

SIG NOTES



NOV 2017

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

Summary of the Build

The November bid line credit targets remain on the relatively high side. The Thursday Thanksgiving Holiday affected line construction in a number of ways. There is also an uptick on carry-out in preparation for December.

B Reserve Post Holiday. Historically there are a number of early hub departures after a holiday. The Friday after Thanksgiving there are a number of departures scheduled before 0230. So if you are on B Reserve, expect a possible AM departure.

Puerto Rico flights. In the aftermath of hurricane Maria, FEDEX has been contacted to operate a number of charter flights to Puerto Rico. Most likely we will be operating extra sections to Puerto Rico for months.

Until we have a viable hotel option FEDEX will schedule two crews for flights in the critical. Day flights will utilize an RFO. The best-case scenario for an operable hotel will be late October. If you currently are assigned a bid pack SJU flight expect to be put into substitution until a hotel becomes available.

Every department at FedEx was asked to help out this week. Due to the added flying anticipated in the MD-11, we added more credit to a number of lines.

SIG Quarterly. This month we conducted the SIG Quarterly meeting. In attendance were representatives from Crew Resource Scheduling, Global Line Haul Planning, Flight Operations Planning and Analysis (Crew Planning and Crew Staffing). All the following information is accurate as of October 5, 2017. Aircraft numbers are accurate from standing bid 17-01 with the exception of 777s.

[SIG Notes continued]

Fleet	757	Airbus	767	MD11/10	777
May `17	116	74	45	96	30
May `18	119	73	54	90	34

Three 777 deliveries will be made prior to peak. One will return on a lease after peak, bringing up our totals to 34 for May `18. MD11/MD10 retirements may be delayed dependent on lift requirements.

Fatigue Risk Management. HKG 767 crewmembers recently saw fatigue risk management in action. With inputs from pilots ([Fatigue Reports](#), [PIREPs](#), and [INSITE](#)) the SIG/FRMG team worked with the company to implement positive changes to the November Bid-pack. We hope to see some of these changes incorporated into a long-term solution.

A very important piece of FRMG analysis is data collection. Emails are sent out every month requesting participation. Standard participation is less than 40%, sometimes less than 20%! But, HKG pilots responded with 75% participation... thank you.

When you participate in our data collection - please follow the directions. Filling out the sleep log correctly (Using ZULU time!) is paramount. The data you compile is cross-checked and validated against the acti-graphs data. Thanks again for your participation.

Pat Hagerty, Fatigue Risk Management Chairman
Rob Bassett, Fatigue Risk Management Vice-Chairman

Secondary Lines. The changes to VIPS with regard to secondary lines are in preparation for the secondary line upgrade. Currently, the only procedural change is the elimination of conversion lines. The input may look different, but there is no change to how secondary lines are processed. The change in VIPS is in preparation for the secondary line UPGRADE. You may still bid specific secondary lines. There is no provision for vacation hour selection, lines built in seniority order or reserve block selection yet. That will occur when the upgrade is complete.

There has been some confusion over the secondary line UPGRADE and the REPLACEMENT. This will be a two-step process. Early next year the UPGRADE will be put into operation. At that time vacation hour selection, lines built in seniority order and reserve block selection will be implemented.

[SIG Notes continued]

After the upgrade is in place, the process to find a replacement secondary line generator will begin. The details can be found in the Implementation of a secondary line replacement system LOA.

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

REPORTS

Issue	Report	
Line Building. Bid Line Construction.	PIREP	Any scheduling related issue. Sent to ALPA SIG/PSIT for response. PSIT is responsible for line construction.
Pairing Construction. Including DHs.	INSITE	Any pairing construction issue. Sent to FDX SIG. FDX is responsible for pairing construction.
Fatigue.	Fatigue	Sent to both Company and ALPA fatigue committee.

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](#).

Hong Kong A300

FedexA300HKG@ALPA.org
Chris Womick
Scott Hubin

	Captain	First Officer
Average CH	N/A	71:36
RLG CH	N/A	68:45
R-day value CH	N/A	4:35
# of Regular Lines	N/A	4
# of Secondary Lines	N/A	2
# of Reserve Lines	N/A	4
Total # of Lines	N/A	10
Total CH Available (no c/o)	N/A	286
Avg CH/R day	N/A	9.5
Carry-in CH from previous month	N/A	0
Credit hours carry-in to Total CHs	N/A	0%

PSIT Notes: Hello from Memphis. The FO line options on the Hong Kong Airbus have shrunk from the Sweet Sixteen to the Final Four. With that, the number of lines created have also shrunk. Now, more than ever, with training and vacation meshing with your monthly bid, it is important to communicate to us if the options being created are not leaving you any flexibility with scheduling. Reach out via email or call us with any questions.

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](#).

Memphis A300

FedexA300MEM@ALPA.org

Mike Percy
Harry Edwards
Mike Davidson
Jarrod Hatfield

	Captain	First Officer
Average CH	73:31	72:26
RLG CH	70:30	69:30
R-day value CH	4:42	4:38
# of Regular Lines	201	206
# of Secondary Lines	63	43
# of Reserve Lines	55	52
Total # of Lines	319	301
Total CH Available (no c/o)	15323.1	15323.1
Avg CH/R day	18.6	19.6
Carry-in CH from previous month	806:57	806:57
Credit hours carry-in to Total CHs	5.0%	5.0%

PSIT Notes: November is a four-week month with our Thanksgiving holiday affecting the fourth week's pairings. The holiday affected build patterns resulting in an increase in departures per line. Due to peak, the flying is heaviest in the back end of the month and the carry-out flying is substantially higher. Due to the lack of D/H's with a 24hr layover or weekend layovers, we were forced to increase the overall number of departures on numerous lines. We are still required to observe 1-7 legalities on these lines.

We have also seen an increase in A300 revision comments throughout the system, especially in IND. If you experience one of these, please email your PSIT. If you file a scheduling or fatigue related Insite Report, please copy us as we are not automatically given these reports by the company.

Cologne B-757

Fedex757EUR@ALPA.org

Tim Harp

James Capeless

	Captain	First Officer
Average CH	74:25	72:08
RLG CH	71:30	69:15
R-day value CH	4:46	4:37
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# of Regular Lines	28	29
# of Secondary Lines	12	9
# of Reserve Lines	13	10
Total # of Lines	53	48
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Total CH Available (no c/o)	2211	2211
Avg CH/R day	11.3	14.7
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Carry-in CH from previous month	362	362
Credit hours carry-in to Total CHs	14.1%	14.1%

PSIT Notes: November is a four-week bid month with a few one-off pairings the first week, due to All Saints Day. These include a CGN-CDG-ARN-HEL sequence. We were able to construct 28 lines for CA's and 29 lines for FOs. Be aware that CA and FO pairings do not coincide with line construction. The MAN/BSL and BUD/CPH city pairs remain for November and we are unsure how long these will continue. Please note this when bidding.

ALPA SIG continues to work on getting a bank for the GT to/from LGG. On occasion, XTRA pairings may continue to show up in open time as the Company deals with the nuances of integrating the LGG system. Please continue to provide feedback on these new pairings with any details that require further attention.

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.

[Cologne PSIT Notes continued]

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!



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](#).

Memphis B-757

Fedex757MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

Joe Brewster

	Captain	First Officer
Average CH	74:55	73:28
RLG CH	72:00	70:30
R-day value CH	4:48	4:42
# of Regular Lines	145	123
# of Secondary Lines	41	29
# of Reserve Lines	40	25
Total # of Lines	226	177
Total CH Available (no c/o)	11037	9172
Avg CH/R day	17.9	21.1
Carry-in CH from previous month	842	758
Credit hours carry-in to Total CHs	7.1%	7.6%

PSIT Notes: The November build came together in traditional fashion considering the Thanksgiving holiday. BLG targets are slightly lower for the first officers. The drawdown in training will bring more instructors to the line for peak. This resulted in eight more lines for the Captains and nine more for the First Officers.

Weekend layover lines are built in a non-traditional fashion in order to give one crew the holiday completely off while the other line will touch Thanksgiving Day. The duty times on the BOI, HTS, GJT and SWF weekend layovers don't mix well with weekday flying so they're built as standalone weekends.

The standby period prior to the COS-MEM leg precluded a pure COS weeklong line. It's mixed with LFT for duty period mitigation.

Finally, QRO has changed to a 30+ hour layover style. It doesn't mix in well with our more traditional city pairs so you'll find these trips in the Tour Americas lines. As a reminder, the PSIT does not build the pairings but we do advocate on your behalf when we find issues. Your documentation (PIREP/INSITE/Fatigue reports, emails) helps tremendously.

Hong Kong B-767

Fedex767HKG@ALPA.org

Chris Womick

Scott Hubin

	Captain	First Officer
Average CH	75:45	75:43
RLG CH	72:45	72:45
R-day value CH	4:51	4:51
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# of Regular Lines	42	44
# of Secondary Lines	18	14
# of Reserve Lines	9	12
Total # of Lines	69	70
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Total CH Available (no c/o)	3681	3819
Avg CH/R day	27.3	21.2
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Carry-in CH from previous month	568	568
Credit hours carry-in to Total CHs	13.4%	12.9%

PSIT Notes: Hello from Memphis. We have had a very productive week here building the November bid-pack. The city pairs are different than what you saw in October even though this is another four-week bid month. We are short on pilots and have many people with scheduled vacation, so you will see more Single Departure Lines than normal.

We are swapping some jets through ANC so the need for an RFO made some of the lines different between the Captains and the FOs. The combined effort between the Company and ALPA to gather sleep data on various pairings in our domicile is the catalyst for acti-graphs arriving in your mailbox. The SIG fully supports you volunteering to participate in this data collection program.

There will be plenty of credit hours in open time due to vacation time scheduled, vacation buyback dependent, coupled with pairings which could not be built into the bid-pack because they were being modified. It seems the communication conduit is wide open because we get emails, phones calls and texts very frequently. Thank you for reaching out and we look forward to hearing from you again.

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Andrew Hall

	Captain	First Officer
Average CH	75:02	73:43
RLG CH	72:00	70:45
R-day value CH	4:48	4:43
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# of Regular Lines	19	19
# of Secondary Lines	9	9
# of Reserve Lines	9	7
Total # of Lines	37	35
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Total CH Available (no c/o)	1603	1603
Avg CH/R day	11.9	15.3
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Carry-in CH from previous month	30	30
Credit hours carry-in to Total CHs	1.8%	1.8%

PSIT Notes: Hello, Indy flyers. We hope you had a great summer.

November is a 4-week bid month. We will experience local time change which we 'fall back' on November 5, and enjoy Thanksgiving on the 23rd. Our CHs are nearly the same as last month and last November. There are no Capt only or F/O only pairings this month.

Week 1 has a relatively low number of pairings, and week 4 did not build well because of Thanksgiving. The good side of that is only 3 trips operate on Thanksgiving Day, but it breaks up the last week a bit. Aside from our normal flying, we have SWF, MDT, TPA, TYS, LCK, and MSP as 757 night hub turns. Of those, only TYS & LCK operate during the first week. All this is a long way of explaining that conventional week on, week off flying was not possible in many of these cities. Many of the lines operate 3 weeks in a row. Most of our AFW hub turns/west coast 'tour America' trips are not turnable, so they stand alone.

The 767 continues to fly ATL and PHL. We expect this to continue thru February. No final decision has been made with respect to splitting the 757 and 767 bid-packs. We understand the company is engaging the FAA with whether we could begin training pilots in the 767 LDS in February with the understanding that no one will do SLF before March. This would make it easier to train everyone prior to LDS introduction in March.

Memphis B-767

Fedex767MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

Andrew Hall

	Captain	First Officer
Average CH	75:07	73:52
RLG CH	72:00	71:00
R-day value CH	4:48	4:44
# of Regular Lines	152	182
# of Secondary Lines	52	41
# of Reserve Lines	45	47
Total # of Lines	249	270
Total CH Available (no c/o)	13074	14885
Avg CH/R day	19.4	21.1
Carry-in CH from previous month	704	791
Credit hours carry-in to Total CHs	5.3%	5.3%

PSIT Notes: Happy Thanksgiving! November is a 4-week bid month, with Thanksgiving falling in week 4. As usual, you'll find a junior and senior line for most cities, with the junior city generally working through or on both sides of the holiday.

We have fewer "hook" 757 cities, which limited our ability to build consecutive sequences with some of our west coast cities. The result is a higher than normal number of "junior" lines, and considerably more 24-hr layover trips left in open time for the CIC/VTO process.

BQN bidders should reference the front page of the SIG notes for information on those flights, and the possibility of being placed in substitution in November.

We continue to acquire some of the 767 flying that has previously been assigned to the IND base, as their aircraft are converted to LDS. We also continue to have considerably more FO-only 757 flying, while the company continues to work at balancing the staffing. Be aware the Captain and FO sides of the bid-pack may not match up completely (or at all in some cases).

As always, your feedback is important. Please send your thoughts about our ever-evolving bid-pack.

Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	75:26	75:28
RLG CH	72:30	72:30
R-day value CH	4:50	4:50
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# of Regular Lines	52	63
# of Secondary Lines	18	16
# of Reserve Lines	17	14
Total # of Lines	87	93
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Total CH Available (no c/o)	4051	4945
Avg CH/R day	15.9	23.5
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Carry-in CH from previous month	739	805
Credit hours carry-in to Total CHs	18.2%	16.3%

PSIT Notes: International peak is up this year from 2016. In ANC we have about 400 more credit hours of flying in NOV 17 versus NOV 16. The build went together well so we were able to maintain or in the case of FO, increase our line count for the month.

We are expecting some additional flights for the MD11 out of Asia and in preparation for that, we will see some segments to position the aircraft.

One of those segments is a TPE-NRT flight on Sundays. In November this leg was placed after the CRK turn to TPE, which will make for a very long duty day. Most of these duties have a large layover surrounding it which will help mitigate fatigue. We asked the company to consider not building this duty going forward as we consider this very fatiguing.

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Cody Chenoweth

Chris Leuw

	Captain	First Officer
Average CH	75:00	75:01
RLG CH	72:00	72:00
R-day value CH	4:48	4:48
# of Regular Lines	24	36
# of Secondary Lines	11	13
# of Reserve Lines	14	14
Total # of Lines	49	63
Total CH Available (no c/o)	1998	2834
Avg CH/R day	9.5	13.5
Carry-in CH from previous month	447	488
Credit hours carry-in to Total CHs	18.3%	14.7%

PSIT Notes: Winter is coming...welcome to the beginning of Peak 2017. November is a 4-week bid-month with Thanksgiving occurring on Thursday of week 4.

This month we welcome back the OAK Hotel standby pairings. Pairings 41, 43, 45 and 45 are the standby pairings, and they all occur in week 4. Due to this, we were unable to build all of them onto the lines. You can expect to see OAK standby pairings in December during weeks 3 and 4 as well.

For First Officers bidding for currency, line 2002 is an RFO only single departure line.

If you have any fatigue-related issues, whether you call in fatigued or not, please copy us on all of your correspondence with the company.

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Harley Troyer

	Captain	First Officer
Average CH	75:41	75:43
RLG CH	72:45	72:45
R-day value CH	4:51	4:51
# of Regular Lines	291	257
# of Secondary Lines	82	61
# of Reserve Lines	95	77
Total # of Lines	468	395
Total CH Available (no c/o)	23054.4	20527.0
Avg CH/R day	16.2	17.8
Carry-in CH from previous month	1367.1	1454.5
Credit hours carry-in to Total CHs	5.6%	6.6%

PSIT Notes: For you Game of Thrones fans out there....Winter is coming!!! Here at Fedex, winter is synonymous with Peak. Nov is a 4- week month with the Thanksgiving holiday on the 23rd. Departures per line were increased in an effort to raise average BLGs in anticipation of extra pairings from peak and hurricane relief flying. Expect a number of extra pairings in Open Time due to this increased demand.

Thanksgiving is unique, causing us to build a little differently to make up for the lack of flying on that day.

Day domestic flying is generally unaffected with a long layover. Night domestic generally gets back to MEM on Wednesday night and your line resumes on Friday morning to finish the week. This also causes us to add another trip somewhere in the month to make up for the lack of flying on the holiday.

AM O&B's are built the same except in the last week where it will operate Tuesday, Wednesday, and Friday. PM O&B's will look a little different this month but will return to normal next month. We front-loaded as much as possible so that the majority of the lines will finish on Wed before the holiday.

[Memphis MD-11 PSIT Notes continued]

Last month we asked about the bottom lines (more junior) in the bid pack, we received your positive feedback requesting them and will continue to build them.

If you have suggestions or observations that might help us with line building, please feel free to contact us. If you have any fatigue-related issues, whether you call in fatigued or not, please send us an email.



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](#).

Memphis 777

Fedex777MEM@ALPA.org

Greg Hall

Amadee Pepper

Jon Casello

Curt Henry

	Captain	First Officer
Average CH	74:34	76:03
RLG CH	71:45	73:00
R-day value CH	4:47	4:52
# of Regular Lines	167	362
# of Secondary Lines	62	84
# of Reserve Lines	58	70
Total # of Lines	287	480
Total CH Available (no c/o)	13144	25780
Avg CH/R day	15.1	24.5
Carry-in CH from previous month	1757	3227
Credit hours carry-in to Total CHs	11.8%	11.1%

PSIT Notes: Welcome to peak 2017! November is a four-week bid month with Thanksgiving as the only holiday. BLGs remain high as we approach peak. We expect to add another airplane in December that will go back to Boeing as an eco-Demonstrator after peak. Block time for the Captain seat remained constant from October to November but only as a result of a shift of 500 CHs that showed up as RF2 flying. Despite the loss of this flying, the FO seat saw an additional 1,000 CHs.

Pairing design and BLG targets resulted in a mixing of European and Asian pairings, decreasing our regional purity. As always, due to the carryout, we see from month to month and the resultant lack of smaller pairings early in the month, we have numerous pairings that work over Thanksgiving in the last week of the month. Those desiring to have Thanksgiving off will be advised to use caution in making the decision to bid a secondary line.

Due to the limited feedback we receive, we have to assume that crews are happy with the pairing construction. Your feedback, positive or negative, and Insite/fatigue reports to the company are critical for us to justify pairing construction. Please copy us on all of these.

Trip Services Solutions

Fedex-Hotel@ALPA.org

Mark Stafiej

Mike Pearcy

Hotel Notes:

ALB Update – Renovations are scheduled to continue at our contract hotel, **The Albany Marriott**, until later this year. The Company recently issued **FCIF 17-0453 (Hotel)** announcing that layovers would be scheduled at **The Courtyard by Marriott Albany Airport** until the completion of the Marriott renovations.

MIA Update – Due to recent hurricane damage at our contract hotel, **The Courtyard by Marriott Coconut Grove**, effective Friday, October 6 all layovers will relocate until further notice to **The AC Hotel Miami Beach**. Please refer to **FCIF 17-0467 (Hotel)** for specific details.

MXP Update – Our current contract hotel, **The Four Points by Sheraton Milan Center**, will be undergoing a major lobby renovation from late November through February 2018. To protect crew rest layovers will be relocated to the **Boscolo Milano Hotel by Marriott**. The Company will be issuing a FCIF with specific hotel information.

SAV Update – Due to construction adjacent to our current contract hotel, **The Courtyard by Marriott Savannah**, effective with the October Bid Period crews will relocate to **The Holiday Inn Savannah Historic District** to protect crew rest. Please refer to **FCIF 17-0461 (Hotel)** for specific details.

SNA Update – The Company recently issued **FCIF 17-0451 (Hotel)** announcing **The Ayres Hotel Costa Mesa in Orange County** as our non-contract hotel for the October Bid Period. Both the Company and committee recently completed their respective inspections and effective with the November Bid Period **The Embassy Suites by Hilton Irvine** will be our new SNA hotel. The Company will issue a FCIF shortly announcing this new hotel.

TPA Update – Due to recent hurricane damage to our contract hotel, **The Doubletree Tampa Airport Westshore**, effective Saturday, October 7 most layovers will relocate to **The Crowne Plaza Tampa Westshore**. Please refer to **FCIF 17-0473 (Hotel)** for specific details.

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

[Trip Services Hotel Notes continued]

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.

