

SIG NOTES



MAR 2018

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

Summary of the Build:

March is a five-week bid month, with no holidays affecting the build. Indianapolis is currently going through the transition to the 767 LDS cockpit. March will consist of all 767 flying. The March credit hours remain low to facilitate training completion and supervised line flying. We expect credit hours to revert to normal levels in April. All the 757 flying previously in Indy has reverted to Memphis. 767 pairing transition has resulted in some choppy line construction. The 757 and 767 domestic bid packs should settle down in the next few months.

This month we conducted the SIG Quarterly meeting. In attendance were representatives from Crew Resource Scheduling, Global Network Planning, Charters, GOCC, Flight Operations Planning and Analysis (Crew Planning and Crew Staffing).

Manning and Lift: Peak 2017 was successful across the board. Manning and lift requirements appear to be adequate in the short term. 161 pilots have announced planned retirement in 2018. Bid 18-01 will address retirements and expected flying expansion. This will be the first bid to fully follow the new CBA system bid rules. Please review Section 24 in the CBA.

Disputed Pairings and the FERC: The FERC Committee members and the SIG met this week to review previous pairings referred to the FERC and try and improve the [disputed pairing process](#). We reviewed software and communication limitations. Both groups will be focused on improving our process in the next few months.

Secondary Line Update: The update will be available soon. There is a guide and a beta version available under "Links" on the Flight Ops main web page. If you bid secondary lines please review. We anticipate the update to be turned on for smaller bid-packs next month (April Bidding) and available to all bid-packs for May bidding.

Hong Kong. Hong Kong pairing design has been the focus of the SIG and FERC for over 6 months. In September, October, and November the SIG sent the FERC three specific trip DNAs. We are currently still analyzing the data collected. Utilizing the data we have collected, the SIG and FERC have come up with a plan to mitigate fatigue.

1. Longer pairings that may result in cumulative fatigue will be split when able.
2. Pairing design restricted from night >10 duty/<15 layover/>10 duty sequences. (The Manila Sandwich)
3. Emphasis on hub turn rest opportunities.
4. Day/Night/Day/Night pairing design will be limited.

One fatigue report highlighted the poor mattress condition in sleep rooms. This week all the sleep room mattresses were replaced. In the spring, the FRMG will send a contingent to HKG to evaluate operations. The goal will be to improve all operations from a fatigue mitigation standpoint.

Trip Services conducted their quarterly meeting this week. They will put out details in the next positive rate.

Fatigue Risk Management Process:

This month we conducted the Fatigue Risk Management Quarterly meeting.

The SIG and FERC reviewed all our FERC Pairings for 2017. The next two pages are a recap from the past two years.

Daylight Savings Time
Alert:
March 11 Daylight Savings
Time begins!

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

FERC Pairings 2016

All 2017	Base	Initial Bid Month	A/C	DNA	# of Pairings	FERC Decision	Final
1	MEM & LAX	JAN	777 & MD	Fixed by 32/120	8	OBE	OBE
2	MEM	JAN	767	Under FERC Review	1	Under Review	
3	MEM	JAN	757	Under FERC Review	1	Under Review	
4	MEM	MAR	777	Short/Short L/O B4 Long	5	Data Collection	SIG Pull
5	MEM	APR	767	Under FERC Review	1	Under Review	
6	MEM	JUN	777	High Block in short time. (>24 in 48)	10	Data Collection	SIG Pull
7	HKG	JUN	767	3 leg(11 duty)-26 off-11+HT	43	Data Collection	Redesign
8	HKG	JUN	767	Under FERC Review	1	Under Review	
9	HKG	JUN	767	Under FERC Review	3	Under Review	
10	MEM	AUG	767	Under FERC Review	1	Under Review	
11	MEM	OCT	757	Under FERC Review	3	Under Review	
12	MEM	OCT	757	Under FERC Review	1	Under Review	
13	MEM	OCT	777	>18 B4 KIX-MEM	5	Data Collection	Redesign
14	MEM	NOV	A300	Under FERC Review	2	Under Review	
15	MEM	DEC	A300	Under FERC Review	1	Under Review	

FERC Pairings 2017

All 2017	Base	Initial Bid Month	A/C	DNA	# of Pairings	FERC Decision	Final
1	HKG	JAN	767	Final Review	9	Data	Limit DP
2	MEM	JAN	A300	Under FERC Review	1	Under Review	
3	MEM	JAN	A300	EWR-IND-BDL-EWR X2+	6	Restricted to <3X	Restricted to <3X
4	MEM	JAN	757	Under FERC Review	3	Under Review	
5	MEM	JAN	767	Under FERC Review	1	Under Review	
6	MEM	JAN	767	Under FERC Review	1	Under Review	
7	MEM	JAN	767	Under FERC Review	1	Under Review	
8	MEM	JAN	767	Under FERC Review	3	Under Review	
9	MEM	JAN	767	Under FERC Review	11	Under Final Review	
10	MEM	JAN	777	Short L/O B4 Long	8	Data	SIG Pull
11	MEM	FEB	757	Under FERC Review	1	Under Review	
12	MEM	FEB	757	Under FERC Review	1	Under Review	
13	MEM	APR	777	High block in short time.	60	Data	SIG Pull
14	MEM	APR	777	Reset in first Asia	4	Under Review	
15	MEM	APR	777	High block in short time. LGG.	108	Data	SIG Pull
16	MEM	AUG	767	Under FERC Review	1	Under Review	
17	HKG	SEPT	767	10/14/10	24	Data	Redesign
18	MEM	SEPT	757	Under FERC Review	6	Under Review	
19	MEM	SEPT	A300	Under FERC Review	1	Under Review	

Memphis A300

FedexA300MEM@ALPA.org

Mike Davidson

Harry Edwards

Jarrold Hatfield

	Captain	First Officer
Average CH	94:01	92:26
RLG CH	90:15	88:40
R-day value CH	4:45	4:40
# of Regular Lines	201	207
# of Secondary Lines	61	45
# of Reserve Lines	51	50
Total # of Lines	313	302
Two or less departure lines. (%)	7%	7%
Three departures or less. (%)	41%	40%

PSIT Notes:

March is a five-week bid month with Daylight Savings starting on Sunday, March 11th. Overall, March was a relatively difficult build due to an increase of un-turnable pairings and an inconsistent week to week pairing design. Buddy bidders beware. Lines are not identical due to differing BLG requirements for the Captains and First Officers.

Recently, we have engaged the Company on routings with frequent late pushes and/or minimum layover issues on such cities as BWI, BOI, ROC, and PHX. You will also see that ATW has changed to 35-hour layovers with weekends. As always, if you have any inputs and/or comments, please email us.

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

	Captain	First Officer
Average CH	89:52	89:52
RLG CH	86:08	86:08
R-day value CH	4:32	4:32
# of Regular Lines	29	29
# of Secondary Lines	13	11
# of Reserve Lines	15	17
Total # of Lines	57	57
Two or less departure lines. (%)	0%	0%
Three departures or less. (%)	13%	13%

PSIT Notes: March is a five-week bid month. Daylight Savings Time begins on the 25th of March and Easter Sunday is on the 1st of April. This affected the build of the pairings during the 5th week and created a few one-off's. This also negated some of the normal carry-over. We were able to construct 29 lines for both CA's and FO's.

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 file an INSITE report for any sleep room irregularities (noise, cleanliness, etc.) and forward a copy to the EUR PSIT.

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.

Memphis B-757

Fedex757MEM@ALPA.org
 JD Oliver
 Joe Brewster
 Tom Rutledge

	Captain	First Officer
Average CH	94:00	90:21
RLG CH	90:15	86:46
R-day value CH	4:45	4:34
# of Regular Lines	156	156
# of Secondary Lines	30	30
# of Reserve Lines	30	34
Total # of Lines	216	220
Two or less departure lines. (%)	10.2%	10.2%
Three departures or less. (%)	50.5%	49.9%

PSIT Notes: March was a relatively normal build for a five-week bid period. As you may recall, the fifth week creates not only higher BLG targets, but an odd week that we have to work into a balanced line. We make every effort to avoid building three consecutive weeks, particularly with the more difficult and longer sequences. However, at times it makes sense when the weeks aren't overly long or arduous.

We continue to see a transfer of 757 flying from the 767 bid-pack. This will continue through Spring and Summer. This month, pure SAN-OAK and MCI-IND returned to the 757 bid-pack. Also, there is an increase in MEM-LAX afternoon departures with 24 hours layovers.

Many of you may be aware of this, but the FAR-MEM flight is almost always planned to be an indirect routing to MEM for sweep purposes. The actual block is closer to three and a half hours. We are working with the company to change the pairing to more closely reflect the actual block time.

As always, we appreciate your feedback.

Hong Kong B-767

Fedex767HKG@ALPA.org

Chris Womick

Scott Hubin

	Captain	First Officer
Average CH	95:09	95:09
RLG CH	91:12	91:12
R-day value CH	4:48	4:48
# of Regular Lines	48	48
# of Secondary Lines	12	12
# of Reserve Lines	8	14
Total # of Lines	68	74
Two or less departure lines. (%)	23%	23%
Three departures or less. (%)	91%	91%

PSIT Notes: Kung Hei Fat Choy. If you are new to the base and have not been greeted yet with that expression, the person is wishing you happiness and prosperity. It is a common greeting around Chinese New Year. Because of this holiday you are receiving your second heads-up about border crossings into and out of China during the largest human migration on the planet. Conclusion: all the lines you normally are standing in are going to be longer and last minute transportation changes might put you in a bind.

With March being our first 5-week month of the year, we did our best to provide you options. Over 75% of our lines have 3 or 4 departures, so we tried to cluster pairings and create lines operating at either the front or back end of the month.

FedEx has several new deadhead (DH) carriers. These carriers are all on the Approved Carrier List. We also have several DH's from HKG to NRT through TPE.

If you are a new hire, a FO with intentions to upgrade one day, or a Captain who loves the surprise associated with the Secondary Line process, there was a new Secondary Line Generator detailed in an FCIF that came out last week.

[Hong Kong PSIT Notes Continued]

If you test-drove it please make some comments. If the opportunity presents itself again, please test-drive it. The product can only get better with good feedback.

[Hong Kong B-767 PSIT Notes Continued]

Lastly, but most importantly for all of us, we have two new HKG PSIT members. When you see them around town or the hub or the hotel, please welcome Captain Aaron Hagan and Captain Andre Garrick to the HKG PSIT team.

As always, your input is a valuable tool for our building practices. Please remember to copy us on any fatigue related INSITE report you may submit.

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](#).

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Harley Troyer

	Captain	First Officer
Average CH	89:48	89:48
RLG CH	86:08	86:08
R-day value CH	4:32	4:32
# of Regular Lines	11	11
# of Secondary Lines	6	5
# of Reserve Lines	15	16
Total # of Lines	32	32
Two or less departure lines. (%)	0%	0%
Three departures or less. (%)	45.4%	45.4%

PSIT Notes: Greetings, IND base. We hope this finds you and your families doing well through this cold winter season.

March is a 5-week month with Daylight Savings Time change on Sunday, March 11th. As you know by now, we have 11 767 LDS-only flying lines in both seats with the rest of the bid-pack filled with reserve lines. This low CH month is due to the SLF training our base will be going through in March. We anticipate that the April bid month will see a return of CH equal to our manning.

We have some new cities this month including OAK and SAN that are paired with STL and DTW. We also have PHL nights and ATL days that built pure within the week. Due to fewer pairings in the first week, some lines were built with flying 3 weeks in a row and some lines have 4 departures.

With the announcement of an upcoming system bid, everyone is asking about the future of the IND base including what cities and what type of flying can we expect to see. The answer is we really do not know. With the announcement of expansion plans for the IND hub, we anticipate that IND base will grow but no one knows the time frame. As to cities that we may be flying, the Company is going to look at what are the most efficient city pairs for our base. In summary, we don't have any answers.

As we move forward and see new cities in our bid-pack, we provide feedback on line building and city pairs. We appreciate you taking the time to reach out.

Memphis B-767

Fedex767MEM@ALPA.org
 Paul Hanson
 JD Oliver
 Ted Donat
 Andrew Hall

	Captain	First Officer
Average CH	93:34	90:25
89:565	89:56	86:46
R-day value CH	4:44	4:34
# of Regular Lines	156	169
# of Secondary Lines	42	39
# of Reserve Lines	36	53
Total # of Lines	234	261
Two or less departure lines. (%)	7.6%	9.4%
Three departures or less. (%)	47%	45%

PSIT Notes: As training begins for the IND crews on the LDS 767, pairings with IND routings that have been traditionally flown by MEM crews have moved to the IND bid-pack, and the MEM bid-pack has had a subsequent reduction in pairings that traverse the IND hub. We've had a slight reduction in 757 hours, and we should see that trend continue in the coming months. Expect new cities to slowly be added to our bid-pack as we accept more airplanes this year.

As a reminder, the Company builds the pairings and we assemble the lines. Our "senior" day flying lines that contain double and single deadheads were very difficult to build into coherent lines this month. These trips in particular were built into smaller pieces and contained more deadheads that begin and end in different areas of the country. Further, there were more pairings that have same duty backend deadheads after landing in IND.

We were disappointed with the number of one-day deadhead trips left over after the build. This is a result of the pieces simply not fitting together because of duty day exceedance when hooked to another trip. All of these build issues have been raised with the Company. The MEM767 platform is growing; that is good news. We will continue to work with the Company to be able to have the best possible trips built that can be assembled into quality lines.

[Memphis B-767 PSIT Notes Continued]

First Officer only 757 pairings continue to be pushed to MEM767 bid-pack.

VCP has arrived as a city from the MD11 at the end of March. We expect to see it over the entire month beginning in April. The Crew Rest Module (CRM) is scheduled to be operationally ready for this flight. As a reminder, an Enhanced Sleep Opportunity (ESO) of 36 hours minimum is required if a CRM is not available. Please see CBA 12.D.1.h for more details.

We have been given some IND Hotel standby lines this month. Per CBA 8.C.1.d, deviating pilots are reminded that final check in for a standby period is twelve versus the normal eight hours.

We encourage any and all comments concerning improvement of the bid-pack. Please do not hesitate to share your thoughts and ideas.

Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	90:32	90:40
RLG CH	86:46	87:05
R-day value CH	4:34	4:35
# of Regular Lines	40	48
# of Secondary Lines	19	21
# of Reserve Lines	18	20
Total # of Lines	77	89
Two or less departure lines. (%)	35%	37%
Three departures or less. (%)	14%	9%

PSIT Notes: System form did not change much in ANC for March. Pairings 91/03MAR, and 2016/21MAR have DH changes which might not match the published the bid-pack.

The new secondary line generator program is being beta-tested this month. They are going to start with small group trials which does not include the ANC base. But the ability to test and practice with the new system will be available to all. If you are normally a secondary line holder this might be a good time to test the system. All feedback will help develop this system to improve our ability to create our schedules.

The new position bid should be out as you read this. The current plan is to keep all the MD bases the same size as they are now. So all vacating MD pilots slots should be backfilled to keep the lists the same size. This will not include backfilling for retiring pilots.

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Chris Leeuw

	Captain	First Officer
Average CH	89:45	89:46
RLG CH	86:08	86:08
R-day value CH	4:32	4:32
# of Regular Lines	19	30
# of Secondary Lines	11	13
# of Reserve Lines	18	16
Total # of Lines	48	59
Two or less departure lines. (%)	26%	26%
Three departures or less. (%)	52%	63%

PSIT Notes: March is the first 5-week bid month of 2018. As with most 5-week bid months, some of the lines contain 5 and 6 departures. We try to limit this, but we are confined by the pairings, which the Company provides.

FCIF 18-0061 has details on the new Secondary Line Generator (SLG). Please take some time and play with the system, as your feedback will greatly help in identifying further enhancements and fixes to the program.

Be aware that pairings 49, 50, 51 and 52 operate out of ONT.

If you have any fatigue related issues, whether you call in fatigued or not, please send us an email.

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Cody Chenoweth

	Captain	First Officer
Average CH	90:26	90:29
RLG CH	86:46	86:46
R-day value CH	4:34	4:34
# of Regular Lines	266	279
# of Secondary Lines	92	76
# of Reserve Lines	111	70
Total # of Lines	469	425
Two or less departure lines. (%)	11.5%	18.5%
Three departures or less. (%)	63.3%	67.6%

PSIT Notes: March is a 5-week bid month. Don't forget to spring forward on the 11th. There goes another hour of sleep!

March is the **LAST MONTH OF VCP FLYING!!!!** VCP goes to the 76 in the April bid pack. Bid 18-01 should be out by the time you read this, so the old adage applies even more now: Bid what you want to fly!

Comparing March to the last non-holiday 5 week bid month (Sept 2017), the flying hours has shifted more to the FO side. Captains have lost over 1900 hours of Captain and RF2 flying. FO's have gained almost 1600 hours of combined flying. Total flying time is down just over 300 hours in the MEM MD-11 bid-pack.

SEA and PDX flyers will notice a change this month. Pieces of these two cities were used by the Company in building longer tour America pairings. This left us without the pieces needed to build these cities in the normal fashion. Lots of these pieces were unbuildable and were left in Open time for the secondary line process.

We had a lot of West Coast DH's left over and built a couple lines (located at the bottom of the bid-pack), that will allow someone living on the west coast to bid a line and commute easier. Stay safe out there.

Memphis 777

Fedex777MEM@ALPA.org

Amadee Pepper

Jon Casello

Curt Henry

	Captain	First Officer
Average CH	95:09	95:00
RLG CH	91:12	91:12
R-day value CH	4:48	4:48
# of Regular Lines	174	351
# of Secondary Lines	50	77
# of Reserve Lines	42	52
Total # of Lines	266	480
Two or less departure lines. (%)	64.9%	78%
Three departures or less. (%)	16%	10.5%

PSIT Notes: Greetings! March is our first 5-week bid month of the year with Easter falling on the last Sunday of the bid month, 1 April. We continue to see a higher than normal BLG in both seats. A 5-week bid month allows us to build most of the pairings onto lines. In fact, the First Officers have hit an all-time high of 351 regular lines. Most of the pairings that are left over are in weeks 3, 4, and 5. We held out 4 pairings at the beginning of the month that the company is going to fix.

There are no new cities, however, we have 2 layovers in MUC due to the way the normal CGN-CDG-MUC-FRA sequence was broken at the end of the month. We also found that due to different taxi times based on historical data for different times of day, there are different total block times for ANC-NRT and CAN-CGN. The biggest difference is that an RFO is required (greater than 7:35 total block) on one of the ANC-NRT legs (7:37) and not on the other (7:31). Because of Narita Airport requiring 777s to land on the far runway, you may see an increase in total block starting in April.

We have seen an increase in slingshots for our full crew pairings that go Asia-Europe-Asia and also Europe-Asia-Europe. We are working with the company to try and reduce these so as to keep full crews flying in the same direction.

[Memphis B-777 PSIT Notes Continued]

With one of our reviewers closing in on retirement, and with the growth of the 777 bid-pack, we find we are in need of additional reviewers. If you would like to volunteer to help out, please contact us at our email, fedex777MEM@alpa.org.

As always, we request that you submit pairing feedback through the Company's Insite report first, then send us a copy as the company does not share your feedback with us. Please help us help you and our fellow crewmembers by providing feedback.

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](#).