4. These are hotel standbys, however, most of these lines are finished on December 22nd.

The month of November there is a new sequence flown between SIN-SYD. This flight is also in the December pairings. This flight is currently scheduled at 7:31.

Please provide any constructive feedback to our team. Thank you.

Memphis 777

Fedex777MEM@ALPA.org

Curt Henry

Amadee Pepper

Jon Casello

| | Captain | First Officer |
|----------------------------------|---------|---------------|
| Average CH | 94:31 | 95:00 |
| RLG CH | 90:53 | 91:12 |
| R-day value CH | 4:47 | 4:48 |
| | | |
| # of Regular Lines | 211 | 413 |
| # of Secondary Lines | 61 | 87 |
| # of Reserve Lines | 32 | 36 |
| Total # of Lines | 304 | 536 |
| | | |
| Two or less departure lines. (%) | 75.3% | 74.3% |
| Three departures or less. (%) | 99.5% | 99.8% |

PSIT Notes: MERRY CHRISTMAS and HAPPY NEW YEAR! December is a 5-week month with Christmas Day falling on a Tuesday. We saw a 15% CH increase in both seats over the last 5-week bid-month, which was August. The B777 continues to experience the highest BLG averages in the airline; indicating we are under-manned in both seats.

Your PSIT reviewed 830 pairings this month and submitted 139 change requests. 55 pairings were changed. We continue to push for a reset when arriving in a new theater. Particularly when the first duty period in theater involves multiple legs. We feel this is necessary to allow crews to adjust their circadian rhythms to the new locale after transiting 5 or more time zones. We are also trying to keep the occurrences of slingshot construction to a minimum.

Confirming the correct class of service and compliance with the AACL (Approved Air Carrier List) guidelines on deadheads remains the most time intensive part of the pairing review process. Many of the airlines we use operate multiple configurations of the same aircraft type; some without a flatbed seat in business class. This is difficult for both the Company and the PSIT to track down. With that in mind, we encourage you to be proactive in ensuring that you are ticketed in the class of service you are contractually entitled to by CBA. Document your findings and any interactions with BCD (Global Travel). As always, please keep your PSIT in the loop.

There are numerous deadheads around Christmas, historically, one of the busiest travel times of the year. During normal travel periods, we have seen wait-listing for the appropriate class of service. Act accordingly.

Your feedback is crucial. Crewmember critiques on pairing design or occurrences in the field have resulted in pairing changes. As a reminder, your INSITE reports do not get copied to the PSIT. We request you copy your Insite report to us when applicable.

Trip Services Solutions

Fedex-Hotel@ALPA.org

Mark Stafiej

Mike Pearcy

Andrew Hall

Hotel Notes:

Staffing Update: We would like to welcome Capt. Andrew Hall as the new TSC Vice-Chairman. Andrew brings a wealth of experience to the committee having been based in both CGN and now MEM on the 767. He also served as a First Officer and Captain on the MD-11. If you see Andrew out on the line, please thank him for “stepping up” and adding his vast international and domestic experience to your Trip Services Committee.

BOS Update: BOS is experiencing labor protests along with SAN. Pilots continue to be moved to alternate properties in order to protect crew rest. Please check your pairing for possible revisions.

COS Update: Beginning with the December bid month our layover hotel will be the **Antlers Hotel Colorado Springs**. This will be on a non-contract basis as we are awaiting inspection completion. Please file an Insite Report addressing any issues both positive and negative.

IND Update: The Sheraton @ Keystone Crossing has been added to our list of downtown hotel properties. The Sheraton is not actually in the downtown area, but with the lack of interest from other downtown properties we feel this will be an acceptable short-term addition. We have concerns regarding the GT times associated with the Sheraton so the property will only be utilized for longer layovers. We are aware that our Airport Hotels have degraded in quality over the years. The company is currently searching for alternative properties. Please submit an Insite Report if you experience any issues.

KIX Update: As the renovation continues to near completion, we continue to see an increase in overall room numbers assigned to layover at the Swissotel. The ratio is now at 45% and climbing. We are being told that the renovation is scheduled to be complete by the end of summer 2019. If you experience any issues either positive or negative, please file an Insite Report reflecting your experience at either the Hyatt or Swissotel.

LGG Update: Effective immediately, all CGN based crews with a GT at the end of their pairing can expect to be scheduled to layover at the Pullman Quellenhof Hotel in Aachen. Thank you for your feedback which brought this situation to everyone’s attention.

SAN Update: Until the Marriott Hotel Workers Protests are resolved all layovers will be scheduled at the Sheraton San Diego Hotel and Marina. All layovers will return to the Westin Gaslamp Quarter when the strike issues have been resolved. Pairings will be revised to reflect which property will be utilized so please check your pairings.

SBN Update: The Doubletree by Hilton decided to cancel their contract effective 8/30. Beginning 9/2 and until further notice, crews will layover at **The Inn at Saint Mary’s Hotel** on a non-contract basis. Please refer to **FCIF 18-0358 (Hotel)** for a list of hotel amenities.

STN Update: The Company issued **FCIF 18-0343 (Hotel)** announcing the hotel is in the process of replacing their guest elevators. The first elevator has been replaced and the 2nd elevator is in the process of being replaced. To date, the hotel has been able to assign rooms away from the work and there have been no crew rest complaints. In the event you feel your crew rest is in jeopardy, please contact the Duty Officer to request a hotel change.

Ground Transportation Notes

SFO Update: Please provide feedback to the company regarding any issues either positive or negative that you may experience with our current GT provider Friendly Cab.

Catering Notes

Holiday Buffet Update: The following dates are scheduled:

MEM: 11 & 18 DEC- PM LAUNCH
13 & 20 DEC-AM LAUNCH

IND: 12DEC- AM LAUNCH
19 DEC- PM LAUNCH

Please reference PFC for all outstation dates and times.

Meal Update: Due to an increase in negative feedback concerning Tuna based catering, the company has agreed to commit to requiring the use of only White Albacore Tuna from all of our domestic catering vendors.

Soiled Linens: The Company will be including a pink plastic bag in the pillow case/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!

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.). Additionally, please create separate tickets for each city involved since different people may be responsible for cities combined on one 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.