

SIG NOTES



OCT 2018

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

Summary of the Build

SIG notes are now available on the iPad. You can find them under Reference > Scheduling Improvement Group.

This month we attended the FRMG Quarterly meeting. We reviewed all the disputed pairings for 2018. We encourage all crewmembers to review the CBA on the current disputed pairing process.

With the October flying schedule, the company begins implementation of Winter Winds into the flying schedule. If you notice changes on layovers, turn times or unusual adjustments, this may well be the reason why.

Pairing Assessment Process

Between the preliminary set of pairings and the final set of pairings, there was a major change in the flight schedule of the MD-11 and 777. A MD-10 was designated a standby aircraft. An MD-11 took over that domestic route, and a 777 replaced the MD on a Honolulu route. The result was a large system form change in routings and hours. The three MD and 777 bid-packs were impacted.

Fatigue Risk Management Process

The company is in the process of revamping/upgrading many of our outstation rest facilities. Work has been completed on 17 outstations that were identified as "substandard" with only PHL still to be completed. These upgrades are all in an ongoing effort to mitigate fatigue during our operations.

GSO Update- GSO had a successful start-up this week. There were definitely some growing pains, as you would expect. Currently, we have 5 sleep rooms with brand new beds, and fresh linens (although they couldn't be found the first night ☺). Some issues with transportation to and from the airport hotel have been addressed. A recliner room with 9 recliners could use some blinds, additional recliners and some adjustments on the temperature control. No wake-up call system in place yet. More recliners have been ordered.

Fill out INSITE reports with any issues or enhancements for GSO. Without identifying the problems, they can't be addressed.

SLG

We are working closely with the company in an effort to try to smooth the implementation of the SLG. Please review all of the tutorials to familiarize yourself with the process.

As a reminder for VTO line holders, job aids can be found on the home page of pilot.fedex.com by going to Links -> SLG Crew Guide, SLG Crew Video and SLG Crew Webinars. We highly recommend the webinars until you are comfortable with the new interface.

If you experience any difficulties or have questions, please submit an INSITE report and send us an email.

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	71:07	75:31
RLG CH	68:15	72:30
R-day value CH	4:33	4:50
# of Regular Lines	208	202
# of Secondary Lines	71	28
# of Reserve Lines	34	34
Total # of Lines	313	264
Two or less departure lines. (%)	29.3%	27.6%
Three departures or less. (%)	63.9%	63.2%

PSIT Notes:

October is a 4-week bid month with Canada's Thanksgiving Day falling on October 8th.

We reviewed over 400 preliminary pairings for the A300 October bid pack, requested changes to 55 of these pairings, of which 33 were corrected to our satisfaction. Most changes involved pairing constructions that we felt would lead to fatigue issues or create excess departures per line.

Buddy bidders be aware, due to large BLG difference requested by the company, the Captain and First Officer lines are substantially different.

Memphis hotel standbys are still present in the First Officer bid pack, and the Captain AM Out Back lines were bought up to the contract minimum.

Some differences from last month include: YWG to 36-hour layovers and losing MKE-MEM hub turns. Due to the loss of STL, we needed OKC as our hook for ABE-MEM nights.

As a reminder for VTO line holders, job aids can be found on the home page of pilot.fedex.com by going to Links -> SLG Crew Guide, SLG Crew Video and SLG Crew Webinars. If you file a scheduling or fatigue related INSITE Report, please copy us.

Cologne B-757

Fedex757EUR@ALPA.org

Tim Harp

James Capeless

	Captain	First Officer
Average CH	73:28	71:29
RLG CH	70:30	68:30
R-day value CH	4:42	4:34
# of Regular Lines	32	32
# of Secondary Lines	13	14
# of Reserve Lines	6	10
Total # of Lines	51	56
Two or less departure lines. (%)	13%	25%
Three departures or less. (%)	66%	75%

PSIT Notes:

October is a 4-week bid month with Daylight Savings occurring in Europe and Israel on October 28th. We were able to construct 32 lines in both seats with the higher line count being driven by the increase in first week pairings. Short carryover trips remain into the November bid month and there are no U.S. single departure lines in October. With Peak season approaching, Captain and First Officer lines do not coincide due to different seat average BLG requests.

We continue to see design changes with TLV weekends, which include DH's to/from CDG. Please provide feedback on these new weekend designs. Also, with a late DH schedule change, we were unable to build a pure EMA line due to bid line guarantee.

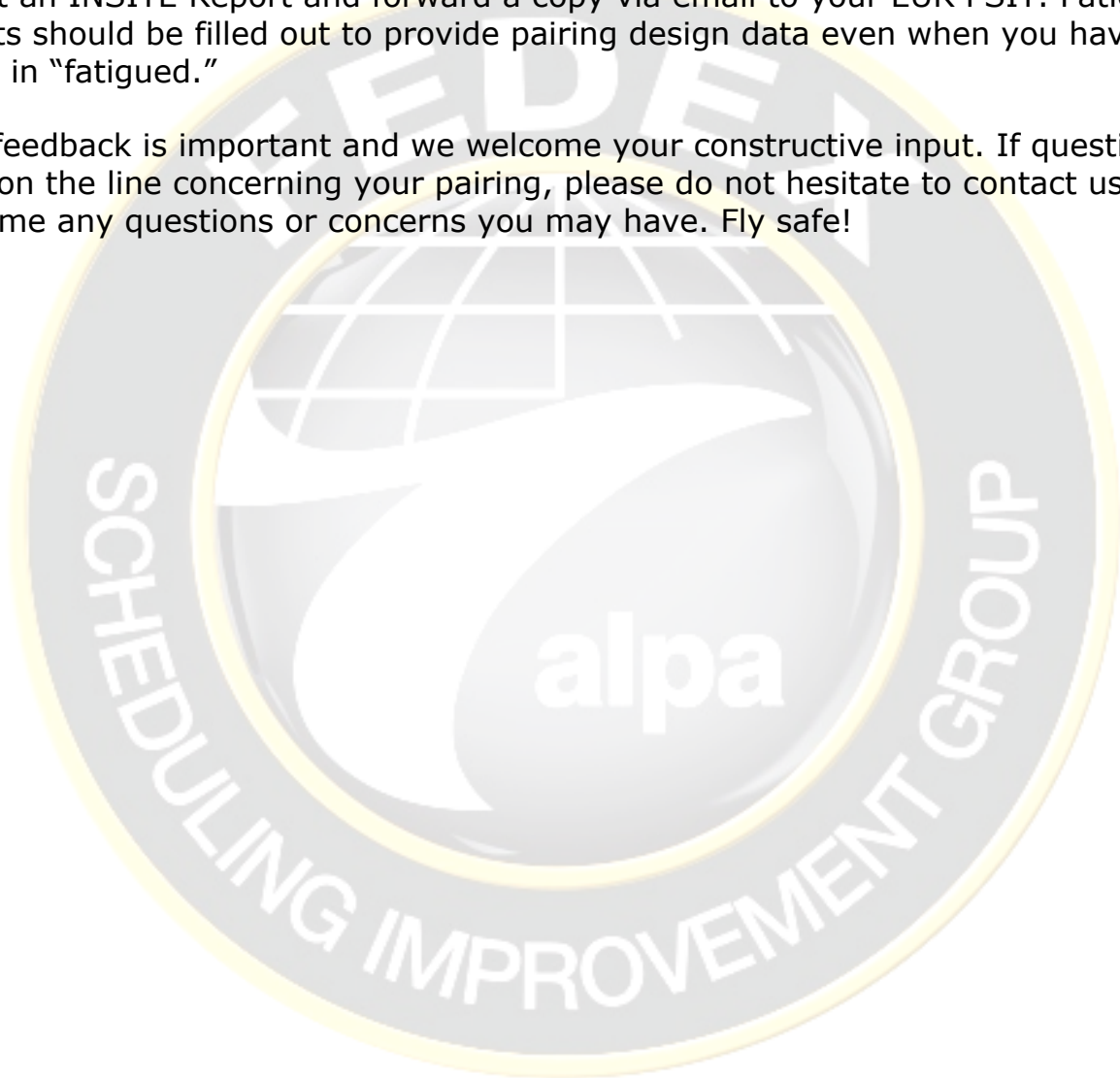
We are starting to see LGG pairings with a layover hotel in Maastricht. This will be a permanent hotel to provide relief for the Pullman in Aachen. The SIG/PSIT has reiterated the need to Crew Travel Services for EUR crews to layover in Aachen to help facilitate DH's to/from CGN. They have agreed and will work to protect the layover as much as possible. This is especially important for those crewmembers who choose to drive. Please advise the EUR PSIT if you see different front/back hotels on an LGG pairing.

CDG and 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 INSITE any sleep room irregularities (noise, cleanliness, availability etc.) and forward a copy to the EUR PSIT.

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 forward a copy via email to your EUR PSIT. Fatigue reports should be filled out to provide pairing design data even when you haven't called in "fatigued."

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	75:10	70:32
RLG CH	72:15	68:00
R-day value CH	4:49	4:32
# of Regular Lines	197	208
# of Secondary Lines	42	29
# of Reserve Lines	34	26
Total # of Lines	273	263
Two or less departure lines. (%)	26%	30%
Three departures or less. (%)	65%	74%

PSIT Notes:

The BLG split between seats this month is the highest we've ever had. Because of this, the same set of pairings gave the FOs 208 lines, but only 197 for the Captains. But this is still an increase of 8-9 lines per seat from September. The lines were built separately, rather than simply putting different filler on each seat; so buddy-bidding this month will be very difficult for all but the traditional MEM hub turn cities.

FOs have a number of lines just under 68 hours that are "bought up" by the Company. You will see the small buy up payment in your Pay Summary when the month starts, and it is yours to keep regardless of later OT trading or pickups.

Changing system form has messed up some cities. We have discussed CLE/BUF with the Company and hope to get back BUF-MEM pure next month. The Company chose COS as the staging city for a jet to transit to SBD each night and return to MEM, so the COS line has gone away.

GSO hub turn operations have begun. The PSIT is monitoring the operation for timeliness, sleep rooms and recliners, etc. Please send us a copy if you file an INSITE report on GSO, and feel free to drop us a line with any feedback on this new hub.

Finally, the rising number of pilots in the 757 could lead to Penalty R-24 Lines under the B767 LOA. If your seat has any of these lines, you will receive a crew notification highlighting their existence. If you are awarded one, all credit hours you earn in that month will be paid to you at wide body rates. This includes the R-24 days, recurrent training, bid line adjustments such as make up, vacation, etc. Note that not all R-24 lines will be penalty lines, since the LOA requires them in addition to the regular 10% of reserve lines that must be R-24 lines.



Hong Kong B-767

Fedex767HKG@ALPA.org

Jim Ingalls

	Captain	First Officer
Average CH	75:17	75:17
RLG CH	72:15	72:15
R Day Value	4:49	4:49
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# of Regular Lines	49	49
# of Secondary Lines	13	8
# of Reserve Lines	8	8
Total # of Lines	70	65
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Two or less departure lines. (%)	69%	69%
Three departures or less. (%)	100%	100%

PSIT Notes:

The bid pack is again organized so that the more challenging flying (long nights and hub turns) and CAN standbys built mostly pure, are in the lower end of the bid pack from line 1031 and below.

There's some challenging flying retained in some of the single departure lines, but with some longer layovers to mitigate fatigue.

Line 29 has slightly less than 68 actual credit hours, which the Company will "buy up" to pay the contractual BLG minimum.

It's worth restating this month that of our own FDX ALPA Fatigue Risk Management Committee member, FO Rob Basset, was instrumental in creating the new Fatigue Event Management report. This form and process of recording a Fatigue Event has become much easier to use. Note that you can **always** submit a report on a pairing or event that you felt fatigued on, not just one you called the duty officer about. The Company needs your feedback as our base creates unique challenges for international flying and a hub and spoke network.

Protect yourselves and the Company and make good decisions about your fatigue state.

If you are still reading this, we are looking for HKG crewmembers to participate in the scheduling process to review pairings and build the bid pack. Contact us through the HKG PSIT address Fedex767HKG@alpa.org.

Be safe,
Jim Ingalls



Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Harley Troyer

	Captain	First Officer
Average CH	73:35	71:58
RLG CH	70:45	69:00
R-day value CH	4:43	4:36
# of Regular Lines	20	24
# of Secondary Lines	11	7
# of Reserve Lines	6	7
Total # of Lines	37	38
Two or less departure lines. (%)	10%	12.5%
Three departures or less. (%)	80%	70.8%

PSIT Notes:

Hello Indy flyers!

October is a 4-week month with no holidays. Halloween falls in week one of the November bid month.

This month your reviewers asked for changes to 5 pairings (13 occurrences) for deadhead changes and fatigue issues. We weren't able to reach agreement to change these.

Our flying is stable in terms of credit hours as compared to last month. Total credit hours are down just over 2%, but we again have a split between the captain and first officer lines. The lines are mostly the same between the seats, but buddy bidding will not necessarily have you flying with the same crewmember all month. First officers have DFW, captains don't. Partly due to this, and partly due to different credit hour targets, there are 20 captain lines and 24 F/O lines.

In regards to Day vs. Night flying; both seats have 4 pure day lines and four 12/24 lines (SJC-MEM and GEG/MEM). A new night city for us this month is ORD, but only weeks 2, 3, and 4.

CRS has added airport standbys into our open time. They are available for pickup, and are being assigned to RA crews in some cases. We are looking into whether these are necessary or if there's a better way to achieve this coverage.

We continue to work to optimize cities and segments between the IND and MEM bases for our mutual advantage.

Please continue to file SLG and other INSITE and fatigue reports as appropriate, and send us comments and concerns.

Thank you,
Teresa and Harley



Memphis B-767

Fedex767MEM@ALPA.org

Paul Hanson

JD Oliver

Andrew Hall

	Captain	First Officer
Average CH	75:31	72:26
RLG CH	72:30	69:30
R-day value CH	4:50	4:38
# of Regular Lines	166	176
# of Secondary Lines	59	38
# of Reserve Lines	26	29
Total # of Lines	251	243
Two or less departure lines. (%)	24%	24%
Three departures or less. (%)	50%	46%

PSIT Notes:

Additional cities continue to migrate to the 767 and this is good news. As the Company integrates this new flying, the pairings as well as line construction continue to evolve. We work every month to balance numerous issues with IND and the Company. The other thing that we must balance is that any adjustment made to the MEM base also affects the IND base.

We also continue to work with the Company to improve day purity on the longer and more senior pairings. We are aware that some very nice pairings have some night pieces mixed in and we are working to preserve quality of life related to this style of flying.

The construction of the day hub-turn lines is somewhat different this month due to the implementation of winter winds, which prevents hub turns out to some of most distant west coast cities. RNO is an excellent example of this.

There continue to be more lines constructed of parts and pieces than we would like to see. These fragments generally do not fit well together and the lines end up being constructed with more departures than pilots generally like to see. Without additional shorter range "hook cities," this is one of the most obvious results.

Over the last month we have had some excellent constructive pilot feedback. This gave us some ideas and we were able to work with the Company to make some

positive changes. We thank those pilots for taking a moment to write us and encourage you, the line pilot, to share your thoughts.



Anchorage MD-11

FedexMD11ANC@ALPA.org
 Brian Lessin
 Jeff Sparks

	Captain	First Officer
Average CH	71:25	71:26
RLG CH	68:30	68:30
R-day value CH	4:34	4:34
# of Regular Lines	40	52
# of Secondary Lines	19	22
# of Reserve Lines	8	8
Total # of Lines	67	82
Two or less departure lines. (%)	87%	94%
Three departures or less. (%)	100%	100%

PSIT Notes:

The company asked for lower BLG in both seats for October while there is slightly more flying than September. Please be aware that 2 Captain single departure lines and 1 First Officer single departure line are built below the contractual limit of 68 CH and will be bought up to 68 CH.

We reviewed 110 pairings this month and we were able to get a number of changes, including deadheads changed to improve your quality of life while flying. Peak is around the corner and carryout flying into November has increased. Many carryout pairings will be available for secondary lines, as the pieces to build these into lines were not available. We continue to work with the company on the new Secondary line process.

If you have any issues or concerns with either line construction, pairing design, or an issue with fatigue, please fill out an INSITE report and copy us.

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Chris Leeuw

	Captain	First Officer
Average CH	72:21	72:35
RLG CH	69:30	69:45
R-day value CH	4:38	4:39
# of Regular Lines	21	29
# of Secondary Lines	17	22
# of Reserve Lines	7	12
Total # of Lines	45	63
Two or less departure lines. (%)	80%	89%
Three departures or less. (%)	98%	97%

PSIT Notes:

October 2018 is a 4-week bid month that ends the weekend before Halloween. The bid pack was especially challenging to put together this month for a couple of reasons. First and foremost, pairing distribution across the month is not even, and is heavily weighted into the last two weeks of the month. Second, our overall CH's are down 13% in both seats. The reduction includes losing our normal pure PDX-OAK night hub turn trips (MEM 11), and some of our normal HNL flying. For example, FDX1814 migrated to the 777 except for Saturday nights. As a result, line spacing and purity are not what we have become accustomed to here. Of particular note there are a few lines (2 Capt /4 FO) that are built below the CBA minimum of 68 CH's. These will be "bought up" to 68 by the company. Pairing 10 is a pairing we addressed, but it originates in LAX and ends in ONT with a back-end deadhead. Additionally, there are multiple carryover trips that could not be built, and will be available in the view/add window or SLG process.

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Cody Chenoweth

	Captain	First Officer
Average CH	70:52	70:42
RLG CH	68:00	68:00
R-day value CH	4:32	4:32
# of Regular Lines	265	237
# of Secondary Lines	119	82
# of Reserve Lines	48	45
Total # of Lines	432	364
Two or less departure lines. (%)	49.3%	47%
Three departures or less. (%)	85%	84.7%

PSIT Notes:

October is a 4-week month with no holidays. Our team identified 52 issues during the preliminary phase. We were able to discuss issues with the Company and find fixes for most of these issues.

We continue to lose short leg cities. Airline scheduling places certain gage aircraft on certain segments. We have no input on this issue. The percentage of short sequence flying and west coast flying for our domicile continues to adjust. Our attempt is to offset the long west coast legs with shorter sequences.

Relief flying continues to be 100% with Captains. We are told this is due to a shortage in the right seat of the MEM MD11 combined with an excess in the left seat. We expect this to continue through peak flying.

Exception cities this month are OAK and SJU. The night sides have the 36-hour layover with the exception of one sequence of OAK in the last week. The Company broke up this sequence.

We have had several emails lately about issues that we have been able to get fixed. Please keep this going. You are our eyes and ears; please let us know what you see that could be improved.



Memphis 777

Fedex777MEM@ALPA.org

Curt Henry

Amadee Pepper

Jon Casello

	Captain	First Officer
Average CH	77:48	77:23
RLG CH	74:45	74:15
R-day value CH	4:59	4:57
# of Regular Lines	184	364
# of Secondary Lines	60	105
# of Reserve Lines	30	27
Total # of Lines	274	496
Two or less departure lines. (%)	95%	97%
Three departures or less. (%)	99%	98%

PSIT Notes:

October is a 4-week month. The B777 continues to experience the highest BLG averages in the airline. We saw a negligible change in our overall fleet flying time from September. However, the Captains had a credit hour decrease of approximately 5% due to the loss of RF2 flying in October that moved back to the FO bidpack.

Your PSIT reviewed 1040 pairings this month and submitted comments to request changes on 101 of them. We continue to ask for a reset when arriving in a new theater, particularly when the first duty period in theater involves multiple legs. We feel this is necessary to allow crews to adjust their circadian rhythms to the new locale after traveling a large number of time zones. Class of service on deadheads remains the most time intensive part of the pairing review process. Any feedback on service or class of service issues that you experience is appreciated.

As always, we appreciate and encourage your feedback. Past crew member critiques on pairing design or occurrences in the field have resulted in pairing changes. As a reminder, your INSITE reports do not get copied to the PSIT. We request you copy your INSITE report to us when applicable. Sleep logs are also helpful.

Trip Services Solutions

Fedex-Hotel@ALPA.org

Mark Stafiej

Mike Pearcy

Hotel Notes:

BLR Update- Please reference **FCIF 18-0373** for detailed information regarding our new Non-Contract Hotel **Shangri-La Bengaluru**.

BOM Update- Please reference **FCIF18-0374** for detailed information regarding the change to a new Non-Contract hotel **The Taj Santacruz**.

KIX Update – Due to the large number of negative **Hyatt Regency** INSITE tickets and the Company's continued use of the hotel, the Association issued a **Section 5.b.4.b.ii notification letter** on August 9 to the Vice President, Flight Operations.

SAV Update – Effective with the September Bid Period, our new hotel will be **The Staybridge Suites Savannah Historic District**. Please refer to **FCIF 18-0369 (Hotel)** for a list of hotel amenities.

SBN Update – The Doubletree by Hilton decided to cancel their contract effective 8/30. Beginning 9/2 and until further notice, crews will layover at **The Inn at Saint Mary's Hotel** on a non-contract basis. Please refer to **FCIF 18-0358 (Hotel)** for a list of hotel amenities.

STN Update – The Company issued **FCIF 18-0343 (Hotel)** announcing the hotel is in the process of replacing their guest elevators. The first elevator has been replaced and the 2nd elevator is in the process of being replaced. To date, the hotel has been able to assign rooms away from the work and there have been no crew rest complaints. In the event you feel your crew rest is in jeopardy, please contact the Duty Officer to request a hotel change.

Ground Transportation Notes:

ATW Update – The Company recently issued **FCIF 18-0339 (Hotel)** announcing **The Fox Valley Cab** as the new non-contract ground transportation vendor. **The Red Lion Paper Valley** hotel shuttle had been providing ground transportation but had been unable to operate during our early/late departures. Please refer to the FCIF for further information.

Catering Notes:

Cooler Update – Due to positive INSITE ticket feedback regarding the **LaCroix Flavored Sparkling Water**, the Company has decided to expand this product to the other “Hub” cities.

Soiled Linens – The Company will be including a pink plastic bag in the pillow case/duvet/blanket bag for MD11/B777 aircraft. The pink bag will be labeled “Soiled Linen.” At the completion of your flight, please dispose of ALL soiled linen in this bag and leave it on the airplane. The pink “Soiled Linen” bag will be removed at one of the following cities with laundry facilities: ANC, CAN, CDG, ICN, IND, KIX, MEM, NRT, PVG or SYD. Thank you in advance for your help!

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.

