

SIG NOTES



JAN 2017

Summary of the Build

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

Merry Christmas and Happy New Year! Peak is over (on paper) and targets remain high. A number of factors are affecting the January credit targets: seasonal migration from schoolhouse to line flying (Dec) and back to schoolhouse (Jan), December retirements, and Jan 17 vacations. All the bid-packs have been at close to historic high line credit for almost 2 years. With hiring continuing, we expect in the coming months, average line credit will start drifting lower.

Pairing Assessment Process

Post peak pairing design brought quite a few concerns from the ALPA SIG. We discussed more January pairing issues than the previous six years. Company and ALPA SIG worked through a number of issues. We agreed to a few changes going forward. Also, a number of pairings were referred to the Fatigue Event Review Committee (FERC) for evaluation. The chairman and vice chairman of the ALPA Fatigue Risk Management Committee (FRMC) make up ALPA's half of the FERC.

"Hey Dude, Where are my disputes?"

For anyone not paying attention, the past year fatigue related disputes are now referred to the FERC and, if required, forwarded to the Fatigue Risk Management Group (FRMG) for discussion, debate and possible data collection. ALPA has several members on the FRMG. That process is outlined in Section 25.BB.E.5. of the CBA, recommended reading for nap preparation.

We will be including the ALPA FRMG notes when applicable in our SIG Notes.

The FRMC is led by Captain Pat Hagerty and First Officer Rob Bassett. Their duties include reviewing all fatigue reports and events. They participate in the FRMG meetings and coordinate with the SIG on fatigue related disputed pairings.

Fatigue Risk Management

The Important Hub Turn Nap

“When you can't figure out what to do, it's time for a nap.”

— [Mason Cooley](#)

Flying at night is inherently more difficult than during the day. We attempt to overcome our natural circadian rhythm. It is more difficult than many of us think. We take it for granted. It is what we do.

The sleep data we have collected has shown how professional you all are; how good you are at getting sleep needed for night flying. You get as much sleep as possible. The hub turn nap is very important because it gives us a boost prior to landing at the bottom of our circadian cycle.

It is imperative we are fit for duty when we land at our last destination. Please allow the company to help protect you by informing them of your fatigue level any time it is in doubt.

Pat Hagerty

Fatigue Risk Management Chairman

FAA IMSAFE Checklist

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

Rich Hughey, ALPA FedEx MEC Scheduling Committee Chairman

Marty Harrington, ALPA FedEx MEC Scheduling Committee Vice-Chairman

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 (63%)	11 (73%)
# of Secondary Lines	1 (13%)	1 (7%)
# of Reserve Lines	2 (25%)	3 (20%)
Total # of Lines	8	15
Total CH Available (no c/o)	357.75	787.05
Avg CH/R day	11.9	17.5
Carry-in CH from previous month	0	0
Credit hours carry-in to Total CHs	0.0%	0.0%

PSIT Notes: January is a 4 week month. To improve bidding flexibility we built trips early, mid, and late in the month.

As a reminder RSV lines can be converted under CBA 2011 - 25.D.4. It is important to be familiar with this section as you can't protect specific days off if you are involuntarily converted to a Secondary line.

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 Reserve line or a Secondary line.

Memphis A300

FedexA300MEM@ALPA.org
 Mike Percy
 Harry Edwards
 Curt Henry

	Captain	First Officer
Average CH	75:30	74:31
RLG CH	72:30	71:30
R-day value CH	4:50	4:46
# of Regular Lines	199	201
# of Secondary Lines	40	37
# of Reserve Lines	44	63
Total # of Lines	283	301
Total CH Available (no c/o)	15023.23	14979.18
Avg CH/R day	22.76	15.85
Carry-in CH from previous month	257:30	257:30
Credit hours carry-in to Total CHs	1.71%	1.72%

PSIT Notes: January is a 4-week month with no holidays affecting the build. The requested BLG targets from the company were different for Captains and F/O's, so buddy bidders beware.

Credit hours have returned to a normal level for the Airbus. SWF has returned to the Airbus while DSM is now a layover city. Hotel Standby has also returned in IND along with Airport Standby in LAX and OAK.

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	75:30	71:44
RLG CH	72:30	68:45
R-day value CH	4:50	4:35
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# of Regular Lines	22 (58%)	24 (57%)
# of Secondary Lines	6 (16%)	6 (14%)
# of Reserve Lines	10 (26%)	12 (29%)
Total # of Lines	38	42
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Total CH Available (no c/o)	1763	1763
Avg CH/R day	11.8	9.8
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Carry-in CH from previous month	225	225
Credit hours carry-in to Total CHs	11.3%	11.3%

PSIT Notes: January is a four-week bid month

Normal pairing design remains with some DH variations and we were able to construct 22/24 lines respectively. With the limited number of trips in the CGN domicile and the high build target request, we added additional filler trips to some of the Captain's lines. With the lower build target for First Officers, we were able to build more pure lines. Again, we did our best to maintain a balance between quality and quantity. There are more first week trips due to the holidays as well as a few one-off pairings early in the month.

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. These reports have to be followed up and provide us with historical data.

Memphis B-757

Fedex757MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

	Captain	First Officer
Average CH	75+55	76+02
RLG CH	73+00	73+00
R-day value CH	4+52	4+52
# of Regular Lines	164 (58%)	161 (63%)
# of Secondary Lines	49 (17%)	39 (15%)
# of Reserve Lines	68 (24%)	57 (22%)
Total # of Lines	281	257
Total CH Available (no c/o)	13217	13028
Avg CH/R day	13.0	15.2
Carry-in CH from previous month	26	26
Credit hours carry-in to Total CHs	0.2%	0.2%

PSIT Notes: A happy holiday season to all! While we are snapping back to a more normal non-Peak schedule in January, there are still some hiccups that affect the build. Coming off the New Years holiday weekend, almost all the flying starts with deadheads out to the field on the 2nd and 3rd. Hence there was a lot less carryover from December and thus many cities had an unusual "Week #1" of flying.

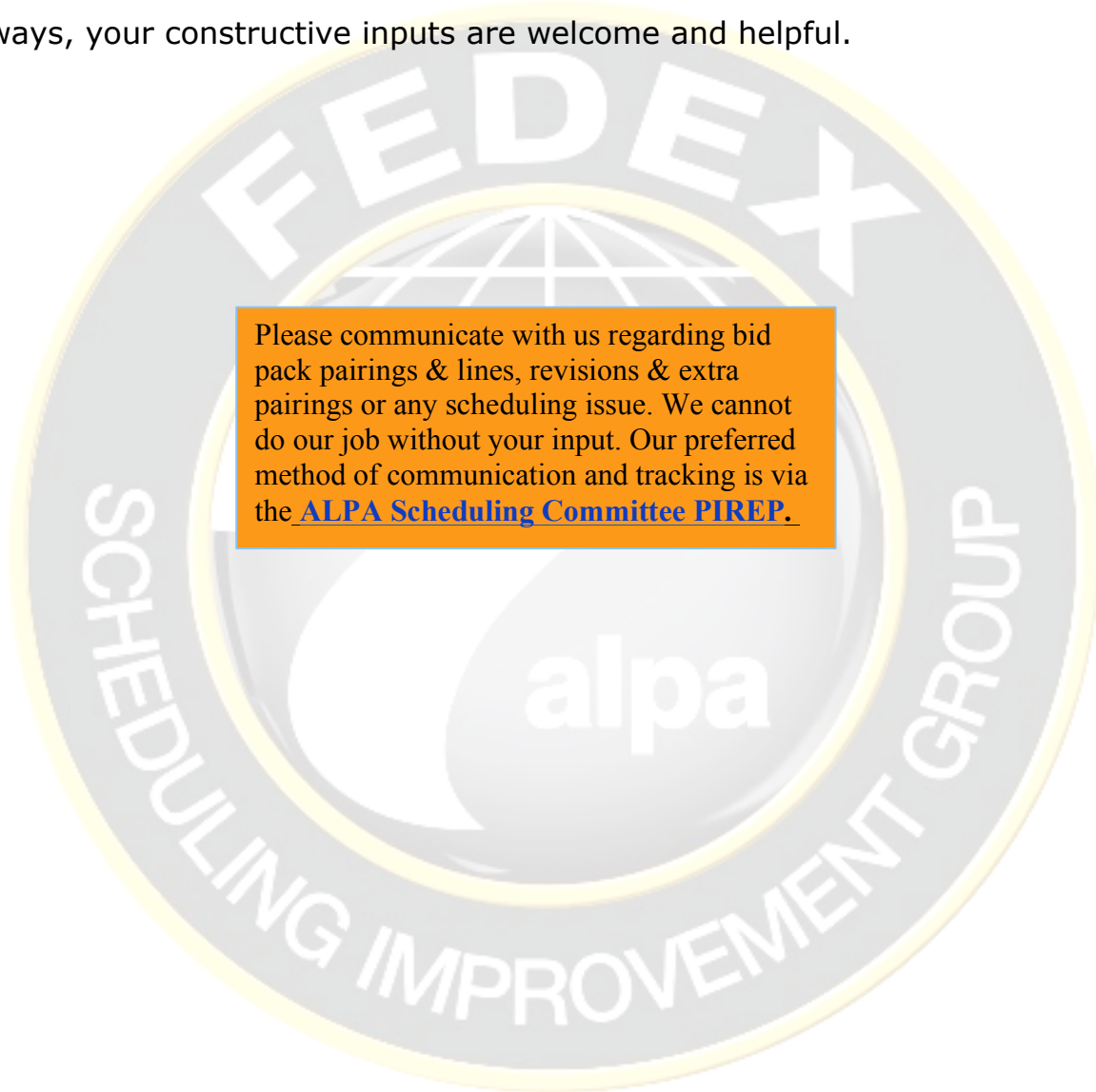
Due to a few time changes, the West Coast is a little different with such changes as having the RNO-FAT as non-deadhead pairings. Another undesirable change was to break up the pure DEN-AFW weeks, with consequent negative effects on other DEN and AFW flying. We are asking the Company to return to the proven, well-behaving construction. We also are asking for a small time change in February to again allow SYR days to be built together. Finally, QRO flights no longer travel through BFM and are more like normal night turns.

There were both CA only and FO only pairings (e.g. BMI, BHM, CLE), so look closely if you are buddy bidding since the line numbers do not match up between the two seats. The general sorting order of the lines is: North Cone, day only, West Coast, other weeklong, weekends, MEM night turns, out & backs, Tour America.

[Memphis B757 PSIT Notes Continued]

We will begin to see more pilots training out of both seats starting in January; so average BLGs will stay high in the B757 for a little longer. Note that under the B767 LOA, a large number of R-24 lines in both seats will be "Penalty Lines" that pay wide body rates for all credit hours earned in January. See the crew notification for the exact number of such lines.

As always, your constructive inputs are welcome and helpful.



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Hong Kong B-767

Fedex767HKG@ALPA.org

Chris Womick

	Captain	First Officer
Average CH	75:18	75:22
RLG CH	72:15	72:15
R-day value CH	4:49	4:49
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# of Regular Lines	43 (61%)	45 (63%)
# of Secondary Lines	13 (19%)	13 (18%)
# of Reserve Lines	14 (20%)	14 (19%)
Total # of Lines	70	72
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Total CH Available (no c/o)	3549	3666
Avg CH/R day	16.9	17.5
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Carry-in CH from previous month	399	399
Credit hours carry-in to Total CHs	10.1%	9.8%

PSIT Notes: Welcome to our first bid-pack of 2017: it is a 4 week bid month. The lines are not identical between the seats as we have some RFO pairings back to the States. We are actively monitoring our Narita to Singapore flight as the winter months bring stronger winds. Also, please forward any thoughts on the latest fix to our Southern Horn three leg day pairing.

There are many opportunities for down time in our layover cities between trips in almost all of the cities we serve. So if you are looking for a little vacation in some place other than Hong Kong, check those out.

Thank you for the input from our last survey. We are still actively working through it and will be posting a new survey in mid-January looking for your input about line generation in our future bid-packs.

We always encourage your input so hit us up at FedEx767HKG@alpa.org with anything about scheduling.

Lastly, we are looking for volunteers to help review our pairings for improvements prior to when the bid-packs are generated. Give a shout if a little ALPA volunteer work sounds appealing.

Merry Christmas and Happy New Year from your Hong Kong PSIT team.

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Andrew Hall

	Captain	First Officer
Average CH	74:42	74:32
RLG CH	71:45	71:30
R-day value CH	4:47	4:46
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# of Regular Lines	22(56)	19(58)
# of Secondary Lines	8(21)	6(18)
# of Reserve Lines	9(23)	8(24)
Total # of Lines	39	33
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Total CH Available (no c/o)	1687	1472
Avg CH/R day	12.5	12.3
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Carry-in CH from previous month	35	35
Credit hours carry-in to Total CHs	2.0	2.3

PSIT Notes: January is a 4-week month with no holiday impacting the build. We mixed DEN nights with GSO to make for easier duty periods every other night. The Captains have 3 additional lines from the extra Captain only pairings. Expect to see Memphis based First Officers on these lines. As always we solicit input from crew-members to improve the end product.

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Memphis B-767

Fedex767MEM@ALPA.org

Matt Gandy

JD Oliver

Tom Rutledge

Andrew Hall

	Captain	First Officer
Average CH	75:35	75:37
RLG CH	72:30	72:30
R-day value CH	4:50	4:50
# of Regular Lines	100 (65%)	105 (69.5%)
# of Secondary Lines	22 (14%)	20 (13.3%)
# of Reserve Lines	32 (21%)	26 (17.2%)
Total # of Lines	154	151
Total CH Available (no c/o)	8487	8895
Avg CH/R day	17.7	22.8
Carry-in CH from previous month	399	399
Credit hours carry-in to Total CHs	4.7%	4.5%

PSIT Notes: Merry Christmas and Happy New Year. January is a 4-week bid month, with a short first week due to the New Year holiday. There are a few things to note regarding the January bid pack. There has been some degradation of purity, as a result of mixing shorter IND hub turn cities with west coast flights. We are urging the Company to return to the previous design, with layovers in IND rather than hub-turning into and out of the west coast cities.

The Company added additional 24-hr layover trips, to include SJC, SFO (day and night), GEG (day and night), BQN (day and night). We've asked that in the future they make these 12hr layovers on the day side and 36hr layovers on the night side, which will help us build more lines with fewer departures.

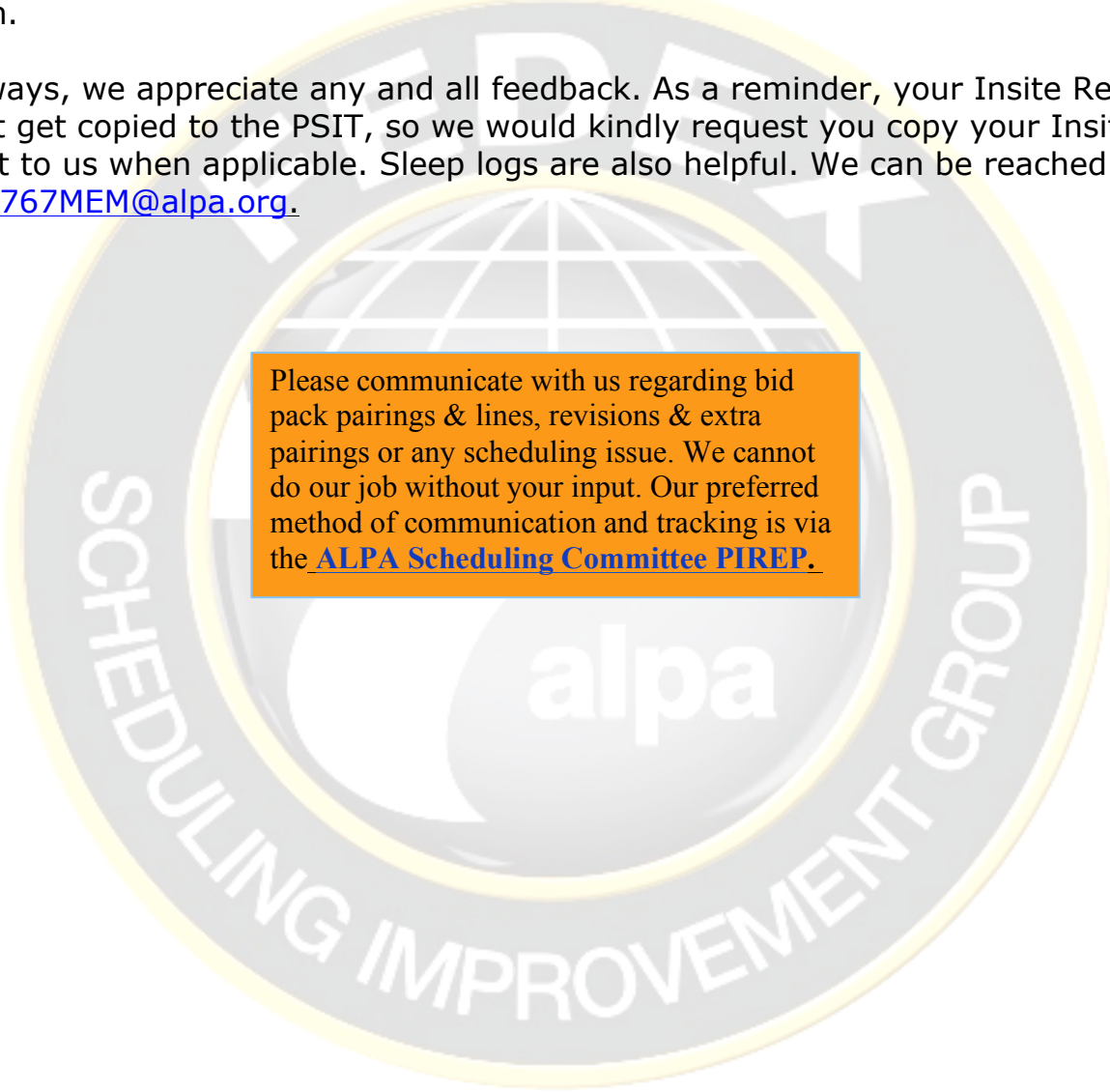
Your PSIT has expressed concern over a few pairings that deadhead on Monday morning, have short layovers and then work a long first night. We continue to encourage the Company to build these pairings with Sunday deadheads, and we want to remind our crewmembers that they do have the contractual option to deadhead in the night before and expense a hotel room against their deviation bank.

[Memphis B767 PSIT Notes Continued]

This month's 12.C.2.d "exception" pairings have been mixed into various lines. Please refer to the CBA to see how these pairings are scheduled as well as managed. This month's "exception" pairings are: 19, 50, 52, 99, 102, 108, 109, 130, 131, 133, 146, 178, 179.

JFK has returned as an AM out and back. Please provide us with feedback on this design.

As always, we appreciate any and all feedback. As a reminder, your Insite Reports do not get copied to the PSIT, so we would kindly request you copy your Insite Report to us when applicable. Sleep logs are also helpful. We can be reached at FedEx767MEM@alpa.org.



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	76:46	76:24
RLG CH	73:45	73:15
R-day value CH	4:55	4:53
# of Regular Lines	49(58%)	49(54%)
# of Secondary Lines	19(22%)	18(20%)
# of Reserve Lines	17(20%)	23(26%)
Total # of Lines	85	90
Total CH Available (no c/o)	4087.8	4077.1
Avg CH/R day	16	11.8
Carry-in CH from previous month	281	341.6
Credit hours carry-in to Total CHs	6.87%	8.38%

PSIT Notes: Total credit hours are lower when compared to our last 4-week month. The most significant change is a decrease in RFO/RF2 flying which appears to have been moved to the MEM FO bid pack.

We have 13 single departure lines. This is a decrease when compared month-to-month.

Pairings 15/10Jan and 68/28Jan will be changed so they have been held off the lines.

Merry Christmas and Happy New Year!

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Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Cody Chenoweth

	Captain	First Officer
Average CH	75:35	76:02
RLG CH	72:30	73:00
R-day value CH	4:50	4:52
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# of Regular Lines	27(52%)	40(58%)
# of Secondary Lines	13(25%)	14(20%)
# of Reserve Lines	12(23%)	15(22%)
Total # of Lines	52	69
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Total CH Available (no c/o)	2258	3243
Avg CH/R day	12.5	14.4
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Carry-in CH from previous month	232	232
Credit hours carry-in to Total CHs	9.3%	6.7%

PSIT Notes: Merry Christmas and Happy Holidays from your LAX PSIT. January is a 4-week bid month with no holidays affecting the LAX build schedule.

System form is back to normal after the peak gauge changes with a couple minor but noticeable differences. First, there are no OAK airport standby pairings for the MD-11 in any domicile. We have no indication of whether these will return in the future. Secondly, we have actively engaged the company in getting FX 3604 and FX 3704 (PDX-IND-PDX) back in the LAX bid-pack as a weeklong pairing. We believe this design can be mutually beneficial regarding both cost and historic bid pack precedent.

Trip 8, 6JAN17, is being held out of the bid pack pending revision by CRP. This trip will vary from it's bid-pack form and may be available for the View/Add Window.

For currency issues please be aware that FO lines 2005, 2006, 2014, 2019 and 2020 are pure RFO and contain no landings. These are all single departure lines.

Please feel free to contact Chip or I with any scheduling issues at fedexmd11lax@alpa.org.

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Harley Troyer

	Captain	First Officer
Average CH	75+52	76+01
RLG CH	72+45	73+00
R-day value CH	4+51	4+52
# of Regular Lines	254 (60%)	273 (66%)
# of Secondary Lines	82 (20%)	68 (16%)
# of Reserve Lines	84 (20%)	73 (18%)
Total # of Lines	420	414
Total CH Available (no c/o)	21047	22868
Avg CH/R day	16.7	20.9
Carry-in CH from previous month	465	465
Credit hours carry-in to Total CHs	2.2%	2.0%

PSIT Notes: Greetings and welcome to the first bid pack of 2017. January is a 4-week month with no holidays to affect the build.

Comparing November, our last 4-week month, with January we see that total flight hours for captains are down a little over 1000 hours. This is due to a shift back to RFO flying from the recently heavy RF2 flying. RFO time for FOs is up nearly 1900 hours from November. As a result of these numbers, there are slightly fewer captain lines and an increase in FO lines this month, back to a more traditional ratio that we've seen in the past.

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. Line 1119 is an example of this rule.

The dayside of SJU is mixed with MCO to create this line. The normal 24-hour layover has been eliminated creating a 12:55 layover in SJU followed by a layover of 13 hours or more in MCO. Additionally, the SJU night side 24-hour layover is also eliminated creating a 34+50 layover.

[Memphis MD11 PSIT Notes Continued]

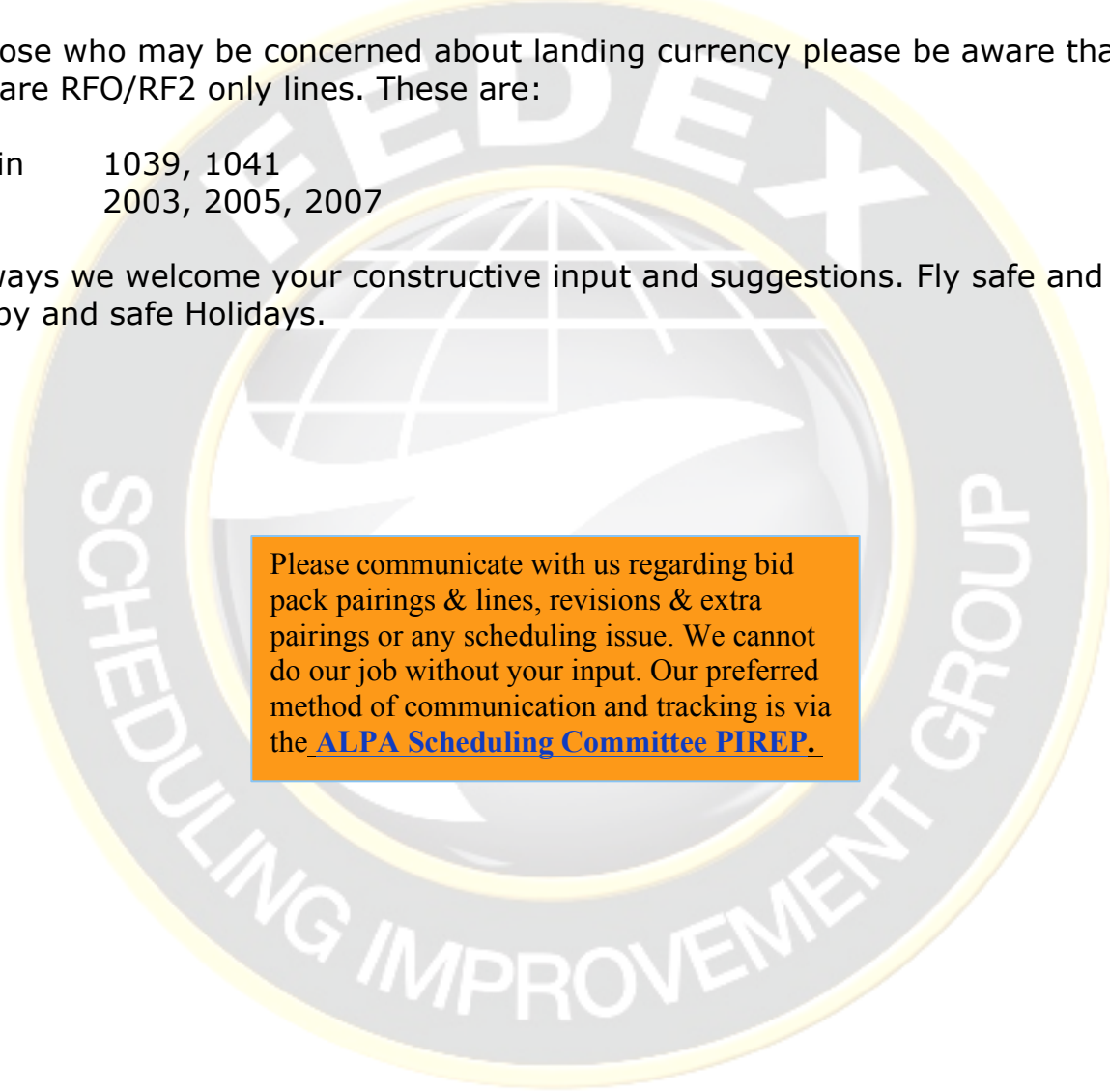
Please familiarize yourselves with this rule, CBA Section 12. C. 2. This not only affects the building of PDX, RNO, SJU, and now OAK pairings, but also gives us an idea how it may affect our ability to trade trips within these lines.

Remember under Domestic rules we are allowed to exceed 8 block hours within 24 clock hours under certain circumstances spelled out in the CBA (12.C.2.).

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

Captain	1039, 1041
FO	2003, 2005, 2007

As always we welcome your constructive input and suggestions. Fly safe and have a happy and safe Holidays.



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Memphis 777

Fedex777MEM@ALPA.org

Greg Hall

Amadee Pepper

Jon Casello

	Captain	First Officer
Average CH	77:05	76:11
RLG CH	74:00	73:15
R-day value CH	4:56	4:53
# of Regular Lines		
# of Regular Lines	150(62%)	293(67%)
# of Secondary Lines		
# of Secondary Lines	46(19%)	69(16%)
# of Reserve Lines		
# of Reserve Lines	45(19%)	74(17%)
Total # of Lines		
Total # of Lines	241	436
Total CH Available (no c/o)		
Total CH Available (no c/o)	12,188	23,170
Avg CH/R day		
Avg CH/R day	18.1	20.9
Carry-in CH from previous month		
Carry-in CH from previous month	1,753	3,187
Credit hours carry-in to Total CHs		
Credit hours carry-in to Total CHs	12.6%	12.1%

PSIT Notes: Merry Christmas and Happy New Year! By the time you get these notes, we will be closing in on the end of the year holidays. While January typically begins a transition back to a normal workload, we were again given historically high BLG targets in both seats.

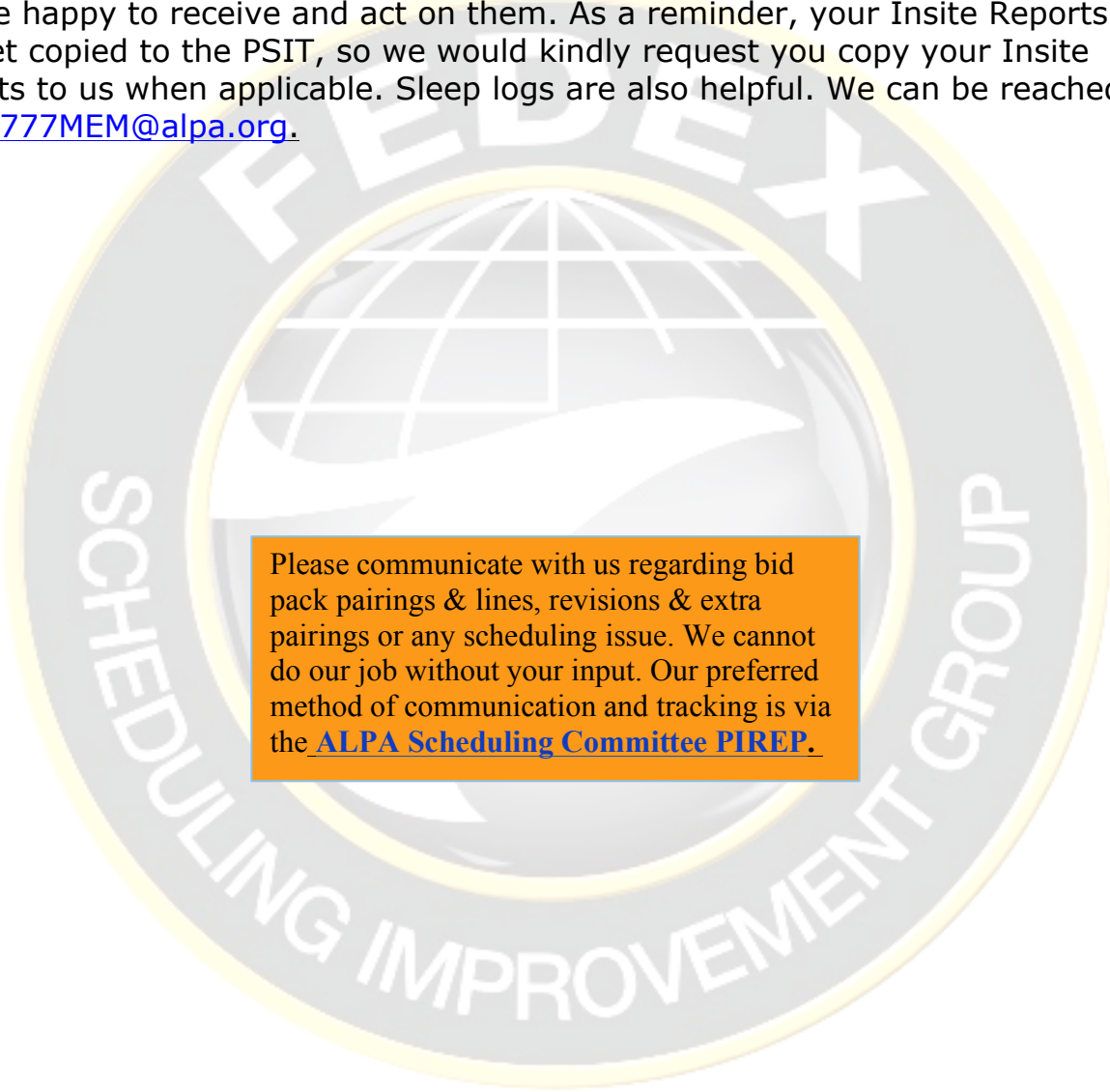
We noticed that the ANC-NRT leg had 2 different flight times. FX0169 has a 7:36 block and FX0015 has a 7:31 block. We were told that an earlier departure time for FX0015 with less congestion and thus shorter taxi times were the reasons for the difference. Pairing 38 has both of these flights. It will have an RFO on FX0169 and a basic crew on FX0015.

With the retirements that will occur on 31 Dec, we noticed a significant decrease in RF2 flying in January. There are still a few pairings; in fact, we have one line which is pure RF2 flying. We do expect to see RF2 flying to continue to decrease as more First Officers are trained.

[Memphis 777 PSIT Notes Continued]

We strive to have a reset as soon as we arrive in either theater. We are working with the company to try and get this changed so a reset occurs on the first layover in a new theater and especially before any multiple leg days.

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 your Insite Reports to us when applicable. Sleep logs are also helpful. We can be reached at FedEx777MEM@alpa.org.

The logo for the ALPA Scheduling Improvement Group is a large, semi-transparent watermark in the background. It features a central globe with a grid of latitude and longitude lines. Above the globe, the word "FED-EX" is written in a stylized, bold font. Below the globe, the words "SCHEDULING IMPROVEMENT GROUP" are written in a circular arrangement around the perimeter of the logo.

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Trip Services Solutions

Fedex-Hotel@ALPA.org

Mark Stafiej

Mike Pearcy

Hotel Notes:

BKK Update – The Company recently issued **FCIF 16-0505 (Hotel)** announcing effective with the December bid period ALL layovers between 8:00-20:00 hours will be assigned to the **Novotel Suvarnabhumi Airport Hotel** and ALL layovers 20:01 hours and greater will be assigned to the **Sheraton Grande Sukhumvit Hotel**.

FAR Update – The Company recently issued **FCIF 16-0456 (Hotel)** announcing **The Radisson Hotel Fargo** as our new contract hotel. Please use your Company credit card to pay for the room as direct billing has not been set up.

IAD Update – The committee has completed its respective inspections and made their recommendation to the Company for a new contract hotel. The Company will be issuing an FCIF shortly announcing our new IAD contract hotel.

LAS Update – The Company recently issued **FCIF 16-0466 (Hotel)** announcing the temporary relocation of crews to the **SLS Las Vegas Hotel** due to our contract hotel, The Westin, undergoing a major renovation. Because of the length of their renovation, the Westin contract will not be renewed and ALL layovers will remain at the SLS Hotel. As soon as both the Company and committee are able to conduct their respective inspections an FCIF will be issued by the Company announcing the new contract hotel. Please submit an Insite ticket on this new non-contract hotel as it will be under consideration for a possible contract.

MAN Update – The Company recently issued **FCIF 16-0499 (Hotel)** announcing effective with the December bid period ALL downtown layovers are returning to our contract hotel, **The Palace Hotel**.

PEN Update – The Company recently issued **FCIF 16-0498 (Hotel)** announcing **The G Hotel Kelawai** as our new PEN contract hotel. Direct billing will commence with the January bid period. Please take the time and submit an Insite ticket on this new contract hotel.

SJC Update – The Company recently issued **FCIF 16-0500 (Hotel)** announcing effective with the December bid period the **Hilton San Jose** will once again be our contract hotel.

SYD Update – The Company recently issued **FCIF 16-0494 (Hotel)** announcing **The Amora Hotel Jamison Sydney** as our new contract hotel. Direct billing will commence with the January bid period.

Catering Notes:

Christmas Buffet Schedule

ANC (Cookie & fruit trays set out during AM & PM ops)

Saturday, Dec 24th

Monday, Dec 26th

Saturday, Dec 31st

Sunday, Jan 1st

Monday, Jan 2nd

CAN

Tentatively scheduled for Saturday, Dec 24th & Sunday, Dec 25th

CDG

Thursday, Dec 2nd

EWR

Tuesday, Dec 20th (1900-0000L)

Wednesday, Dec 21st (0200-0430L, 0600-0930L, 1130-1500L & 1600-1830L)
(Sandwich & fruit/cheese trays)

IND

Wednesday, Dec 14th (1200-1600L)

LAX

Tuesday, Dec 13th (0400-1000L)

Thursday, Dec 15th (1900-2300L)

MEM

Tuesday, Dec 13th (1100-1500L)

Thursday, Dec 15th (2300-0300L)

Tuesday, Dec 20th (1100-1500L)

Thursday, Dec 22nd (2300-0300L)

FAR Update – This is a new NOCAT city starting with the November Bid Period. A caterer is being contracted and catering will be available commencing with the December Bid Period.

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.

LCA Mini Snacks – Outstation ramps are unable to determine whether or not 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.

MEM Update – A Holiday Meal option will be available for selection from Nov 20-Dec 31.

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.

Mark Stafiej, Trip Services Committee Chairman
Mike Percy, Trip Services Committee Vice-Chairman

