

SIG NOTES



JAN 2019

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

Summary of the Build

Post-peak bid line average targets have moderated in some seats, but remain high in others. The MD-11 seats appear to be adequately manned. Most other seats continue to have imbalances. After the end of year retirements, instructors returning to the schoolhouse, and vacation is back to post-peak levels, the bid line credit values did not drop in some seats. We expect a System Bid post-peak to address some of the manning imbalances, keep the training pipelines open, replace retirements and cover growth in 2019.

Pairing Assessment Process

Post-peak system form returns in January. The wet-leased routes return to their respective aircraft. Over the next year, we anticipate more flying shifting to the 777 and 767 as new aircraft enter service.

Advanced Volunteer

AVA is available in all seats through the December bid month in accordance with the Settlement agreement regarding base hotel standbys and bid line adjustments.

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. On the Saturday within the Secondary Working Window (SWW) there is a practice bid. 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 by submitting an Insite ticket 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 Operations Safety Audit (LOSA)

The Company, in conjunction with ALPA, have agreed to conduct a Line Operations Safety Audit (LOSA) for the FEB19 and MAR19 bid periods. Look for an FCIF regarding LOSA soon.

According to the LOSA MOU:

In bid periods during which a LOSA Observer is scheduled to conduct observations and/or LOSA training, the observer will bid a line for "Pay Only", without carryover. The LOSA Observer will be entitled to any applicable per diem and international override. In addition, the LOSA Observer will be entitled to Special Project Pay under Section 4.S of the CBA of 5 hours for each observation write up, and such write up shall be scheduled as occurring on a "scheduled day off."

Please be advised that crew members with carryover into the FEB bid period will not be considered for the position of LOSA Observer. Observers can expect to be scheduled for a maximum of 12 observation flights during their two "Pay Only" months. Additional details will be published via FCIF. The full LOSA MOU can be found [here](#).

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	73:53	75:32
RLG CH	71:00	72:30
R-day value CH	4:44	4:50
# of Regular Lines	200	200
# of Secondary Lines	58	48
# of Reserve Lines	38	30
Total # of Lines	296	278
Two or less departure lines. (%)	30.5%	28.5%
Three departures or less. (%)	60%	60%

PSIT Notes:

January is a four-week month with New Year's Holiday the first week causing issues with line construction. Out and Back lines and week-long pairings had extra flying added to their normal pattern to bring them up to minimum BLG. There are minor differences between pairings on Captain and First Officer lines to adjust for the different BLGs between the seats.

For city changes in January, PIT is a layover city for January and MTY, RSW went to other bid packs.

Cologne B-757

Fedex757EUR@ALPA.org

James Capeless

Steven Moraes

	Captain	First Officer
Average CH	75:13	75:13
RLG CH	72:15	72:15
R-day value CH	4:49	4:49
# of Regular Lines	36	36
# of Secondary Lines	10	8
# of Reserve Lines	8	8
Total # of Lines	54	52
Two or less departure lines. (%)	5%	5%
Three departures or less. (%)	58%	58%

PSIT Notes

Happy New Year! January is a four-week bid month with the New Year's Day occurring during the first week. As a result, pairings over that timeframe have been modified due to the holiday. We were able to construct 36 regular lines for Captains and First Officers.

This month, during the preliminary review process, we had 13 (out of 50 pairings) change requests with the Company. There were 254 occurrences. Most of those unresolved issues were fixed. Additionally, we were able to combine some of the LGG/TLV/VIE flying. This creates a week-long pairing that better integrates into the schedule during line construction. Given the higher target average BLG request and Peak season, many lines continue to have additional trips added.

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.

[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 forward a copy via email to your EUR PSIT and the union at Insite@alpa.org. Also, please don't hesitate to fill out a fatigue report if you are tired after a series of legs. Please send a copy of your fatigue report to the union at fatiguereport@alpa.org. 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!

Memphis B-757

Fedex757MEM@ALPA.org

JD Oliver

Joe Brewster

Tom Rutledge

Ted Donat

	Captain	First Officer
Average CH	72:18	75:01
RLG CH	69:30	72:00
R-day value CH	4:38	4:48
# of Regular Lines	205	198
# of Secondary Lines	68	72
# of Reserve Lines	40	31
Total # of Lines	313	301
Two or less departure lines. (%)	24.8%	25.8%
Three departures or less. (%)	64.9%	62.1%

PSIT Notes

With increased flying and lower target BLGs, this January will have the most lines in a month other than December since the B757 arrived at FedEx. With New Year's Day falling in the 4-week month, many cities are missing a day in week one and so you will see more "filler" on many hub turning cities. In addition, such cities have a senior line not touching the holiday, while the junior line usually touches one or both sides of New Year's Day.

New or changed flying includes new constructions for the TIJ and FAT pairings. As always, look for day-only lines at the top, followed by International flying, Hotel Standbys, weeklong pairings, hub turns (DH and weekends), out and backs, and finally Tour America lines.

Hong Kong B-767

Fedex767HKG@ALPA.org

Jim Ingalls

	Captain	First Officer
Average CH	76:57	76:57
RLG CH	73:45	73:45
R-day value CH	4:55	4:55
# of Regular Lines	47	47
# of Secondary Lines	19	17
# of Reserve Lines	10	9
Total # of Lines	76	73
Two or less departure lines. (%)	64%	64%
Three departures or less. (%)	99%	99%

PSIT Notes: The base is still somewhat lean in manning with vacation buy back in both seats and high average BLGs packed on the lines, but decent pairing CH designs kept 3 or more multiple departure lines down to 36% and much of that was to accommodate carryover trips on lines.

January bid pack pairing dispute process left a relatively large number of pairings in open time for repair concerning fatigue and various deadheading issues. This brought the regular line count down but should leave some fairly good pairings in the CIC and Secondary line process after they've been fixed.

Lines were built again with an eye towards trying to keep like flying on the same lines for the most part and clear seniority preferences whenever possible. As a bid pack, the lines are organized by number of departures on the line and start date of the first pairing.

The Captain and FO lines are identical so buddy and avoidance bidding will be simple.

The design of our international freight system has always created issues with 24-hour layovers and body clock swapping. Over the last 20 years, a great deal of effort (and money) has been spent in grievances, contract negotiation, SIG/PSIT dispute, and now FRMG study, have been done trying to create rules to mitigate this issue and schedule them safely and economically.

[Hong Kong B-767 PSIT Notes Continued]

With the growth of FedEx business in Asia, the HKG base has seen an increase in challenging pairings with long duty times, multiple legs, and 24-hour layovers that will have you cycling your work schedule around your body-clock.

Do your part as a professional showing up fit for duty, planning your layover rest, and using your fatigue mitigation strategies. If operational or personal issues leave you struggling, make the right call.

If you are asked to participate in a fatigue study, please do so. The more pilots participate, the faster data is collected, the faster solutions can be analyzed, and a more realistic cross-section of the group provides a more realistic study result.

Be careful out there,

Jim Ingalls

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Harley Troyer

	Captain	First Officer
Average CH	74:50	75:54
RLG CH	71:45	72:00
R-day value CH	4:47	4:48
# of Regular Lines	22	24
# of Secondary Lines	9	7
# of Reserve Lines	6	7
Total # of Lines	37	38
Two or less departure lines. (%)	9%	8%
Three departures or less. (%)	81%	75%

PSIT Notes

Merry Christmas Indy flyers! We hope you are getting some quality family and shopping time outside of work.

January is a 4-week month, with New Year's Eve/Day in week 1. This means that week 1 is short of overall flying and broken up by New Year's Day. We tried to minimize 'bracketing' New Year's day as much as possible, but some people will be flying both sides of it. More lines than normal work 3 weeks in a row. As expected, we have our normal cities back.

Your PSIT scrubbed 67 pairings with 202 occurrences, and found it very clean, especially compared to December. We asked for 2 fixes and got one. Compared to November, our last 4-week non-peak month, Captain credit hours are up and First Officer credit hours are down a little bit. We still have 2 F/O only lines.

Remember to copy us on fatigue issues and give us feedback on our bidpack. If you submit a fatigue report, please send a copy to the union at fatiguereport@alpa.org.

Teresa and Harley

Memphis B-767

Fedex767MEM@ALPA.org

Paul Hanson

JD Oliver

Andrew Hall

	Captain	First Officer
Average CH	74:38	74:35
RLG CH	71:45	71:30
R-day value CH	4:47	4:46
# of Regular Lines	174	178
# of Secondary Lines	62	52
# of Reserve Lines	32	27
Total # of Lines	268	257
Two or less departure lines. (%)	25%	23%
Three departures or less. (%)	70%	69%

PSIT Notes

New Year's Day is on the first Tuesday of the January bid month. Because of targeted carryover trips from December, very few January trips layover in the field over the holiday. One will observe that many deadheads go out on 01Jan and that the normal AM launch occurs on 02Jan. Only one line has an arrival into MEM on New Year's Eve and then departs on the AM launch on 02Jan.

The captain and first officer lines mostly match. There are some captain only pairings that transit IND to make up for a manning imbalance in IND. First officers will be happy to see VCP RFO pairings return this month. We expect the captain use as RFOs last month to be a rare event. Recognize that the Company has demonstrated that if there is a manning imbalance between the seats in fleets utilizing augmented crews, they will sometimes choose to push RFO flying to the captains. This is a clean and easy fix for them.

Our lines continue to be a challenge to construct because of numerous issues related mostly to long block times. The arrival of shorter hook cities has allowed for more contiguous lines. That said, we still have a higher number of lines that have more than 2 departures (4-week month). The fuel savings associated with the 767 simply means that we will continue to have the longer-range cities assigned to us. Also, consider that the longer senior day flying trips associated with deadheads are typically built to credit hour values less than 34. That simply

[Memphis B-767 PSIT Notes Continued]

means that more than two trips (4-week month) must be placed on these lines to build to the contractual minimum.

It appears ELP is coming to the 767. There are two trips at the end of the month that layover in ELP.

Some trips depart early enough on 02Jan to be assigned to a B reserve pilot. Please see CBA section 25.M.1.g for a better understanding of duty periods related non-augmented trip assignment.

We are eager to receive feedback from the line concerning your observations regarding line construction. Also, if the Company constructed trips are worthy of comment, please submit an Insite Report and copy us. Please send a copy to the union at Insite@alpa.org. If something is not working as intended, we need to hear from you.

Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	72:57	72:30
RLG CH	70:00	69:30
R-day value CH	4:40	4:38
# of Regular Lines	37	44
# of Secondary Lines	21	22
# of Reserve Lines	10	14
Total # of Lines	68	80
Two or less departure lines. (%)	72%	74%
Three departures or less. (%)	95%	95%

PSIT Notes

January is a four-week month that has a similar number of full crew hours as Nov 2018 (our last 4-week month). There are about 850 fewer RFO hours which results in 11 fewer first officer lines.

Our preliminary pairing review identified 9 pairings with issues. Nearly all of the pairings were revised.

A new change is seen for January. We have 2 pairings that operate ANC-EWR. There is currently no backend EWR-ANC piece.

The first officers have 2 single departure lines that are RFO only. If landings are required, please avoid lines 7 or 15 (pairings 2003/10Jan or 2005/17Jan).

We hope everyone is secure after the earthquake. If you see any pairing issues that need to be addressed, please feel free to text, email or call at any time.

Merry Christmas and Happy New year!

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Chris Leeuw

	Captain	First Officer
Average CH	73:53	73:55
RLG CH	71:00	71:00
R-day value CH	4:44	4:44
# of Regular Lines	21	35
# of Secondary Lines	14	17
# of Reserve Lines	9	11
Total # of Lines	44	63
Two or less departure lines. (%)	76%	80%
Three departures or less. (%)	86%	94%

PSIT Notes

Happy New Year from LAX!

January 2019 is a 4-week bid month, beginning on Monday, December 31st.

Due to the holiday in the first week, and a gauge change midweek in PDX, our traditional pure domestic week on week off SEA and PDX lines had to be built impure in some cases.

As has become the norm, there are a high percentage of lines with Int'l carryover pairings, and notably, there are 3 or 4 Int'l carryover pairings that could not be built on a line and will be available in the View/Add or SWW as open time. They each average roughly about 50 credit hours into the Feb 19 month.

Pairing 44 is our only ONT pairing this month.

Lines 2002, 2007, 2010, 2014, 2016, 2019, and 2020 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	72:09	72:19
RLG CH	69:15	69:30
R-day value CH	4:37	4:38
# of Regular Lines	276	254
# of Secondary Lines	120	93
# of Reserve Lines	47	48
Total # of Lines	443	395
Two or less departure lines. (%)	30.7%	28.3%
Three departures or less. (%)	51.5%	52.7%

PSIT Notes

Happy New Year (for bidding purposes). I hope everyone is having a great holiday season so far. January sees us returning to our post-peak normality. It's a 4-week month with the New Year starting in the first bid week. This causes a shortage in week 1 and a more congested build in the rest of the weeks.

There is still RF2 flying this month and the foreseeable future.

First Officers will see several lines of hotel standby. Bid accordingly and watch your preferences in the SWW.

Memphis 777

Fedex777MEM@ALPA.org

Curt Henry

Amadee Pepper

Jon Casello

	Captain	First Officer
Average CH	73:53	75:44
RLG CH	71:00	72:45
R-day value CH	4:44	4:51
# of Regular Lines	183	369
# of Secondary Lines	74	122
# of Reserve Lines	29	34
Total # of Lines	286	525
Two or less departure lines. (%)	95%	98%
Three departures or less. (%)	99%	98%

PSIT Notes

January is a 4-week month. Both Captains and First Officers had a CH decrease of approximately 6% with an overall decrease of 6% in total B777 CHs over the last 4-week bid month, November. This is not an unexpected decrease from peak flying.

Your PSIT reviewed 570 pairings this month and submitted comments to request changes on 113 of them. In all, 62 pairings were changed.

Comments from crews operating KIX "hub turns" and using the KIX crew rest facilities would be appreciated. Specifically, we are interested in any transit or Customs issues you may have encountered.

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

[Memphis B-777 PSIT Notes Continued]

The Company has introduced a new deadhead carrier this month, Ryanair. We would appreciate any feedback positive or negative. In addition, an accounting of any additional expenses incurred with Ryanair for check-in, seating, baggage, etc., would be helpful.

Folks, 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. Additionally, please send a copy of your Insite report to the union at Insite@alpa.org.

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.

BOM Update – The committee has completed its inspections and the **Taj Santacruz** will be our new contract hotel. Refer to **FCIF 18-0374 (Hotel)** for additional information and a list of hotel amenities.

BLR Update – Effective with the October Bid Period, our new non-contract hotel is **The Shangri-La Bengaluru**. Please provide Insite ticket feedback on this new hotel as it is under consideration for contract. Refer to **FCIF 18-0373 (Hotel)** for additional information and a list of hotel amenities.

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 18-0496 (Hotel)** for additional information.

FLL Update – Our contract hotel, **The Embassy Suites**, cancelled their contract due to an upcoming extensive renovation. **The Circ Hotel Hollywood Circle** will be assigned for all layovers beginning with the December Bid Period. Refer to **FCIF 18-0514 (Hotel)** for additional information.

ICN Update – Effective December 11th, 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 December Bid Period, **The Torrance Marriott Redondo Beach** is being added as a new contract hotel. Refer to **FCIF 18-0515 (Hotel)** for further information.

[Hotel Notes Continued]

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 – The committee is working with the company to find a more suitable contract hotel. **The Inn at Saint Mary's** will continue to be assigned as a non-contract hotel until further notice.

VIE Update – Effective with the November Bid Period, **The Sofitel Vienna** is our new non-contract hotel. Please submit Insite Tickets on this hotel as it is being considered for contract. Refer to **FCIF 18-0459 (Hotel)** for additional information.

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.