

SIG NOTES



OCT 2017

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

Summary of the Build

Hours are beginning to move upward in anticipation of peak. International hours will show a greater increase as international peak begins earlier than domestic. There was a reduction in target BLGs during the Spring and Summer months. Most BLG targets are close to max once again as we head toward Peak.

No more secondary conversions. The company has informed us that starting in October there will be no more reserve line conversions.

The bid-packs do not list the secondary numbers, in preparation for a software update. The secondary line numbers are still 4001→ 4XXX for Captains and 5001→ 5XXX for First Officers.

Update on the 757/767. There are currently three different aircraft variations, at three bases with four bid-packs. We continue to receive emails from crew-members expressing their concerns with the 757 and 767 bid packs: 757 training dates have been delayed. Memphis 757 flying is being shifted to the Memphis and Indy 767 bid pack. 767 pilots either have too much or not enough 757 flying.

The short-term solution of pairing/city rotation is not preferred long-term. ALPA SIG believes splitting the Memphis bid packs may be a better solution.

Early in 2018 the company plans on transitioning the Indy 767 classics to 767 LDS. After the Indy transition, a long term solution will be readdressed. ALPA SIG would prefer splitting the bid-packs. Please be patient over the next few months.

Training slots for CGN. We have requested recurrent CGN training slots not be scheduled in the evening in Memphis. The evening slots coincide with their local base window of circadian low (WOCL).

Airbus revisions. Recently we have received numerous emails with regard to Airbus revisions. Back in March the company eliminated 5 of the 8 domestic hotel standbys. While we have seen an uptick in the number of revisions, there is no specific cause. If you have a back-end deadhead from Oakland or Indianapolis you may get revised.

We received an inquiry with regard to block hour trends. Below is a chart comparing a few numbers from previous August bidpacks..

Year	Credit	Block	Synthetic	Non-POPs	Aircraft
2014	181430	97850	0.85	3078	336
2015	186685	100794 (+3%)	0.85	3319 (+8%)	345
2016	190107	101928 (+1%)	0.87	3388 (+2%)	340
2017	198799	110788 (+9%)	0.79	3605 (+6%)	361

August is used as a non-peak, 4-week sample month. Hours are combined Captain and First Officer. Non-POP stands for non-pay only pilot. Non-POPs would exclude LTD, Instructors, and Management pilots. Synthetic (credit-block/block) is one metric used to measure pairing efficiency. Aircraft is the total number of airframes disclosed on previous system bids.

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.

Fatigue Risk Management:

Shorter days are upon us as we head towards fall and winter. I hope you all have enjoyed the new fatigue LMS part of your tri-annual training. [Here](#) is a link to the one I did for ALPA in June in case you missed it.

How is your mental health? Did you know lack of sleep has a major impact on your mental health? On the back of your Anthem/BCBS card is a line labeled EAP/MHSA. Anthem's EAP webpage states:

"Anthem's Employee Assistance Program (EAP) is a confidential information, support, and referral service offering tools and resources designed to help maximize productivity and meet the challenges of modern life. As an employer-sponsored program, EAP services are available to employees and their household members at no additional cost to them. Areas frequently addressed by the EAP include:

- Child care and parenting
- Helping aging parents
- Financial issues
- Legal concerns
- Work and career
- Emotional well-being
- Addiction and recovery
- Wellness and prevention
- Concierge and convenience services
- Life events

Keep the fatigue reports coming.

Pat Hagerty
Fatigue Risk Management Committee Chairman

Hong Kong A300

FedexA300HKG@ALPA.org
Chris Womick
Scott Hubin

	Captain	First Officer
Average CH	N/A	71:37
RLG CH	N/A	68:45
R-day value CH	N/A	4:36
# of Regular Lines	0	4 (40%)
# of Secondary Lines	0	2 (20%)
# of Reserve Lines	0	4 (40%)
Total # of Lines	0	10
Total CH Available (no c/o)	0	286
Avg CH/R day	0.0	4.8
Carry-in CH from previous month	0	0
Credit hours carry-in to Total CHs	0.0%	0.0%

PSIT Notes: Hello from the Central building. Typhoon season is upon us again and we had record-setter blow through. If you are not here, you aren't missing anything from a weather perspective. More STBYs, there is always some variety from a footprint perspective. Let us know if we can put a request in for you for a future bidpack. We are here to support you.

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+18	73+18
RLG CH	70+15	70+15
R-day value CH	4+41	4+41
# of Regular Lines	198	198
# of Secondary Lines	69	51
# of Reserve Lines	50	46
Total # of Lines	317	295
Total CH Available (no c/o)	14892.2	14892.2
Avg CH/R day	19.9	21.6
Carry-in CH from previous month	837.8	837.8
Credit hours carry-in to Total CHs	5.3%	5.3%

PSIT Notes: October is a 4-week bid month with Columbus Day occurring on Monday the 9th. Directly affecting the build this month was the loss of 60% of our weekend layovers, leaving ATW, HRL and PBI. As we have seen in previous months, we still have many unturnable pairings that result in extra departures per line.

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

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Cologne B-757

Fedex757EUR@ALPA.org

Tim Harp

James Capeless

	Captain	First Officer
Average CH	71:37	71:37
RLG CH	68:45	68:45
R-day value CH	4:35	4:35
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# of Regular Lines	28 (54%)	28 (57%)
# of Secondary Lines	12 (23%)	10 (20%)
# of Reserve Lines	12 (23%)	11 (22%)
Total # of Lines	52	49
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Total CH Available (no c/o)	2160	2160
Avg CH/R day	12.0	13.1
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Carry-in CH from previous month	372	372
Credit hours carry-in to Total CHs	14.7%	14.7%

PSIT Notes: October is a four-week bid month with Daylight Savings occurring in Europe on October 29th. We were able to construct 28 lines in both seats. Please be aware that there are a few one-off pairings in the bid pack. One of these is a HEL trip starting out of CGN during the first week. The more significant change is to the carry-over trips of MAN/CPH and BSL/BUD. A late scheduling change has disrupted these normal city pairs placing them over duty limits. For the carry-over trip only, you will see MAN/BSL and BUD/CPH city pairs. We're unsure how long these city pairs will continue. Please note this when bidding.

We continue with the new GVA/LGG/STN city pairs. Additionally, we now have the EMA (East Midlands Airport) pairings. ALPA 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. In respect to LGG layovers, the Park Inn is preferred to be used as the Day Room hotel. LGG layovers will be scheduled at the Pullman in Aachen, when available. Please provide feedback on these new pairings to any detail that requires further attention.

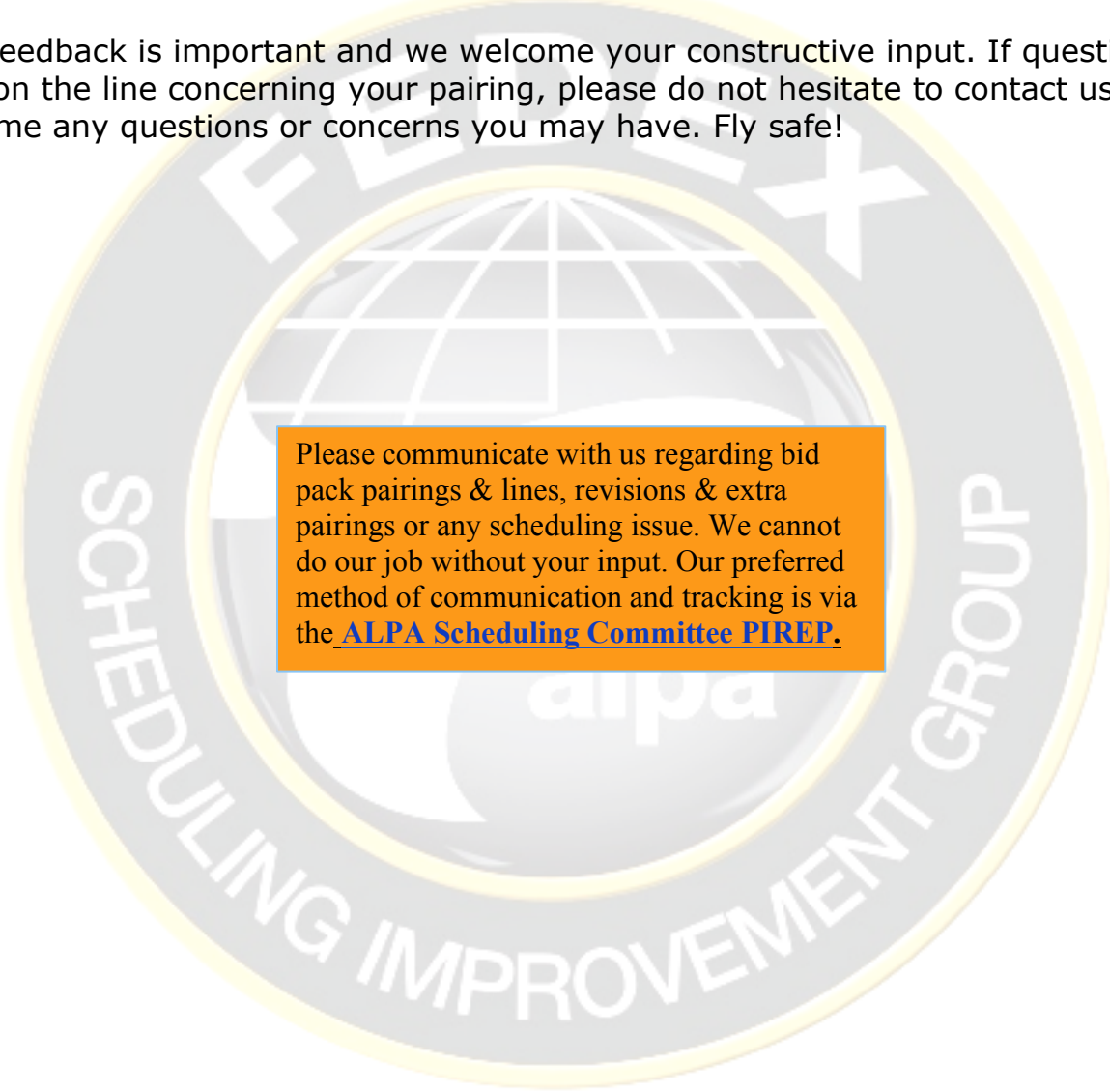
A reminder to EUR FDA pilots in the event your pairing is revised: all FDA trips within the European theater shall be scheduled and operated in accordance with domestic parameters (CBA 12.D.1.c). We also ask that crewmembers please be aware of your CBA rights when bidding in the event of a phase-in conflict.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

[Cologne PSIT Notes Continued]

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 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!

The logo for the ALPA Scheduling Improvement Group is a large, semi-transparent watermark in the background. It features a central globe with a grid of latitude and longitude lines. Above the globe is a stylized 'X' and the letters 'ALPA'. Below the globe is the word 'alpa' in a lowercase, sans-serif font. The entire logo is enclosed in a circular border with the text 'SCHEDULING IMPROVEMENT GROUP' written around the perimeter.

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Memphis B-757

Fedex757MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

Joe Brewster

	Captain	First Officer
Average CH	75+31	75+30
RLG CH	72+30	72+30
R-day value CH	4+50	4+50
# of Regular Lines	137 (63%)	114 (66%)
# of Secondary Lines	41 (19%)	21 (12%)
# of Reserve Lines	40 (18%)	37 (22%)
Total # of Lines	218	172
Total CH Available (no c/o)	10815	9139
Avg CH/R day	18.0	16.5
Carry-in CH from previous month	793	701
Credit hours carry-in to Total CHs	6.8%	7.1%

PSIT Notes: October is a four-week bid month, with no holidays affecting the build.

As a result, we were able to build the month in a very traditional fashion. The Company continues to request high targets, which means many week-on/week-off lines needed additional fill in order to raise the average BLG closer to the target.

We continue to see 757 flying being transferred to the 767 bid pack. For October, full crew cities are SGF, CHA, FSD O&Bs, PVD, RST, and SDF. F/O only cities are BHM, CID, MSP, SBN, TLH, plus some "embedded" 757 legs in longer 767 pairings. Some MEM 757 flying is being transferred to the IND 767 bid pack while IND 767 airplanes go through conversion to LDS. We expect this to continue through Spring 2018. Lastly, ICT was paired with QRO which yielded two more lines.

As a reminder, the PSIT does not build the pairings. The week prior to the build we look for pairings that we feel can be improved and recommend those changes to the company. The company may or may not take our recommendations based on many factors. We strive to build the highest quality lines we can with the pieces we are given.

Hong Kong B-767

Fedex767HKG@ALPA.org

Chris Womick

Scott Hubin

	Captain	First Officer
Average CH	75:41	75:41
RLG CH	72:45	72:45
R-day value CH	4:51	4:51
# of Regular Lines	41 (62%)	41 (60%)
# of Secondary Lines	15 (23%)	15 (22%)
# of Reserve Lines	10 (15%)	12 (18%)
Total # of Lines	66	68
Total CH Available (no c/o)	3571	3571
Avg CH/R day	23.8	19.8
Carry-in CH from previous month	472	472
Credit hours carry-in to Total CHs	11.7%	11.7%

PSIT Notes: For the Oct. bid month, several HSTBY periods have been mixed with operating legs; we have requested that in the future, these standby periods be built as a standalone standbys.

Four large pairings could not be built onto lines this month and will appear in Open Time. They are: 38/19, 68/12, 70/19, and 75/17.

If you encounter fatigue on a trip please report it via the Fatigue/ASAP reporting system. One need not call in fatigued to submit these reports. The FRMG does get these reports and considers these reports critical in evaluating risk associated with crew alertness levels. The SIG/PSIT does not get copied on these reports, so please ensure you copy us as well.

We currently have a HKG PSIT Survey open. If you haven't responded please take the time to give us your preferences.

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Andrew Hall

	Captain	First Officer
Average CH	75:40	75:48
RLG CH	72:45	72:45
R-day value CH	4:51	4:51
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# of Regular Lines	19(54%)	22(63%)
# of Secondary Lines	8(23%)	6(17%)
# of Reserve Lines	8(23%)	7(20%)
Total # of Lines	35	35
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Total CH Available (no c/o)	1489	1680
Avg CH/R day	12.4	16.0
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Carry-in CH from previous month	63	63
Credit hours carry-in to Total CHs	4.1%	3.6%

PSIT Notes: Hello everyone. We hope you and your families are doing well and enjoying the cooler temperatures.

October is a 4-week month with the CHs holding steady from the previous 4-week month. We are operating three 767C in October and are scheduled to operate three until the end of the year. The latest information is that we will operate two 767C in January, two in February and zero in March. As stated in previous communications, the plan is to continue to have 757 flying in our bid pack to make up for the loss in 767C flying.

We recognize the painful transition the IND base is in at this time. We are currently discussing the best way to move forward in the transition from 767C to 767LDS.

Looking at the overall build process, we always try to honor safety, seniority, DH purity and regional purity among other considerations. With the requested BLG and the lack of weekend flying, most lines have 3 commutes and some lines work 3 weeks in a row.

We lost the BOS-EWR-LAX and DEN flying, but gained the return of the ATL flying. It is our understanding that part of the reason for the loss was due to reliability on the

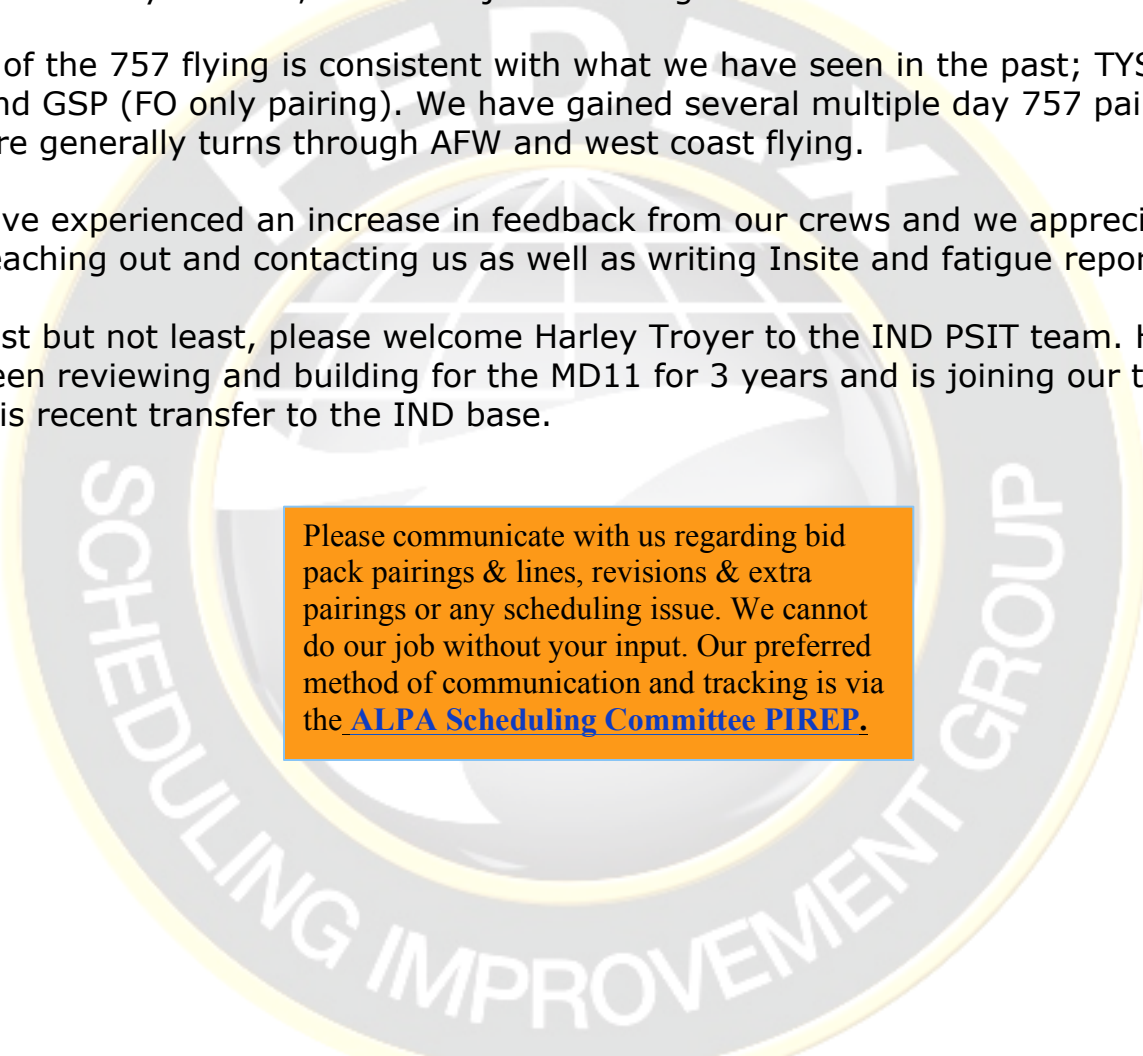
[Indianapolis 767 PSIT Notes Continued]

767C. With that said, we would expect to see similar 767C pairings in the coming months but as you know, this is subject to change.

Some of the 757 flying is consistent with what we have seen in the past; TYS, CAE, CLE and GSP (FO only pairing). We have gained several multiple day 757 pairings that are generally turns through AFW and west coast flying.

We have experienced an increase in feedback from our crews and we appreciate you reaching out and contacting us as well as writing Insite and fatigue reports.

And last but not least, please welcome Harley Troyer to the IND PSIT team. He has been reviewing and building for the MD11 for 3 years and is joining our team with his recent transfer to the IND base.



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Memphis B-767

Fedex767MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

Andrew Hall

	Captain	First Officer
Average CH	75:29	75:22
RLG CH	72:30	72:15
R-day value CH	4:50	4:49
# of Regular Lines	147 (64%)	171 (64%)
# of Secondary Lines	43 (19%)	38 (14%)
# of Reserve Lines	40 (17%)	57 (22%)
Total # of Lines	230	266
Total CH Available (no c/o)	12302	13777
Avg CH/R day	20.5	16.1
Carry-in CH from previous month	728	820
Credit hours carry-in to Total CHs	5.6%	5.6%

PSIT Notes: With a continued high build average target, we again had difficulty with building week on/week off schedules. Short 757 cities are being utilized on a rotating basis as hooks for the AM departures to the West Coast. 757 flying is being assigned to us to make up for 757 manning shortfalls as well as segment currency. As has been seen in recent past, additional F/O credit hours are being pushed to us. Captain and F/O lines do not necessarily match as a result.

The 24-hour layovers continue to frustrate the build. Numerous 24-hour layover trips were not included on lines and will be available during the view/add and secondary line process windows.

Last month we saw inclusion of more than average single blocks of reserve days. Reserve lines are Company generated. The Company explained that their reserve modeling software saw a need to have these and their inclusion in the bidpack is a direct result.

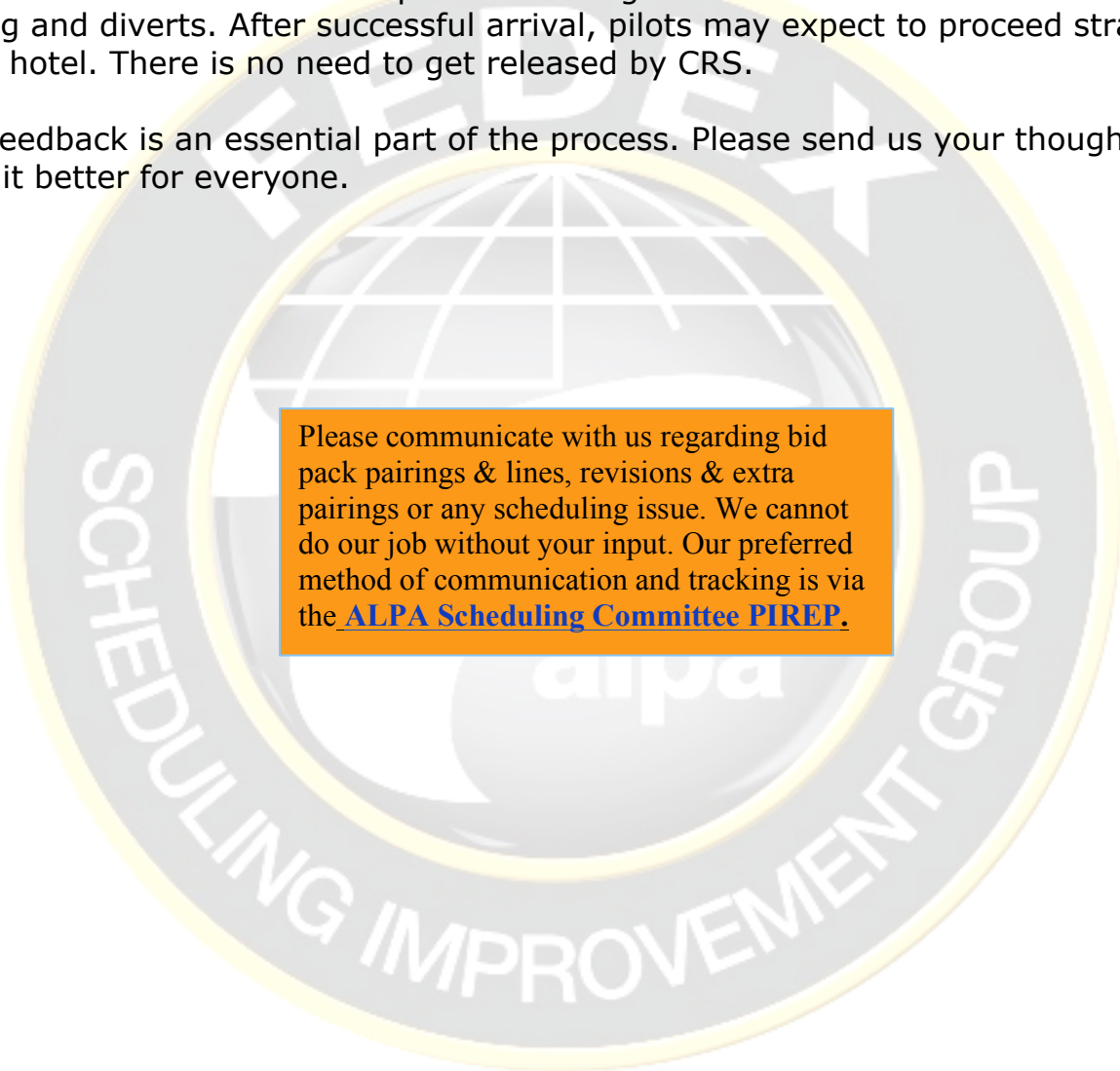
We are assuming some routings that have previously been flown by IND Classic 767s. This is likely to continue beyond peak. Looking further forward, we are not

[Memphis 767 PSIT Notes Continued]

certain how the IND transition to LDS 767s will affect the MEM 767 bidpack. As the Company presents information to us, we will in turn provide it to you.

Please share with your fellow pilots that TLC is built with an “airport standby” scheduled into the AM arrival leg into TLC. This is an artificial extension of the duty period to ensure a fresh crew operates this leg because of occasional weather holding and divers. After successful arrival, pilots may expect to proceed straight to the hotel. There is no need to get released by CRS.

Your feedback is an essential part of the process. Please send us your thoughts to make it better for everyone.

The logo for the ALPA Scheduling Improvement Group is a large, circular emblem. It features a central globe with a grid of latitude and longitude lines. The globe is set against a light blue background. The words "ALPA" are written in a stylized, lowercase font across the middle of the globe. The outer ring of the emblem contains the text "SCHEDULING IMPROVEMENT GROUP" in a bold, uppercase font. The entire emblem is surrounded by a yellow border.

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Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	76:53	76:27
RLG CH	73:45	73:30
R-day value CH	4:55	4:54
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# of Regular Lines	53(62%)	58(63%)
# of Secondary Lines	18(21%)	19(21%)
# of Reserve Lines	14(17%)	15(16%)
Total # of Lines	85	92
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Total CH Available (no c/o)	4437	4876
Avg CH/R day	21.1	21.7
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Carry-in CH from previous month	565	592
Credit hours carry-in to Total CHs	12.7%	12.1%

PSIT Notes: Flying in the ANC base is stable relative to the previous bid months. No real issues have come up during the build. Repeating from above there will be no more reserve/VTO conversion lines. Please direct any questions that you have about scheduling to the above email address for us to answer. Please copy us on any fatigue or INSITE reports that you file that deal with trips in our bidpack.

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Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Cody Chenoweth

Chris Leeuw

	Captain	First Officer
Average CH	75:20	76:24
RLG CH	72:15	73:15
R-day value CH	4:49	4:53
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# of Regular Lines	26(51%)	35(56%)
# of Secondary Lines	14(28%)	13(21%)
# of Reserve Lines	11(22%)	15(23%)
Total # of Lines	51	63
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Total CH Available (no c/o)	2182	2906
Avg CH/R day	13.2	12.9
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Carry-in CH from previous month	241	298
Credit hours carry-in to Total CHs	9.9%	9.3%

PSIT Notes: October is a 4-week bid month with no major holidays affecting the LAX build. The best news of the month is that involuntary reserve conversions are over. If you get a reserve line, you get a reserve line.

Captain flying has increased by 271 credit hours since our last 4-week month in Aug. First Officers are up by 222 credit hours. We expect these numbers to stay up through peak.

You will notice some new 2-day domestic pairings in the bidpack. The bulk of these pairings fly to MEM, layover, then operate to either OAK or SEA with a same duty DH back to LAX. This design creates a higher paying 2-day trip that is easier to build than the 3-day IND trips.

For landing currency issues please note that line 2014 is an RFO only single departure line.

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Harley Troyer

	Captain	First Officer
Average CH	75:31	75:32
RLG CH	72:30	72:30
R-day value CH	4:50	4:50
# of Regular Lines	291	253
# of Secondary Lines	90	69
# of Reserve Lines	78	67
Total # of Lines	458	388
Total CH Available (no c/o)	23,063	20,069
Avg CH/R day	19.7	20.0
Carry-in CH from previous month	1299	1633
Credit hours carry-in to Total CHs	5.3%	7.5%

PSIT Notes: October is a 4-week bid month with no major holidays affecting the Build this month. The best news of the month is that involuntary reserve conversions are over. If you get a reserve line, you get a reserve line.

Captain RF2 flying continues to increase this month. We expect these numbers to maintain through peak flying.

In the past, we have seen day time GDL flying appear about this time of year as revisions. This year it is published in the bidpack.

We receive positive and negative reports about pure west coast flying. We attempted to break up the long days of high block flights and mix them with shorter legs every other day. Last month ONT days were built pure at the request of some west coast flyers. These lines went fairly senior so they are back in the bidpack for October. We welcome your input on this style of flying.

Captains have 94 international lines this month. This high number is due to 3,500 hours of RF2 flying. If RF2 is not your type of flying, please make sure you look at each line carefully.

[Memphis MD-11 PSIT Notes Continued]

First Officers have 50 international lines, this due to only 500 hours of RFO pairings.

Speaking of international flying, we were heavy in the third and fourth week. Outside of the 94/50 international lines at the top of the bidpack, there are international trips mixed with lines in the bottom of the bidpack. If you have vacation you might look at some of these lines, allowing you to knock out less desirable flying and keep the international.

You will also notice lines that have mixed international and domestic. We attempted to place nothing but day domestic on those mixed lines. We feel this is more in line with senior flying.

We have received questions about which cities are mixed with mostly pure cities. An example would be CLT day turns. This line is pure CLT except the last trip is BWI. The reason for this mix is that the Sunday CLT pairing operates into a night hub turn.

Our intention is to keep day flying with days and night flying with nights to the maximum extent possible. We would rather have the Front-end DH to CLT on Monday to operate this sequence. Due to the Domestic rule 1 in 7, we are not able to use this pairing. If we placed the DH as the first pairing in this sequence, we could only put 5 pairings together, covering 6 days stopping with the Friday trip returning on Saturday morning. This would create a 3rd departure for the line.

The top two priorities in the last SIG survey were city purity and lowest number of departures. We addressed these two priorities to the maximum extent possible.

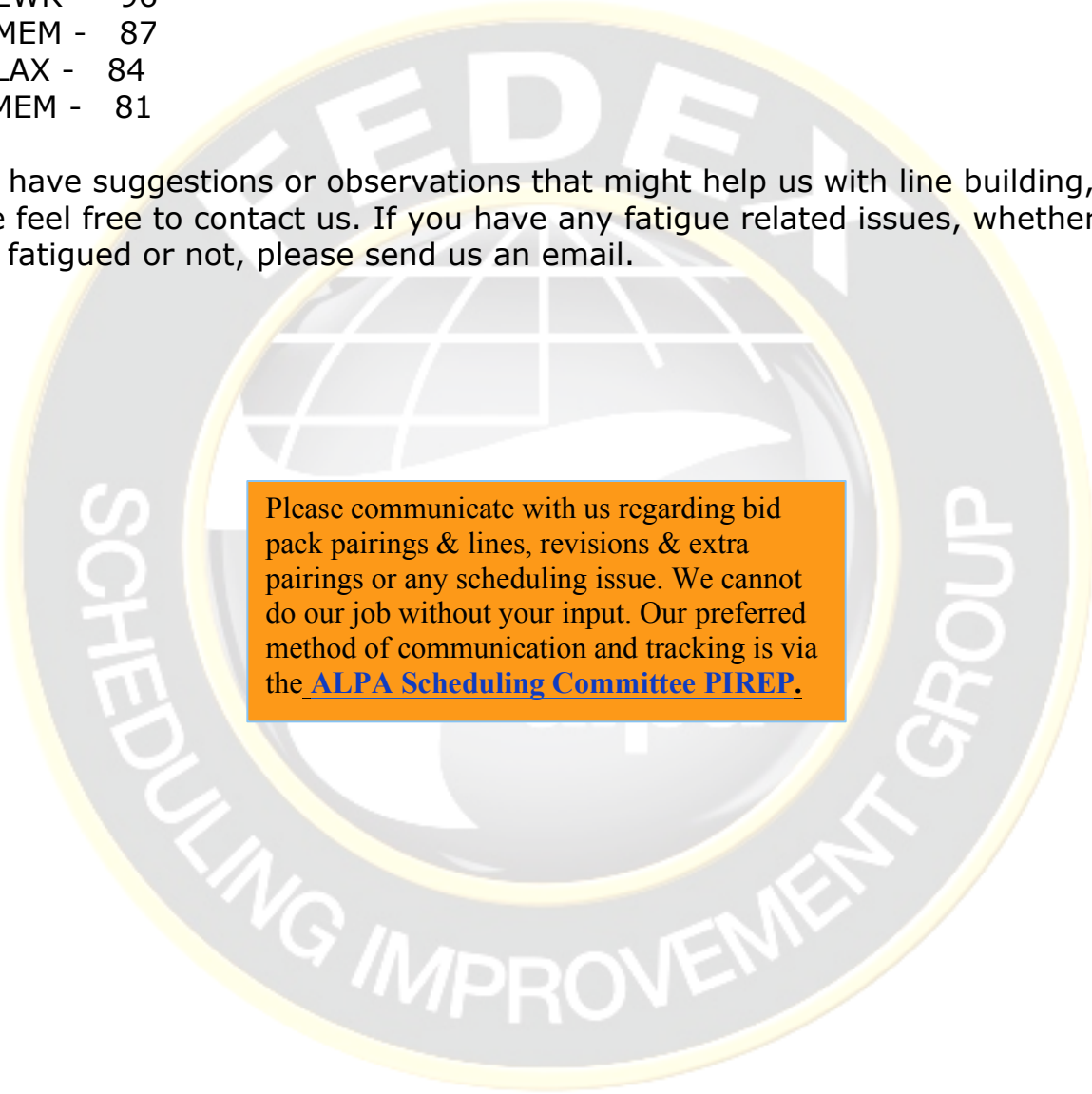
Near the bottom of the bidpack, we placed random trips on several lines. These lines were created to give someone an opportunity to have something on your schedule in hopes of being able to manipulate your schedule, rather than be on reserve. Please let us know what you think of this, positive or negative. Your feedback will determine if we continue to build these lines.

[Memphis MD-11 PSIT Notes Continued]

I was recently asked what are the flight segments most commonly operated by the MEM MD11. They are as follows:

LAX-MEM - 110
MEM-EWR - 96
EWR-MEM - 87
MEM-LAX - 84
OAK-MEM - 81

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.

The logo for the ALPA Scheduling Improvement Group is a large, semi-transparent watermark in the background. It features a globe with a grid pattern and a stylized airplane wing. The text "ALPA" is at the top, "SCHEDULING IMPROVEMENT GROUP" is at the bottom, and "SCHEDULING" is on the left and "GROUP" is on the right, all within a circular border.

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Memphis 777

Fedex777MEM@ALPA.org

Greg Hall

Amadee Pepper

Jon Casello

Curt Henry

	Captain	First Officer
Average CH	75:31	75:02
RLG CH	72:30	72:00
R-day value CH	4:50	4:48
# of Regular Lines	161 (60%)	302 (64%)
# of Secondary Lines	54 (20%)	85 (18%)
# of Reserve Lines	54 (20%)	83 (18%)
Total # of Lines	269	470
Total CH Available (no c/o)	13,156	24,851
Avg CH/R day	16.2	20.0
Carry-in CH from previous month	1,819	3,004
Credit hours carry-in to Total CHs	12.1%	12.1%

PSIT Notes: Greetings! October is a four-week bid month with Columbus Day occurring on the second Monday of the month. If you have a carryout trip that lasts over a week, remember the Daylight-Saving Clock change will occur on the first Sunday of next month. Please take this into account if you have a trip touching this date. As of late, we have seen BLGs that are above historical norms, and October was no exception. Statistically speaking, we saw a block hour increase of 15% for Captains and 7% for First Officers compared to the last four-week month. We also continue to have some RF2 flying, with around 1,000 hours of it in October. There are a few lines of pure RF2 flying – and these lines can be found near the end of the bid pack. Please take this into consideration when bidding.

One major change for this month is the elimination to the reserve day conversion. As you may recall, this feature of the old CBA was purged during the last contract negotiations, although the implementation wasn't immediate. As of October, this part of the new CBA will be fully in effect, and there will no longer be any conversions of R-day lines to Secondary lines. Be mindful of this change when employing your bidding strategies. We were also informed that the company is getting very close to affecting the additional changes to the secondary line process.

[Memphis 777 PSIT Notes Continued]

We should see these changes within the next few months. Reference the CBA and implementation schedule for details on these changes.

We were able to get some STN "out and backs", which allowed us to build some STN pure lines in each seat. You will see these lines at the end of each bid pack.

One design we saw this month consisted of an around the world without a reset. We have seen this in the past, but it was associated with a deadhead in the middle. In October, there are two pairings (2081 and 2091 – both RFO) where the crewmember operates all three legs without a reset. We realize some crewmembers like to get high credit hours in a short amount of time, and are running these pairings on a trial basis. If you are awarded one of these two pairings, please give us feedback, a sleep log would be helpful as well.

For the secondary line awardees, we saw a slight increase (over historical averages) in open time as a percentage of available credit hours after the build. This was primarily due to the shortage of available credit hours in the beginning of the month. Almost all of this open time ended up in weeks three and four.

Going forward, we will see a couple new aircraft on the ramp in the next few months as well as some retirements in December. Unless there is a major change to system form, we anticipate the BLGs will trend to the high side for the foreseeable future.

For a final reminder, Insite reports are not copied to the PSIT. We would kindly request that if you fill out an Insite report regarding pairing / line construction and quality, you would copy the details of the report and send it to us. This can be done via the email address provided above, or by using the "Scheduling Reports" link on the FDX ALPA website.

Trip Services Solutions

Fedex-Hotel@ALPA.org

Mark Stafiej

Mike Pearcy

Hotel Notes:

BKK Update – Due to the large number of negative Insite tickets pertaining to our airport contract hotel, **The Novotel Suvarnabhumi**, we are working with the Company to move most of the layovers to our downtown contract hotel (**The Sheraton Grande Sukhumvit**) starting with the October Bid Period.

COS Update – Layovers have returned to Colorado Springs after a several year hiatus. Our current non-contract hotel is the **Hampton Inn & Suites**. Please provide Insite ticket feedback as this hotel is under consideration for contract.

EMA Update – Layovers will begin at the East Midlands Airport starting with the October Bid Period. The Company has completed its inspection and the committee will be conducting its inspections in September. The Company will be issuing an FCIF announcing the **Crowne Plaza Nottingham** as our non-contract hotel for the October Bid Period.

GVA Update – The Company recently issued **FCIF 17-0393 (Hotel)** announcing **The Novotel City Centre** as our new GVA non-contract hotel. The Company has completed its inspection and the committee will be conducting its inspections in September. Please provide Insite ticket feedback as this hotel is under consideration for a contract.

KIX Update – The Company recently issued **FCIF 17-0283 (Hotel)** announcing **The Hyatt Regency Osaka** as our new contract hotel effective 7/1/17. The change in hotels occurred after several months of negotiations between the Company and the Hilton. Unfortunately, the parties were not able to agree on the terms of a new contract which necessitated a change in hotels. Due to the large number of negative Insite tickets, the committee is continuing to work with the Company to find a suitable downtown hotel with more food options close to the hotel. Please provide Insite ticket feedback on this new contract hotel.

LAX Update – The Company recently issued **FCIF 17-0405 (Hotel)** announcing the **Aloft Hotel Los Angeles Airport Hotel** is direct bill.

MCI Update – The Company recently issued **FCIF 17-0372 (Hotel)** announcing the **Kansas City Airport Marriott** will be used for short layovers on a non-contract basis. Please provide Insite ticket feedback on this hotel.

SNA Update – The Company recently issued **FCIF 17-0387 (Hotel)** announcing **The Ayres Hotel Costa Mesa** as our non-contract hotel. This hotel is under

consideration for contract so please provide Insite ticket feedback. Once the committee has completed its inspections an FCIF will be issued announcing our new SNA contract hotel.

SYD Update – The Company recently issued **FCIF 17-0402 (Hotel)** announcing our new contract hotel, **The Sydney Harbour Marriott Circular Quay**, is direct bill. Please provide Insite ticket feedback on this new contract hotel.

TLC Update – The Company recently issued **FCIF 17-0397 (Hotel)** announcing **The Courtyard by Marriott Toluca Tollocan** as our new contract TLC contract hotel. The Company will issue an FCIF once direct billing is set up.

TPA Update – Due to the large number of negative Insite tickets at our current non-contract hotel, **The Doubletree Tampa Airport-Westshore**, the Company and committee have agreed to research the area for other hotels. Until a new hotel is named, please continue to provide Insite ticket feedback on the Doubletree.

INSITE Tickets – The most efficient way for management to be made aware of and correct issues pertaining to hotels, catering and ground transportation is via the new **INSITE Reporting System**. This electronic form is accessed via the pilot.fedex.com website home page. If you have a hotel, catering or ground transportation concern/issue, positive or negative, we encourage you to submit the ticket. Please submit a separate ticket for each issue (For example, please submit one ticket for a hotel issue and if there was also a ground transportation issue please submit a second ticket). These tickets, combined with your correspondence to the Trip Services Committee, are reviewed at our quarterly meetings with the Company and are instrumental in making changes. We encourage input. Please e-mail us at Fedex-Hotel@alpa.org.

Mark Stafiej, Trip Services Committee Chairman
Mike Percy, Trip Services Committee Vice-Chairman