

SIG NOTES



JULY 2017

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

Summary of the Build

SIG Quarterly. This month we conducted the SIG Quarterly Meeting. In attendance were representatives from Charters, Crew Resource Scheduling, Global Operations Control, Global Line Haul Planning (Domestic and International), Flight Operations Planning and Analysis (Crew Planning and Crew Staffing). All the following information is accurate as of June 7th and is subject to change.

Charter flights have been picking up recently. The charter outlook is positive.

With the continued addition of 767s to our domestic system, routings may shift between aircraft. There are no new domestic cities in the short-term future. The fleet numbers from Bid 17-01 are still accurate. The Cologne domicile will expand for the next three months starting in August. The first city pair is tentatively scheduled for Liege to Stansted.

Indianapolis Domicile. As the 767 leases expire, Management is planning to rotate our LDS 767s into the bid-pack. Expect some 757 flying to be rotated into the IND bid-pack as well. The coordination of transitioning aircraft and pilot training is still being discussed.

Future Bids. There is no bid in the immediate future. There is a possibility for a fall bid.

757/767. Every month 757 flying is moved into the 767 bid pack for consolidation and currency. The plan for splitting the 757/767 has been put on indefinite hold. This flying shift is not appealing for any pilot, and from our perspective, we certainly advocate the eventual split. In the meantime, we are trying for an equitable rotation of flying to move from the 757 to the 767.

[SIG Notes Continued]

Disputed Pairings. Yes, we have disputed pairings. All fatigue related disputes are now forwarded to the Fatigue Event Review Committee for discussion, debate and possible data collection. Every month we continue to have disputed pairings. The disputed pairings are not listed anymore due to the new CBA disputed pairing protocol. The new disputed process is outlined in Section 25.BB.E.5. of the CBA, recommended reading for nap preparation.

ALPA Fatigue Committee: Happy Independence Day! Thanks for reading our small part of the SIG notes. We recently held our quarterly meeting with the company. We discussed a difficult pairing that was operating 4 times in a week. This pairing has been broken up into smaller pieces. The underlying possible fatigue risk is still being studied.

The results from the AM out and back sleep study should be out soon. No really earthshaking impressions from what I have seen. Once again, you have proven how professional you are at getting sleep to be prepared for duty.

I recently recorded a video that should be available for viewing soon. The good news, you should not be fatigued at the end of the video; it is only about 12 minutes long.

We are also helping the company produce a new fatigue LMS lesson that should be more pertinent to the flying we do here at FedEx. Summer storms will certainly affect some of us. Please keep your fatigue level in mind as you may have your duty extended, even during day flying.

Stay cool and rested,
Pat Hagerty
Fatigue Risk Management Chairman

[SIG Notes Continued]

Reserve Conversion. Attention all reserve line holders. The follow-on secondary line software that will eliminate reserve conversion lines is not complete. Until it is operational, reserve conversion remains in place. Reserve conversion language has been eliminated from the new CBA and can only be found in the [2011 CBA](#).

Quiz time.

Q. Who creates the pairings?

Q. Who puts the pairings together creating lines?

Q. Who handles fatigue related disputed pairings?

Answers can be found in the [March 2017 SIG Notes](#).

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

Hong Kong A300

FedexA300HKG@ALPA.org
Chris Womick
Scott Hubin

	Captain	First Officer
Average CH	71:40	71:33
RLG CH	68:45	68:45
R-day value CH	4:35	4:35
# of Regular Lines	1 (25%)	9 (60%)
# of Secondary Lines	1 (25%)	2 (13%)
# of Reserve Lines	2 (50%)	4 (27%)
Total # of Lines	4	15
Total CH Available (no c/o)	72	644
Avg CH/R day	2.4	10.7
Carry-in CH from previous month	0	0
Credit hours carry-in to Total CHs	0.0%	0.0%

PSIT Notes: Hi from Hong Kong. The HKG A300 bid-pack once again reflects hotel standby periods. Let us know if the variety of lines, from a footprint perspective, are satisfactory. We do have flexibility in our requests and are always willing to explore different approaches to the bid-pack creation. This statement could become more apropos to you as the bid-pack shrinks over time. We are here to support you.

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Memphis A300

FedexA300MEM@ALPA.org

Mike Davidson

Jarrold Hatfield

Harry Edwards

	Captain	First Officer
Average CH	73:43	72:31
RLG CH	70:45	69:30
R-day value CH	4:43	4:38
# of Regular Lines	191	194
# of Secondary Lines	62	46
# of Reserve Lines	55	57
Total # of Lines	308	297
Total CH Available (no c/o)	14441.5	14441.5
Avg CH/R day	17.5	16.9
Carry-in CH from previous month	754h18	754h18
Credit hours carry-in to Total CHs	5.2%	5.2%

PSIT Notes: PSIT Notes: July is a 4-week month with our Independence Day Holiday falling on Tuesday of week one. This had a noticeable impact on the build resulting in an increase in departures per line. There are also numerous lines with an unbalanced workweek. Buddy bidders beware! Line replication is not exact due to differing BLG requirements.

With the continuation of many pairings that contain SDDH's, a reminder that CBA 12.C.4i states; If a pilot is scheduled to D/H to base after revenue flying, and his duty period exceeds 10 hours, he may obtain a hotel room at company expense, in order to take a later flight as provided in section 5.B.1.f.

As always, if you file a flight related Insite Report, please copy us here at your PSIT. We are not automatically copied on these reports by the company.

Fly safe and enjoy our Independence Day!

Cologne B-757

Fedex757EUR@ALPA.org

Tim Harp

James Capeless

	Captain	First Officer
Average CH	72:28	72:28
RLG CH	69:30	69:30
R-day value CH	4:38	4:38
# of Regular Lines		
# of Regular Lines	27 (57%)	27 (60%)
# of Secondary Lines		
# of Secondary Lines	10 (21%)	8 (18%)
# of Reserve Lines		
# of Reserve Lines	10 (21%)	10 (22%)
Total # of Lines		
Total # of Lines	47	45
Total CH Available (no c/o)		
Total CH Available (no c/o)	2105	2105
Avg CH/R day		
Avg CH/R day	14.0	14.0
Carry-in CH from previous month		
Carry-in CH from previous month	291	291
Credit hours carry-in to Total CHs		
Credit hours carry-in to Total CHs	21.1%	21.1%

PSIT Notes: July is a four-week bid month.

The domicile is currently staffed for the planned increase of flying which 3 additional cities will bring later this year. For this reason, we have 5 lines of US flying in July. This type of flying should continue into the fall depending on the planned increase in flying. Our primary focus on these US lines was two-fold. Minimum duty time deadheads and minimum disruption in circadian rhythms. Specifically, deadheads out of DUS, where possible (one leg), and flying on our body clock (6 AM to 6 PM Europe time). As always, we did our best to maintain a balance between quality and quantity. This includes line purity wherever possible for both cities and DHs. We were able to construct 27 lines in both seats.

According to the Company, we will not see new pairings until August 2017. Although, a late July start-up is possible. We have seen some ad hoc charters show up in open time. These trips hub turn in LGG. Please keep us informed as to any problems associated with these trips.

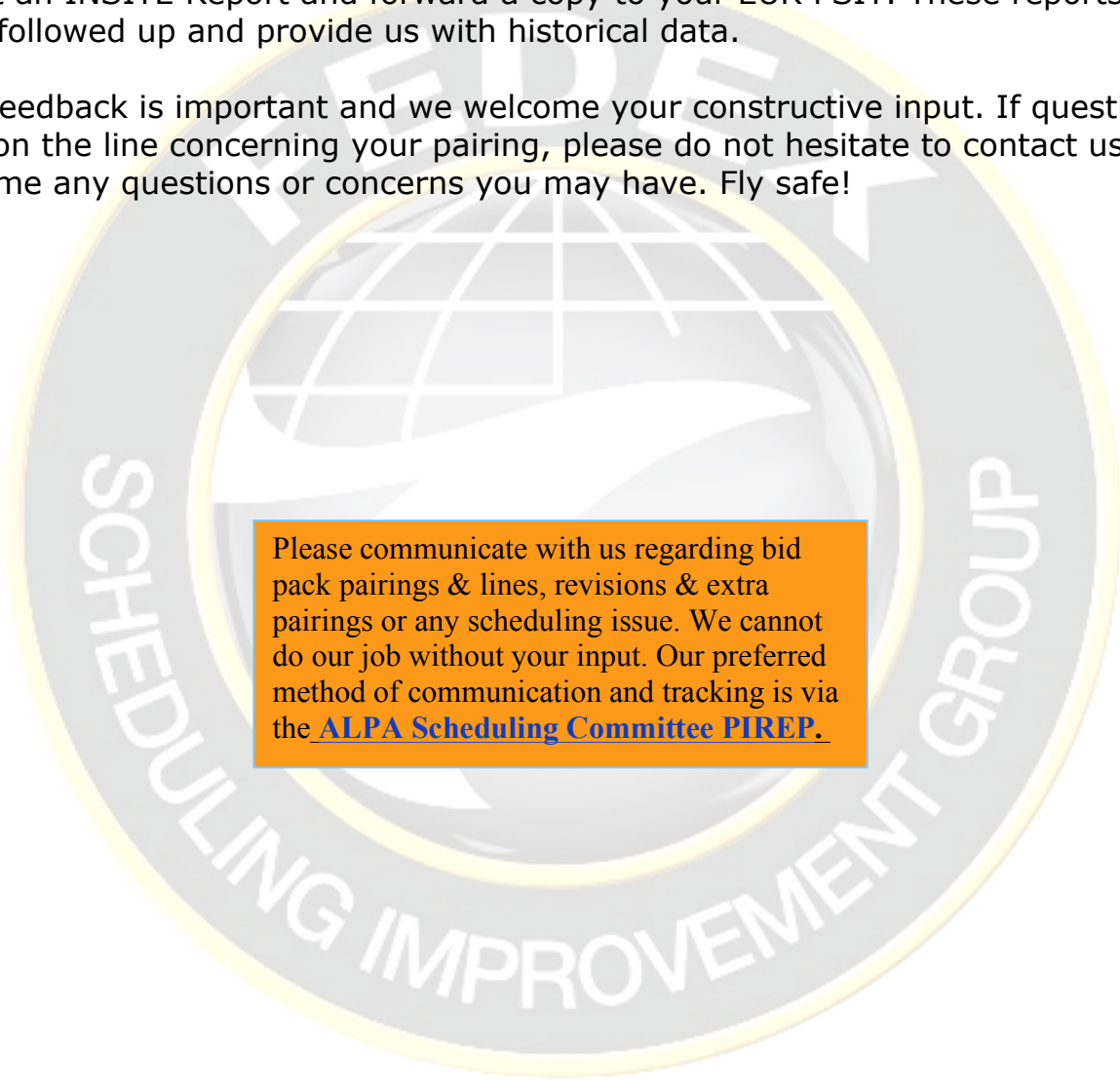
A reminder to EUR FDA pilots in the event your pairing is revised: all FDA trips within the European theater shall be scheduled and operated in accordance with domestic parameters (CBA 12.D.1.c).

[Cologne PSIT Notes Continued]

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. We continue to see RSV conversions so please be aware if bidding a RSV line.

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

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

The logo for the ALPA Scheduling Improvement Group is a large, semi-transparent watermark in the background. It features a globe with a grid pattern, a stylized white wing or arrow shape, and the text "ALPA SCHEDULING IMPROVEMENT GROUP" in a circular arrangement around the globe.

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Memphis B-757

Fedex757MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

Joe Brewster

	Captain	First Officer
Average CH	75+34	75+35
RLG CH	72+30	72+30
R-day value CH	4+50	4+50
# of Regular Lines	138 (58%)	112 (58%)
# of Secondary Lines	44 (18%)	33 (17%)
# of Reserve Lines	56 (24%)	47 (24%)
Total # of Lines	238	192
Total CH Available (no c/o)	10430	8466
Avg CH/R day	12.4	12.0
Carry-in CH from previous month	568	546
Credit hours carry-in to Total CHs	5.2%	6.1%

PSIT Notes: July is a 4-week bid month with the July 4th holiday on the first Tuesday of the month. The shorter week one of flying along with the high BLG had an adverse effect on this month's build, forcing many lines to have more departures. Additionally, a number of out and back lines will look different this month due to the holiday being on a Tuesday, as well as some MEM 757 flying being shifted to the CGN 757 bid pack. Specifically, the third week of FSD AM out and backs are in the CGN 757 bid pack. Also, except for the latter part of the bid month, pure EWR-ATL-EWR and ORD-EWR-ORD sequences will be flown this month by CGN based pilots.

We continue to see 757 flying being shifted to the 767 bid pack. Captain and F/O flying in the MEM 767 bid pack includes BNA weekend layovers, BNA-IND-SYR-BTV, SAV, DAY, BMI, and MEM-CHS-SDF. F/O only pairings include EWR-RDU-ORF-ATL, night SYR, and SHV sequences. For all of you QRO fliers, there is an additional QRO pairing on Friday that can be taken advantage of versus only Monday through Thursday.

Lastly, FSD commuters take note. The Sunday morning FSD-MEM flight departs earlier in July. As always, we appreciate your feedback.

Hong Kong B-767

Fedex767HKG@ALPA.org

Chris Womick

Scott Hubin

	Captain	First Officer
Average CH	75:53	75:51
RLG CH	72:45	72:45
R-day value CH	4:51	4:51
<hr/>		
# of Regular Lines	38 (54%)	39 (56%)
# of Secondary Lines	17 (24%)	19 (27%)
# of Reserve Lines	15 (21%)	12 (17%)
Total # of Lines	70	70
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Total CH Available (no c/o)	3722	3808
Avg CH/R day	16.5	21.2
<hr/>		
Carry-in CH from previous month	350	350
Credit hours carry-in to Total CHs	8.6%	8.4%

PSIT Notes: Hi from Hong Kong. Well, if you haven't been here in the last two weeks, I am here to tell you summer has arrived. This is apropos to your DH flight planning out of HKG as the security lines will become more robust with all the kids out of school and parents going on their summer holiday. This is the first summer we have had in HKG with the 'new' security lines at HKIA. Ironically, the 'roped lines' created a backup of people, even on a normal business workday, when there used to not be one.

July is a four-week month instead of a five-week month. Your average flying line rolled in at 76 credit hours. There are some pairings going back to the U.S. that created two RFO requirements. Therefore, there is a difference in line numbering between the Captain and FO lines.

From a work/rest requirement perspective, it is good to be aware the PVG layover has changed. Also, we picked up a new city pair (CAN-KIX) and added about 400 credit hours to our bid-pack from last month. This created some new pairings you have not flown in the past. There is a 'Manila sandwich' to be aware of that has some long duty and block-hour nights on either side of it. There is one 'Bangkok

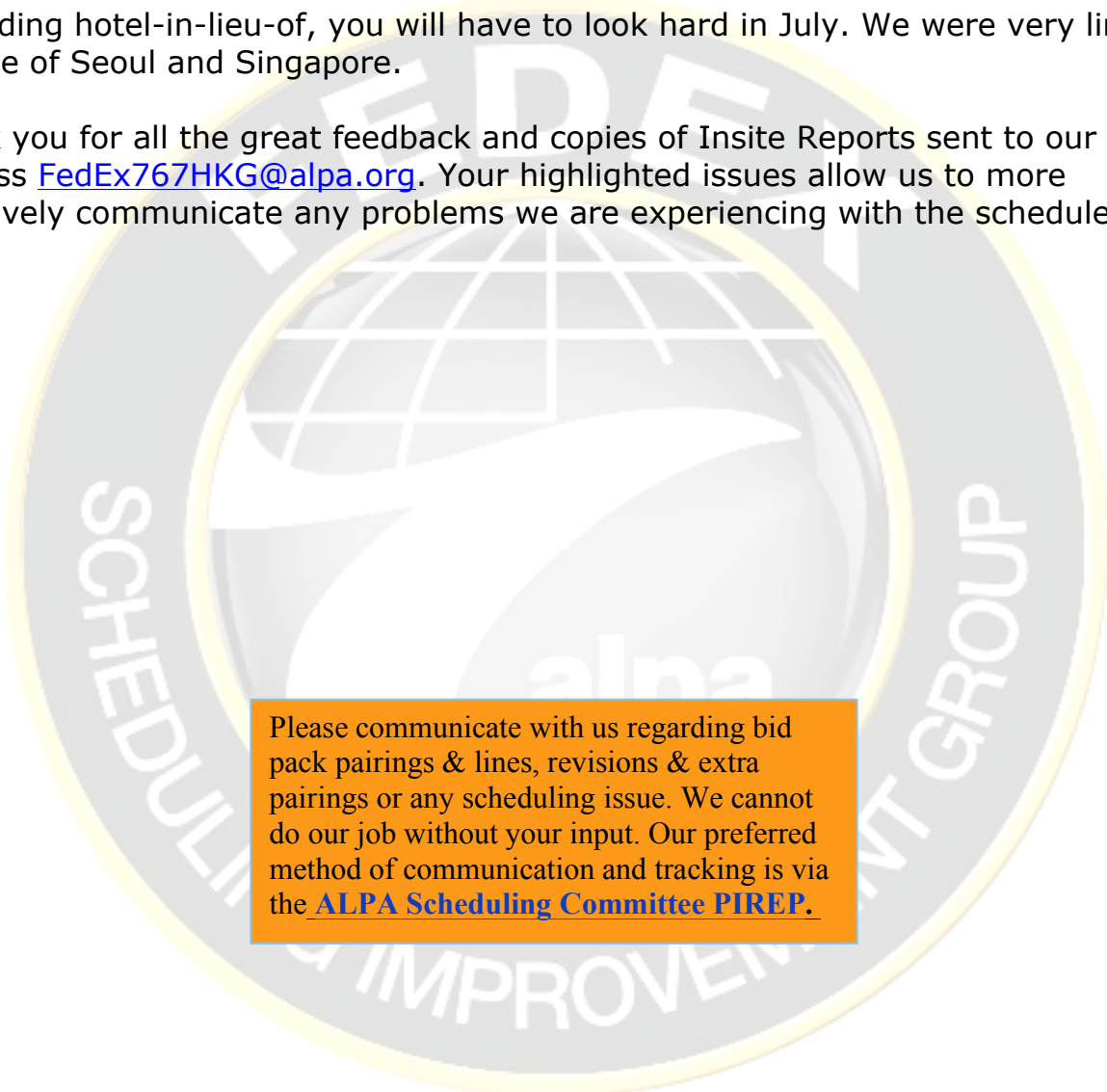
[Hong Kong 767 PSIT Notes Continued]

sandwich' in pairing 36 which has the same DNA as Manila so be aware of it as it is new. Lastly, the new ICN-CAN-KIX hub turn will require some good sleep planning.

Probably the most important bit of information I can pass on this month is the SIG worked out some great fixes for us on some pairings. Those fixes necessitate those pairings to be placed into Open Time. Therefore, this will impact the Secondary line process and pilots with priority make-up.

Regarding hotel-in-lieu-of, you will have to look hard in July. We were very limited outside of Seoul and Singapore.

Thank you for all the great feedback and copies of Insite Reports sent to our email address FedEx767HKG@alpa.org. Your highlighted issues allow us to more effectively communicate any problems we are experiencing with the schedules.

The logo for the ALPA Scheduling Improvement Group is a large, circular emblem. It features a globe in the center with a grid of latitude and longitude lines. The globe is set against a background of a stylized, curved shape that resembles a wing or a checkmark. The text 'ALPA' is written across the middle of the globe. The words 'SCHEDULING IMPROVEMENT GROUP' are written around the perimeter of the circle. The entire logo is rendered in a light gray color with a yellow outline.

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Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Andrew Hall

	Captain	First Officer
Average CH	75:01	75:12
RLG CH	72:00	72:15
R-day value CH	4:48	4:49
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# of Regular Lines	20(59%)	23(70%)
# of Secondary Lines	7(21%)	5(15%)
# of Reserve Lines	7(21%)	5(15%)
Total # of Lines	34	33
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Total CH Available (no c/o)	1594	1807
Avg CH/R day	15.2	24.1
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Carry-in CH from previous month	12	12
Credit hours carry-in to Total CHs	.7%	.7%

PSIT Notes: July is a four-week bid month with July 4th on Tuesday. There is a slight decrease in total credit hours and 757 block hours from the previous 4-week month.

We lost one of the ATL night pairings (767) and gained several West Coast 757 double deadhead pairings. The other 757 cities we gained in July include MSP, PDX, TYS, CAE, and CLE.

As stated in the previous months SIG Notes, there is a new suggested rotation schedule concerning the 757 flying being moved to the 767 bid-packs. This is bringing some layover variety to the IND base and as our 767's go away, we expect to see more 757 flying. Speaking to the timeline for the 767 Classic aircraft being returned to the leaser, please see Captain Tom Tornillo's latest Fleet Operations Update.

We continue to stress the importance of reaching out to your PSIT members with your comments and suggestions. Please also consider filling out INSITE and Fatigue reports on pairings or issues you feel needs to be brought to our attention. Thank you.

Memphis B-767

Fedex767MEM@ALPA.org

Matt Gandy
JD Oliver
Paul Hanson
Andrew Hall
Joe Brewster

	Captain	First Officer
Average CH	75+36	75+41
RLG CH	72+30	72+45
R-day value CH	4+50	4+51
<hr/>		
# of Regular Lines	141 (68%)	162 (75%)
# of Secondary Lines	32 (16%)	23 (11%)
# of Reserve Lines	33 (17%)	32 (15%)
Total # of Lines	206	217
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Total CH Available (no c/o)	11364	13290
Avg CH/R day	23.0	27.7
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Carry-in CH from previous month	612	633
Credit hours carry-in to Total CHs	5.1%	4.5%

PSIT Notes: July is a relatively “quiet” month with the normal sort holiday on Tuesday the 4th causing a short week one. The average BLGs remain near 76.

There was a slight reduction in the amount of First Officer only flying pulled over from the 757 bid-pack, and that trend should continue as more 767 flying joins the system and new hires are directed toward the 757 FO seat.

IAD now has a weekend layover, and the rotation of full crew cities imported from the 757 bid-pack continues. TLC starts its first full month of flying in the 767.

As always, feel free to contact us with your comments and suggestions.

Anchorage MD-11

FedexMD11ANC@ALPA.org
 Brian Lessin
 Jeff Sparks

	Captain	First Officer
Average CH	74:54	74:53
RLG CH	72:00	72:00
R-day value CH	4:48	4:48
# of Regular Lines	55 (61%)	56 (60%)
# of Secondary Lines	18 (20%)	18 (19%)
# of Reserve Lines	17 (19%)	20 (21%)
Total # of Lines	90	94
Total CH Available (no c/o)	4283	4356
Avg CH/R day	16.8	14.5
Carry-in CH from previous month	493	583
Credit hours carry-in to Total CHs	11.5%	13.4%

PSIT Notes: The ANC July four-week bid-pack exhibits a few new changes from recent norms. RFO flying is very limited and consists of mostly short trips with small mid-trip DH's. An increase in full crew pairing hours helped to create more Captain lines. The loss of RFO flying created a lower amount of First Officer lines. There are no RF2 Captain pairings.

The summer schedule for commercial airlines has created many more options in and out of ANC. Watch the pairings closely for actual DH times/locations, as they may not meet your expectations. Backup plans for deviating should also be checked to make sure your intended DH's are still available. Overbooking seems to be a growing issue with many of our carriers. Please adjust your plans accordingly.

If you fly a pairing and have concerns, please feel free to call or email so that we can look for better/safer operations.

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Cody Chenoweth

Chris Leuw

	Captain	First Officer
Average CH	73:53	74:10
RLG CH	71:00	71:15
R-day value CH	4:44	4:45
# of Regular Lines	20(40%)	34(52%)
# of Secondary Lines	15(30%)	15(23%)
# of Reserve Lines	15(30%)	16(25%)
Total # of Lines	50	65
Total CH Available (no c/o)	1758	2724
Avg CH/R day	7.8	11.4
Carry-in CH from previous month	488	649
Credit hours carry-in to Total CHs	21.7%	19.2%

PSIT Notes: July is a four-week month with July 4th occurring on the first Tuesday of the bid month.

There are only 20 Captain lines this month. LAX full crew credit hours are down 399 hours, or 18%, from April. We believe this decrease in credit hours is primarily due to the increase of Captains in pay only status. We will be monitoring this going forward.

Pairing 9 and 16 will have the mid-trip deadheads revised, but we built those pairings into lines, as the revision will not affect the trips credit hours.

If you have any fatigue-related issues, whether you call in fatigued or not, please send us a email at FedexMD11LAX@alpa.org

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Harley Troyer

	Captain	First Officer
Average CH	74:04	73:56
RLG CH	71:00	71:00
R-day value CH	4:44	4:44
# of Regular Lines	260	246
# of Secondary Lines	89	71
# of Reserve Lines	78	81
Total # of Lines	427	398
Total CH Available (no c/o)	20,848	19,838
Avg CH/R day	17.8	16.3
Carry-in CH from previous month	897	1,140
Credit hours carry-in to Total CHs	4.1%	5.4%

PSIT Notes: July is a four-week bid month with the July 4th holiday on the first Tuesday of the month. The average BLG for both seats is approximately 74 credit hours. Each month due to carry over from the previous month, there is a natural shortage of credit hours during the first week of each bid month. The July 4th holiday has added to the shortage of flying. Why do we mention this? Simply because it affects week on week off lines, creating additional departures which may make commuting difficult.

We have seen BLG's drop closer to a normal average over the last two months. This would point to better staffing in the MD11/10. Hold the presses though! Although the averages have fallen you will still notice the number of RFO hours is still a bit low. There are a high number of RF2 hours in the bid-pack, Captains beware. There are 1,291 credit hours of RFO flying and 2,301 RF2 credit hours. We have seen RF2 flying for some time now, however, be careful when bidding. The PSIT does not determine which flying is placed into the RF2 pairings.

In the past, we have tried to limit the Captain RF2 flying to shorter pairings, yet this month there are single departure lines that are RF2 flying. So, if you are short of landings, please be aware of the pairings on each line you bid.

[Memphis MD-11 PSIT Notes Continued]

When bidding night hub turns, you will see some lines that might on first look appear challenging. For instance, look at ELP nights, which we built as a pure line. Last month it was brought to my attention that building ELP nights as a pure line is a challenging sequence. Having flown ELP at night I would agree it can be difficult. The difference between block in time in MEM to block out time is 4:15 hours, providing a great opportunity to use our sleep rooms and get a solid nap during the hub turn. We believe this allows a great opportunity for fatigue mitigation.

The bottom of the bid pack has many lines that are filled with many West Coast pairings. On the dayside we were able to break these trips up using a shorter city in between these West Coast duties. We lost two valuable hook cities this month, MSP flight 1407 and ORD flight 1405. These centrally located cities are extremely important when building night sequences. The ability to break up long flight legs with a shorter leg is imperative when fighting fatigue.

We hope to get these flights back next month in order to build a better bid-pack.

We are down from three exception cities to one. SJU is still built as an exception city; however, we had to pair it with DEN versus the normal MCO. The MCO layover dropped below the required 13 hours to 12:57 disqualifying this city as an option.

We did see an abnormal increase of international flying this month. The July bid-pack holds an increase of 13% international flying this month.

We continue to see the addition of West Coast flying with disappearing shorter cities. Global Network Planning decides which gauge aircraft fly to which city. We hope to get some shorter legs back into the MD bid-pack. Without those, the challenge of building a bid pack reaches higher levels of difficulty.

Memphis 777

Fedex777MEM@ALPA.org

Greg Hall

Curt Henry

Amadee Pepper

Jon Casello

	Captain	First Officer
Average CH	73:32	74:09
RLG CH	70:30	71:15
R-day value CH	4:42	4:45
# of Regular Lines	153	294
# of Secondary Lines	55	84
# of Reserve Lines	55	72
Total # of Lines	263	450
Total CH Available (no c/o)	12327	23430
Avg CH/R day	14.9	21.7
Carry-in CH from previous month	1364	2250
Credit hours carry-in to Total CHs	11%	10%

PSIT Notes: Greetings! July is a four-week bid month with the July 4th holiday falling on a Tuesday.

We are seeing the full integration of the TNT aircraft take effect with the flying hours continuing to increase in both the Captain and First Officer seats. CA block hours increased 8% over the last 4-week bid month. FO block hours increased 11%.

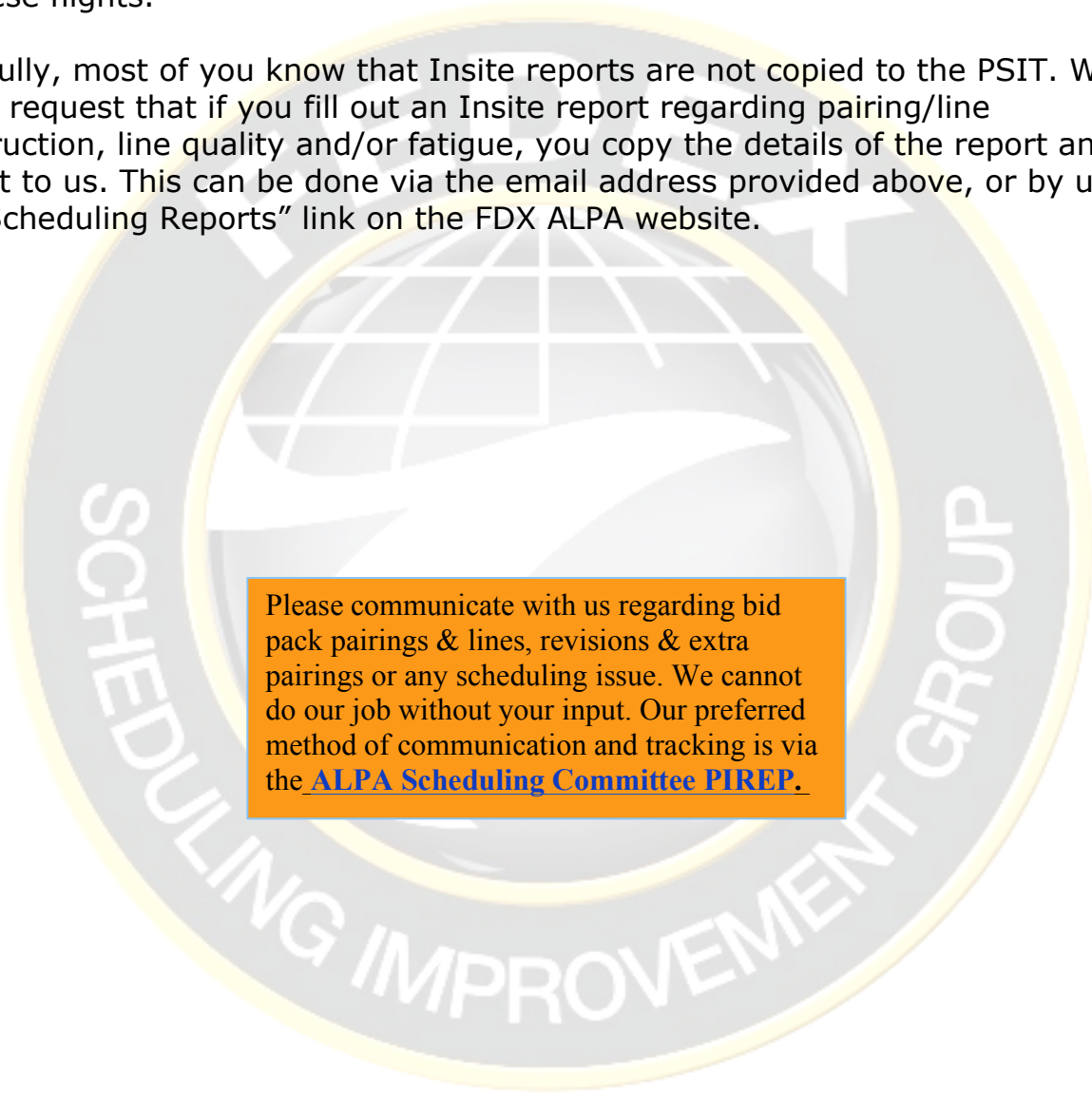
Although the CBA mandated three months of double crew requirements for new legs blocking over 12 hours (PVG-LGG) has ended, RF2 flying continues to be available for Captains. 18 RF2 pairings were added during the finalization of July B777 flying.

Due to the lack of small pairings (<20 CH) in this four-week month, we have several 50-67 CH pairings that we were unable to build in both seats. These pairings occur in weeks 3 & 4 and will be available during the Secondary line process.

[Memphis 777 PSIT Notes Continued]

During the past few months, we have had a few crewmembers denied the deadhead class of service they are authorized due to the tickets on their flights being sold out prior to being ticketed. If this happens to you, please let us know the details of the situation so we can try to track the problematic deadhead city pairs and airlines. Also, please let us know the actual date you are ticketed by BCD on these flights.

Hopefully, most of you know that Insite reports are not copied to the PSIT. We kindly request that if you fill out an Insite report regarding pairing/line construction, line quality and/or fatigue, you copy the details of the report and send it to us. This can be done via the email address provided above, or by using the "Scheduling Reports" link on the FDX ALPA website.

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