

SIG NOTES



JUNE 2018

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

Summary of the Build

June is a four-week bid month. The PSIT team reviewed over 2,600 preliminary pairings. Our group requested almost 300 changes to the prelims. Almost half of our requests were completed in the final pairing solution. The requests consisted of numerous pairing design, dead-head, and ground transportation changes.

Bid line credit for most bid-packs is in the moderate range (neither high or low). This is indicative of adequate manning levels in just about all seats.

767 Campinas trips continue. There will be a change in pairing design for flights that fly through BQN.

757 flights are scheduled to fly to Tijuana beginning in June. The Hotel committee and trip services are actively trying to find a hotel for Tijuana layovers..

Demand for lift continues to increase, month after month. Block hours are steadily increasing approximately 6% year over year.

The 757/767 bidpack break up continues. We anticipate the two Memphis bid-packs and flying will be completely split by September.

Please reference the ALPA [Guide to Flight Time Limitations and Rest Requirements](#) for an explanation of the FAR rules.

If you have any questions with regard to a specific pairing legality please contact your respective PSIT.

Disputed Pairings

Disputed pairings are being handled differently under the new CBA rules. The new procedure has been in place since the December 2015 bid-month. All fatigue related disputes are now forwarded to the Fatigue Event Review Committee (FERC) for discussion, debate and possible data collection. That process is outlined in Section 25.BB.E.5. of the CBA.

The FERC has 4 members. The ALPA effort is led by Captain Pat Hagerty and First Officer Rob Bassett. Their duties include reviewing all fatigue reports and events. They lead the FRMG meetings and coordinate with the SIG on fatigue-related disputed pairings.

Data collection, fatigue reports, and fatigue events have produced a number of Fatigue Event Review Committee (FERC) parameters.

Secondary Line Process

Beginning in June, the ANC MD-11, MEM 757 & MEM 767 will join HKG, IND, LAX MD-11 and MEM MD-11 in the upgraded Secondary Line process. The MEM 777 and MEM A300 are scheduled to begin in July or August. We would like to point out a few differences that affect all pilots including those not bidding a Secondary Line.

Changes to Bid Period Processing:

- The total number of Reserve days stay the same but there will be a reduction of Reserve lines. The remaining Reserve blocks will be available during the View/Add and Secondary Working Window (SWW)
- If you have a carry-in activity and it touches any part of a Reserve block the entire Reserve block will drop and you will be eligible for CIA. These Reserve blocks will be available choices during the View/Add Window and SWW
- Secondary Line Holders now have the option to submit to use more/less vacation
 - This is done during the View/Add window

If you are a Regular or Reserve line holder, please be aware of the following:

- Use caution if you have a carry-out activity and bid a Reserve line in the subsequent month. If you touch a Reserve day block the entire block will drop and you will be eligible for CIA to make up the lost hours

If you are a Secondary line holder, please review the new procedures:

- Conflict Input Window (25.E.2)
 - Slide your vacation as normal
 - Bid for Recurrent Training if applicable
- View/Add Window (25.E.4)
 - During the View/Add you may submit the number of vacation days (whole 6 CH increments) you want to use towards your BLG/RLG
 - If you have an awarded vacation period in the upcoming bid period the number of days may be 0 to 12 (4 week bid period) or 15 (5 week bid period)
 - If you do not have an awarded vacation and want to use vacation hours towards your BLG you may do so and are only limited by the vacation hours in your bank
 - Your submission to use hours will be processed after other Secondary Line holders who have an awarded vacation period in the bid period
 - Generally, submission approvals are based on staffing levels during that bid period
 - Designate, if any, the amount of carryover credit hours you would like applied to your Secondary Line BLG/RLG (Default is 0)
 - Designate, if any, the amount of Recurrent Training credit hours you would like applied to your Secondary Line BLG/RLG (Default is 0)
- Secondary Working Window (SWW) (25.E.6)
 - The SWW is a window of no less than 144 hours that opens on the Wednesday beginning at the posting of the View/Add results and closes on Tuesday at 1700CT
 - During the first 48 hours of the SWW, a Secondary Line holder may slide his vacation again if he chooses but must remain within 5 days of the originally awarded vacation.
 - EX. If you slid your vacation period 5 days to the right during the Conflict Input Window you can't slide another 5 right. You could slide it back to the left if desired

- Also during the first 48 hours of the SWW, you may shrink or eliminate his vacation footprint; and/or elect to waive or protect your vacation buffer
 - Only vacation periods that begin in the current month can be adjusted
- Inputs for your Secondary line can be made up to 0700CT on Tuesday the day Secondary Lines are published
- There will be 1 intermediate solve (practice bid) that will be published on Friday

The software automatically saves your preferences as you input them. This feature eliminates the need to submit your bid when you are finished entering preferences.

The Company will be conducting multiple Webinars explaining the new software. Times and dates for these Webinars shall be published via FCIF and can also be found on PFC->Links->SLG Crew Webinars.

Max Open Calculation Enhancement

One of the questions frequently asked of the scheduling team is how the max open concept was applied when a trip drop or trip trade request has been denied.

CRS will soon be introducing a new tool that will help answer most of those questions. Following the crew notification of a bid line adjustment (BLA) denial of a trip drop or swap with open time, pilots will now be able to access the Max Open calculation that was used to process the bid line adjustment.

This new Max Open Chart will include a graphical representation of:

1. The pilot's specific bid line adjustment request.
2. All trips in open time.
3. A complete list of available reserve coverage.

An important key to understanding this tool is knowledge of the contractual language defining Max Open time. In the simplest terms, Max Open requires that two reserves are available for any trip in open time. This means that two reserves must be available every day for the entire footprint over which a bid line adjustment is requested.

For identical calendar footprint trip trades, max open would not be a factor. For trip drops, trades of longer footprint for shorter footprint drops, or even identical trips on different calendar days or reserve periods, the max open formula is always applied.

Pilots whose bid line adjustment requests have been denied IAW CBA 25.L.2.a will be provided a link to the Max Open Chart. The link will be located in the Trip Trade Inquiry screen associated with the transaction.

To access the Max Open Chart:

Select the Trip Trade Inquiry from The Trip Trade menu.

Home › VIPS Home › Bid Line Adjustments

Select the Trade to View and open it

Home › VIPS Home › Trip Trade Inquiry

The View Max Open Chart link can be found at the bottom of the screen.

Important tips when viewing this tool.

1. The information that will be shown to you on the Max Open Check Plot will be the real-time snapshot of reserve availability, in accordance with the Max Open LOA, at the time your Bid Line Submission was processed. The reserve availability may change between the time of your submission, and the time your request is processed.
2. Bid line adjustments that attempt to add a trip to the uncovered trip pool (open time) will only be approved if the system is able to allocate two reserves for each trip that already exists in open time, and two reserves for the trip you are attempting to drop or swap Remember, CBA 25.L.2 requires 2 available reserves for every trip in open time or proposed to be added to open time.

Hopefully, you find the Max Open Chart to be a useful tool. Please use the Insite system, keyword TRIP TRADE, to pass along your feedback and suggestions for improvement.

Fatigue Risk Management

The quarterly Fatigue Risk Management Group (FRMG) meeting with the company, FAA, and other stakeholders was held May 9, 2018. We discussed the following:

HKG data collection continues. One of the pairings that had data collection over the last few months has already had fatigue risk lowered.

New pillows in the CAN sleep rooms were asked for during the recent HKG ALPA fatigue survey and have been ordered.

Domestically, funding has been approved for dedicated out-station rest facilities, with crew sits over 2 hours. 36 ramps have been targeted for construction.

The Fatigue Reporting system will finish a long overhaul and leave the WBAT system by the end of May or early June. This new user interface should not be as fatiguing as the old one.

This quarter had an increase in each month of duty extensions 2018 v 2017. Many had weather and maintenance as the reason. Please continue to monitor your personal fatigue level during these duty extensions.

Rest Easy,
Pat Hagerty
Fatigue Risk Management Chairman

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
Jarrold Hatfield

	Captain	First Officer
Average CH	72+00	74+43
RLG CH	69+00	71+45
R-day value CH	4+36	4+47
# of Regular Lines	196	188
# of Secondary Lines	55	47
# of Reserve Lines	71	46
Total # of Lines	322	281
Two or less departure lines. (%)	33.0	32.4
Three departures or less. (%)	77.1	67.5

PSIT Notes:

June is a 4-week month with no holidays, making for a straightforward build. There was a 900-hour reduction in available credit hours from the last 4-week month of April.

We requested changes to 63 different pairings out of 415 pairings. This included DH's, Layover changes, Fatigue mitigation, and 1 in 7 issues. Most of our preliminary change requests were completed.

For fatigue mitigation, we asked for time changes on departures or earlier DH's on 13 pairings and all of these were changed.

With the Fourth of July falling in the middle of the first week of July, some carryout was chopped. We asked for three cities to have the normal full week of carryout and none of these were corrected.

Cologne B-757
Fedex757EUR@ALPA.org
Tim Harp
James Capeless

	Captain	First Officer
Average CH	71:47	72:19
RLG CH	69:00	69:30
R-day value CH	4:36	4:38
# of Regular Lines	31	34
# of Secondary Lines	16	10
# of Reserve Lines	11	16
Total # of Lines	58	60
Two or less departure lines. (%)	9 (29%)	12 (35%)
Three departures or less. (%)	23 (74%)	26 (76%)

PSIT Notes: Good weather has finally arrived in Germany and June is a four-week bid month. We were able to construct 31 Captain and 34 First Officer lines with the higher line count being driven by the increase in first-week pairings. Conversely, we continue to see short carryover trips as well as 3 First Officer MEM HSBY pairings in this month's bid pack. This is due to the slight over-manning in both seats and we expect this to continue over the next few months. There has been no change in city pairs and the normal trip designs remain.

Captain Tim Harp is ending his European adventure and rotating back to the States next month. Please thank him for all of his hard work if you see him in the hub or on the line. Captain Steve Moraes will become the new EUR builder and First Officers Tim Heggenberger and Nick Stiles will be pairing reviewers. Please welcome them to the EUR PSIT team and continue to reach out should you have any line or pairing questions or concerns.

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 review FCIF 17-0633 (Hotel) for further information. Please INSITE any sleep room irregularities (noise, cleanliness, etc.) and forward a copy to the EUR PSIT.

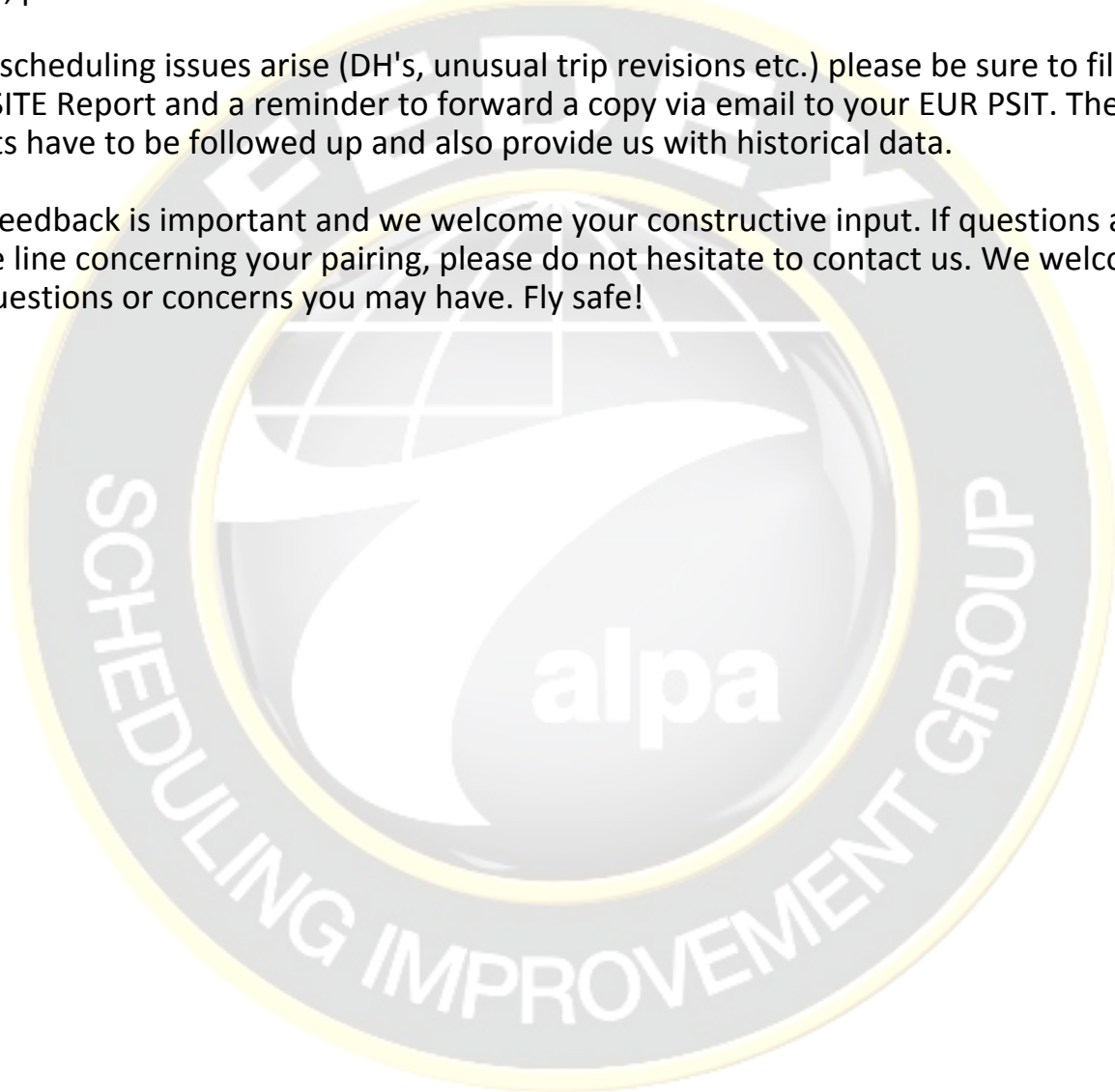
[Cologne B-757 PSIT Notes Continued]

ALPA continues to work on getting a bank for the GT to/from LGG.

A reminder to EUR FDA pilots: In the event your pairing is revised, all FDA trips within the European theater shall be scheduled and operated in accordance with domestic parameters (CBA 12.D.1.c). We also ask that crewmembers please be aware of your CBA rights when bidding in the event of a phase-in conflict. For those pilots sitting CDG HSTBY, please review the Bid Pack for relevant information.

If any scheduling issues arise (DH's, unusual trip revisions etc.) please be sure to fill out an INSITE Report and a reminder to forward a copy via email to your EUR PSIT. 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	75:09	70:17
RLG CH	72:15	68:00
R-day value CH	4:49	4:32
# of Regular Lines	160	191
# of Secondary Lines	60	27
# of Reserve Lines	28	23
Total # of Lines	248	241
Two or less departure lines. (%)	24%	27%
Three departures or less. (%)	68%	76%

PSIT Notes: June is a four-week month with no holidays, which led to a straightforward build. The Captains' line count remained the same from May due to high average BLGs, staffing level changes caused by pilots leaving the 757 and expected summer vacation usage. The bidpack is still on track to split at the end of summer at which point we expect an increase in the line count.

The first officers' side is completely split and has a much higher staffing level. This leads to lower average BLG's and a higher line count. 29 lines will be "bought up" to the contractual minimum 68 CH. Pilots awarded one of the buy-up lines will see a slight credit on their June pay summary. No matter what changes are made to the line (VAC, drop, swap, etc.) that buy-up credit is yours to keep.

Two new cities to the 757 in June are TIJ and CLT. The PSIT still has significant concerns with the layover location in TIJ. At the time of the bidpack build, we did not have a hotel contracted in TIJ so we built the lines expecting an acceptable location will be found. If you fly the TIJ trip we hope you will provide us with feedback on the layover as well as filing an INSITE report if appropriate.

[Memphis B-757 PSIT Notes Continued]

June will be the first month secondary lines in the 757 will use the new secondary working window and the new system of bidding secondary lines. Job aids can be found on the home page of pilot.fedex.com by going to Links>SLG Crew Guide, SLG Crew Video and SLG Crew Webinars.

We have received feedback that trips 113, 122, 159, 160, 246 and 247 which contain a DFW-EWR leg followed by a long layover are often getting revised. Pilots bidding those lines should be aware that they're ripe for revisions with additional legs.

As a reminder, the company builds pairings in light of our CBA, regulatory legalities and the needs of the business. Then multiple members of the PSIT review each and every pairing (358 this month) and request changes that make sense for the line pilots. This month, the 757 group improved the pairings for our pilots by switching some layover locations (i.e. SFO vs OAK or DFW vs AFW) to better help our back-end deviators get home, found different commercial flights to avoid long connection times for those that stick with the scheduled dead-heads, fixed some stand-by periods and found some pairings that could accommodate a longer layover before deadheading back to base which includes avoiding having to take a red-eye flight home. After the changes were made, the PSIT then builds the trips into a sequence that creates logical lines for our pilot group. We keep an eye towards city and regional purity, seniority, commutability and fatigue management to the greatest extent possible.

As always, your feedback is appreciated and necessary. Case in point: we could get the word out this month about the DFW-EWR sequence only thanks to the feedback we received from line pilots.

Hong Kong B-767
Fedex767HKG@ALPA.org
Jim Ingalls

	Captain	First Officer
Average CH	76:43	76:43
RLG CH	73:45	73:45
R-day value CH	4:55	4:55
# of Regular Lines	47 (64%)	47 (67%)
# of Secondary Lines	18 (25%)	16 (23%)
# of Reserve Lines	8 (11%)	7 (10%)
Total # of Lines	73	70
Two or less departure lines. (%)	51%	51%
Three departures or less. (%)	98%	98%

PSIT Notes: June 2018 build brought new challenges for HKG.

June begins a return to Hanoi as a layover city, and as such, provided a shorter leg to link to Manilla. The good news is that at least some of the longer night turns are gone but instead, the Company has created some new pairing designs with up to 3 consecutive hub turns through CAN linked with shorter day layovers.

Additionally, gratefully, the CAN Hotel Standby is back to being alone on pairings rather than mixed on pairings with line flying.

Unfortunately, it was also more challenging to build commutable lines and lines with larger blocks of time off without bidding the tougher pairings. This and a high BLG due to current manning, also forced a record number of three departure lines for HKG in a 4-week month.

Please take the time to fill out Fatigue Reports when warranted and send a copy to the HKG 767 PSIT team as otherwise we don't hear about them.

Please participate in Fatigue Risk Management Data Collection when asked.
 Be careful out there.

Indianapolis B-767
Fedex767IND@ALPA.org
Teresa Payton
Harley Troyer

	Captain	First Officer
Average CH	72:26	72:26
RLG CH	69:30	69:30
R-day value CH	4:38	4:38
# of Regular Lines	22	22
# of Secondary Lines	8	7
# of Reserve Lines	6	7
Total # of Lines	36	36
Two or less departure lines. (%)	31.8%	31.8%
Three departures or less. (%)	63.6%	63.6%

PSIT Notes: Hello IND crews. I hope you all are enjoying the spring weather that finally appeared.

There are currently 5 IND pilots that review the pairings the Company sends us, starting the process leading up to the publication of the bidpack. We review these pairings and comment on legality, CBA, quality of life, fatigue, DH, and reliability issues, among many other issues. These comments and change requests are sent to the Company, followed by a conference call, and then the Company decides to agree or not agree to the changes we request. By Friday before the publication of the bidpack, we are sent the Final pairings that the builder (Teresa or Harley) will then put together for the bidpack.

This month we asked for several changes in DH's, CH additions, and changes to the number of small pairings that can create quality of life issues with the bidpack. The Company decided to make several of the DH changes we requested leading to a few later DH's and one direct DH to RDU. We were also able to get more CH moved into our bidpack, which led to the ability to build one additional line. We continue to ask for relief with smaller pairings that do not turn to other pairings, creating lines with multiple commutes, and we are seeing some relief.

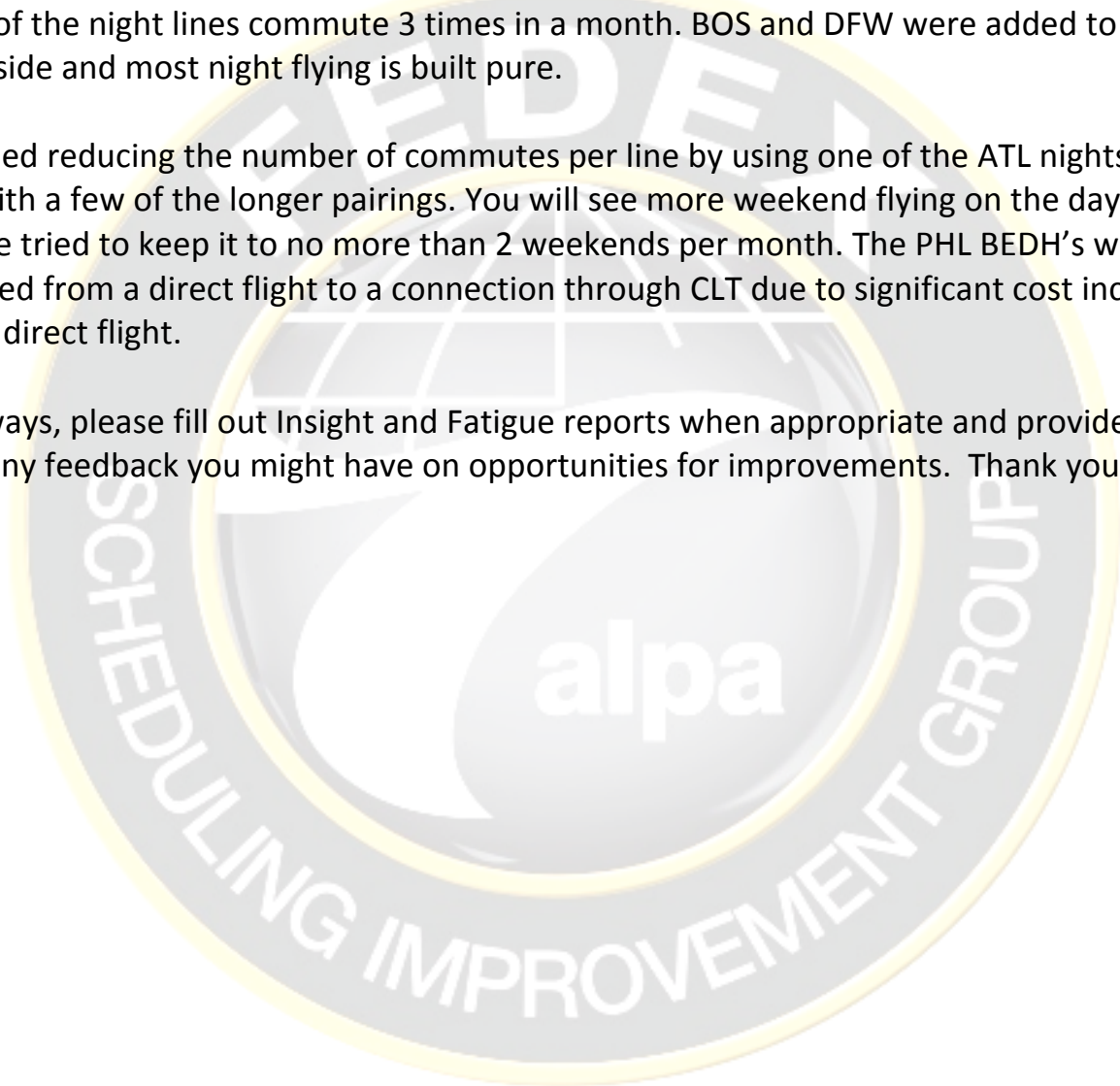
[Indianapolis B-767 PSIT Notes Continued]

The Company also honored our request to keep PHL nights in our bidpack for July, as it was originally scheduled to be moved to the MEM 767 bidpack.

Happy Father's Day. June is a 4-week month with no holidays affecting the schedule. The Company requested BLG is trending lower than in previous months. We built 22 lines with an average of 15 days off. Due to the lack of Friday night and weekend flying, most of the night lines commute 3 times in a month. BOS and DFW were added to the night side and most night flying is built pure.

We tried reducing the number of commutes per line by using one of the ATL nights to mix with a few of the longer pairings. You will see more weekend flying on the day lines but we tried to keep it to no more than 2 weekends per month. The PHL BEDH's were changed from a direct flight to a connection through CLT due to significant cost increase in the direct flight.

As always, please fill out Insight and Fatigue reports when appropriate and provide us with any feedback you might have on opportunities for improvements. Thank you.



Memphis B-767
Fedex767MEM@ALPA.org
Paul Hanson
JD Oliver
Andrew Hall

	Captain	First Officer
Average CH	74+38	70+29
RLG CH	71+45	68+00
R-day value CH	4+47	4+32
# of Regular Lines	160	149
# of Secondary Lines	62	62
# of Reserve Lines	23	35
Total # of Lines	245	246
Two or less departure lines. (%)	21%	23%
Three departures or less. (%)	72%	69%

PSIT Notes: All 757 flying has been eliminated from MEM767 first officer lines and pairings. We continue to receive captain only 757 pairings as the Company continues to balance manning among the fleets. Further, we continue to see a large split in the company requested BLG targets between captains and first officers. These issues combined lead to mismatched lines between the seats. Some first officer lines were built below the contractual minimum of 68 credit hours and will be “bought up” to 68 hours. Pilots awarded one of the buy-up lines will see a slight credit on their June pay summary. No matter what changes are made to the line (VAC, drop, swap, etc.), that buy-up credit is yours to keep.

June will be the first month secondary lines in the 767 will use the new secondary working window and the new system of bidding secondary lines. Job aids can be found on the home page of pilot.fedex.com by going to Links -> SLG Crew Guide, SLG Crew Video and SLG Crew Webinars.

[Memphis B-767 PSIT Notes Continued]

We worked with the Company to pursue the building of pairings that contain better day/night purity. The end result can be seen in the increase in the number of pure day flying lines.

For over a year, the SIG has requested suitable short “hooks” for both day and night flying to connect the longer leg flights. This is especially acute for night flying now that first officer flying is pure 767. We were able to construct the captain lines utilizing 757 cities such as BMI and SGF, but first officer line building suffers when we do not have suitable alternatives. First officers will notice this in the loss of quality of the TUS and LAS weekend lines. Further, this led to numerous longer block cities in both seats that simply have no method to build contiguous blocks of flying. We continue to work with the company to find solutions to this.

One will notice that some VCP and BQN flying is missing from the lines. The very early Monday morning trips that were built with two legs to VCP through BQN were revised too late in the build process to include them on lines. The PSIT had several issues with this two-leg flight sequence that were ultimately resolved by the Company. This flight sequence will now layover in BQN and an existing crew in BQN will operate the flight to VCP without an RFO. An RFO pairing will be created with a front end DH to VCP in order to operate back to MEM. These revised pairings will be available as part of the CIA and secondary line process.

A high percentage of our DDH pairings continue to begin and end in different cities and in many cases, opposite coasts. There is little we can do to affect change on this style of pairing. In assembling the lines, we attempt to match the style of the pairing. Then we look at the deadheads and assemble as many as practicable from same city first followed by region. We sometimes bookend trips on a particular coast/city to simplify travel for a commuter on a few lines. Often too, we are seeing back end same duty deadhead pairings. This month we were able to resolve issues discovered during pairing review process to ensure the proper contractual class of service was provided on these same-duty deadheads that exceeded 11+30 of duty.

Vancouver will be coming to the MEM767. The first pairing for this comes in late June. We expect to see it fully in the month of July.

Anchorage MD-11
 FedexMD11ANC@ALPA.org
 Brian Lessin
 Jeff Sparks

	Captain	First Officer
Average CH	72:33	72:44
RLG CH	69:45	69:45
R-day value CH	4:39	4:39
# of Regular Lines	41(55%)	52(61%)
# of Secondary Lines	22(29%)	21(25%)
# of Reserve Lines	12(16%)	12(14%)
Total # of Lines	75	85
Two or less departure lines. (%)	88%	88%
Three departures or less. (%)	100%	100%

PSIT Notes:

June is a 4-week month, and our pairing design changed very little from previous months. This month the ANC-CAN leg we have been operating has a gauge change to the 777. We should not see that late-night launch to China. We have one RF2 pairing and it has a deadhead to LGG and then operates out. Be aware of this if you are concerned with being an RF2.

We have returned to the Grand Hyatt in TPE. The Shangri-La in PVG is a wonderful hotel in a great location in Pudong. If you have not stayed there or taken advantage of the lounge upstairs you are in for a treat. Please be aware that as well as they treat us, there is no oversight or apparently limit on how much they provide. It is up to you to set limits and not overserve. We can only hurt ourselves in this location if we are not careful.

Los Angeles MD-11
FedexMD11LAX@ALPA.org
Chip Brown
Chris Leeuw

	Captain	First Officer
Average CH	72:27	72:29
RLG CH	69:30	69:30
R-day value CH	4:38	4:38
# of Regular Lines	26	35
# of Secondary Lines	14	16
# of Reserve Lines	8	11
Total # of Lines	48	62
Two or less departure lines. (%)	31%	68%
Three departures or less. (%)	44%	94%

PSIT Notes: June is a 4-week bid month with Father’s Day occurring on June 17th. LAX gained 492 full crew hours from our last 4-week bid month (April), a 32% increase. The company thought the ratio of regular lines to reserve lines was a little skewed to the reserve side, so they added the extra hours to increase our regular line count. We hope this trend will continue in the future.

In our review of the preliminary pairings, we were able to get 11 deadhead changes and one slingshot changed. The deadhead changes included:

- Changing HNL-KIX to an airline with a flat-bed seat
- Multiple multi-leg deadheads that were changed to non-stop flights
- Changing deadheads to comply with class of service
- Changing multi-leg deadheads to airlines that codeshare

We once again split up the SEA-OAK and PDX-OAK with other trips on both sides of the bid pack. This was mainly done to increase the number of lines, along with creating more variety of flying to go with those hub turn trips.

Please note: Line 2016 is an RFO only line.
Pairing 40 is an ONT pairing.

Memphis MD-11
FedexMD11MEM@ALPA.org
Charlie Sutton
Dan Opp
Pat Rink
Cody Chenoweth

	Captain	First Officer
Average CH	72:30	72:28
RLG CH	69:30	69:30
R-day value CH	4:38	4:38
# of Regular Lines	285	274
# of Secondary Lines	120	77
# of Reserve Lines	42	42
Total # of Lines	447	393
Two or less departure lines. (%)	49%	53.6%
Three departures or less. (%)	82.6%	84.2%

PSIT Notes: June is a 4-week bid month with no holidays.

On Friday, two weeks prior to the publishing of the bid pack we received the preliminary pairings. . Each member of the MEM MD11 PSIT team and two reviewers go thru each pairing looking for anomalies that need to be fixed in the pairing. For June, we discovered 58 pairings with issues ranging from DH class of service (either DH's without FC service or on airplanes without flat bed seating and codeshare issues), soft parameter issues, ground transportation issues and pairings that would be better for the build if they laid over versus an immediate DH back to base.

We identified DTW flights that would fit better together creating shorter duty for the O&B and a longer layover for the crew that lays over in DTW. We also identified a 32 in 120 issue. These are just a sampling of issues we look for in the prelim phase.

[Memphis MD-11 PSIT Notes Continued]

After all pairings are reviewed and consolidated, we have a Skype conference call on Sunday evening to discuss what we found. The lead builder then collates all comments and fix requests into an email and sends it to the company requesting the changes. The company then reviews all the change requests, fixes what they feel they should and sends us a response by Tuesday.

For June, 54 of the 58 identified pairings were fixed at this stage of the process. The lead builder then goes thru all the fixes and prepares a report for a Wednesday conference call with the company and union SIG representatives. This is one more chance to get pairings fixed prior to final pairings being published. We talk about each unfixed pairing and the reason we would like it fixed. The company takes our input and either directs a fix or not.

On Friday one week before the bid pack is published, we receive the final pairings. Generally, these are mostly the same pairings with the fixes completed and any new pairings that the company has produced due to those fixes. For June, this was 661 pairings with 2084 occurrences. We review these again to make sure the fixes were correct and look for anomalies with any new pairings generated. We found a class of service issue that needed to be addressed on pairing 3001. This pairing will be revised after the bidpack is published which allows us to build the pairing onto a line instead of holding it out.

The lead builder then has the weekend to generate a build plan for the month before traveling to MEM for the build week. Generating a build plan includes determining which cities will remain pure and which will be mixed based on legalities, how they fit together, crew surveys, exception city requirements and generally what makes the most sense.

Monday thru Wednesday is spent actually building the bid pack. This is a fluid environment with changes sometimes occurring after lines have been built. For instance, this month the company informed us that due to two airplanes going into C check, we would be losing PHX to the 777 for the June bid month. Since PHX was already paired with SEA and built, we had to delete these lines and find another city to pair with SEA.

Each line is built one by one producing a bidpack with approximately 280 lines for Captains and First Officers. Thursday morning is spent finalizing the bidpack, writing these SIG notes to the crew, producing closeout notes for the company (these are **[Memphis MD-11 PSIT Notes Continued]**)

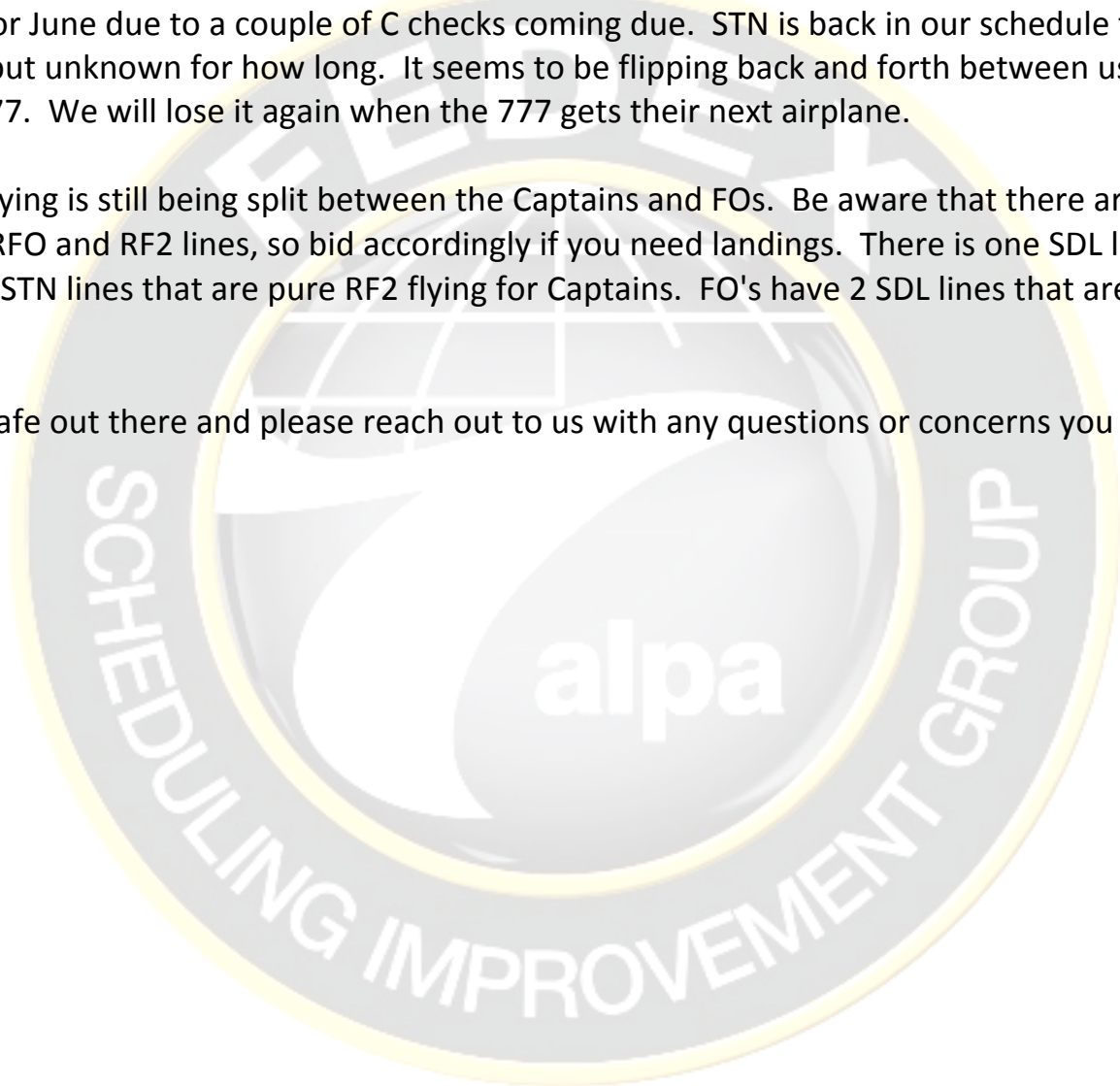
suggestions for the next month to make the build easier based on what we found this month) and a final closeout meeting with the company.

Hopefully, this synopsis helps to give you an idea of what your PSIT team does each and every month to produce the best quality bidpack for you, the crew force.

Now for the meat and potatoes: Exception cities are OAK and SJU day flying. We lost PHX for June due to a couple of C checks coming due. STN is back in our schedule for June but unknown for how long. It seems to be flipping back and forth between us and the 777. We will lose it again when the 777 gets their next airplane.

RFO flying is still being split between the Captains and FOs. Be aware that there are pure RFO and RF2 lines, so bid accordingly if you need landings. There is one SDL line and 4 STN lines that are pure RF2 flying for Captains. FO's have 2 SDL lines that are pure RFO.

Stay safe out there and please reach out to us with any questions or concerns you may have.



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Curt Henry
Amadee Pepper
Jon Casello

	Captain	First Officer
Average CH	75:36	76:26
RLG CH	72:30	73:30
R-day value CH	4:50	4:54
# of Regular Lines	180	336
# of Secondary Lines	55	81
# of Reserve Lines	36	54
Total # of Lines	271	471
Two or less departure lines. (%)	100%	97.6%
Three departures or less. (%)	100%	100%

PSIT Notes: June is a 4-week bid month with Flag Day occurring on the 14th. This month, your PSIT team had 537 pairings to look at during the review process and submitted 103 pairing changes for the company consideration. We fixed one pairing that violated SIG Hard Parameter number 1, regarding a domestic leg preceding the beginning of a second ocean crossing. We also fixed a pairing on China Southern, an "operational use only" carrier, that was booked as a KLM codeshare.

Most of our deadhead change requests involve class of service issues. Ultimately, we were able to get 53 pairings changed. Many of the pairings that were not changed due to the high-cost different deadheads or from the resultant reconstruction of the pairings that would be required.

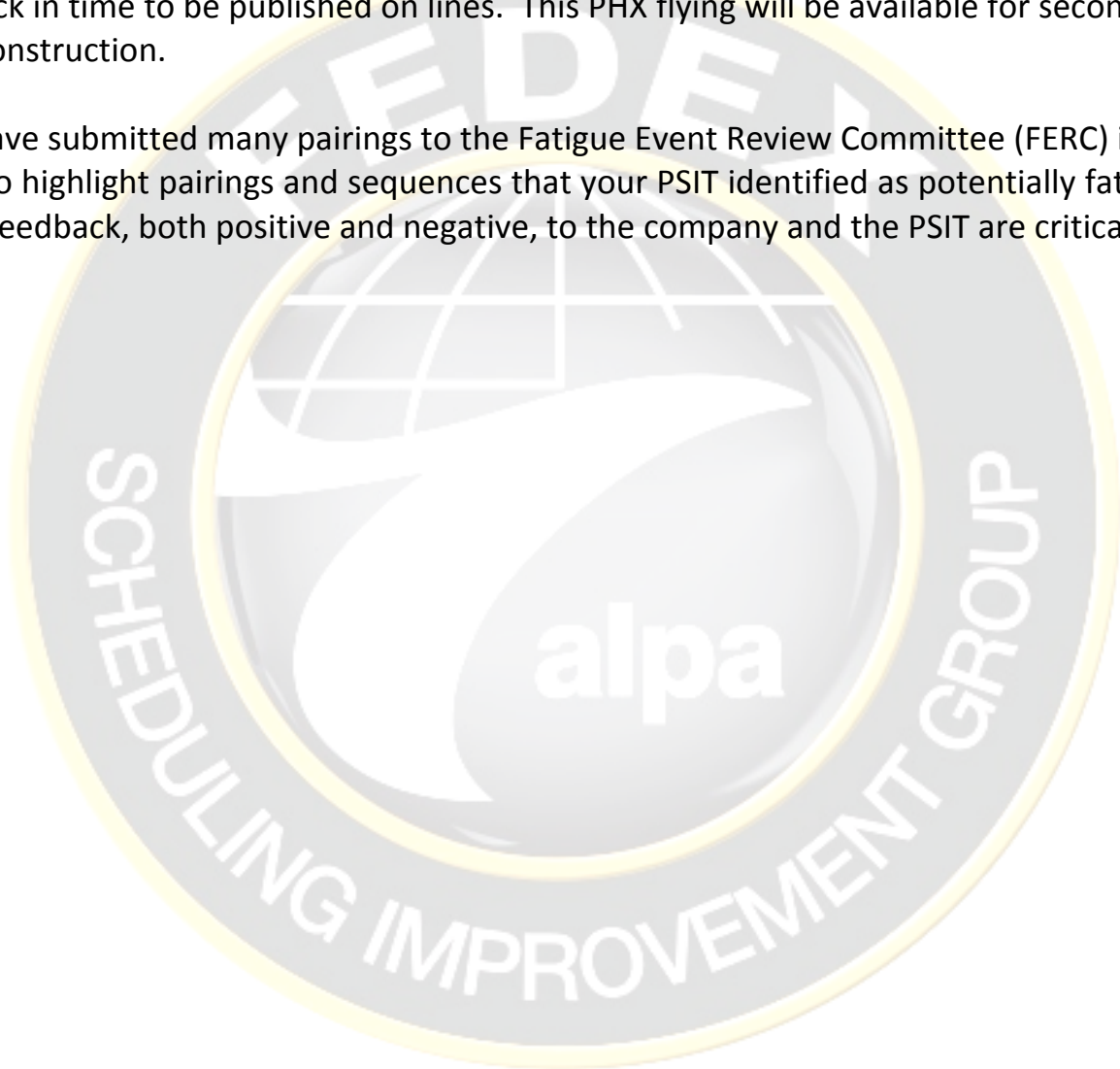
We had 1,100 hours of flying moved out of the FO flying and inserted into the CA flying as RF2 flying due to a shortage of FOs. You will see this flying on 5 single departure lines and on 17 mixed lines.

[Memphis 777 PSIT Notes]

Another development was the loss of STN flying to the MD-11 this month. However, you can find a limited number of STN layovers mixed within pairings if you must get your STN fix in June. We are unsure of when we will get this flying back.

We gained domestic flying to PHX day and night flying from the MD-11 but, due to the late decision made to shift the flying, we were not able to have this flying added to our bidpack in time to be published on lines. This PHX flying will be available for secondary line construction.

We have submitted many pairings to the Fatigue Event Review Committee (FERC) in the past to highlight pairings and sequences that your PSIT identified as potentially fatiguing. Your feedback, both positive and negative, to the company and the PSIT are critical.



Trip Services Solutions
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Mark Stafiej
Mike Percy

Hotel Notes:

AUS Update – The Sheraton Austin at the Capital decided not to renew their contract. Until both the Company and committee can complete their respective inspections, layovers will be assigned to The Hyatt House Austin Downtown on a non-contract basis. Please refer to FCIF 18-0182 (Hotel) for a list of amenities and additional information.

CAE Update – The contract for The Columbia Marriott will not be renewed. The Company has completed its inspections and once the committee has completed its inspections a new contract hotel will be announced via FCIF.

CDG Update – Effective May 16th, layovers originally scheduled at The Bastille Boutet will return to The Pullman Bercy. Please refer to FCIF 18-0212 (Hotel) for additional information.

HAN (Hanoi, Vietnam) Update – This will be a new HKG B757/767 city effective with the June Bid Period. The Company is intending to assign layovers at The Sheraton Hanoi and will be announced via FCIF.

IAD Update – The Westin Tysons Corner decided not to renew their contract. Until both the Company and committee can complete their respective inspections, layovers will be assigned to The Hyatt Regency Fairfax on a non-contract basis. Please refer to FCIF 18-0170 (Hotel) for a list of amenities and additional information.

IAH Update – Effective May 1st, The Hotel Derek is our new contract hotel replacing The Sam Houston Hotel. Please refer to FCIF 18-0209 (Hotel) for a list of amenities and additional information.

IND Update – The Company had previously scheduled layovers at our newest contract hotel, The Embassy Suites Downtown. Unfortunately, the hotel's extensive lobby renovation hasn't been completed. It is anticipated layovers will begin with the July Bid Period.

KIX Update – Effective May 1st, The Swissotel Nankai is our 2nd contract hotel. Please refer to FCIF 18-0208 (Hotel) for a list of amenities and additional information.

LAX Update – Both the Company and committee have completed their respective inspections in an effort to replace one of our current contract hotels, The LA Downtown Hotel. The Company will announce this new hotel via FCIF shortly.

MCO Update – The Hyatt Place Orlando Convention Center is our new contract hotel and will be announced via FCIF with its amenities shortly.

MXP Update – Our current contract hotel, The Four Points by Sheraton Milan Center, is still undergoing a major lobby renovation. In an effort to protect crew rest, layovers have been relocated to the Excelsior Gallia starting 22April and will go through the end of August. Please refer to FCIF 18-0187 (Hotel) for a list of amenities and additional information.

ROA Update – Our contract hotel, The Holiday Inn Roanoke, is still undergoing renovation. Until the renovations are completed, crews will layover at The Holiday Inn – Tanglewood. Please refer to FCIF 18-0200 (Hotel) for a list of amenities and additional information.

SAV Update – Hotel construction adjacent to our current contract hotel, The Courtyard by Marriott Savannah, has temporarily stopped. As a result, layovers have returned to our contract hotel, The Courtyard by Marriott Savannah Historic District. Please refer to FCIF 18-0003 (Hotel). Crews will be relocated to a non-contract hotel starting with the July Bid Period once construction resumes.

SLC Update – Due to an increase in the number of layovers a decision has been made to contract with a second hotel. The Grand America Hotel will be our new contract hotel and will be announced shortly via FCIF.

SJU Update – The AC Hotel San Juan Condado is our new contract hotel effective June 1st. Please refer to FCIF 18-0215 (Hotel) for a list of amenities and additional information.

TIJ (Tijuana, Mexico) Update – This will be a new B757 city effective with the June Bid Period. Crew Travel Services is working closely with Corporate Security to identify airport hotels for a contract. Once both the Company and committee have completed their respective inspections the new hotel will be announced via FCIF.

TPE Update – Effective May 1st, The Grand Hyatt Taipei replaced The Howard Plaza Hotel as our new contract hotel. Please refer to FCIF 18-0207 for a list of amenities and additional information.

Catering Notes:

CDG Update – Menus have been recently updated and refreshed and will go into effect June 1st.

Cooler Update – The Company will be testing LaCroix Flavored Sparkling water for a 3-month period starting June 1st. Please provide Insite Ticket feedback on this new beverage option.

IND Update – Menus have been recently updated and refreshed and began on May 1st.

LGG Update – Menus have been recently updated and refreshed and will go into effect July 1st.

Spring/Summer Menu Update – Domestic Hub City menus have been updated and began on April 15th. Non-Hub City menus are in the process of being updated and will begin on July 1st.

STN Update – Due to numerous negative Insite Tickets, the Company has been working to contract with another Catering Kitchen in an effort to improve the catering reliability and quality.

Soiled Linens – The Company will be including a pink plastic bag in the pillow case/duvet/blanket bag for MD11/B777 aircraft. The pink bag will be labeled “Soiled Linen”. At the completion of your flight, please dispose of ALL soiled linen in this bag and leave it on the airplane. The pink “Soiled Linen” bag will be removed at one of the following cities with laundry facilities: ANC, CAN, CDG, ICN, IND, KIX, MEM, NRT, PVG or SYD. Thank you in advance for your help!

Upcoming Cookout Dates:

MEM – June 19th (11am-3pm)/June 21st (11pm-3am)/June 26th (11am-3pm)/June 28th (11pm-3am)

IND – June 20th (11pm-3am)/June 27th (11am-3pm)

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.

