

SIG NOTES



JUNE 2017

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

Summary of the Build

The June bid month is upon us and we here at Your PSIT would like to remind you of a few recent requests as well as a few highlights from our CBA.

If you receive a request from FedEx soliciting volunteers for Data Collection on a specific pairing that you are scheduled to operate, please comply. Data collection is the most direct and immediate way for us here at the SIG to re-enforce pairing construction. This is a key element in our CBA. Data collection is necessary over a period of months on specific pairing "DNA" to verify whether scientific proof supports the need for altering a specific "DNA" construction. The more data collected, the sooner the FRMG can examine the respective pairing construction and arrive at a viable solution. Please participate.

Recent events have occurred in regards to domestic catering that we believe have wavered from historical practices. If you experience a catering situation that you believe is not in compliance with the CBA, file an Insite Report and copy your Trip Services Committee on the matter.

E. Catering

1. Catering for duty periods within a trip shall be provided as follows:

a. Domestic Duty Periods and Trips Scheduled to Domestic Parameters (pursuant to [Section 12.D.1.b.](#) and [c.](#))

- i. All duty periods shall receive at least a mini-snack. Mini-snack contents shall be developed and revised in consultation with the MEC Trip Services Committee subject to [Section 5.E.6.](#)
- ii. Duty periods between 5:30 and 7:29 hours shall receive a snack.
- iii. Duty periods between 7:30 and 11:29 hours shall receive 1 meal service.
- iv. Duty periods in excess of 11:29 hours shall receive 1 meal and 1 snack.
- v. Domestic flights shall be catered at the point of origin.
- vi. Hot meal service is not required on domestic flights.
- vii. Domestic flights shall not be delayed for catering.
- viii. If catering is not delivered by departure time, CRS will attempt to arrange catering down line. If catering required under Section 5.E.1.a.ii., iii., or iv. is not delivered down line, the pilot entitled to such catering shall be eligible to expense a meal for up to \$25 upon arrival at the layover city. The pilot shall submit an online Pilot Ops Report (POR), or successor system, regarding the catering failure and attach a copy of such POR to his expense report in order to secure reimbursement.
- ix. Jumpseaters will not be catered domestically, except as provided in [Section 5.E.1.e.](#)
- x. On international trips scheduled to domestic parameters (pursuant to [Section 12.D.1.b.](#) and [c.](#)), menu selection shall be provided when available.

ALPA Fatigue Committee:

Many of our Fatigue Events (when a crewmember is removed from a trip) are due to revisions. Most of the revisions are innocuous, not challenging. But, a few are, and it's up to you to decide if you are fit to continue. It's ok to fly tired, but not right to fly fatigued.

Some recent fatigue events:

Hotel: Construction issues at hotel. Crewmember changed rooms but could still hear the construction. No more rooms available - crewmember called in fatigued to the Duty Officer. (VERY important that you file an InSite Report AND a Fatigue Report so that the hotel issue can be resolved).

Extension: Week long pairing. Asked to fly an additional leg. Two weeks prior, same revision and crew was able to fly it. This time, due to some previous mx and wx issues they told the Duty Officer they were unable.

Personal Schedule Revision: Crewmember picks up a PM out-n-back followed by a day MEM hub turn, then that night an AM out-n-back... unable to sleep before fourth flight. Body clock was a mess at the end of the week.

Disputed Pairings: No Disputed Pairings for the June Bid Month

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



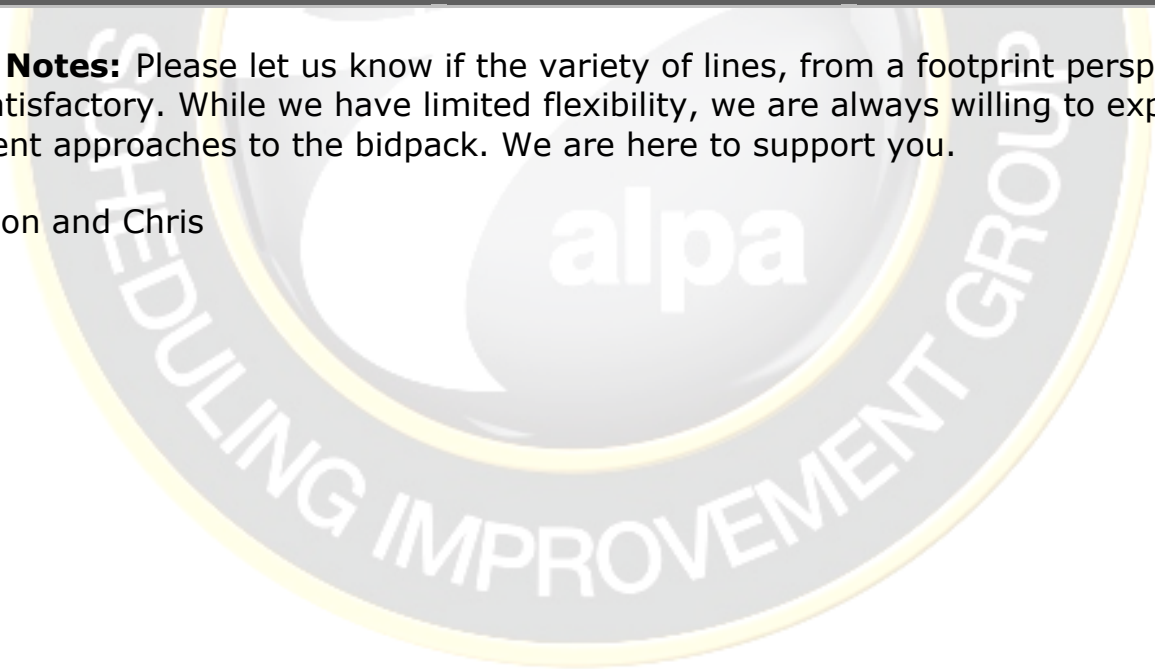
Hong Kong A300

FedexA300HKG@ALPA.org
Chris Wommick
Scott Hubin

	Captain	First Officer
Average CH	71:36	71:33
RLG CH	68:45	68:45
R-day value CH	4:35	4:35
# of Regular Lines	2	9
# of Secondary Lines	1	1
# of Reserve Lines	2	4
Total # of Lines	5	14
Total CH Available (no c/o)	143	644
Avg CH/R day	4.8	10.7
Carry-in CH from previous month	0	0
Credit hours carry-in to Total CHs	0%	0%

PSIT Notes: Please let us know if the variety of lines, from a footprint perspective, are satisfactory. While we have limited flexibility, we are always willing to explore different approaches to the bidpack. We are here to support you.

Brandon and Chris



Memphis A300

FedexA300MEM@ALPA.org

Mike Percy
Harry Edwards
Curt Henry
Jarrod Hatfield

	Captain	First Officer
Average CH	75:06	74:14
RLG CH	72:00	71:15
R-day value CH	4:48	4:45
# of Regular Lines	196	198
# of Secondary Lines	54	45
# of Reserve Lines	50	54
Total # of Lines	300	297
Total CH Available (no c/o)	15056.15	15056.15
Avg CH/R day	20.1	18.6
Carry-in CH from previous month	838.58	838.58
Credit hours carry-in to Total CHs	5.3%	5.3%

PSIT Notes: June is a four-week month with no holidays. Buddy bidders beware, the lines are slightly different between Captains and First Officers.

The Airbus gained SLC/OAK week longs, SLC day turns and RSW hub turns with weekends this month. Unfortunately, we did lose the majority of BOI days.

As always, we welcome your input and feedback on pairing and lines construction.

Cologne B-757

Fedex757EUR@ALPA.org

Tim Harp

James Capeless

	Captain	First Officer
Average CH	71:45	71:45
RLG CH	69:00	69:00
R-day value CH	4:36	4:36
<hr/>		
# of Regular Lines	22	22
# of Secondary Lines	9	7
# of Reserve Lines	14	13
Total # of Lines	45	42
<hr/>		
Total CH Available (no c/o)	1735	1735
Avg CH/R day	8.3	8.9
<hr/>		
Carry-in CH from previous month	291	291
Credit hours carry-in to Total CHs	14.4%	14.4%

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

June 15 is Corpus Christi in Germany, which created a one-off HEL pairing. As always, we did our best to maintain a balance between quality and quantity when constructing with the build target request. This includes line purity wherever possible for both cities and DHs. We were able to construct 22 lines in both seats.

According to the Company we will not see new pairings until August 2017. However, we have seen some ad hoc charters show up in open time. Thus far we have seen 2 of these pairings this month. 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). 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!



Memphis B-757

Fedex757MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

Joe Brewster

	Captain	First Officer
Average CH	75:41	75:43
RLG CH	72:45	72:45
R-day value CH	4:51	4:51
# of Regular Lines	150	124
# of Secondary Lines	36	26
# of Reserve Lines	37	43
Total # of Lines	223	193
Total CH Available (no c/o)	11987	9949
Avg CH/R day	21.6	15.4
Carry-in CH from previous month	831	695
Credit hours carry-in to Total CHs	6.5%	6.5%

PSIT Notes: June 2017 build month is a four-week bid period containing no holidays that affected the build. This month there are numerous changes to system form. Please review the lines carefully before you bid. The traditional RNO-FAT-RNO sequence is gone. Some of the new sequences include MEM-GJT-FAT and COS which is standalone and built pure with front and back end DHs. This month there is an increase in BOI pairings with a mixture of day and night flying. AFW standby periods return with a new sequence of AFW-MSY-AFW.

We continue to see MEM 757 credit hours being shifted to the MEM 767 and IND 767 bid packs. Specifically, slightly over 600 credit hours of full crew flying has been moved to the IND 767 bid pack. Over 600 hours of MEM 757 full crew credit hours have been moved to the MEM 767 bid pack and over 2000 F/O only credit hours to the MEM 767 bid pack. Consequently, the reduced number of F/O lines continue.

Also, BLGs remain high in the 757. This requires many of the week on week off lines needing additional short pairings to meet the company's target BLG.

As usual we look forward to your feedback.

Hong Kong B-767

Fedex767HKG@ALPA.org

Chris Womick

Scott Hubin

	Captain	First Officer
Average CH	76:35	76:27
RLG CH	73:30	73:30
R-day value CH	4:54	4:54
<hr/>		
# of Regular Lines	43	44
# of Secondary Lines	12	11
# of Reserve Lines	10	14
Total # of Lines	65	69
<hr/>		
Total CH Available (no c/o)	3369	3369
Avg CH/R day	22.5	16.0
<hr/>		
Carry-in CH from previous month	446	446
Credit hours carry-in to Total CHs	11.7%	11.7%

PSIT Notes: The FO lines include two RFO pairings causing the Captain and FO lines to differ slightly.

We are focusing on day/night swaps from a fatigue standpoint. June's pairings show this effort by limiting the number of swaps and chaining together day flights in an effort to minimize circadian disruptions.

Thank you for those of you that have taken the time to highlight in writing concerns about our pairings, particularly where fatigue is concerned.

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Andrew Hall

	Captain	First Officer
Average CH	75:17	75:17
RLG CH	72:15	72:15
R-day value CH	4:49	4:49
# of Regular Lines	24	24
# of Secondary Lines	6	4
# of Reserve Lines	6	4
Total # of Lines	36	32
Total CH Available (no c/o)	1845	1845
Avg CH/R day	20.5	30.8
Carry-in CH from previous month	59	59
Credit hours carry-in to Total CHs	3.1%	3.1%

PSIT Notes: June is a 4-week bid month with Father's Day on June 18. Happy Father's Day!

The 767 flying remains constant but you will notice some big changes in the 757 flying that has been added to the bidpack. As a reference to these changes, please read the May SIG notes as they explain this more balanced approach to the transfer of 757 flying into the 767 bidpacks.

As we fly more 757 pairings that we have not previously flown, it will be very important to receive feedback via the Insite or fatigue reporting system. Please continue to copy and paste your report and copy it to us so we can follow up with the appropriate channels. Also, please contact us with feedback on the building of these new pairings and bidpack quality in general.

Thank you to those who continue to reach out and provide feedback.

Memphis B-767

Fedex767MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

Andrew Hall

	Captain	First Officer
Average CH	75:32	75:45
RLG CH	72:30	72:45
R-day value CH	4:50	4:51
# of Regular Lines	136	163
# of Secondary Lines	20	20
# of Reserve Lines	27	18
Total # of Lines	183	201
Total CH Available (no c/o)	10988	12516
Avg CH/R day	27.1	46.4
Carry-in CH from previous month	625	762
Credit hours carry-in to Total CHs	5.6%	6.1%

PSIT Notes: 757 segment integration continues to be conducted by the Company. As mentioned in last month's SIG Notes, a more equitable distribution of seniority/city mixes has been coordinated with the 757 team. This is seen throughout the bidpack.

As has been seen lately, shortfalls in 757 first officer manning has led to 767 first officer only trips in our bidpack. Captain and first officer lines do not necessarily match one another.

RNO has now entered the 767 bidpack, but it adds yet another 24-hour layover. The 24-hour layover pairings are very difficult to build. As a result, many were left over after the build and will be available during the CIA and secondary line process.

For those pilots that are flying 12.C.2.d exception trips (or series of trips), recognize that one must be scheduled for a 13-hour rest period following the second consecutive day duty period, which may be operationally reduced to 12. Back up CRS to ensure your pairing is appropriately scheduled. Please see 12.C.2.d.i (c).

TLC has airport standby artificially built into the am arrival trip to better ensure a fresh crew is operating the trip. This helps account for poor weather conditions and

possible holding/diverts. Once a crew lands in TLC, expect to go straight to the hotel.

Please keep the e-mails coming. We rely on observations of actual line operations to improve things for everyone. If you send in an Insite report, please recognize that the PSIT is not copied.



Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	74:56	74:54
RLG CH	72:00	72:00
R-day value CH	4:48	4:48
<hr/>		
# of Regular Lines	52	61
# of Secondary Lines	20	16
# of Reserve Lines	18	15
Total # of Lines	90	92
<hr/>		
Total CH Available (no c/o)	4118	4757
Avg CH/R day	15.25	21.14
<hr/>		
Carry-in CH from previous month	581	630
Credit hours carry-in to Total CHs	14.1%	13.2%

PSIT Notes: June total credit hours are down slightly from our last four-week month. There is no Captain RF2 flying and RFO hours are lower. The total number of single departure lines appears to be trending lower while short trips to MEM, OAK and IND seem to be increasing.

The increase in short trips creates more 3 and 4 departure lines. Commuters will find these challenging, as open time has been somewhat minimal.

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Cody Chenoweth

	Captain	First Officer
Average CH	73:54	73:57
RLG CH	71:00	71:00
R-day value CH	4:44	4:44
<hr/>		
# of Regular Lines	25	37
# of Secondary Lines	10	13
# of Reserve Lines	13	15
Total # of Lines	48	65
<hr/>		
Total CH Available (no c/o)	2106	2963
Avg CH/R day	10.8	13.2
<hr/>		
Carry-in CH from previous month	328	370
Credit hours carry-in to Total CHs	13.5%	11.1%

PSIT Notes: June is a 4-week bid month with Father's Day occurring on Sunday, June 18th.

There is an issue with pairing 11, involving deadheading into and out of China with our Chinese Class C visa. This pairing is being revised and will be available during the view/add window.

First Officer line 2017 is an RFO only single departure line. Please keep this in mind if bidding for currency.

We'd like to welcome Chris Leeuw to the LAX PSIT. Chris has been a pairing reviewer for the last 2 years, and will eventually be replacing Cody Chenoweth, who is upgrading to MEM MD11 Captain. If you happen to see Cody in MEM at 3am during a hubturn, please thank him for his 6 years of service to the LAX PSIT!

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Harley Troyer

	Captain	First Officer
Average CH	73:53	73:53
RLG CH	71:00	71:00
R-day value CH	4:44	4:44
# of Regular Lines	250	250
# of Secondary Lines	88	72
# of Reserve Lines	85	82
Total # of Lines	423	404
Total CH Available (no c/o)	19932	19903
Avg CH/R day	15.6	16.2
Carry-in CH from previous month	1150	1596
Credit hours carry-in to Total CHs	5.5%	7.4%

PSIT Notes: June is a 4-week bid month with Father's Day occurring on Sunday, June 18th.

There is a new design on the back end of the international pairings. These operate CDG-STN-IND, layover then operate a 2-leg domestic period IND-LCK-MEM. While legal per the CBA, we do not favor flying multiple domestic legs after an International sequence.

The number of exemption cities is down to 2 this month. We are monitoring the layover times through these cities. Please make sure you are well rested during these series of trips.

The exception cities for June are OAK & SJU. They are paired with DEN & MCO respectively. For those pilots that are flying 12.C.2.d exception trips (or series of trips), recognize that one must be scheduled for a 13 hour rest period following the second consecutive day duty period, which may be operationally reduced to 12. Back up CRS to ensure your pairing is appropriately scheduled. Please see 12.C.2.d.i (c).

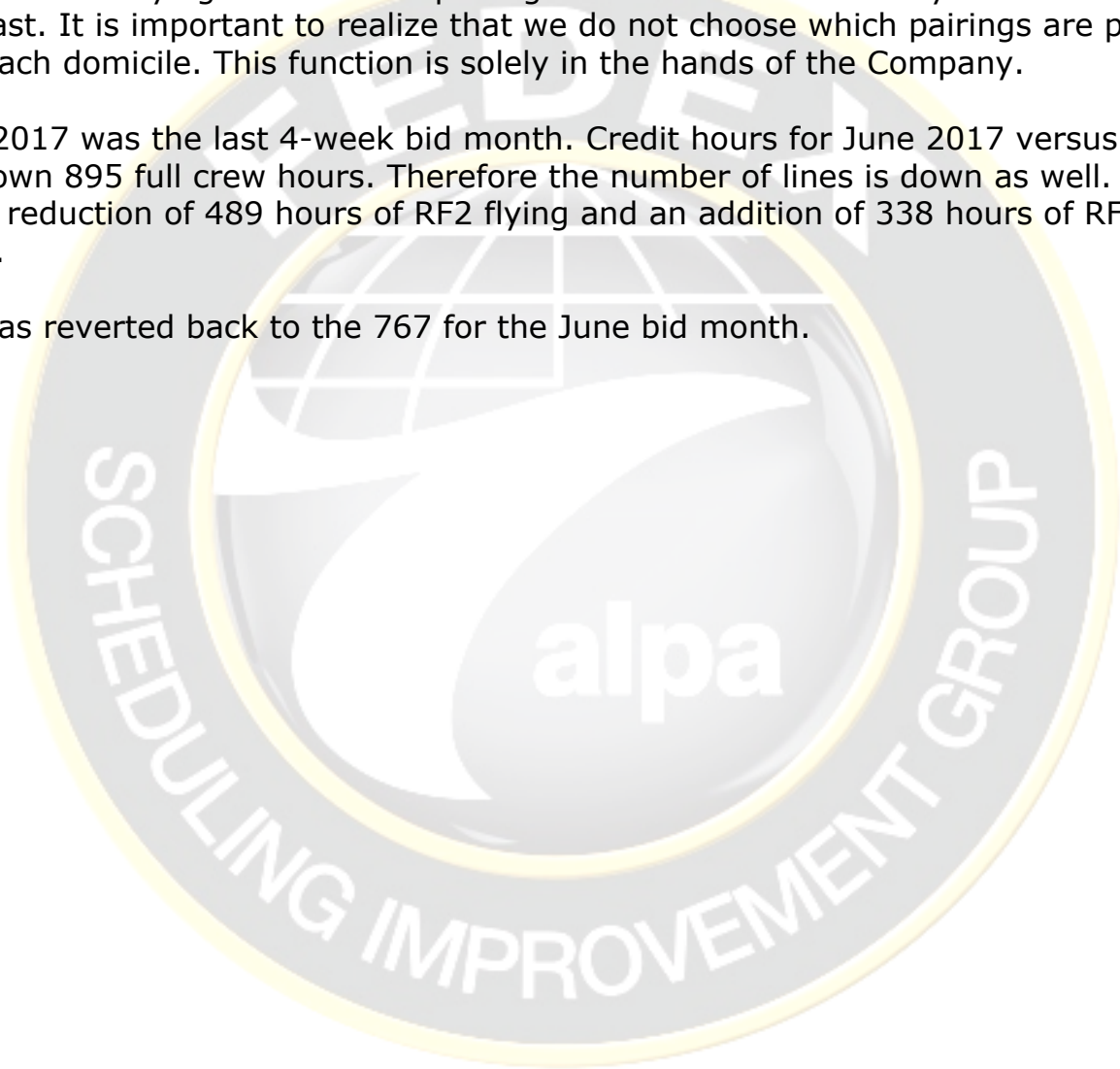
The number of out and back lines have been reduced. This is due to the loss of short leg cities in our bidpack. The long leg west coast flying is steady and these require a short leg for turning purposes (hook cities).

The amount of RF2 flying has been reduced, however Captains should look closely at international flying for RF2 pairings. Conversely the amount of RFO flying has increased.

We have recently received emails addressing the LAX and ANC domiciles operating into MEM and flying international pairings that have been flown by MEM crews in the past. It is important to realize that we do not choose which pairings are placed into each domicile. This function is solely in the hands of the Company.

April 2017 was the last 4-week bid month. Credit hours for June 2017 versus April are down 895 full crew hours. Therefore the number of lines is down as well. We had a reduction of 489 hours of RF2 flying and an addition of 338 hours of RFO flying.

TLC has reverted back to the 767 for the June bid month.



Memphis 777

Fedex777MEM@ALPA.org

Greg Hall

Pat Hagerty

Amadee Pepper

Jon Casello

	Captain	First Officer
Average CH	75:42	75:04
RLG CH	72:45	72:00
R-day value CH	4:51	4:48
<hr/>		
# of Regular Lines	170	304
# of Secondary Lines	34	66
# of Reserve Lines	43	77
Total # of Lines	247	447
<hr/>		
Total CH Available (no c/o)	13400	24325
Avg CH/R day	20.8	21.1
<hr/>		
Carry-in CH from previous month	1240	4387
Credit hours carry-in to Total CHs	8.5%	15.3%

PSIT Notes: Greetings. June is a four-week bid month. We are seeing the full integration of the TNT aircraft take effect, with the number of lines continuing to increase in both the Captain and First Officer seats.

RF2 flying continues to be available for Captains, as we are still in the CBA mandated three months of double crew requirements for new legs (PVG-LGG) blocking over 12 hours. We have not yet received an indication if we will continue to see RF2 flying once this span is complete in June.

Due to the lack of small pairings in a four-week month, we have several 60-40 CH pairings that were not built on to lines in both seats. These pairings occur in weeks 3 & 4 and will be available during the secondary line process.

It seems we 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 by now, 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 or line construction and quality please 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.



Trip Services Solutions

Fedex-Hotel@ALPA.org

Mark Stafiej

Mike Pearcy

Hotel Notes:

ATL Update – The Company recently issued **FCIF 17-0153 (Hotel)** announcing **The Hyatt Regency Atlanta** as our temporary non-contract hotel until **The Atlanta Hilton** renovations are completed the beginning of July.

DXB Update – The Company recently issued **FCIF 17-0136 (Hotel)** announcing effective with the April Bid Period our new contract hotel is **The Sofitel Dubai Downtown Hotel**. There continue to be short layovers so a decision has been made to renew the contract with the **Crowne Plaza Dubai Deira Hotel** for these layovers only.

HTS Update – The Company recently issued **FCIF 17-0158 (Hotel)** announcing our current contract hotel, **The Pullman Plaza Hotel**, will start a 12 month renovation in April. **The Holiday Inn Huntington** will be our new HTS non-contract hotel.

LAX Update – The Company recently issued two FCIF's. **FCIF 17-0157 (Hotel)** announced a new non-contract hotel, **The Aloft Hotel Los Angeles Airport**, and **FCIF 17-0161 (Hotel)** announced **The LA Downtown Hotel** as another non-contract hotel. A decision has been made by the Company to contract with both of these hotels. Please submit an Insite ticket with feedback on these two hotels.

LGG Update – The Company recently issued **FCIF 17-0114 (Hotel)** announcing **The Pullman Quellenhof Hotel** in Aachen Germany as our new non-contract hotel. Both the Company and committee have completed their inspections and the committee has recommended **The Pullman Quellenhof Hotel** for contract. Please provide Insite ticket feedback on this hotel.

MSN Update – Due to an increasing number of negative Insite tickets pertaining to our current contract hotel, **The Crowne Plaza Madison**, the Company is researching other suitable hotels for a contract.

PBI Update – The Company and committee have completed their respective inspections to replace our current contract hotel, **The Doubletree Hotel**, as it will be starting a major renovation. The Company will be issuing an FCIF and layovers will begin with the June Period with **The Embassy Suites Palm Beach Gardens** as our new layover hotel.

SAN Update – Due to the ongoing construction in the vicinity of our "short" layover contract hotel, **The Sheraton San Diego Hotel & Marina**, the Company

issued **FCIF 17-0228 (Hotel)** announcing effective Sunday May 14 all crews will relocate to our other contract hotel, **The Westin Gaslamp Quarter**, for the remainder of the May Bid Period. Both the Company and committee will be inspecting other SAN hotels for a more suitable hotel to possibly replace the Sheraton due to the number of negative Insite tickets submitted pertaining to construction noise.

SLC Update – Due to ongoing contract negotiations between the Company and **The Hilton Salt Lake City Center**, the Company recently issued **FCIF 17-0167 (Hotel)** announcing effective with the April Bid Period the Hilton would only be used on a non-contract basis. **The Doubletree Suites Downtown Salt Lake City** will be used as an additional non-contract hotel. Please provide feedback to the Company via an Insite ticket.

SNA Update – Due to the increased number of layovers the Company and committee will be conducting inspections to find a suitable contract hotel. The Company recently issued **FCIF 17-0151 (Hotel)** announcing **The Ayres Hotel Costa Mesa** as our non-contract hotel. Please provide Insite ticket feedback as this hotel is under contract consideration.

TPA Update – The Company will be issuing an FCIF shortly announcing **The Westshore Grand Hotel** as our new contract hotel. Please provide Insite ticket feedback on this new hotel.

Ground Transportation Notes:

CGN Update – The Company issued **FCIF 17-0229 (Hotel)** announcing effective Monday, May 15 our FRA ground transportation provider, Mr. Manfred Michel, will be providing CGN transportation in addition to FRA transportation.

Catering Notes:

AMS Update – Menus have been updated effective March 1st.

Coffee Update – Fresh brewed coffee is provided out of MEM for ALL flights regardless of aircraft type. MD11 and B777 aircraft with coffee makers will not be provided coffee thermoses with fresh coffee at all other out stations both domestically and internationally.

CPH Update – The number of menu items have been reduced due to the downsizing of our current contract caterer, LSG Skycheffs.

Gatorade Packets – Due to the large number of requests for Gatorade a decision has been made to put two Gatorade packets in the coffee cup packets out of **MEM**, **IND** and **LAX** starting May 1st.

Hub Spring/Summer Menu Update – The new menus are effective 4/16/17.

LGG Update – Our CGN 757's have been flying STN-LGG-STN. STN will be providing instant coffee out of STN as well as a mini-snack. During the LGG turn the ramp will be providing brewed coffee and “refreshing” the ice chest.

Mini Snack Update – New “refreshed” mini snacks will be put in the system starting July 1st.

Non-Hub Spring/Summer Menu Update – The new menus are effective 6/1/17.

On-Line International Menu Selection Feedback – The Company has completed a software enhancement to enable crewmembers to receive an e-mail confirmation after their international meals have been selected.

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.