

SIG NOTES



FEB 2018

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

Summary of the Build

The February build was relatively straightforward. The four-week month has no holidays that affected line construction. A few flights were added to accommodate for Valentine's Day flowers. All bid packs appear to be adequately manned with the exception of HKG. The Hong Kong bid pack continues to have pairing design issues. FedEx and ALPA SIG are focused on developing a solution that works for both parties.

The Indianapolis 767 Base is in the midst of transition from Classic to LDS. Please see the Indy 767 section for a detailed description.

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.

Pairing Assessment Process:

For the February 2018 bid month, the ALPA PSIT reviewed over 2800 pairings and requested hundreds of pairing changes between both the prelims and finals. If you have any issues with bid-pack or pairing design, please let us know.

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

Fatigue Risk Management Process:

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

Marty Harrington, ALPA FedEx MEC Scheduling Committee Chairman

Mike Percy, ALPA FedEx MEC Scheduling Committee Vice-Chairman

JD Oliver, ALPA FedEx MEC Scheduling Committee Knowledge Manager

Pat Hagerty, ALPA Fatigue Risk Management Committee Chairman

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

	Captain	First Officer
Average CH	74:51	73:56
RLG CH	71:45	71:00
R-day value CH	4:47	4:44
# of Regular Lines	202	204
# of Secondary Lines	63	50
# of Reserve Lines	52	49
Total # of Lines	317	303
Two or less departure lines. (%)	25%	25.5%
Three departures or less. (%)	40%	39.2%

PSIT Notes: February is a four-week month with Valentine's Day, resulting in more flying for week three. There are also some changes to ATW night turns which are an attempt to mitigate the night duties.

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

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](#).

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

	Captain	First Officer
Average CH	71:34	71:34
RLG CH	68:45	68:45
R-day value CH	4:35	4:35
# of Regular Lines	28	28
# of Secondary Lines	11	10
# of Reserve Lines	17	17
Total # of Lines	56	55
Two or less departure lines. (%)	9(32%)	9(32%)
Three departures or less. (%)	16(57%)	16(57%)

PSIT Notes: February is a four-week bid month with Valentine's Day on February 14th for all you Romeos and Juliets. Normal historic pairing design remains with no one-off's. We were able to construct 28 lines for both CA's and FO's.

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

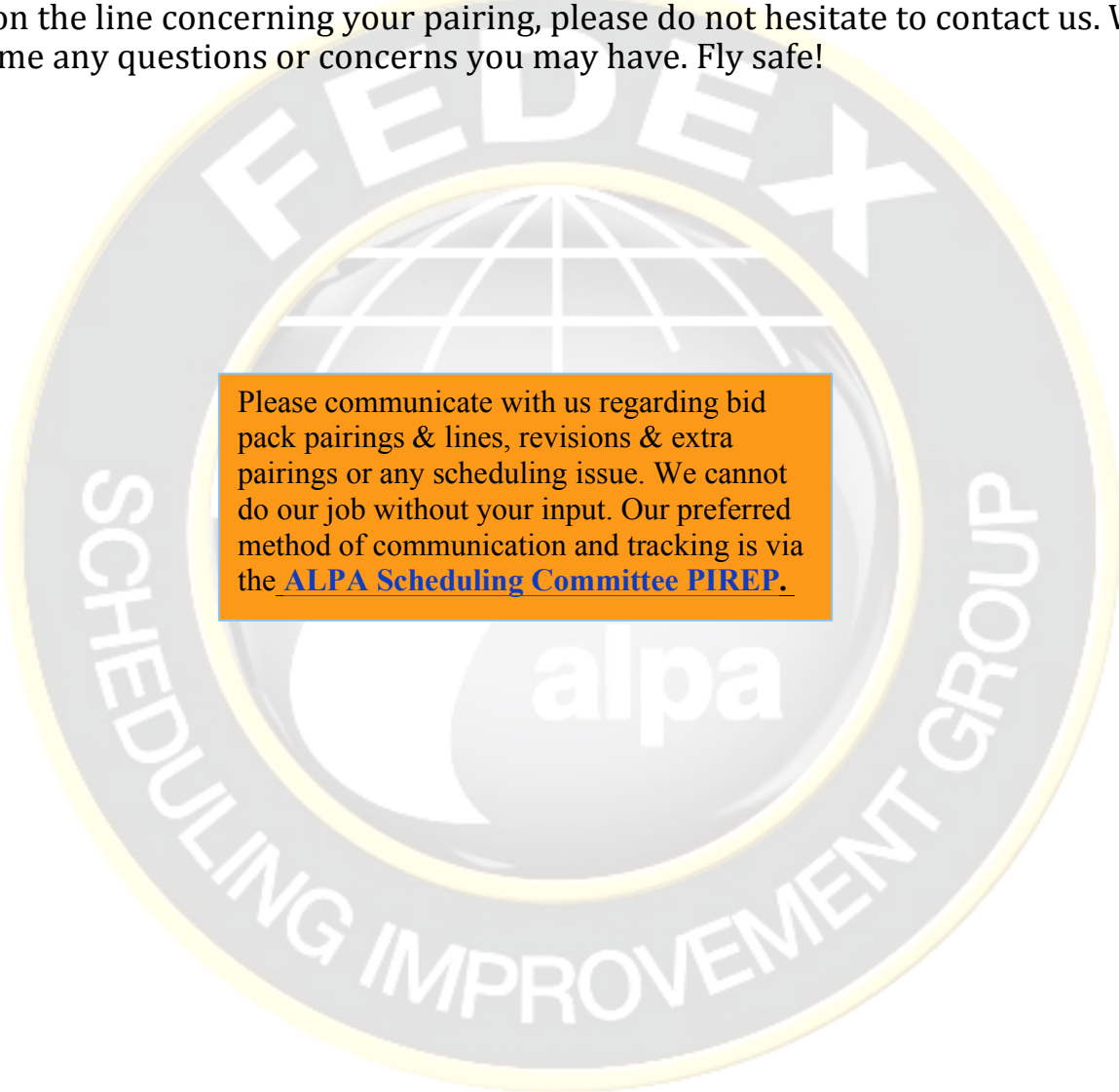
ALPA continues to work on getting a bank for the GT to/from LGG. Each pairing shall have its own, respective GT vehicle. If this is not the case, please INSITE and forward a copy to the EUR PSIT.

A reminder to EUR FDA pilots: in the event your pairing is revised, all FDA trips within the European theater shall be scheduled and operated in accordance with domestic parameters (CBA 12.D.1.c). We also ask that crewmembers please be aware of your CBA rights when bidding in the event of a phase-in conflict (min days off, buffers etc.). For those pilots sitting CDG HSTBY, please review the Bid Pack for relevant information.

[Cologne B-757 PSIT Notes Continued]

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

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



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
 JD Oliver
 Paul Hanson
 Joe Brewster

	Captain	First Officer
Average CH	75:39	71:56
RLG CH	72:30	69:00
R-day value CH	4:50	4:36
# of Regular Lines	149	147
# of Secondary Lines	35	26
# of Reserve Lines	39	39
Total # of Lines	223	212
Two or less departure lines. (%)	17%	22%
Three departures or less. (%)	43%	51%

PSIT Notes: As the company continues to move forward on splitting the 757/767 bidpacks, more flying is coming back from the IND 767 bidpack in February. The result is another significant jump of 8-9 lines in each seat. IND will be pure 767 starting in March.

GOC and Crew Resources have nicely worked out the ability to shorten the weeknight COS ASTBY from a showtime three hours prior to scheduled launch down to just two hours. This will keep the fatigue software from flagging pure weeks of COS-MEM flying. Expect to see the change by way of revisions in Feb, and in print in the March bidpack.

Valentine's Day produced a few extra flights, but also fouled up that week for a city or two (PWM, BOI, etc). If you are wondering why your week #3 is a little disjointed, that is probably the reason. MSN-IND weeks 2&3 are being revised and will be available in the VTO bucket but do not appear on regular lines.

As always, your constructive feedback is appreciated.

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

	Captain	First Officer
Average CH	76:03	74:23
RLG CH	73:00	71:30
R-day value CH	4:52	4:46
# of Regular Lines	41	41
# of Secondary Lines	16	16
# of Reserve Lines	11	16
Total # of Lines	68	73
Two or less departure lines. (%)	73%	73%
Three departures or less. (%)	100%	100%

PSIT Notes: The company continues to limit construction of single departure lines as a fatigue mitigation measure. We expect this to be long term. Several of you may be tasked to wear an activity logger and keep a sleep log. We strongly encourage your voluntary participation in this data collection program.

24 of the 41 lines were constructed week on/week off. We were limited in just how well these smaller pairings fit together. Airport hotel standby's period continue to appear on live trips. The company has indicated that this is due to under manning in the left seat and will be re-addressed once new pilots arrive.

Chinese New Year is the 16th of February. This is a HUGE reminder to schedule your travel across the border of China accordingly as the days remaining in January get smaller. The largest human migration on the planet will start long before February 16th and the border crossings and airports will reflect the massive inundation of people traveling back to their family homes.

Finally, we would like to thank those of you that have taken the time to submit fatigue reports. This is an important part of the FMRG process and your voice is being heard.

Indianapolis B-767
 Fedex767IND@ALPA.org
 Teresa Payton
 Harley Troyer

	Captain	First Officer
Average CH	72:01	72:01
RLG CH	69:15	69:15
R-day value CH	4:37	4:37
# of Regular Lines	11	11
# of Secondary Lines	7	6
# of Reserve Lines	14	15
Total # of Lines	32	32
Two or less departure lines. (%)	0%	0%
Three departures or less. (%)	64%	64%

PSIT Notes: Happy New Year, Indy flyers.

February is a 4-week month with no holidays. As we all know, we are in transition, and this month's bid pack has significantly shrunk from normal. There are only 11 lines, and all are full crew pairings.

We are down to only ATL with the 767. The schedule has 2 767's flying IND-ATL, but we anticipate losing one at some point during the month. We don't know when that will happen.

As published, 767 block hours are 50% of January's block. 757 block hours are 62% of January's block. Obviously, there will be more reserve in February.

757 flying this month is TYS and west coast (AFW/SEA/PDX) "Tour America" pieces, as well as a few strays including CID out and backs.

As you know, the IND crew base will be converting to 767 LDS aircraft from the 767 CFD aircraft effective with the March bid month. Training will consist of a 1 day 767

[Indianapolis B-767 PSIT Notes Continued]

LDS Differences Ground School accomplished in IND in the February bid month and Supervised Line Flying (SLF) in the March bid month. Pilots who were previously qualified in the 757 (formerly resided in the 757 Bidpack and had consolidated in the 757) or pilots with a minimum of 50 767 flight segments and/or 150 767 hours, will complete 2 legs of (SLF). Pilots who do not meet the above 757 qualifications or the 767 minimum segments and/or flight hour requirement, will complete 4 legs of SLF.

IND pilots will bid for training dates for 767 LDS Differences Ground School in the February Bidpacks. In March, you will be paired with a LCA on your first trip in the 767 LDS aircraft. Reserve pilots will also be assigned trips with a LCA in the 767 LDS aircraft. The lines for the March bid month will be exclusively 767 LDS flying. No 757 or 767 CFD trips will be in the IND March Bidpacks.

The baseline training course for all IND pilots was a 757 program when you were originally qualified in the 767 CFD aircraft. As a result, you MUST be current and qualified in the 757 to go through 767 LDS training per the FAA. If you are not current in the 757, you must meet the below requirements and get current, PRIOR to the February bid month.

This information is from FCIF 18-0004 (B757/767). The FCIF contains more information on segment currency requirements.

Please contact us with any questions or concerns you may have and as always, consider filling out Insite and Fatigue reports when appropriate.

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-767
 Fedex767MEM@ALPA.org
 JD Oliver
 Paul Hanson
 Andrew Hall

	Captain	First Officer
Average CH	75:35	72:07
RLG CH	72:30	69:15
R-day value CH	4:50	4:37
# of Regular Lines	157	176
# of Secondary Lines	47	41
# of Reserve Lines	40	49
Total # of Lines	244	266
Two or less departure lines. (%)	27%	27%
Three departures or less. (%)	75%	80%

PSIT Notes: February is a 4-week bid month, with no holidays that significantly affect the MEM 767 flying. Once again, the imbalance in staffing between the FO seat and the Captain seat has resulted in many lines having dissimilarities between the two seats. There are also additional 757-only FO pairings in March resulting in additional lines, and in some cases, differences between the lines. If you are “buddy-bidding”, you should try to take note of these differences.

Statistically there is no significant change in the amount (block hours) or distribution (pure vs. mixed) of 757 flying in the March bidpack. We do, however, expect to see the drawn-down begin in March. We also expect to see some of the IND hub turn flying (e.g. PHL, DTW) go back to the IND 767 bid pack once they’ve completed their transition to LDS 767s.

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

	Captain	First Officer
Average CH	73:27	73:15
RLG CH	70:30	70:15
R-day value CH	4:42	4:41
# of Regular Lines	44	49
# of Secondary Lines	18	19
# of Reserve Lines	20	21
Total # of Lines	82	89
Two or less departure lines. (%)	73%	71%
Three departures or less. (%)	95%	94%

PSIT Notes: For February the total credit hours, pairings, and layovers will remain stable. We are told that there are no major changes expected or planned for the base in the next couple of months. Please fill out a scheduling report for any questions or concerns you have with our pairings. If you fill out a fatigue report please copy us at the above email. This will help us with issues we have down the road.

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
 Chris Leeuw

	Captain	First Officer
Average CH	73:35	73:24
RLG CH	70:45	70:30
R-day value CH	4:43	4:42
# of Regular Lines	19	29
# of Secondary Lines	11	13
# of Reserve Lines	17	18
Total # of Lines	47	60
Two or less departure lines. (%)	53%	72%
Three departures or less. (%)	63%	79%

PSIT Notes: February 2018 is a 4-week bid month starting on the 29th of January.

There are a few things to be aware of as you bid for February:

- We have two pairings (39 and 40) that operate from ONT.
- For First Officers, line 2012 contains only RFO flying.
- Pairing 2008 contains a new DH sequence, CAN-HND-HNL.
- Pairing 13 contains a 3:01 sit in KIX.
- For Captains, there will be an elevated number of HNL trips left in OT, and one carry over SEA-OAK weeklong trip. This was unavoidable due to contractual build restraints.
- New secondary line software will not debut this month. Stay tuned.

If you have any fatigue related issues, whether you call in fatigued or not, please send us an email. Your feedback is the only record of your trip experience!

Memphis MD-11
 FedexMD11MEM@ALPA.org
 Charlie Sutton
 Dan Opp
 Pat Rink
 Cody Chenoweth

	Captain	First Officer
Average CH	73:24	73:23
RLG CH	70:30	70:30
R-day value CH	4:42	4:42
# of Regular Lines	266	269
# of Secondary Lines	97	82
# of Reserve Lines	115	73
Total # of Lines	478	424
Two or less departure lines. (%)	45%	44%
Three departures or less. (%)	86%	83%

PSIT Notes: February is a 4-week bid month.

Our flying hours remain steady from last month. The line numbers remain steady as well.

Relief flying continues to move back toward the FO seat, reducing the total number of lines in the Captain side. There are a few lines that are relief flying only, so please be careful in bidding if you need landings. Our cities remained the same as last month. The total number of 2 and 3 departure lines are up this month.

Due to feedback last month, we were able to break up the flight 0582 2-leg sequence of MEM-PDX-OAK. The second leg of this duty period was waiting on another flight to depart PDX for OAK. This created a very long turn in PDX for the day MEM-PDX flight.

We would like to thank the crews that took the time to provide that feedback.

If you see anything that we might address, please feel free to provide us with details.

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

	Captain	First Officer
Average CH	74:17	74:18
RLG CH	71:15	71:15
R-day value CH	4:45	4:45
# of Regular Lines	167	232
# of Secondary Lines	43	83
# of Reserve Lines	66	76
Total # of Lines	276	488
Two or less departure lines. (%)	98%	99%
Three departures or less. (%)	2%	1%

PSIT Notes: February is a 4-week bid month with the Chinese New Year, the Year of the Dog, occurring on February 16th. February had an increase of about 200 hours for Captains and a decrease of approximately 880 hours for FOs.

We did get some informal feedback regarding the use of Air China for deadheads out of CDG so we made an effort to change these to Finnair. We were unable to get all of them changed. We would appreciate your feedback on how this works for those taking these DHs.

As always, we request that you submit pairing feedback through the Company's Insite report first then send us a copy as the company does not share your feedback with us. Please help us help you and our fellow crewmembers by providing feedback.

Trip Services Solutions

Hotel Notes:

BQN Update – Our current contract hotel, **The Courtyard by Marriott Aguadilla**, has completed its hurricane repairs with the exception of its restaurant. Effective with the January Bid Period, crews will return to our contract hotel. Please refer to **FCIF 17-0629 (Hotel)**.

EMA Update – Effective with the January Bid Period, **The Airport Hilton East Midlands** and **The Hilton Downtown Nottingham** will be our short and long layover contract hotels respectively. Please refer to **FCIF 17-0613 (Hotel)** and **FCIF 17-0614 (Hotel)**.

GVA Update – Effective with the January Bid Period, **The Airport Movenpick Hotel & Casino** and **The Novotel City Centre**, will be our short and long layover contract hotels respectively. Please refer to **FCIF 17-0616 (Hotel)** and **FCIF 17-0615 (Hotel)**.

ICN Update – Our contract hotel, **The Grand Hyatt Seoul**, will be undergoing renovation January through March. In order to protect crew rest, layovers will be relocated to our old contract hotel, **The Millennium Hilton**. Please refer to **FCIF 18-0002 (Hotel)**.

LAX Update – Renovations are continuing at one of our contract hotels, **The Manhattan Beach Marriott**. Until the hotel's renovations are completed later this year crews will layover at the **Torrance Marriott**. Direct billing has been set up. Please refer to **FCIF 17-0606 (Hotel)**.

LGG Update – Effective with the January Bid Period, hub turns with layovers between 4:01-4:59 will utilize the Crew Sleep Rooms at the hub instead of being assigned to the airport hotel. This will allow enhanced sleep opportunities during the hub turn. Please refer to **FCIF 17-0633 (Hotel)**.

MCO Update – Until further notice, layovers will continue at the non-contract hotel, **The Delta Hotels by Marriott Orlando Lake Buena Vista**. Please refer to **FCIF 17-0622 (Hotel)**.

MIA Update – Due to recent hurricane damage at our contract hotel, **The Courtyard by Marriott Coconut Grove**, all layovers will relocate until further

[Hotel Notes Continued]

notice to the non-contract hotel, **The AC Hotel Miami Beach**. This hotel is under consideration for contract. Please refer to **FCIF 17-0608 (Hotel)** for details.

MXP Update – Our current contract hotel, **The Four Points by Sheraton Milan Center**, is undergoing a major lobby renovation through February. To protect crew rest, layovers have been relocated to the **Boscolo Milano Hotel by Marriott**. Please check-out of the hotel at your scheduled check-out time to preclude flight delays. Please refer to **FCIF 17-0592 (Hotel)**.

PBI Update – Effective with the January Bid Period, layovers have returned to our contract hotel, **The Doubletree by Hilton Palm Beach Gardens**. Please refer to **FCIF 17-0617 (Hotel)**.

PVG Update – Effective with the January Bid Period, layovers have been scheduled at the non-contract hotel, **The Shangri-La Pudong**. This hotel is under consideration for contract. Please refer to **FCIF 17-0631 (Hotel)**.

ROA Update – Our contract hotel, **The Holiday Inn Roanoke**, is still undergoing renovation. Until the renovations are completed, crews will continue to layover at **The Sheraton Roanoke**. Please refer to **FCIF 18-0002 (Hotel)**.

RIC Update – Our contract hotel, **The Omni Richmond**, is undergoing renovations. In order to protect crew rest, “daytime” sleepers have been relocated to the **Hampton Inn & Suites** until further notice. Please refer to **FCIF 17-0577 (Hotel)**.

SAV Update – Hotel construction adjacent to our current contract hotel, **The Courtyard by Marriott Savannah**, has temporarily stopped. As a result, layovers have returned to our contract hotel, **The Courtyard by Marriott Savannah Historic District**. Please refer to **FCIF 18-0003 (Hotel)**.

SJU Update – Due to the extensive hurricane damage to our contract hotel, **The Caribe Hilton**, the hotel does not plan to open any time soon. Crews will continue to layover at the non-contract hotel, **The Condado Vanderbilt**, until further notice. Please refer to **FCIF 17-0625 (Hotel)**.

TPA Update – Effective with the January Bid Period, layovers have returned to our contract hotel, **The Doubletree Tampa Airport Westshore**. Please refer to **FCIF 17-0619 (Hotel)**.

Ground Transportation Notes:

MDT Update - On Monday-Thursday evenings, two flights depart **The Hilton Harrisburg Hotel** within 20 minutes of each other. In order to prevent a crew delay, crews for flight #1636 will depart the hotel for the FedEx ramp @ 1950L via a **Harrisburg City Cab** versus the hotel shuttle. Crews will pay for the cab and expense the fare of approximately \$38. Please refer to **FCIF 17-0559 (Hotel)** for additional information.

Catering Notes:

Trip Revisions - The Company is trying to correct a FOCUS Services programming issue that occurs when a trip is revised and the catering order previously submitted is dropped out of the system and a default meal is substituted. If you experience a trip revision, please review your previously submitted catering order to ensure it is still in the system. If not, you will need to resubmit it.

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.

Fedex-Hotel@ALPA.org
Mark Stafiej
Mike Percy