

SIG NOTES



FEB 2019

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

Summary of the Build

Happy New Year. This February is an odd five-week bid-month. Typically, the shortest month of the year is a 4-week bid-month. There are numerous extra sections during the first week to accommodate the higher loads and flower flights expected prior to Valentine's Day.

Pairing Assessment Process

During the February build process, the Pilot Scheduling Improvement Team (PSIT) reviewed over 3500 pairings. Every month the PSIT reviews a preliminary set of pairings, requesting changes. In February alone, the PSIT requested and the company complied with over 50 dead-head improvements. We typically will look for class of service availability, reliability, and connectivity. The pairing generator may match up airlines that don't codeshare. Other times we can find a direct deadhead to replace a flight that has multiple legs. This unseen process occurs to the benefit of dozens of pairings every month prior to bid pack publication. There are limiting factors to get pairings changed, but the PSIT participation improves the quality of the pairings every single month.

Fatigue Risk Management Meeting

The Fatigue Risk Management Group (FRMG) conducted their quarterly meeting on January 3rd. The [FRMG website](#) will be updated soon. Previous 2018 disputed pairings were reviewed and the [FERC Build Parameter](#) page should also get an update. We are looking forward to getting communication from the FRMG on our disputed pairings including pilot feedback, sleep data collection, and fatigue analysis. The communication is the final portion of the disputed pairing process, and vital to inform the crew-force of the work being done.

Secondary Line Generator

More detailed information on utilizing the SLG has been recently published. If you have any specific questions please submit an inquiry using Insite. By Saturday within the Secondary Working Window (SWW) the practice secondary bid will be published. Every pilot bidding a

secondary line should check the practice bid to confirm waivers and current requests. There continue to be minor discrepancies with some secondary lines. Contact Futures with any questions you may have regarding your award.

Secondary Line Replacement Working Group (SLRWG)

Our SLRWG will be meeting with their company counterparts in January to begin the tasking delineated in the Secondary Line Replacement Letter of Agreement (Can be found at the end of the current CBA). We are currently in the “Development Period” outlined in the LOA. The new system will eventually replace our current secondary line software.

Line Oriented Safety Audit

The Line Oriented Safety Audit has been postponed.

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](#).

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	94+00	94+00
RLG CH	90+15	90+15
R-day value CH	4+45	4+45
# of Regular Lines	204	204
# of Secondary Lines	55	46
# of Reserve Lines	38	30
Total # of Lines	297	280
Two or less departure lines. (%)	7%	7%
Three departures or less. (%)	44%	44%

PSIT Notes: We hope everyone had safe and Happy Holidays! February is a five-week month with Valentine's Day falling in the middle of the third week. This holiday led to more flying during week 3 and resulted in numerous pairing inconsistencies.

Overall, line purity for Memphis' night turns is improving and our hours for the A300 are consistent with February '18. We reviewed over 490 preliminary pairings and requested changes to 78 of these pairings, of which 23 were corrected to our satisfaction. No new cities other than a small set of pairings to PDX. We also have 3 lines with Memphis standbys in both the Captain and First Officer bidpacks.

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

Cologne B-757

Fedex757EUR@ALPA.org

James Capeless

Steven Moraes

	Captain	First Officer
Average CH	93:16	93:16
RLG CH	89:37	89:37
R-day value CH	4:43	4:43
# of Regular Lines	35	35
# of Secondary Lines	12	11
# of Reserve Lines	8	8
Total # of Lines	55	54
Two or less departure lines. (%)	0%	0%
Three departures or less. (%)	29%	29%

PSIT Notes: February is a five-week bid month with no holidays affecting the month's schedule. We were able to construct 35 regular lines for Captains and First Officers.

This month, during the preliminary review process, we had 3 change requests for the Company out of 58 pairings and 290 occurrences. The unresolved issues were fixed by the company and all were dealing with deadhead legs.

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: 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 tired 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	89:55	88:31
RLG CH	86:27	85:00
R-day value CH	4:33	4:22
# of Regular Lines	201	206
# of Secondary Lines	62	42
# of Reserve Lines	42	48
Total # of Lines	305	296
Two or less departure lines. (%)	11%	10%
Three departures or less. (%)	49%	47%

PSIT Notes:

The February build produced fewer lines than January due to some major changes in the style of the West Coast pairings which, in turn, created more “unturnable” pairings.

The major West Coast change most evident is the loss of our SAN-OAK-SAN week long pairing. This is a good time to remind the crew force that the company designs the pairings while the PSIT builds the lines from those pairings. The Company has agreed to study the viability of recreating the original pairing design in future months. Mixing the SAN-OAK legs with other west coast flying produced new pairing styles so please take some extra time when bidding.

One of the changes directly attributed to the new West Coast design is the loss of the BOI day lines. We no longer have consistent layovers but instead, have a mix of ~12 and ~24-hour BOI layovers which don't build well.

Another change to our bid-back with purity repercussions involves our PWM lines. A new PWM-ABE flight on Tuesday and Wednesday mornings was built into pairings that couldn't be used in the normal night hub turn style. We asked the company to explore other pairing

[Memphis B-757 PSIT Notes Continued]

designs but a satisfactory solution to them didn't present itself this month. In the meantime, we've kept the PWM deadheads on the same line and filled the middle of the week with leftover pieces that couldn't be placed onto the weekend layover lines.

Valentine's Day falls on week three of the month and brings a small uptick in extra pairings and a few design changes. Due to computer system limitations trips 360 and 357 (ORD layovers) will be revised after the bidpacks are published. Trip 357 will return to the pure ORD-EWR-ORD design while trip 360 will return to the pure ORD-AFW design.

As always, during a five-week bid month, almost all lines will work three weeks or more. Our goal is to keep a pilot from having to fly three weeks in a row but since there are fewer trips in week one due to carry-over and extra flying in week three for Valentine's Day we could not always meet that goal. Therefore, we tried to keep the middle trip short if there's a three week stretch of flying.

Finally, the 767 SCH ratio described in paragraph C.2.a.i of the B767 LOA exceeded the 767 crew ratio described in paragraph C.2.a.ii of the B767 LOA which triggered more R24 "penalty lines" than previous months. If you hold one of the R24 lines you will be paid at the widebody rate (please see the crew notification for specific numbers in your seat). Details of how the number of penalty lines is determined are on page 3 of B767 LOA.

Your feedback and comments are always appreciated and necessary.

Hong Kong B-767

Fedex767HKG@ALPA.org

Jim Ingalls
Ben Downs

	Captain	First Officer
Average CH	94:03	94:03
RLG CH	90:15	90:15
R-day value CH	4:45	4:45
# of Regular Lines	43	43
# of Secondary Lines	28	19
# of Reserve Lines	9	9
Total # of Lines	80	71
Two or less departure lines. (%)	47%	47%
Three departures or less. (%)	88%	88%

PSIT Notes:

5-week months rarely go together into “pretty” bid packs. This month took a strange turn.

The initial build went fairly well, but, due in part to pairing design, and a build strategy attempt at preserving some senior choice, time off blocks, and pairing/line purity, it built to a considerably lower BLG than the Company's requested target. A higher BLG average was reached by deconstructing some of the more junior low paying and multiple departure lines and adding some credit to a few others.

What results is a lower number of regular lines with a higher BLG average that attempt to preserve some seniority bidding and a larger than normal amount of open time available for CIC and Secondary line bidding.

You'll see most of the subjectively senior flying grouped together at the top of the bid pack and the more challenging lines and pairings toward the bottom.

The PVG layovers have been reduced to 14 hours. At our request, early in the build process we had the Company review its data flight history of PVG. We disputed this construction and argued that the historical data from previous years suggests remaining at the longer layover.

[Hong Kong B-767 PSIT Notes Continued]

The current data is inconclusive. We will continue to monitor the data and request changes as appropriate. We should see a return to the longer layovers in April.

There was a change also to the pairings with CAN-BKK-PEN-TPE-KIX-CAN legs which eliminates the early wake up in BKK and long day BKK-PEN-TPE. The new design has an AM launch morning CAN-BKK-PEN and shifts a lot of layovers to PEN but then continues with some less fatiguing day and evening flying.

Be Careful,

Jim Ingalls

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Harley Troyer

	Captain	First Officer
Average CH	93:49	93:52
RLG CH	89:56	90:15
R-day value CH	4:44	4:45
# of Regular Lines	22	24
# of Secondary Lines	10	6
# of Reserve Lines	7	8
Total # of Lines	39	38
Two or less departure lines. (%)	0	0
Three departures or less. (%)	77%	71%

PSIT Notes:

Happy New Year. We hope you were able to enjoy the holiday with family and friends.

February is a 5-week month with a friendly reminder that Valentine's Day is on Thursday, February 14. After reviewing the pairings, we asked for several Dead-head/quality of life changes. We received most of the changes we asked for.

Our credit hours are up from the last non-peak 5-week month and we have several First Officer only pairings, building 22 Captain lines and 24 First Officer lines. Because of the 5-week month, we were able to build most night hub turns pure, DDH weeks of flying and most of the day lines with pure day flying. Most of the pairings are consistent with what we have been seeing the past few months.

Thank you to those who have provided us with feedback and reached out asking questions. Please remember to copy us on Fatigue and Insite reports.

Teresa and Harley

Memphis B-767

Fedex767MEM@ALPA.org

Paul Hanson

JD Oliver

Andrew Hall

	Captain	First Officer
Average CH	94:31	94:33
RLG CH	90:53	90:53
R-day value CH	4:47	4:47
# of Regular Lines	178	180
# of Secondary Lines	59	36
# of Reserve Lines	32	27
Total # of Lines	269	243
Two or less departure lines. (%)	6%	5%
Three departures or less. (%)	45%	46%

PSIT Notes:

The winter winds continue to make the long-distance flights assigned to the 767 difficult to build into week-on and week-off patterns. We balance many issues when assembling the lines and attempt to produce the best product with the trips provided to us. The leftover parts and pieces make up the tour America lines at the end. There is some good flying contained within these lines, so do not overlook them. In the end, we attempt to build as many lines as practicable. Some trips remain unbuilt because of scheduling legality and will be available for the CIA and SWW processes.

MIA has joined our bid-pack this month. FLL now has expanded flying. This is great news for the winter months.

Please familiarize yourself with CBA section 12.C.2.d, which outlines the scheduling of "exception" pairings. These are pairings built to exceed 7:35 ABH in a 24-hour period that do not have any duty in the Critical Period. The most obvious ones this month are day SFO, RNO and GEG built as a one-day trip. To string them together, we must have a shorter range hook city that is scheduled for a 13-hour layover. We were only able to build SFO and GEG because of a lack of suitable hook cities. Just because a

potential hook city has a 13-hour layover, it still may not work because of duty day exceedance.
[Memphis B-767 PSIT Notes Continued]

This is typically seen with East Coast cities that begin their duty day too early relative to the contractual “day” duty period scheduled maximum of 13 hours. The flights simply cannot get to the distant western cities under this limit. We continue to work with the Company to get better connectivity for not only the day trips but also the night trips. It is a slow process because of the many work groups involved.

We also continue to work with the Company to improve pairing quality. Specifically, over the last several months we have been working on solutions to day/night swaps internal to the longer and more senior pairings.

Some new routings have arrived that involve two legs out of MEM to begin the trip. These cannot be connected on the front end to other trips because of duty day exceedance. We do not see these changing in the near term.

Announced long-term growth for the 767 is very good news. Please see the information provided in the Company’s announcement of the upcoming 19-01 Posting.

Please continue to share your thoughts and ideas with your PSIT. We reply to every e-mail and take your comments seriously.

Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	88:33	88:04
RLG CH	85:00	85:00
R-day value CH	4:28	4:28
# of Regular Lines	41	49
# of Secondary Lines	15	19
# of Reserve Lines	10	13
Total # of Lines	66	81
Two or less departure lines. (%)	73%	67%
Three departures or less. (%)	90%	89%

PSIT Notes: We have 6 lines in each bidpack that will be bought up to contractual minimums of 85 credit hours. All of these trips are between 84-85 hours and are single departure, front-seat trips.

There was a sort error made on the Captain side bidpack (our mistake) and not all of the SDL trips are listed at the top of the lines like we normally do. The six trips that are being bought up are spread throughout. Just be aware when you are bidding this month. The FO side sorted normally.

For the past few months, we have been operating between SIN and SYD in both directions. There has been a sequence within pairings where we operate this leg three times in a row with around 24 hours off in between them. We prefer to see only two crossings before rest mitigation. Fortunately, most of these trips have a reset somewhere in this SIN-SYD sequence.

Over the course of the build this month, we reviewed around 160 pairings from the prelim process to final output from the company. In between those two phases, we asked for fixes to 17 of them to improve quality or change deadheads. Many were fixed at this time. We always appreciate your thoughts and concerns on different pairings.

Please email fedexmd11anc@alpa.org with any questions or comments on trips. This always helps us to improve our bidpack.

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Chris Leeuw

	Captain	First Officer
Average CH	88:30	88:44
RLG CH	85:00	85:11
R-day value CH	4:28	4:29
# of Regular Lines	23	34
# of Secondary Lines	12	20
# of Reserve Lines	9	10
Total # of Lines	44	64
Two or less departure lines. (%)	48%	65%
Three departures or less. (%)	83%	88%

PSIT Notes: February '19 is a 5-week bid-month that doesn't end until 03MAR19 on your average calendar. In keeping with that theme and taking a peek ahead, we continue to see a relatively high percentage of carryout in our bidpack.

Please be aware of the following:

Pairings 41 and 43 (PDX-OAK nights) all contain a gauge change (767) and corresponding longer layover on Thursday nights. Additionally, we asked for a hotel for the 3+54 hub turn on those pairings.

Pairing 16 is an LAX/ONT mix pairing with a back-end GT, it will be in open time. We have received a commitment from the company to try and keep ONT trips pure going forward.

In order to comply with CBA 4.A.1.b and 25.D.1 for a 5-week bid-month, many lines will contain an extra departure or an added short trip.

Lines 2013 and 2015 are RFO only.

If you have any fatigue-related issues, whether you call in fatigued or not, please copy us on all of your correspondence with the company.

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Cody Chenoweth

	Captain	First Officer
Average CH	88+08	88+30
RLG CH	85+00	85+00
R-day value CH	4+28	4+28
# of Regular Lines	275	238
# of Secondary Lines	121	110
# of Reserve Lines	45	47
Total # of Lines	441	395
Two or less departure lines. (%)	30%	23%
Three departures or less. (%)	61%	58%

PSIT Notes:

Happy New Year!!! February is a 5-week bid month with no major holidays affecting lines.

The MD-11 bid pack has seen major changes in the past year, from gauge changes on our cities to exception pairings to a drawdown in the flying hours. This is all expected as the 777 and 767 fleets increase in size. From last Feb to this month, we have lost approximately 4000 flying hours in the bid pack. Much of this has been international flying. With bid 19-01 publication, we encourage you to look hard at what you want to fly and bid accordingly. There are no guarantees that what you see today is what you will see in 6 months to a year from now.

EXCEPTION CITIES: Refer to 12.C.2.d.i for contract limitations. Typically, we have SJU and OAK as exception cities operating on the dayside. These pairings operate with a block over 7:35 in a 24-hour period and must be hooked with a follow-on city that gives the pilot at least a 13-hour layover. The upside to this flying was getting a 36-hour layover on the night side to mitigate fatigue.

[Memphis MD-11 PSIT Notes Continued]

This month and last, 3 cities qualified as exception cities due to winds: LAX, OAK, and SJU. The LAX and SJU pairings did not have a suitable matching city. This month SJU was left in open time because it would not turn to MIA due to a flight change. MIA departs an hour earlier than last month and fails to give the 1+30 required between block-in and block-out. We had the option of pairing SJU with YYZ but felt this would abrogate seniority and QOL. This leaves 70 pairings for the SWW and Open Time of these two cities.

If you have any questions concerning exceptions cities or any scheduling questions, please don't hesitate to reach out to your PSIT team and ask.

Once again, there are many hotel standby pairings built in the bid pack. We try and build these as pure lines but due to one off's, you will see one pairing mixed in with a regular line. Please look carefully when bidding if you wish to avoid these pairings.

Memphis 777

Fedex777MEM@ALPA.org

Curt Henry
Amadee Pepper
Jon Casello

	Captain	First Officer
Average CH	88:45	91:33
RLG CH	85:11	88:02
R-day value CH	4:29	4:38
# of Regular Lines	202	393
# of Secondary Lines	54	110
# of Reserve Lines	29	38
Total # of Lines	285	541
Two or less departure lines. (%)	84%	86%
Three departures or less. (%)	94%	95%

PSIT Notes:

HAPPY NEW YEAR! February is a 5-week month with Valentine's Day falling on a Thursday. We saw a slight increase in credit hours in both seats over the last non-peak 5-week month, which was August. The B777 had a spilt BLG target due to Captains being manned better than First Officers.

Your PSIT reviewed 679 pairings this month and submitted 111 change requests. 56 pairings were changed/fixed. There are a few new changes that we have noticed. There is a definite increase in domestic pairings. These cities include EWR, IND, OAK, PHX, and SEA. Another significant change is 3 leg-duty days in Asia. We were able to build some STN pure again; these lines are at the back of the bid pack.

We had several pairings in weeks 4 and 5 that were not put on lines because there were not sufficient pairings in weeks 1, 2, and 3 to make a legal line. These pairings will be available during the secondary build process.

Confirming the correct class of service and compliance with the [Approved Air Carrier List](#) (AACL) guidelines on deadheads remains the most time intensive part of the pairing review process.

[Memphis B-777 PSIT Notes Continued]

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.

Because of new aircraft arrivals, we are seeing a shift in the 777 system form. This translates to new sequences in both theaters. If you fly one of these new pairing designs, 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 Percy

Hotel Notes:

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

DTW Update – Until renovations are completed at our contract hotel, **The Sheraton Novi**, long layovers will be assigned to the **Detroit Marriott Livonia**. Refer to **FCIF 18-0571 (Hotel)** for additional information.

FLL Update – Effective with the January Bid Period, **The Circ Hotel Hollywood Circle** is our new contract hotel. Refer to **FCIF 18-0570 (Hotel)** for additional information.

ICN Update – Our contract hotel, **The Grand Hyatt Seoul**, will be undergoing renovation through May 2019. In order to protect crew rest, all layovers will be assigned to **The Millennium Seoul Hilton**. Refer to **FCIF 18-0541 (Hotel)** for additional information.

LAX Update – Effective with the January Bid Period, **The Torrance Marriott Redondo Beach** is being added as a new contract hotel. Refer to **FCIF 18-0575 (Hotel)** for further information.

PHL Update – Our contract hotel, **The Courtyard Downtown Philadelphia**, is undergoing renovation through June 2019. In order to protect crew rest, all layovers will be assigned to **The Residence Inn Philadelphia City Center** until the completion of the Courtyard renovations. Refer to **FCIF 18-0454 (Hotel)** for additional information.

SBN Update – Effective with the January Bid Period, layovers will be assigned to **The Hyatt Place South Bend**. Refer to **FCIF 18-0563 (Hotel)** for additional information. Please submit an Insite ticket as this hotel is under consideration for contract.

SFO Update – Effective with the January Bid Period, layovers will be assigned to **The Hotel Zephyr**. Refer to **FCIF 18-0564 (Hotel)** for additional information. Please submit an Insite ticket as this hotel is under consideration for contract.

SIN Update – Effective with the January Bid Period, crews will layover at **The Swissotel The Stamford** as our contract hotel, **The Fairmont**, will be undergoing an extensive renovation through the end of 2019. Refer to **FCIF 19-0001 (Hotel)** for additional information.

TPA Update – Effective with the January Bid Period, **The Crowne Plaza Tampa Westshore**, is our new contract hotel. Refer to **FCIF 18-0574 (Hotel)** for additional information.

TUL Update – Our contract hotel, **The Hyatt Regency**, recently suffered an escalator fire and will be closed for the remainder of 2019. As a result, layovers will be assigned to **The Doubletree by Hilton Warren Place** until The Hyatt Regency reopens. Refer to **FCIF 19-0010 (Hotel)** for additional information.

VIE Update – **The Sofitel Vienna** is our new non-contract hotel. Refer to **FCIF 18-0459 (Hotel)** for additional information. Please submit an Insite ticket as this hotel is under consideration for contract.

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.