

SIG NOTES



MAY 2019

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

Summary of the Build

May is a five-week bid month, with the Memorial Holiday falling on the Monday of the last week of the month. Company requested targets were split by 5 hours between the Captain and First Officers in the 757/767 Memphis bidpacks. Most other bidpacks were on the low side, indicative of adequate manning levels.

When the PSIT began line building on Monday there were serious latency issues with our software. One mouse click would take almost 10 seconds to register on the computer screen. For the smaller bid packs, completing on time was difficult and quite tedious. However, the larger bidpacks (Memphis MD, A300 and 767) involved moving the thousands of pairings and on-time completion was simply impossible. Finally, on Wednesday just before noon, the software issue was resolved. Publication was a bit delayed, but all bidpacks were completed by Thursday afternoon.

For a number of months, we have been working with FedEx SIG to come up with a better way to build 767 pairings. From our perspective, we would like to see a stable set of pairings that reflect our responsibilities in CBA 25.BB:

- "The Company and the SIG shall work jointly to utilize and manage pairing generation to produce safe, legal and reliable trips that are both flyable in terms of quality of life and cost-effective."

and

- "The SIG shall evaluate both pairings and lines with regard to their impact on safety (e.g., consideration of circadian rhythm disruptions, compounding effects of fatigue, etc.), reliability, reasonable crew desires, and cost-effectiveness."

From one month to the next we have seen flying shift to/from Indy. The Company has broken up a number of historically stable and senior trips. The number of double dead-head trips has been dramatically reduced, along with the average pairing size and city purity. We have received a number of complaints from the crew force concerning the changes in pairing construction.

The older domestic bidpacks work under the "Domestic Solve Agreement" which was created post-2006 CBA.

Some of the domestic solve agreement parameters from those bidpacks include an Out and Back ratio, and Purity requirements. We would like to see, at a minimum, the same basic protections that were established for legacy bidpacks (MD-11, A300, 727).

Management has been receptive to fixing pairings on a month to month basis. But we seem to go over the same ground every month. We are happy to see the SAN-IND 12/24 built design return this month and hope to keep that format going forward.

Fatigue Risk Management and Disputed Pairings

Since the 2015 CBA became effective, we have been working under new rules with regard to disputed pairings. That process is outlined in the CBA 25.BB.E.5 FRMG track and further explained [here](#).

Just last week, the Fatigue Event Review Committee updated their [Pairing Build Parameters](#). They also provided a brief explanation of how these parameters have been created. If you have any questions on how the FERC operates or any fatigue-related questions, please contact us using the new [Pilot Data Report \(PDR\)](#) and selecting "FRMC Issues" from the dropdown menu.

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 new [Pilot Data Report](#).

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

Rob Bassett, Interim ALPA Fatigue Risk Management Committee Chairman

Memphis A300

Contact us via the new [Pilot Data Report](#)

Mike Davidson

Harry Edwards

Jarrold Hatfield

	Captain	First Officer
Average CH	88:30	92:34
RLG CH	85:00	88:59
R-day value CH	4:28	4:41
# of Regular Lines	202	190
# of Secondary Lines	60	52
# of Reserve Lines	33	28
Total # of Lines	295	270
Two or less departure lines. (%)	25 (12%)	17(9%)
Three departures or less. (%)	89 (43.8%)	88 (46.2%)

PSIT Notes: May is a five-week month with Memorial Day falling on 27 May 2019. Overall, A300 hours are approximately 1500 hours lower compared to May 2018 resulting in fewer lines. We reviewed over 500 preliminary pairings and requested changes to 65 of these pairings. 15 were corrected to our satisfaction. One-way routings and efficiencies resulted in a choppy build with 53% of the lines having 4 or more departures.

Buddy bidders be aware that Captain and First Officer lines and line numbers are significantly different due to a 5-credit hour split in BLGs. Memorial Day caused truncation of Monday flying in week #5 which resulted in non-standard weekend balancing on our traditional night MEM hub turn lines and more back-to-back flying for our IND week-long lines. We lost PIT out-and-backs the last week of May and ORF was switched to out-and-backs for the month. Lastly, the first weekend ABE layover is missing due to airport construction.

Crewmembers be aware the departure times out of BDL during turns to EWR have historically been late by 1 or more hours. We also continue to get reports of revisions occurring in IND. If you file a scheduling or fatigue related Insite Report, please copy us via [PDR](#) as we are not automatically given these reports by the Company. As always, please email us with any inputs you might have.

Cologne B-757

Contact us via the new [Pilot Data Report](#)

Steven Moraes

Tim Heggenberger

	Captain	First Officer
Average CH	92:33	92:33
RLG CH	88:59	88:59
R-day value CH	4:41	4:41
# of Regular Lines	35	35
# of Secondary Lines	13	9
# of Reserve Lines	8	7
Total # of Lines	56	51
Two or less departure lines. (%)	0%	0%
Three departures or less. (%)	26%	26%

PSIT Notes:

Hallo zusammen! May is a five-week bid month with May Day and Ascension Day affecting some of the pairings.

This month during the pairing review process, your EUR PSIT team reviewed 58 pairings and had 12 change requests, with the Company fixing seven of those. The pairings which were not changed all deal with Eurowings deadheads. Despite the continued (un)reliability issues with Eurowings, the Company has several backend deadheads scheduled on them instead of the typical Lufthansa flights we have been using recently.

Also, as a result of some of the requested changes, the Company has crews deadheading through CDG. As a rule, we are trying to avoid CDG transits due to the long distances to travel between terminals. As these deadheads were added after the pairing review process, you will see them in the final pairings.

If any issues arise or if you have feedback on the Eurowings deadheads and/or the CDG transits, please Insite them and also copy and paste into the new ALPA PDR form (fdx.alpa.org/pdr).

[Cologne PSIT Notes Continued]

Speaking of the PDR form, it is now operational. So, we ask (if you remember) to use that form for any PSIT issues you may have. If you forget, the old PSIT email will still work as well.

We ask that crewmembers please be aware of your CBA rights when bidding in the event of a phase-in-conflict. For those so inclined, there are several hotel-in-lieu of opportunities sprinkled across the bid pack.

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). For those pilots sitting CDG HSTBY, please review the Bid Pack for relevant information (CRS contact requirement, etc.)

Your feedback is important and we welcome your constructive input on line design. If any scheduling issues arise (Hotels, DH's, unusual trip revisions, etc.), please be sure to fill out a timely INSITE Report and forward a copy via [PDR](#) to your EUR PSIT. Also, please don't hesitate to fill out a fatigue report if you are tired after a series of legs. These reports have to be followed up and also provide us with historical data. We welcome any questions or concerns you may have. Fly safe!

Memphis B-757

Contact us via the new [Pilot Data Report](#)

JD Oliver
Tom Rutledge
Ted Donat

	Captain	First Officer
Average CH	87+28	92+33
RLG CH	85+00	88+59
R-day value CH	4+28	4+41
# of Regular Lines	204 (68%)	193 (73%)
# of Secondary Lines	56 (19%)	43 (16%)
# of Reserve Lines	40 (13%)	28 (11%)
Total # of Lines	300	264
Two or less departure lines. (%)	3.4%	1.5%
Three departures or less. (%)	44.5%	36.2%

PSIT Notes: May is a five-week month and Memorial Day falls on the final Monday, with no sort that night. That makes both week #1 and week #5 short weeks. In some cases that meant the only way to keep a city pure with just 3 weeks of flying and no “zits” was to fly weeks 2/3/4. We did so only on the shorter, less fatiguing city pairs. This was especially true for the FOs.

With the target BLG for Captains much lower than the FOs, there are lots of structural differences in the lines. It wasn't just a matter on different fills on the same basic line. Rather, Captains often had just two matching weeklong pairings on a line where the FOs had three. With the big split in BLG, buddy bidding of friends or LCAs is a difficult strategy.

We continue to have cities where the pattern is changed on just one day from normal hub turning, and that breaks up our ability to build them into lines. SYR and PWM are good examples. We continue to push the Company and look for low-cost solutions to return such cities to pure built weeks.

Fatigue concern also continues to affect the lines you see. We limit both RSW and PVD in the number of consecutive turns we will build on a line. Both JFK and SDF legally turn to themselves, but we would have to mix them with another city to mitigate fatigue and usually choose not to mess up a senior city with such mixing. This adds to our number of “Tour America” lines at the bottom of the bidpack but improves overall line quality in the bidpack.

Hong Kong B-767

Contact us via the new [Pilot Data Report](#)

Jim Ingalls
Ben Downs

	Captain	First Officer
Average CH	94:55	94:55
RLG CH	91:12	91:12
R-day value CH	4:48	4:48
# of Regular Lines	48	48
# of Secondary Lines	22	17
# of Reserve Lines	7	7
Total # of Lines	48	48
Two or less departure lines. (%)	73	73
Three departures or less. (%)	98	98

PSIT Notes: Overall, May turned out to be a successful month from our end. Every issue we brought to the attention of the Company was addressed and fixed. Next month, there is only one pairing with a front-end GT to CAN in the daytime and no night GTs.

As far as the construction of the pairings goes, while there may be a couple of tough sequences here and there, they are mitigated with ample rest opportunities on both ends.

Five-week bid months are always challenging to build. The large single departure pairings created some good opportunities for large blocks of days off within the bid period. However, there were not many smaller pairings available and made the build a bit difficult to remain within the target given to us by the Company. That being said we were not able to keep the hotel standby lines pure and they are mixed in throughout some of the lines. So, please be aware of those lines containing those pairings if they are ones you prefer to avoid.

There are also a couple of opportunities for using the hotel in lieu of if you're up for a mini vacation between trips.

Please send any feedback you have good or bad. The more input we get from you, the better we can make these schedules for everyone.

Indianapolis B-767

Contact us via the new [Pilot Data Report](#)

Teresa Payton

Harley Troyer

	Captain	First Officer
Average CH	89:21	89:21
RLG CH	85:49	85:49
R-day value CH	4:31	4:31
# of Regular Lines	24	24
# of Secondary Lines	6	7
# of Reserve Lines	7	7
Total # of Lines	37	38
Two or less departure lines. (%)	8.3%	8.3%
Three departures or less. (%)	54.1%	54.1%

PSIT Notes: Happy Spring IND crewmembers.

May welcomes in a five-week bid month with Memorial Day on the last Monday, May 27th.

Credit hours are down slightly from last month as the Company adjusts for training and vacations. With the pairings we were given this month, we were able to build 24 lines in each seat.

After reviewing the preliminary pairings, we asked for and were able to get several deadhead changes that impact QOL. We continue to give the Company feedback on pairing construction and how it impacts our small base. Some of the other feedback includes carryover, city purity, consistency with city pairs, and length of day pairings.

Our night cities are remaining consistent except for the loss of BOS nights. While most are built with 3 commutes, because of the holiday in the 5th week, some lines have 4 or more. We have paired DEN with MSP this month.

With the return of the longer day pairings, a few day lines have 2 departures. The rest of the day lines have 3-4 departures. We always try to match DH's but were unable to on every line. Thank you to those who have reached out and those who have copied us on Fatigue and Insite reports.

Teresa and Harley

Memphis B-767

Contact us via the new [Pilot Data Report](#)

Paul Hanson

JD Oliver

Andrew Hall

Joe Brewster

	Captain	First Officer
Average CH	88:33	91:32
RLG CH	85:03	87:43
R-day value CH	4:28	4:37
# of Regular Lines	200	191
# of Secondary Lines	69	40
# of Reserve Lines	33	25
Total # of Lines	302	256
Two or less departure lines. (%)	1.5%	2%
Three departures or less. (%)	51%	51.2%

PSIT Notes:

May is a 5-week bid month, with the Memorial Day holiday falling between weeks #4 and #5. The numbers of departures per line have increased this month for several reasons. One will find some weekend layovers have been changed to deadheads. Since we lose those credit hours over that weekend, this often results in another departure for that line.

Because of more one-way routings and an increased effort to maximize assets, we are seeing more small/lower credit hour pairings. This results in more departures for lines to reach Company imposed BLG targets. Further, many of the pairings have internal solutions not normally seen. We will be working with the Company over the next month to lengthen pairings, improve internal solutions and avoid day/night mixes as much as possible. These are very dynamic issues and we hope to come to a mutually agreeable result.

As a result of a Company imposed BLG target imbalance between 767 Captains and First Officers, the lines do not necessarily match one another. As always, the "30 in 7" FAR frustrates our build for the longer block cities. Often, we cannot make what would appear to be a sensible solution for a pure city because of this.

[Memphis B-767 PSIT Notes Continued]

The Company continues to assign captain RFO pairings (RF2) to VCP. We have no idea how long this will continue.

In the week preceding Mother's Day (Mother's Day is 12 May), one will see pairings that fly to BOG from MIA. We would like to receive feedback on the style and operation of this pairing.

Captain Joe Brewster has joined the MEM767 PSIT. He was previously a builder for the 757 and the MD-11. We welcome him and his expertise with both domestic and international operations.

Anchorage MD-11

Contact us via the new [Pilot Data Report](#)

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	89:55	89:39
RLG CH	86:27	86:08
R-day value CH	4:33	4:32
# of Regular Lines	37(57%)	42(58%)
# of Secondary Lines	14(21.5%)	17(23%)
# of Reserve Lines	14(21.5%)	14(19%)
Total # of Lines	65	73
Two or less departure lines. (%)	81%	76%
Three departures or less. (%)	89%	81%

PSIT Notes:

May is a five-week month with only a few significant issues. SIN-SYD will have an RFO. Most of our RFO flying resides in very short pairings. There are no pure RFO single departure lines.

Our pairing review found quite a few DH issues that were resolved by the Company. We extended several 24-hour layovers due to late night deadheads. The resultant lower number of circadian disruptions will benefit those who fly these mid-trip deadheads.

We tried to minimize long duties into CDG before the CDG-STN-IND turn. About half of our requests were implemented.

We still turn HNL-AKL-SYD, but the AKL layover is in the MEM bidpack. This trip went very senior in our APR bidpack.

The ALPA [PDR](#) reporting system will have a pull-down ANC link. Please feel free to use this method for scheduling issues. We will get a copy of your issues as well as other groups at ALPA.

Los Angeles MD-11

Contact us via the new [Pilot Data Report](#)

Chip Brown

Chris Leeuw

	Captain	First Officer
Average CH	87:27	87:30
RLG CH	84:52	84:52
R-day value CH	4:28	4:28
# of Regular Lines	19(49%)	35(56%)
# of Secondary Lines	11(28%)	14(23%)
# of Reserve Lines	9(23%)	13(21%)
Total # of Lines	39	62
Two or less departure lines. (%)	36%	65%
Three departures or less. (%)	67%	97%

PSIT Notes:

May is a five-week bid month with Memorial Day occurring on the 5th Monday of the bid month.

Due to the large number of carryover trips, we broke up the majority of the SEA-OAK nights and PDX-OAK nights and included these trips with carryover international trips.

Carryover trips 29 and 40 on the Captain's side and carryover trips 25, 27, 29, 40 and 2019 were not built and will be available during the view/add and may be available during the SWW.

Pairing 2017 will have its mid-trip deadhead changed to allow more of a layover in HKG.

Memphis MD-11

Contact us via the new [Pilot Data Report](#)

Dan Opp

Pat Rink

Cody Chenoweth

Brandon Viuhkola

	Captain	First Officer
Average CH	88:37	88:35
RLG CH	85:11	85:11
R-day value CH	4:29	4:39
# of Regular Lines	276	239
# of Secondary Lines	105	86
# of Reserve Lines	50	53
Total # of Lines	431	378
Two or less departure lines. (%)	35%	26.2%
Three departures or less. (%)	69%	67.6%

PSIT Notes:

May is a five-week bid month with Memorial Day in week #5. Your PSIT team reviewed 663 pairings with 2179 occurrences in the Preliminaries. We identified over 100 issues in preliminary and final pairings and the Company fixed 74 of these. Most of these issues were deadhead class of service issues. There are 5 open Class of Service issues that the Company has committed to fixing after the build. These pairings are 280, 3032, 3049, 3050 and 3063.

SIN-SYD will have an RF2 in May.

The ALPA [PDR](#) reporting system will have a pull-down menu with a MEM MD-11 link. Please use this method for scheduling issues. We will get a copy of your issues as well as other groups at ALPA.

On a side note, over 55% of our pairings this month have a deadhead, that equates to 648 individual pairings with a deadhead that has to be reviewed. We try like heck to catch and fix every single Class of Service issue we find, but every once in a while, one slips by the goalie. We take full responsibility for this and will do our best to get it fixed after the fact. Your part in this is to let us know with an email, [PDR](#) or phone call. Going VFR direct to social media might get you some sympathy, but it won't get it fixed. Let us know so we can work for you.

Memphis 777

Contact us via the new [Pilot Data Report](#)

Curt Henry
Amadee Pepper
Jon Casello

	Captain	First Officer
Average CH	91:18	92:59
RLG CH	87:43	89:18
R-day value CH	4:37	4:42
# of Regular Lines	215 (72%)	417 (76%)
# of Secondary Lines	58 (20%)	90 (16%)
# of Reserve Lines	25 (8%)	43 (8%)
Total # of Lines	298	550
Two or less departure lines. (%)	91.1%	81.2%
Three departures or less. (%)	96.2%	96.5%

PSIT Notes:

May is the second of 5-week bid months this year. Your PSIT team reviewed 697 pairings and submitted comments or requests for changes on 197 of them. We were able to get 74 of the pairings changed. The numbers of lines we constructed this month hit an all-time high. We have no information on the timeline of the next aircraft arrival, but crew training continues at a robust pace and we are still on track for several more aircraft deliveries this fiscal year. Additionally, we have heard the same rumors regarding new cities, but are not aware of any coming changes to our system form in the near future.

The great majority of the time spent on reviewing pairings each month is spent on deadheads. We do everything we can to protect our class of service as outlined in the CBA. One issue we need your assistance with is on Hawaiian Airlines flights from HNL to either KIX or NRT. In the recent past, Hawaiian upgraded their aircraft with flat-bed seating, but only put three rows of 2-2-2 seating for a total of 18 seats. We received feedback from a crewmember that these seats, undoubtedly the cheapest on the market, were selling out. We engaged the Company and were able to get these changed to other carriers with more availability. We checked this month and found most Hawaiian flights, at the time of our bid pack construction, had only 2 seats available on the flights and were unable to get the Company to make a change. So, if you

[Memphis 777 PSIT Notes Continued]

get one of these pairings, please let us know if you are unable to get a business class ticket on your flight. We won't be able to get you a business class seat if you don't get one in April, but it will help us to change to carriers with better availability in future months.

As always, we encourage and request your feedback. Your feedback is crucial in supporting our ability to request and support any changes or improvements. We do not get a copy of any INSITE reports you submit to the Company and request that you complete FedEx ALPA's new [Pilot Data Report \(PDR\) so we can be aware of issues you are experiencing.](#)

Trip Services

Hotel Notes:

General Info –

1. Although the [Pilot Data Report \(PDR\)](#) system is in place, the committee is requesting crewmembers submit an **Insite report** in the event you experience issues with hotels, catering and ground transportation. FedEx Crew Travel Services (CTS) will investigate the issue and respond to the submitting crewmember. The committee is copied on all Company responses to Insite reports.
2. If you are unable to obtain crew rest due to a specific room issue or if your crew rest is interrupted, please report the issue first to the Front Desk for resolution. If your issue cannot be resolved by being relocated to another room in the hotel, contact the Duty Officer and request to be relocated to another hotel. Once relocated, notify Crew Scheduling. Finally, complete an Insite report.

BNA Update – The Hotel Indigo contract was not renewed. Until inspections can be completed by both the Company and the committee, **The Holiday Inn & Suites Nashville Downtown** and **The Hayes Street Hotel** will be used for layovers. Please refer to **FCIF 19-0149 (Hotel)** and **FCIF 19-0148 (Hotel)** respectively for additional information. Please submit an Insite ticket on these two hotels as they are both under consideration for contract.

CAN Update – Effective with the April Bid Period, **The White Swan Hotel** has direct billing. Please refer to **FCIF 19-0129 (Hotel)** for additional information.

CRK Update – The April Bid Period has CRK layovers. Our previous non-contract hotel, **The Holiday Inn**, lost its branding. Therefore, layovers will be assigned to **The Park Inn by Radisson**. Ensure you are assigned a room on the side of the hotel away from the nearby construction to ensure crew rest.

IND Update – The city is hosting a large conference from April 10-13 and rooms at both of our downtown hotels will be limited. During this period, some layovers normally assigned to **The Embassy Suites** and **The Omni Severin** will be relocated to either **The Crowne Plaza Airport Hotel** or **The Sheraton Keystone**. Please refer to your pairing in VIPS to verify your correct hotel.

KIX Update – Exterior noise issues (i.e. motorcycle racing) continue to be problematic at **The Hyatt Regency Osaka**. Please contact the hotel's Front Desk as soon as possible to report the noise issue so the local police can resolve the issue. Finally, please submit an Insite report.

MUC Update – Due to upcoming spa work at our current contract hotel, **The Sofitel Munich Bayerpost**, crews will be moved to **The Novotel Munich City Hotel** from April 23-May 12.

PHL Update – Our prior contract hotel, **The Sheraton Suites Philadelphia Airport Hotel**, is no longer under contract. Until further notice, **The Renaissance Philadelphia Airport Hotel** will be our non-contract hotel. Please refer to **FCIF 19-0106 (Hotel)** for additional information.

Catering Notes:

HKG B767 Aircraft with Ovens – The Crew Travel Services Catering Group is working with the IT programmers to identify aircraft with ovens. When you submit your catering request, ensure you receive an e-mail confirmation response with your menu choices. Please do not fill out a paper meal request form and hand it to the Ramp Agent as this only causes confusion with the caterer. Prior to your flight (greater than 12 hours), please submit an Insite report if you are experiencing a hot meal catering issue. For example, you are flying a B767 aircraft with an oven and want to order a hot meal, but the “on-line” form only shows cold menu items. By submitting an Insite report identifying the issue, the catering group should be able to resolve the meal ordering issue prior to your departure.

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 **INSITE Reporting System**. 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. The committee receives a copy of the Insite report once Crew Travel Services investigates and replies to the submitting crewmember, but if you feel your issue hasn't been resolved, please contact us via the [Pilot Data Report \(PDR\)](#).