

SIG NOTES



FEB 2017

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

Summary of the Build: From the December to January bid months, pairing design changed dramatically. This is typical post peak. Many of our January issues were addressed for the February pairings and the build returned to a more historical pattern. Bid Line Guarantee (BLG) targets remain high.

Pairing Assessment Process: Month over month, there were fewer issues in February as compared to January. We hope this trend continues, as post-peak pairing design issues are resolved.

8 in 24: The previous CBA and Domestic FAR rules have always allowed pilots to block greater than 8 in 24 hours **with an intervening rest period.**

Please reference the ALPA [Guide to Flight Time Limitations and Rest Requirements](#) for an explanation of the FAR rules.

If you have any questions with regard to a specific pairing legality please contact your respective PSIT.

From the Fatigue Risk Management Committee: Where are the disputed pairings?

The 2015 CBA changed the dispute process. The "new" FRMG disputed track process is a new way to scientifically analyze a pairing. (CBA 25.BB.5) Recently, the FRMC put out a communication ([Read Me](#)) about this process in the *Positive Rate*.

As we continue to try to manage fatigue risk, the SIG will ask the Fatigue Committee to review pairings. Some of these pairings may require sleep data collection. As stated in the PR article, we have changed some pairings based on information from the sleep data collected. Please consider volunteering for data collection if you are asked to volunteer.

[Pat Hagerty](#)

Fatigue Risk Management Chairman

FAA IMSAFE Checklist

Illness, Mental, Stress, Alcohol, Fatigue, Emotion (Eating)

REPORTS

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.

ALPA PIREPs will be answered by the respective Pilot Scheduling Improvement Team (PSIT) expert.

The PSIT builds bid pack lines with pairings supplied by the company. Pairings are built by the company with input from the PSIT. Any pairing design issue(s) should be directed to the company through INSITE. Feel free to copy pairing design concerns to the ALPA SIG/PSIT also. We can advocate on your behalf for change.

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.

Fatigue Reports: Currently the form uses the WBAT system. The FRMG is working on upgrading the input system. Please be patient while the company upgrades this form.

If you filed an ASAP Report and believe fatigue was a factor please file a Fatigue Report as well, referencing your ASAP event (all reports are de-identified and only ALPA Fatigue Gatekeepers see the Fatigue Report).

Use Email! In addition to the above reports, feel free to email anyone on the SIG or PSIT directly with any issue or concern you may have.

Marty Harrington, ALPA FedEx MEC Scheduling Committee Chairman (Interim)

Mike Percy, ALPA FedEx MEC Scheduling Committee Vice-Chairman (Interim)

JD Oliver, ALPA FedEx MEC Scheduling Committee Knowledge Manager



Hong Kong A300

FedexA300HKG@ALPA.org
Brandon Viuhkola

	Captain	First Officer
Average CH	71:33	71:33
RLG CH	68:45	68:45
R-day value CH	4:35	4:35
# of Regular Lines	5 (56%)	11 (55%)
# of Secondary Lines	1 (11%)	3 (15%)
# of Reserve Lines	3 (33%)	6 (30%)
Total # of Lines	9	20
Total CH Available (no c/o)	357	787
Avg CH/R day	7.9	8.7
Carry-in CH from previous month	0	0
Credit hours carry-in to Total CHs	0.0%	0.0%

PSIT Notes:

Disputes: None

February is a 4-week month.

CBA 25.L.1.i allows a pilot to be assigned an activity that originates at a base other than his own when in PDO status. CBA 25.L.9.a.i. allows pilots to do a mutual PDO trade. So if you can find the right person to trade with it is possible to PDO swap your trip with a MEM crewmember.

Training and/or vacation can impact your monthly bid significantly. If you intend to protect minimum days off and do not want your entire month's pay dropped consider bidding for a RSV line or a VTO line.

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

Mike Percy
Harry Edwards
Curt Henry

	Captain	First Officer
Average CH	75:30	75:30
RLG CH	72:30	72:30
R-day value CH	4:50	4:50
# of Regular Lines	198	198
# of Secondary Lines	43	41
# of Reserve Lines	56	60
Total # of Lines	297	299
Total CH Available (no c/o)	15286.35	15286.35
Avg CH/R day	18.2	16.98
Carry-in CH from previous month	991:88	991:88
Credit hours carry-in to Total CHs	6.4%	6.4%

PSIT Notes:

Disputes: None

February is a four-week month with Valentines and Presidents day affecting the schedule. The pairings have returned to a more normal status with a one-city increase in AM out and backs. The requested BLG continues to remain high and there is extra flying on the lines as a result.

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Cologne B-757

Fedex757EUR@ALPA.org

Tim Harp

James Capeless

	Captain	First Officer
Average CH	73:37	71:47
RLG CH	70:45	69:00
R-day value CH	4:43	4:36
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# of Regular Lines	18 (47%)	23 (62%)
# of Secondary Lines	8 (21%)	6 (16%)
# of Reserve Lines	12 (32%)	8 (22%)
Total # of Lines	38	37
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Total CH Available (no c/o)	1420	1741
Avg CH/R day	7.9	14.5
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Carry-in CH from previous month	284	284
Credit hours carry-in to Total CHs	16.7%	14.0%

PSIT Notes:

Disputes: None

February is a four-week bid month with the New Year upon us.

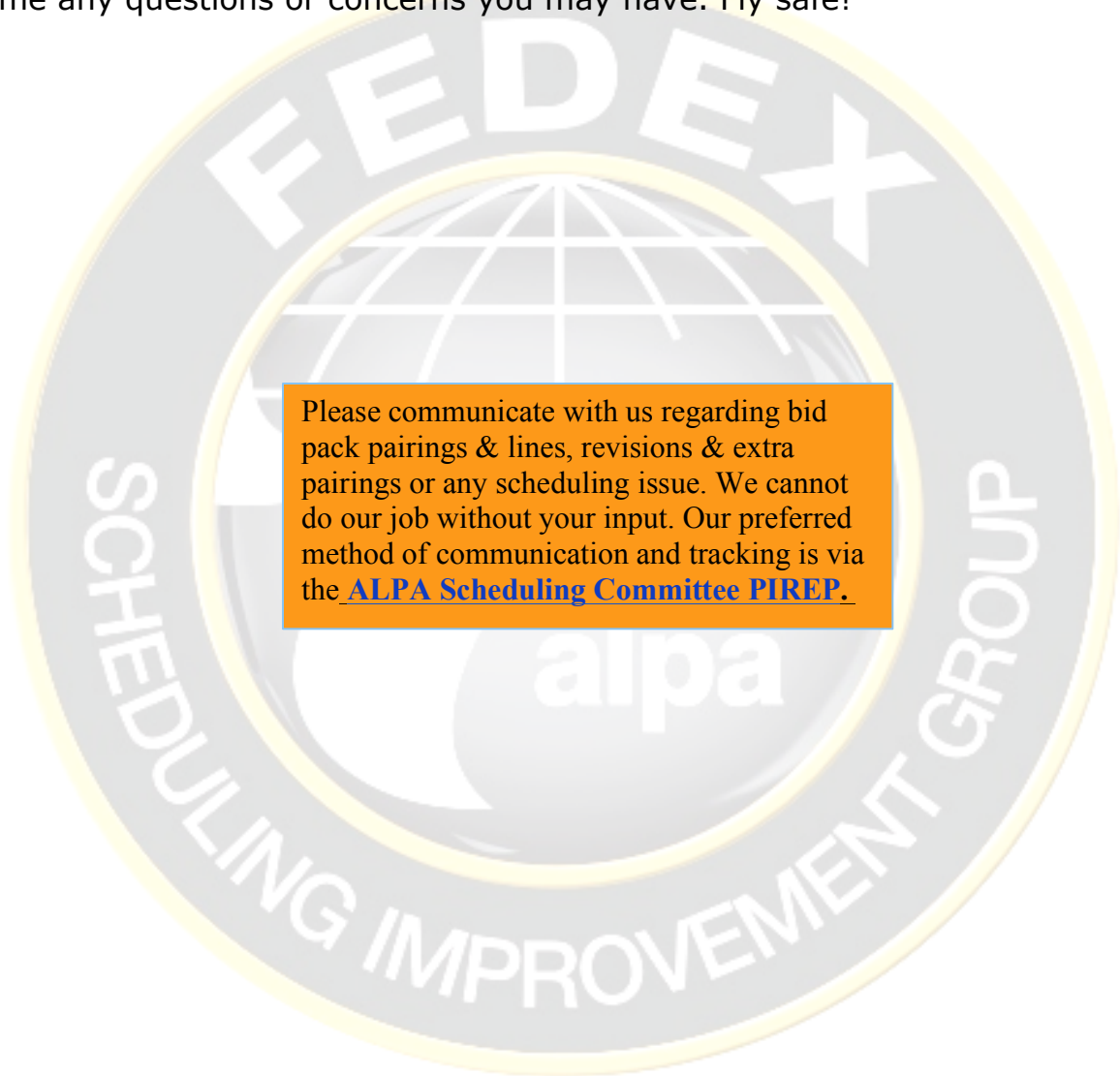
There are some variations in Captain pairing design this month as the EMEA is experiencing a temporary manning shortage. With pilots rotating out, some flying was moved to MEM to help cover the shortfall. Cities and pairings affected include BCN, MAN, MUC and two of the TLV weekend trips. First Officer lines were not affected and we were able to construct 18/23 lines respectively. There are a few, short TLV DH trips for Captains as a result of the flying being moved. We did our best to maintain a balance between quality and quantity when constructing with the build target request. When bidding, please be advised that Captain and First Officer lines (and pairings) do not coincide.

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.

[Cologne 757 Continued]

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

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



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

	Captain	First Officer
Average CH	75:32	75:09
RLG CH	72:30	72:15
R-day value CH	4:50	4:49
# of Regular Lines		
# of Regular Lines	165 (62%)	160 (66%)
# of Secondary Lines		
# of Secondary Lines	49 (18%)	37 (15%)
# of Reserve Lines		
# of Reserve Lines	53 (20%)	47 (19%)
Total # of Lines		
Total # of Lines	267	244
Total CH Available (no c/o)		
Total CH Available (no c/o)	12840	12309
Avg CH/R day		
Avg CH/R day	16.2	17.5
Carry-in CH from previous month		
Carry-in CH from previous month	771	765
Credit hours carry-in to Total CHs		
Credit hours carry-in to Total CHs	6.0%	6.2%

PSIT Notes:

Disputes: None

Happy New Year from your MEM 757 PSIT. February is a 4-week bid month. Valentines Day falls in week three, and has affected a limited number of pairings due to the usual "flower flights".

Captains should note the first seven lines in the bidpack, which contain EUR 757 trips. Those trips will be paired with EUR based First Officers. The other pairings with mismatched crews in February include two CLE-IND lines in the First Officer bidpack (paired with an IND 767 captains), one DAY-MEM hub-turn line and one FSD afternoon out and back line (both paired with a MEM 767 FO).

Of note for the senior FAT-RNO flyers, your PSIT continues to work towards a solution to return this pairing to its previous form. The time change required is small and provides a significant savings to the company. We've been told that they will re-double their efforts to provide us with this fix that is beneficial to everyone.

As always we welcome your constructive input and suggestions.

Hong Kong B-767

Fedex767HKG@ALPA.org

Chris Womick

	Captain	First Officer
Average CH	75:37	76:01
RLG CH	72:30	73:00
R-day value CH	4:50	4:52
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# of Regular Lines	44 (70%)	44 (68%)
# of Secondary Lines	12 (19%)	14 (22%)
# of Reserve Lines	7 (11%)	7 (11%)
Total # of Lines	63	65
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Total CH Available (no c/o)	3472	3541
Avg CH/R day	33.1	33.7
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Carry-in CH from previous month	413	413
Credit hours carry-in to Total CHs	10.6%	10.4%

PSIT Notes:

Disputes: None

February is a 4-week bid month. The lines are nearly identical for Captains and F/Os however the last 3 differ due to additional RFO trips available to the F/Os.

We welcome and encourage all feedback. Please copy us on all Insite Reports as these are not provided to us by the company.

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](#).

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Andrew Hall

	Captain	First Officer
Average CH	75:26	75:43
RLG CH	72:30	72:45
R-day value CH	4:50	4:51
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# of Regular Lines	21 (53%)	19 (59%)
# of Secondary Lines	7 (18%)	5 (16%)
# of Reserve Lines	12 (30%)	8 (25%)
Total # of Lines	40	32
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Total CH Available (no c/o)	1755	1815
Avg CH/R day	9.8	15.1
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Carry-in CH from previous month	59	59
Credit hours carry-in to Total CHs	3.3%	3.1%

PSIT Notes:

Disputes: None

Happy New Year. We hope this finds everyone well rested from the holiday season.

February is a 4-week month with Valentine's Day and President's Day as the only holidays. The CH and pairings remain consistent with recent construction and what we anticipate seeing in the future.

DEN nights were paired with GSO this month, as with previous months to mitigate fatigue. We also had some feedback requesting more mixing with 757/767. To accommodate that request and to honor purity, we tried to maintain a pure line (no mixing) and a second line with minimal mixing. Also, since there are two night ATL departures, please pay close attention your scheduled departure times. CLE is the only CAPT only pairing.

With several new pilots scheduled to join our base, we have requested that the Company give us longer day pairings to assist with consolidation. Contact us with feedback on pairings, fatigue issues and building design.

Memphis B-767

Fedex767MEM@ALPA.org

Matt Gandy
JD Oliver
Paul Hanson
Andrew Hall

	Captain	First Officer
Average CH	75:54	75:57
RLG CH	72:45	73:00
R-day value CH	4:51	4:51
# of Regular Lines	108 (70%)	110 (68%)
# of Secondary Lines	19 (12%)	17 (10%)
# of Reserve Lines	27 (18%)	35 (22%)
Total # of Lines	154	162
Total CH Available (no c/o)	8818	8994
Avg CH/R day	21.8	17.1
Carry-in CH from previous month	372	377
Credit hours carry-in to Total CHs	4%	4%

PSIT Notes:

Disputes: None

The lines were assembled with a high target average. There are some first officer only 757 pairings and they are located on the last two lines.

Deadhead purity remains a challenge for the 767. Longer trips with deadheads that begin and end on opposite coasts continue to be built by the Company. Your PSIT made every effort to assemble the lines in a logical fashion but were sometimes limited with contractual constraints.

We are seeing more blending of day and night flying on the longer pairings and are attempting to work with the Company to reduce this as much as practicable.

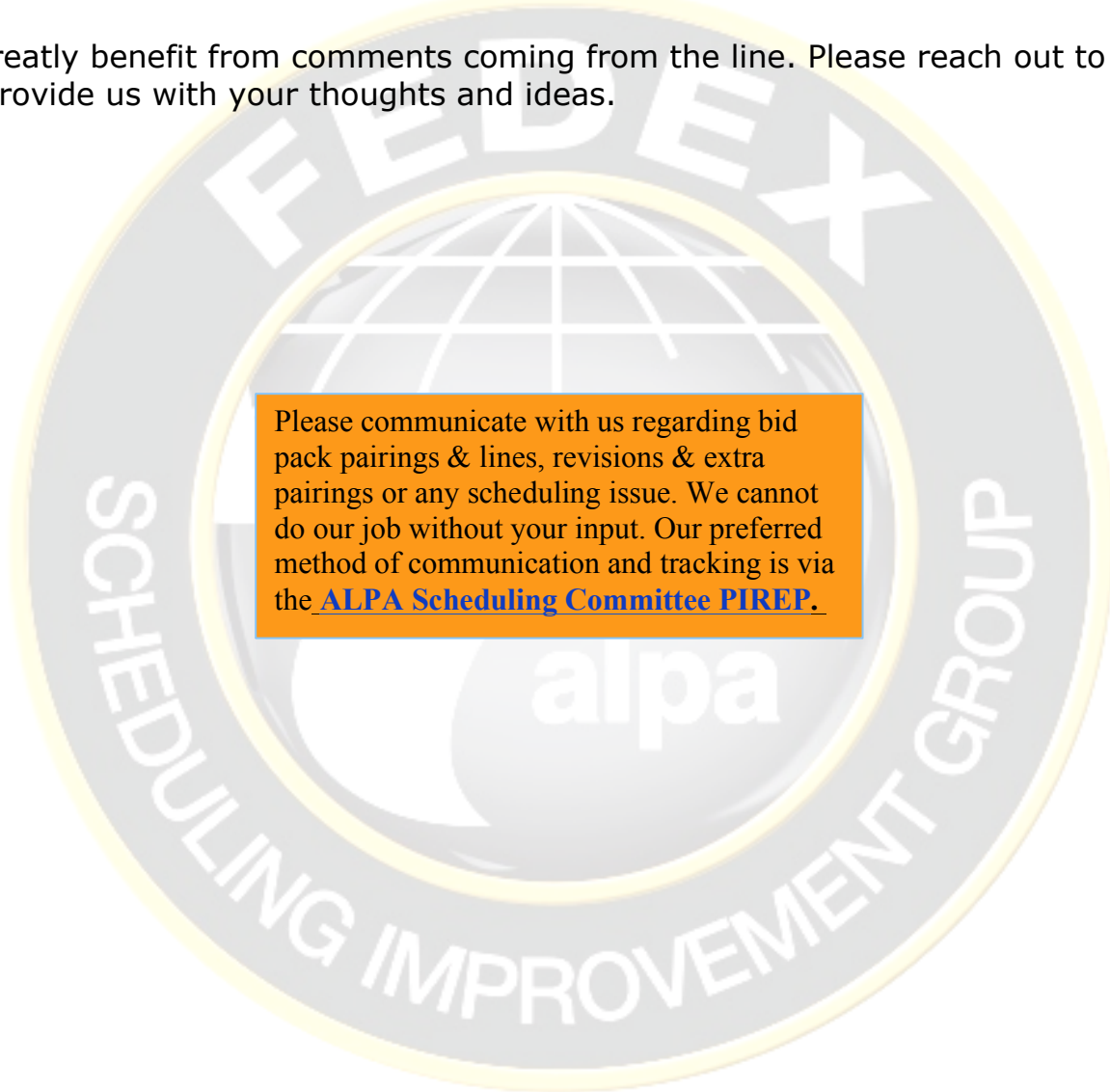
The use of day flight "exception" pairings (12.C.2.d) has changed the style of coast to coast flying. This month's exception pairings are 50, 52, 56, 93, 107, 108, 126, 129, 131 and 166. Pilots that have questions concerning the management of these pairings should read CBA Section 12.C.2.d or the ALPA link provided above.

[Memphis B-767 Continued]

JFK, as in January, has returned as an AM out and back. Please provide us with feedback concerning the design and actual operation of this pairing.

There were many small trips containing 24-hour layovers that could not be assembled into lines and they will be available during the secondary line process.

We greatly benefit from comments coming from the line. Please reach out to us and provide us with your thoughts and ideas.



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	76:15	75:56
RLG CH	73:15	73:00
R-day value CH	4:53	4:52
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# of Regular Lines	50 (59%)	55 (62%)
# of Secondary Lines	15 (18%)	15 (17%)
# of Reserve Lines	20 (23%)	18 (21%)
Total # of Lines	85	88
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Total CH Available (no c/o)	4027	4440
Avg CH/R day	13.42	16.44
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Carry-in CH from previous month	430	467
Credit hours carry-in to Total CHs	10.6%	10.5%

PSIT Notes:

Disputes: None

ANC has a few pairings that DH to HNL as the first leg of the trip. Normally, we request the 2-leg dh through SEA as that sequence has the best chance of booking the class of service authorized by the CBA. Unfortunately, the SEA-ANC portion has fewer segments on it so it can not be tied together from ANC in a single duty period. The single leg flight to HNL will be left on most of these pairings. Historically, this leg sells out in first class before Global Travel can book the ticket. Please keep that in mind along with deviation options if you get one of these trips.

We have two trips in our bid pack with a short 14-hour layover in TPE during the day. We are attempting to get the airport Novatel for these short layovers to reduce the drive time and increase available rest.

Captain, RF2 flying is absent in the bidpack for February. ANC flying should remain stable for the next few months as no new route changes are in the near future for ANC.

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown
Cody Chenoweth

	Captain	First Officer
Average CH	75:45	75:46
RLG CH	72:45	72:45
R-day value CH	4:51	4:51
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# of Regular Lines	26 (48%)	40 (58%)
# of Secondary Lines	12 (22%)	14 (20%)
# of Reserve Lines	16 (30%)	15 (22%)
Total # of Lines	54	69
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Total CH Available (no c/o)	2178	3089
Avg CH/R day	9.1	13.7
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Carry-in CH from previous month	293	386
Credit hours carry-in to Total CHs	11.9%	11.1%

PSIT Notes:

Disputes: NONE

Happy New Year to everyone! February is a 4-week month.

Other than welcoming back PDX-IND day flying, which we hope will stay in our bidpack going forward, our flying pretty much stayed the same this month. All of our pairing issues were fixed from the prelim process and the final pairings.

For First Officers bidding for currency, be aware that lines 2011 and 2018 are RFO only.

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

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton
Dan Opp
Pat Rink
Harley Troyer

	Captain	First Officer
Average CH	75:55	76:21
RLG CH	73:00	73:15
R-day value CH	4:42	4:53
# of Regular Lines	247 (63%)	264 (63%)
# of Secondary Lines	79 (20%)	67 (16%)
# of Reserve Lines	105 (17%)	87 (21%)
Total # of Lines	431	418
Total CH Available (no c/o)	20290	21652
Avg CH/R day	20.2	16.6
Carry-in CH from previous month	1049	1438
Credit hours carry-in to Total CHs	4.9	6.2

PSIT Notes:

Disputes: None

Hello again from your PSIT, we hope everyone had a great New Year celebration. February is a 4-week month with Valentine's Day mildly affecting the build.

February's total flight hours were reduced by approximately 700 hours for captains and 760 hours for F/Os when compared to January, our last 4-week month. As a result, once again, there are fewer lines this month than the month prior.

There is still a lot of confusion on block over 8 hours (exception pairings, CBA 12.C.2.d and 12.C.6.b.ii). An explanation for this rule is found in the September 2016 SIG notes.

Please familiarize yourselves with this rule, CBA Section 12. C. 2. This not only affects the building of OAK, RNO and SJU, but it also gives us an idea how it may affect our ability to trade trips within these lines. Remember under Domestic rules we are allowed to exceed 8 block hours within a 24-hour period.

[Memphis MD-11 Continued]

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

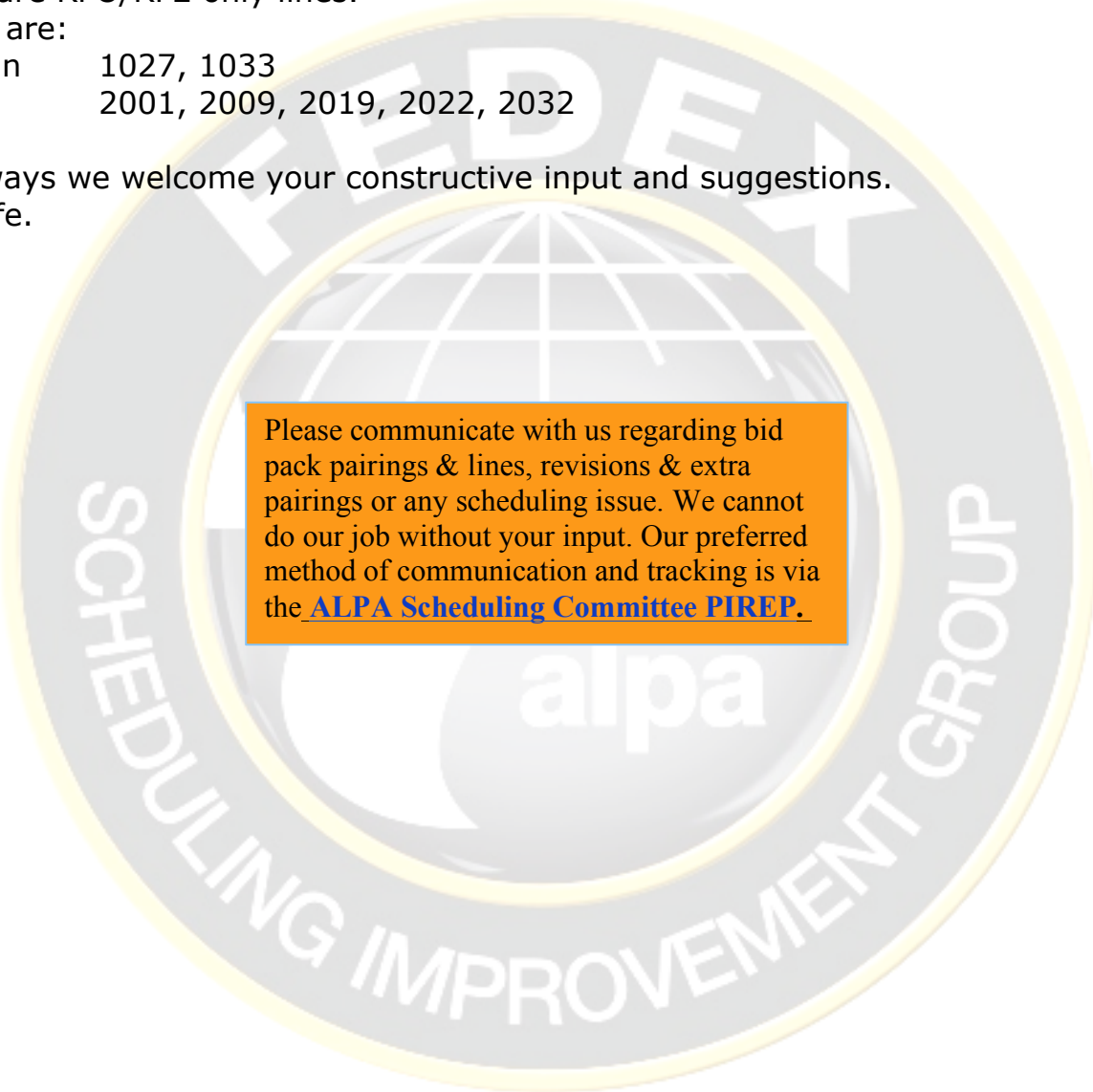
For those who may be concerned about landing currency please be aware that there are RFO/RF2 only lines.

These are:

Captain 1027, 1033

F/O 2001, 2009, 2019, 2022, 2032

As always we welcome your constructive input and suggestions.
Fly safe.



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Memphis 777

Fedex777MEM@ALPA.org

Greg Hall
Pat Hagerty
Amadee Pepper
Jon Casello

	Captain	First Officer
Average CH	74:17	74:36
RLG CH	71:15	71:30
R-day value CH	4:45	4:46
# of Regular Lines	148	284
# of Secondary Lines	47	69
# of Reserve Lines	46	78
Total # of Lines	241	431
Total CH Available (no c/o)	11633	22318
Avg CH/R day	16.9	19.1
Carry-in CH from previous month	1332	2356
Credit hours carry-in to Total CHs	10.3%	9.5%

PSIT Notes:

Disputes: None

Greetings! February is a four-week bid month with the President's Day holiday falling on the 20th of the month.

In general, flying has remained constant – no new cities, no previously unseen sequences. There was one notable change - block hours dropped 6% in the left seat and 4% in the right seat from the last 4-week bid month, January.

As always, we appreciate any and all feedback and criticism. Past crew member critiques on pairing design have resulted in positive changes going forward, and we are happy to receive and act on them. As a reminder, your INSITE reports do not get copied to the PSIT, so we would kindly request you copy those to us when applicable. Sleep logs are also helpful.

Trip Services Solutions

Fedex-Hotel@ALPA.org

Mark Stafiej

Mike Pearcy

Hotel Notes:

IAD Update – The Westin Tysons Corner has been our non-contract hotel for several months. Both the Company and committee completed their respective inspections and a decision has been made to contract with this hotel. Although the location of this hotel is not ideal the hotel will be providing a 50% F&B discount in its restaurants. Additionally, the hotel has a shuttle service that runs on a schedule to the local malls where several restaurants are located. The Company will be issuing an FCIF shortly announcing the Westin as our new IAD contract hotel.

LAS Update – The Company recently issued FCIF 16-0562 (Hotel) announcing the SLS Las Vegas Hotel as our new contract hotel. Our prior contract hotel, The Westin, is undergoing a major renovation and decided not to renew their contract. Please submit an Insite ticket on this new contract hotel.

LAX Update – One of our LAX contract hotels, The Belamar Hotel, is undergoing a lengthy renovation and decided not to renew their contract. The Company recently issued FCIF 16-0577 (Hotel) announcing effective with the January Bid Period that many of the LAX layovers will relocate to The Fairfield Inn & Suites El Segundo. Please submit an Insite ticket on this new non-contract hotel as it is under consideration for contract.

OAK Update – The Company recently issued FCIF 16-0564 (Hotel) announcing The Hyatt Place Emeryville as a new non-contract hotel. Please submit an Insite ticket on this new hotel as it is under consideration for contract.

SFO Update – The Company recently issued FCIF 16-0563 (Hotel) announcing effective with the January Bid Period our current contract hotel, The Tuscan Inn Fisherman's Wharf, will begin a renovation that is scheduled for completion in June 2017. Until their renovation is completed all layovers will be relocated to their sister property The Argonaut Hotel.

Catering Notes:

International Meal Ordering – It has come to the attention of the Company that some international ramps are still handing out paper meal order forms after block-in. In all cases the paper forms are outdated. To ensure you receive a correct meal from the inflight catering kitchen please continue to order your meals on-line versus filling out a paper meal order form.

[Catering Notes Continued]

LCA Mini Snacks – Outstation ramps are unable to determine if an additional crewmember (LCA) is operating the flight. To ensure LCA's receive their contractual Mini Snack please inform the ramp prior to leaving the ramp for the aircraft if you require a Mini Snack.

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.

