

# SIG NOTES



# MAY 2018

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

## **Summary of the build:**

The May18 bid month reflects the first clear signs of the final stages of the 767/757 bid pack split. The 767 IND and 767 MEM F/O seats have no 757 flying in them. This transition will hopefully be completed by the Fall.

We are nearing the mid-point of our current CBA. That being said, we'd like to remind our pilots that we need your assistance in our science-based Data Collection efforts. If you are operating a trip and receive a request to participate in Data Collection, please comply. As FedEx continues to apply science-based Fatigue Mitigation to pairing construction, it's imperative that this data is factual and accurate. Participation rates have been much lower than anticipated and we simply cannot affect modifications without a baseline of data sets.

Secondary Line Construction implementation continues forward with the addition of the MEM MD 11 in June. Please refer to the Secondary Line Process section below. We anticipate all bidpacks to convert to the new system by the Fall 2018.

## **Pairing Assessment Process:**

Between the Preliminary and Final Pairings, over 6400 were reviewed by your PSIT members. With the expansion and contraction of specific bidpacks we are seeing uneven BLG averages within certain bidpacks. When you see line replication

anomalies this is the reason why. If you have any questions or issues concerning line construction, please let us know.

### **Secondary Line Process:**

Beginning in May the MEM MD-11 will join HKG, IND and LAX in the upgraded Secondary Line process. We would like to point out a few differences that affect all pilots even 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 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 the 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 1700LT
  - 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, he may shrink or eliminate his vacation footprint; and/or elect to waive or protect his vacation buffer
  - Inputs for your Secondary line can be made up to 0700 on Tuesday the day Secondary Lines are published
  - There will be 1 intermediate solve (practice bid) that will be published on Friday

The Company will be conducting multiple Webinars explaining the new software. Times and dates for these Webinars shall be published via FCIF.

**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	92:45	92:45
RLG CH	88:59	88:59
R-day value CH	4:41	4:41
# of Regular Lines	202	202
# of Secondary Lines	62	43
# of Reserve Lines	56	50
Total # of Lines	320	295
Two or less departure lines. (%)	7.3%	7.3%
Three departures or less. (%)	50.3%	50.3%

## PSIT Notes:

Greetings from the Airbus PSIT. May is a five-week bid month with Memorial Day falling on the 28<sup>th</sup> and Mother's Day falling on the 13<sup>th</sup>. Overall, the two holidays resulted in minor changes to the flight schedule and an increase in our average number of departures per line. With less flying in week five, due to Memorial Day, you will see some changes in how the AM out and back lines were constructed.

As always, we value your input. If you fill out an Insite Report for a scheduling or fatigue issue please copy us. The company doesn't share that information with us.

# Cologne B-757

Fedex757EUR@ALPA.org

Tim Harp

James Capeless

	Captain	First Officer
Average CH	90:11	90:14
RLG CH	86:27	86:46
R-day value CH	4:33	4:34
# of Regular Lines	30	34
# of Secondary Lines	12	11
# of Reserve Lines	12	13
Total # of Lines	54	58
Two or less departure lines. (%)	0%	11.7%
Three departures or less. (%)	40%	47%

## PSIT Notes:

May is a five-week bid month. We were able to construct 30 Captain and 34 First Officer lines. The extra First Officer lines are due to 4 additional lines of Memphis flying. There are several May Holidays; they include Ascension Day, Whit Monday and Corpus Christi. These affected the build of the pairings most notably, during the 2<sup>nd</sup> week creating a few one-offs. This is the second month of reduced carry over due to slight over-manning in the seats. The direct result of this is more lines each month.

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.

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	94:07	89:54
RLG CH	90:15	86:27
R-day value CH	4:45	4:33
# of Regular Lines	161	182
# of Secondary Lines	30	24
# of Reserve Lines	40	27
Total # of Lines	231	233
Two or less departure lines. (%)	5%	6%
Three departures or less. (%)	42.9%	52.2%

## PSIT Notes:

May is a five-week month with a sort holiday on Memorial Day with the usual effect of city constructions in that week, including most #4 weekends being changed to deadheads.

The big news is that the First Officer seat is now completely split from the 767 bidpack. All 757 First Officer flying is being done by us again in May. The Captain seat is also ahead of schedule, with the final split likely occurring in July. Line counts are rising accordingly. Compared to the five-week March bidpack, the CA seat has 5 more lines and the FO seat has 26 more lines. The CA lines are still being built to an average BLG that is 4 hours more than the FO lines.

Due to the high cargo volume, the 767 has taken over our QRO flying. Our first Tijuana trip is a carryover pairing in to June. We do not yet have services assigned as the security evaluation process is not complete and a decision on a hotel has not been made.

Both crew feedback and ALPA fatigue modeling of the JFK-ICT mix have led us to abandon this city mix. We are continuing to ask the Company to fly the empty IAD-JFK repositioning flight in the evening rather than as a second flight after the hubturn in the morning. In the meantime, we are simply using JFK as filler or leaving it in open time for May.

As always, your constructive feedback is appreciated.





# Hong Kong B-767

Fedex767HKG@ALPA.org  
Jim Ingalls

	Captain	First Officer
Average CH	94:27	94:16
RLG CH	90:34	90:34
R-day value CH	4:46	4:46
# of Regular Lines	46	48
# of Secondary Lines	16	16
# of Reserve Lines	7	7
Total # of Lines	69	71
Two or less departure lines. (%)	30%	29%
Three departures or less. (%)	69%	73%

## PSIT Notes:

May is a five-week month and as always, that and the high avg. BLG needed due to undermanning made for a challenging line construction problem in terms of fatigue management, structuring time free from duty, and creating a bid pack with some clear seniority structure to it.

There is only one single departure line consisting of a low CH pairing the Company was able to "buy up" to a minimum BLG level to preserve it on a single departure line. We were still able to create some more or less commutable 2 and 3 departure lines with larger blocks of time off.

We tried to schedule the multiple departure lines with as many weekends free from duty or partially free from duty as possible. The up side of the Company shifting the pairing design to shorter pairings made this easier.

The Company has returned to an effort to use PVG as a hub turn leg inbound, but also has returned the 36hour layover in PVG presumably to address the chronic operational delay and fatigue issues we have there. An operational delay into the hub may eliminate your hub turn nap and make your outbound more challenging, and possibly ripe for revision, so plan accordingly.

With the latest CBA's shift away from the disputed pairing process to the data driven FERC pairing review process it's really imperative that we do all we can to assist this effort. We're being told that HKG has only a 50% response rate to

requests to participate in actigraph fatigue studies on these pairings. With the relatively few numbers of pilots being polled and the relatively few numbers of FERC pairings in review at one time, it's taking a very long time to accumulate enough input to get these pairings in final review and possible FRMG directed change. Please help this effort by participating in these studies when asked. As always, if you are fatigued on a pairing, your fatigue reports count as data to the system, and please send a copy of the report (or any other input) to HKG PSIT and SIG.

Be careful out there.



# Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Harley Troyer

	Captain	First Officer
Average CH	90:40	90:22
RLG CH	87:05	86:46
R-day value CH	4:35	4:34
# of Regular Lines	20	20
# of Secondary Lines	12	9
# of Reserve Lines	7	6
Total # of Lines	39	35
Two or less departure lines. (%)	0%	0%
Three departures or less. (%)	40%	40%

## PSIT Notes:

Greetings IND crews. May is a five-week month with Memorial Day on Monday, May 28 creating a short week five. We hope you enjoy the holiday with your family and friends.

By now you will have noticed big changes in the bidpack from April. We have a return of ATL nights (2)/days, DEN nights/days, BOS-EWR-LAX, and PHL nights. In addition, we have several day pairings, SAN weekend layovers, and RDU nights. The second ATL night is being paired with PHX-OAK allowing for one ATL, RDU, PHL and DEN to be built pure within the week.

The BOS-EWR-LAX has many pieces and most do not turn to anything, creating lines that work a few days each of the 5 weeks. DEN nights/days are missing in the first week because it was in the MEM April bidpack as carryover. To build DEN days pure, we had to build it working 3 weeks in a row.

Our total CHs and line counts are back, consistent with 5-week months in 2017. As a small base, we expect to see a larger percentage of reserve lines compared to MEM.

We would like to say thank you to all the crewmembers who respectfully contacted us and the Company with their concerns last month. As a base, we showed great integrity and unity. Please contact us with concerns regarding bidpack build and

pairing design, as well as using Insite to provide the Company feedback on pairings.



# Memphis B-767

Fedex767MEM@ALPA.org

Paul Hanson

JD Oliver

Andrew Hall

	Captain	First Officer
Average CH	93:41	88:09
RLG CH	89:56	85:30
R-day value CH	4:44	4:30
# of Regular Lines	150	148
# of Secondary Lines	46	39
# of Reserve Lines	37	63
Total # of Lines	233	250
Two or less departure lines. (%)	7.3%	6%
Three departures or less. (%)	42%	40%

## PSIT Notes:

This is the first bidpack where there are no 757 trips or legs on the First Officer side. This led to a 14% reduction in First Officer credit hours, which translated to 13% fewer lines. On the Captain side, there are some Captain only pure 757 trips. Some of the Captain lines have 757 flying blended into them. This is the slow migration to a pure 767 bidpack and there will be numerous challenges as a result. More cities will come on-line but we do not have a timeline associated with that. As has been the case in the last several months, the Captain and First Officer lines do not necessarily match because of this as well as different Company assigned line average targets.

As IND LDS flying begins to be integrated into the system, with IND having eliminated all 757 flying, the Company continues to work on system efficiency. Most notably, this has led to some degradation of the quality of some MEM767 flying. This is seen with the reduction of day purity on the longer and more senior day flying trips. Many of the day sequences were blended with critical period flying this month. We identified this issue early in the build process with very little adjustment given by the Company. We will continue to push this quality of life issue and hope to see improvement in the June bidpack. As a reminder, we in the PSIT assemble lines with trips the Company builds. We are able to comment on trip construction but the Company ultimately releases the contractually compliant trips that they feel are appropriate.

Our bidpack contains six, night cities that require shorter “hooks” to build contiguous lines. While we were able to additionally integrate 757 BMI and SGF on the Captain side, we only had IAD, IND and ATL on the First Officer side. This difficulty has long been identified to the Company. In the very near future, all 757 flying will disappear leaving the MEM767 awaiting shorter night leg cities to migrate to our bidpack. There is no established timeline for this to occur.

We encourage comments from you, the line pilot. Please take a moment to give us some input.



# Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	89:45	88:46
RLG CH	86:08	85:11
R-day value CH	4:32	4:29
# of Regular Lines	38	49
# of Secondary Lines	19	19
# of Reserve Lines	17	19
Total # of Lines	74	87
Two or less departure lines. (%)	82%	78%
Three departures or less. (%)	95%	94%

## PSIT Notes:

Pairing number 1 is being revised and is not included on the lines. The revised pairing will be available in the View/Add window.

Pairings 20, 22, and 24 may be modified with a layover in London prior to the DH. This will avoid GT to and from STN.

Line counts are lower and BLG's are relatively low as manning and the latest bid change our numbers.

Thanks for your inputs on deadheading and pairing construction. Please feel free to call or email with any suggestions or questions.

# Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Chris Leeuw

	Captain	First Officer
Average CH	90:10	90:10
RLG CH	85:04	85:22
R-day value CH	4:33	4:33
# of Regular Lines	22	31
# of Secondary Lines	14	17
# of Reserve Lines	12	12
Total # of Lines	48	60
Two or less departure lines. (%)	23%	42%
Three departures or less. (%)	68%	84%

## PSIT Notes:

Hello LAX'rs, there is a lot to talk about as you prepare to bid for MAY 18. It's a five-week bid month with Memorial Day falling in the last week. Overall credit hours are up approximately 11% and 8% in the Captain and FO seats over the last (MAR 18) five-week month. In order to meet five-week line constraints many traditionally pure lines contain an additional or different style pairing. Certain elements of the bidpack are one-off occurrences. There are 2 carryover trips that did not build and will be available in open time, the PDX/OAK and SEA/OAK week longs beginning 03 June.

As we enter into our second month of the CBA2015 SLG process, you can expect to see fewer reserve lines published in the bidpack and a corresponding increase in the number of secondary lines.

If you have any fatigue related issues, whether you call in fatigued or not, please send us an email. Your feedback is the only record of your trip experience!



# Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Cody Chenoweth

	Captain	First Officer
Average CH	90:38	90:40
RLG CH	87:05	87:05
R-day value CH	4:35	4:35
# of Regular Lines	275	258
# of Secondary Lines	119	89
# of Reserve Lines	63	62
Total # of Lines	457	409
Two or less departure lines. (%)	20%	17%
Three departures or less. (%)	69%	70%

## PSIT Notes:

May is a five-week bid month.

As noted in last month's SIG Notes, VCP has gone to the 767 starting in the April bid pack. OAK and SJU are once again our exception cities.

Comparing May to the last five-week bid month of March 2018, the flying hours have shifted once again. Captains gained just over 1400 hours of RF2 flying while RFO hours dropped almost 1200 hours. This is primarily due to manning issues. Though the overall flying hours for May were up, the shift in RF2/RFO flying resulted in slightly more captain lines and a drop in the number of FO lines.

SEA and PDX flyers will notice that the pieces of these two cities were again used building longer tour America pairings by the company. This left us without all the pieces needed to build these cities in the normal fashion.

We've received reports from the crew force that the layovers on the night side of the SJU exception pairings have often times been operationally reduced. This has been due to the Postal Service's request to move excess mail. This requirement should be significantly reduced for May.

For those FOs concerned with landing currency, note that line 2003 is RFO only.

Stay safe out there.



# Memphis 777

Fedex777MEM@ALPA.org

Curt Henry

Amadee Pepper

Jon Casello

	Captain	First Officer
Average CH	94:14	94:17
RLG CH	90:34	90:34
R-day value CH	4:46	4:46
# of Regular Lines	185	376
# of Secondary Lines	46	68
# of Reserve Lines	37	37
Total # of Lines	268	481
Two or less departure lines. (%)	16%	10%
Three departures or less. (%)	76%	78%

## PSIT Notes:

Greetings! May is the second five-week bid month of the year with Memorial Day falling on the last Monday of the bid month, 28 May. We continue to see an increase in credit hours for each seat from five-week bidmonth to five-week bidmonth. May's CHs increased over March - 6% for Captains and 5% for FOs. The First Officers have hit an all-time high of 376 regular lines. As is usual for most builds, the majority of unbuilt pairings are found in weeks 3, 4 and 5.

We are continuing to work with the company in reducing slingshot pairing constructions in favor of "one-way" pairings.

With the continued growth of the 777 bidpack, we are in need of additional reviewers. If you would like to help out, please contact us.

Please let us know if you have any issues with getting booked into the appropriate Class of Service for your scheduled DH.

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.

