

March 2012 SIG Notes

SIG PROCESS RECAP: The SIG Quarterly meeting was held this week.

Reminder: Daylight Savings Time starts on 11 March.

Summary of the Build:

Disputed Pairing Process: There are five disputed pairings for the month of March: Anchorage MD11 pairings 73 29FEB and 94 21MAR. Memphis MD11 pairings 101 5MAR, 126 6MAR and 136 20MAR. Individual descriptions will be under the base PSIT notes. Generally, the SIG is concerned over multiple layovers that do not give adequate opportunity for restorative sleep.

Pairing Assessment Process: For March, the ALPA SIG/PSIT assessed over 3300 pairings during the review process. Approximately 10% of the 3300 pairings were new or changed between the prelims and finals. The ALPA/SIG team requested changes to over 500 pairings and worked with the company to reach a mutually beneficial result for both the crewforce and company.

From the contract 25.BB.A.2:

For the Federal Express pilots, flight pairings and lines represent an important factor in their work environment, including the promotion of a safe and effective flight operation. Pairings and lines also contribute, along with seat position, seniority and work effort to a pilot's income opportunities. A pilot's work schedule and the coordination of that work schedule with other flight, travel, and operational responsibilities can impact a pilot's ability to operate an aircraft safely.

ALPA Scheduling Improvement Group - Fedex-Sig@alpa.org

Rich Hughey, ALPA FedEx MEC Scheduling Committee Chairman

Marty Harrington, ALPA FedEx MEC Scheduling Committee Vice-Chairman

JD Oliver, ALPA FedEx MEC Scheduling Committee Knowledge Manager

Mark Stafiej, Trip Services Committee Chairman

Mike Pearcy, Trip Services Committee Vice-Chairman

PSIT Notes

A300 HKG

	Captain	First Officer
Average BLG CH	74+40	74+40
RLG CH	71+45	71+45
R-day value CH	4+47	4+47
# of Regular Lines	34(61%)	34(64%)
# of Secondary Lines	11(19%)	12(23%)
# of Reserve Lines	11(20%)	7(13%)
Total # of Lines	56	53
Total CH Available (no c/o)	2801	2801
Avg CH/R day	17.0	26.7
Carry-in CH from NOV	354	354
NOV CH carry-in to Total CHs	11.2%	11.2%

Disputes: None

PSIT notes:

March is a 4 week bid month. We were requested to build both the CA and FO lines to a BLG of 75 hours. We built them to an average of 74:40.

This month, your PSIT members worked through 34 issues out of 56 pairings.

March will be the first month operating under a slightly different solve from the scheduling computer. Although it is not a perfect solution, this solve does correct the major problems we have been experiencing in HKG.

March Issues

We are proud to say that all issues from FEB have been addressed and corrected in MAR.

1. The 3:56 SGN drool and the 2:44 PVG drools have been eliminated.
2. We have corrected the pairings so that our longest nights, KUL and ICN hub turns, are only paired with the shortest legs.
3. There are no more ICN day room sits.
4. The return of the SGN loop...in a new light! We are trying a new format that contains all day flying. You will DH to SGN in the morning to an overnight, fly one day of the SGN loop, have 36 off, fly one more day of the loop, overnight and then DH home the next morning (Pairing 52). We are interested in your feedback regarding this pairing.
5. Pairings 9, 15, and 25 were held out of the bidpack and will be available in the Secondary Line process.

Thank you for your valuable input, and please keep it coming! The SIG PIREP form can be found at fdx.alpa.org. After logging in simply click the PIREP link near the bottom of the page under Quick Links. Ultimately, it is you, the line pilot, whose feedback is responsible for this positive improvement in the HKG flying.

In Unity,

Kevin Kelly
Brandon Viuhkola

A300 MEM

	Captain	First Officer
Average BLG CH	74+32	74+32
RLG CH	71+30	71+30
R-day value CH	4+46	4+46
# of Regular Lines	271(66%)	270(66%)
# of Secondary Lines	66(16%)	66(16%)
# of Reserve Lines	71(18%)	71(18%)
Total # of Lines	408	408
Total CH Available (no c/o)	20199	20199
Avg CH/R day	19.0	19.0
Carry-in CH from NOV	1680	1680
NOV CH carry-in to Total CHs	8.3%	8.3%

Disputes: None

PSIT notes:

March is a four-week month with no holidays in the bid month. High BLG requirements (75 target) continue to be the norm resulting in many lines having additional trips/departures being added in order to comply with the high minimums.

There are no disputed pairings this month.

One-way routings, un-turnable pairings, and long duty sequences continue to present problems in bid pack construction. If you are awarded line #1099 or #1100, please submit a sleep log to your PSIT. Please operate safely as spring-weather will most certainly be a factor.

A concerted effort was made this month to keep crewmembers flying on the same side of the clock in order to mitigate fatigue. While we still have a long way to go, we were able to achieve some

improvements on specific pairings resulting in an increase in day/night purity. With dwindling day flying and multiple 24-hour layovers, this is getting more and more difficult to accomplish.

Line Construction: fedexa300mem@alpa.org

Pairing Construction: pmdimento@FedEx.com

Thanks for the feedback we're receiving from many of you each month.

In Unity,

Mike Pearcy
Robin Sebasco
Harry Edwards
Chip Fox

B727 MEM

	Captain	First Officer	Second Officer
Average BLG CH	72:16	72:16	72:16
RLG CH	69:30	69:30	69:30
R-day value CH	4:38	4:38	4:38
# of Regular Lines	65 (52%)	65 (50%)	65 (51%)
# of Secondary Lines	23 (18%)	20 (15%)	20 (16%)
# of Reserve Lines	37 (30%)	45 (35%)	43 (33%)
Total # of Lines	125	130	128
Total CH Available (no c/o)	5033.4	5033.4	5033.4
Avg CH/R day	9.7	7.5	7.8
Carry-in CH from NOV	382.7	382.7	382.7
NOV CH carry-in to Total CHs	7.6 %	7.6 %	7.6 %

Disputes: None

PSIT Notes:

The 727 March bidpack saw a slow down in the loss of flying to the 757 in part because four more 757s will leave the domestic market for the CGN domicile. We expect the loss of flying to continue in the near future as the domestic 757 fleet grows.

We appreciate the feedback and continue to welcome any comments, positive or negative you may have. The [ALPA Scheduling Committee](#)

[PIREP](#) comes directly to us and is our primary source of feedback from you. We encourage you to also send a [Pilot Ops Report](#) through VIPS.

In Unity,

Curt Henry

J.D. Oliver

Paul Hanson

Fedex757+727MEM@alpa.org

B757 MEM

	Captain	First Officer
Average BLG CH	74+44	72+21
RLG CH	71+45	69+30
R-day value CH	4+47	4+38
# of Regular Lines	75 (66%)	78 (58%)
# of Secondary Lines	19 (17%)	24 (18%)
# of Reserve Lines	19 (17%)	32 (24%)
Total # of Lines	113	134
Total CH Available (no c/o)	5962	5962
Avg CH/R day	20.9	12.4
Carry-in CH from NOV	795	795
NOV CH carry-in to Total CHs	13.3%	13.3%

Disputed Pairings: None

PSIT Notes:

March is a four week bid month. The average BLG is 74+44 (CAP) and 72+21 (FO), with MUC again driving the high line value of 81+59 (Line #1).

The ATL-EWR-MIA-ATL pairing construction that first appeared in the January 2012 bid pack is being restyled in March. Look for these restyled pairings to be available for VTO lines.

The MEM 757 bid pack has the addition of a number of CDG airport standby periods. These periods will be used to cover any manning issues that arise in the EUR 757 domicile, since the EUR 757 domicile will have a reduced number of pilots available for reserve in March. This is due to the EUR 757 bid pack this month having the addition of

some MEM 757 flying to help with consolidation for EUR 757 crewmembers.

We continue to build GTF and PVD with limited back-to-back night turns because of fatigue considerations and we appreciate the feedback we've received on both of these non-standard line patterns. PVD lines are also limited due to 30-in-7 flight time considerations. RIC has no Friday night RIC-MEM leg, which accounts for the unusual city construction there. Similarly, you can't fly into the HTS weekend because Friday night freight from there goes to IND instead of MEM, hence the construction out of the weekend.

We appreciate the feedback we're receiving each month. Please continue to send your comments, good and bad. The [Scheduling Committee PIREP](#) is our primary means of tracking issues. Therefore, please submit a [Scheduling Committee PIREP](#) anytime you submit a Company Pilot Ops Report and then please CC the report to us here at the PSIT via email. This is the only way we can track data on current issues with any reliability. As always, we welcome your input and feedback on any trip that you operate.

In Unity,

Paul Hanson
J.D. Oliver
Fedex757+727MEM@alpa.org

B757 EUR

	Captain	First Officer
Average BLG CH	74+14	74+14
RLG CH	71+15	71+15
R-day value CH	4+45	4+45
# of Regular Lines	16 (73%)	16 (73%)
# of Secondary Lines	4 (18%)	3 (13.5%)
# of Reserve Lines	2 (9%)	3 (13.5%)
Total # of Lines	22	22
Total CH Available (no c/o)	1586	1586
Avg CH/R day	52.9	52.9
Carry-in CH from NOV	138	138
NOV CH carry-in to Total CHs	9%	9%

Disputed Pairings: None

PSIT Notes:

Previously mentioned 4-week build challenges such as min-days off, 48 hour buffers for trips >120 hours TAFB, a line average target where variances in trip credit hours do not divide easily into that figure all combine to make the typical week on and week off as well as city purity difficult to accomplish. Additionally, the large numbers of carry-over trips as a percentage of lines built are the reason that few trips are available on week one of the following month's build.

Six single-departure DDH trips/lines to Memphis involving US flying were added to the CGN bid-pack this month to help with consolidation issues for CGN based pilots. There are fewer reserve lines in CGN because of the additional temporary US flying. MEM will be sending crews for Hotel Standby in Europe to cover the lower number of reserve lines.

New city pairings have finally arrived for the CGN base as carry-over trips into April with layovers in OSL, CPH, MAN and HEL. With the number of additional layovers in CDG on some of these pairings, the SIG has asked the Services Committee to work with the Company on providing downtown hotel properties for these trips. MUC remains with MEM as the Company attempts to resolve some issues regarding this trip before it moves to us.

The Company had previously agreed to a temporary rebuilding of the BUD pairing to eliminate the short mid-pairing BUD layover through the end of March. It has returned with the short layover as carry-over trips 5 and 9 on 25Mar12 with the understanding that the ALPA Fatigue Risk Management Committee and the Company have agreed to participate in a fatigue study related to the pairings with the short mid-pairing BUD layover. These will be the first pairings studied in accordance with the recent Collection of Human Performance/Alertness Data MOU between ALPA and the Company. Pilot volunteers will be solicited as part of the fatigue study. Compensation will be in accordance with the MOU. The study is intended to be a cooperative effort to scientifically confirm the alertness levels of the pilots flying this sequence to determine the suitability of this particular pairing design.

The Company in coordination with the ALPA Services Committee agreed to eliminate the BUD airport hotel and return to the downtown hotel for all BUD layovers. CGN pilot feedback is essential. Thanks to all who took the time to send us critiques.

Your feedback, good or bad, is requested for pairing/line construction, hotels or ground transportation. The Scheduling Committee PIREP is the best tool for this and a CGN 757 sub-category has now been added to the ALPA web page. The [Scheduling Committee PIREP](#) is our primary means of tracking issues. Therefore, please submit a [Scheduling Committee PIREP](#) anytime you submit a Company Pilot Ops Report. This is the only way we can track data on current issues with any reliability.

In Unity,

Andrew Hall
Scot Hubin
FedEx757EUR@alpa.org

MD-11 ANC

	Captain	First Officer
Average BLG CH	75:02	75:18
RLG CH	72:00	72:15
R-day value CH	4:48	4:49
# of Regular Lines	65 (57%)	111 (67%)
# of Secondary Lines	28 (25%)	37 (23%)
# of Reserve Lines	21 (18%)	17 (10%)
Total # of Lines	114	165
Total CH Available (no c/o)	5305	9073
Avg CH/R day	16.8	35.6
Carry-in CH from NOV	675	940
NOV CH carry-in to Total CHs	11.3%	9.4%

Disputes:

#73/28Feb12 and #94/20Mar12: The night departures to NRT are followed by several circadian swaps before a late reset.

PSIT Notes:

March is a 4-week month and the company requested a target BLG of 75:00 for both seats. Pairings continue to be noticeably longer which create more single and two departure lines.

Hours for both seats increased for March as compared to our previous bidpacks. There was also an increase in carryout to April. RFO flying continues to increase leading to 11 pure RFO lines (seven were single departure lines).

Night departures to NRT with late resets pose a possible circadian disruption issue. Please communicate your experiences if you happen to fly these pairings.

Pairing 2005/3Mar and 10 Mar, will have a change to move the DH earlier in the day to eliminate the late arrival in PVG.

Pairings 7/19Mar and 17/10Mar were held out of the bidpack for fixes. After the fix, these pairings were broken up and moved to MEM. We deeply appreciate these efforts from CRP.

Our drools over 2 hours seem to remain at an elevated level. Any feedback on these turns without rest/relaxation facilities would be very beneficial.

Please submit a Scheduling Committee PIREP anytime you need to communicate a scheduling issue. If you submit a Company Pilot Ops Report then please CC the report to us here at the PSIT via email (fedexmd11anc@alpa.org). This is the only way we can track data on current issues with any reliability. As always, we welcome your input and feedback on any trip that you operate.

In Unity,

Brian Lessin
Dan Opp
Cody Chenoweth
Jeff Sparks

MD-11 LAX

	Captain	First Officer
Average BLG CH	74+55	75+16
RLG CH	72+00	72+15
R-day value CH	4+48	4+49
# of Regular Lines	49 (59%)	56 (57%)
# of Secondary Lines	18 (22%)	20 (20%)
# of Reserve Lines	16 (19%)	23 (23%)
Total # of Lines	83	99
Total CH Available (no c/o)	4048	4509
Avg CH/R day	16.9	13.1
Carry-in CH from NOV	731	770
NOV CH carry-in to Total CHs	15.3%	14.6%

Disputes: None

PSIT notes:

March is a 4 week bid month with NO disputed pairings. The requested target BLG for both crew positions was 75 CH.

Most of the domestic pairings remained the same this month. We did see a new pairing design that includes some transcon flying through EWR.

Pairings 6, 33 & 34 were held out of the bidpack and will be available in the Secondary Line process.

Please remember that Chip Brown and I are constantly pursuing opportunities to improve the LAX bid pack, and your feedback on line and pairing construction to FedexMD11LAX@alpa.org is always highly appreciated and welcome. In addition, you can always contact your

SIG Chairman, Rich Hughey, at Fedex-SIG@alpa.org, or the company SIG chairman, Pat DiMento, at PMDimento@fedex.com with any constructive comments or concerns you might have.

In Unity,

Andrew Minney
Chip Brown

MD-11 MEM

	Captain	First Officer
Average BLG CH	74:46	75:23
RLG CH	71:45	72:15
R-day value CH	4:47	4:49
# of Regular Lines	329 (63.1%)	364 (62.5%)
# of Secondary Lines	116 (22.3%)	115 (19.8%)
# of Reserve Lines	76 (14.6%)	103 (17.7%)
Total # of Lines	521	582
Total CH Available (no c/o)	26378	29294
Avg CH/R day	23.1	19.0
Carry-in CH from NOV	1913	2359
NOV CH carry-in to Total CHs	6.8%	7.5%

Disputes: 101/5Mar, 126/6Mar, 136/20Mar.

PSIT Notes:

March is a 4-week bid month. We were requested to build the lines to a targeted BLG of 75 hours. We built them to average 74:46 for Captains and 75:23 First Officers.

We initially had 80 out of 1,163 pairings submitted for changes. We were able to get many changes throughout our processes. We ended up with three disputed pairings. Trip 101/5Mar has four 24 hour layovers in CDG, CTU, CAN, and PEN prior to reset in TPE. Trips 126/6Mar and 136/20Mar have four 24 hour layovers in CGN, CDG, DXB, and HKG prior to reset in CAN.

If you fly the sequence MEM-HNL-OAK-SEA with a 1+50 hub turn in OAK, please provide your feedback on this duty period. We continue to look for other options with this sequence.

Please submit a Scheduling Committee PIREP anytime you need to communicate a scheduling issue. If you submit a Company Pilot Ops Report, please CC the report to us here at the PSIT via email (see end of SIG Notes). This is the only way we can track data on current issues with any reliability. As always, we welcome your input and feedback on any trip that you operate.

In Unity,

Jami Weaver
Charlie Sutton
Dave McCormick
Keith Knoblauch
Rich Coombs

MEM 777

	Captain	First Officer
Average BLG CH	75:15	75:18
RLG CH	72:15	72:15
R-day value CH	4:49	4:49
# of Regular Lines	138 (69%)	185 (71%)
# of Secondary Lines	34 (17%)	43 (16%)
# of Reserve Lines	28 (14%)	34 (13%)
Total # of Lines	200	262
Total CH Available (no c/o)	10302	13862
Avg CH/R day	24.5	27.2
Carry-in CH from NOV	1119	1748
NOV CH carry-in to Total CHs	9.8%	11.2%

March is a 4 week month with clocks springing forward Sunday, 11 March. The company requested a BLG target of 75 hours for both seats. We were able to build to 75:15 for Captains, and 75:18 for First Officers. March has 400 hours more flying in both front seats compared to February. RF2 and RFO flying continues to flex back and forth between both seats, this month a few more hours went to RF2 flying compared to February.

We are concerned about pairings 2047, 2058, and 2064. These RFO pairings fly east 21 times zones to ANC and then back west 6 time zones before getting a reset in NRT 5 days into the trip.

Pairings 6 and 8 were also concerning. After operating ANC-EWR/layover/EWR-ANC, these pairings have day sleep in ANC before a 0300L departure back to MEM. We feel more rest is needed in ANC, as the crew will be alerted as they are about to get their best sleep.

A few pairings have minimum crew rest before back end Dead-Heads. The minimum crew rest is 8 hours domestic and 12 hours

international. If you arrive at your last layover late, please contact CRS and have your pairing re-built.

We would like to welcome Amadee Pepper to our PSIT team. He has been reviewing for us for 2 years and will take over as Barry Rutberg leaves to become Block 6 Representative.

We hear your concerns on the crew bus, but unless we get something in writing we cannot help. So, please use the scheduling PIREPs on the ALPA website. Remember that we aren't copied on PORs, and we would like for you to copy and paste any POR information you submit to a Scheduling PIREP or email us at Fedex777MEM@alpa.org.

In Unity,

Pat Hagerty
Gregg Hall
Amadee Pepper

TRIP SERVICES SOLUTIONS

Hotel Notes:

Layover Times – The layover time displayed on the VIPS Trip Summary is “block-in to block-out” time and does not take into account the 30 minute “debrief”, the round trip ground transportation time and the 1 hour “preflight” time. When Crew Travel Services establishes layover parameters it utilizes layover times that are time “behind the door” (meaning time at the hotel). The layover time programmed for any of the downtown CDG hotels is 24 hours and greater. So if your “time behind the door” is 24 hours or greater you will be placed at one of the CDG downtown hotels. If your layover is less than 24 hours, you will be placed at the airport hotel. As discussed in previous Trip Services Solutions each of our CDG downtown hotels has a cap on the number of rooms the Company can contract.

AFW Update – Renovations at the **Courtyard Blackstone** are schedule to commence on April 1st. During their renovation crews will be relocated to their sister Courtyard property until renovations are completed.

AUS Update – The contract with **The Residence Inn Downtown** expired the end of February and our new contract hotel will be the

Sheraton Austin Hotel at the Capital. The Company will be sending out an FCIF shortly announcing this new hotel and its amenities.

BHM Update – Due to the ongoing renovation of **The Wynfrey Hotel** crews will be staying at the **Holiday Inn Hoover** until March 2013.

DAY Update – **The Drury Inn & Suites North** is our new contract hotel replacing the **Crowne Plaza Hotel Dayton**. The Company will be sending out an FCIF shortly announcing this new hotel and its amenities.

DFW Update – Due to an extended renovation at our current contract hotel, **The Omni Mandalay**, our new contract hotel will be **The Wyndham Las Colinas**. The Company will be sending out an FCIF shortly announcing this new hotel and its amenities.

HKG Update – Due to an increase in our HKG operations we are routinely exceeding the number of monthly contracted rooms at the **Sheraton**. As a result the Company is looking to add an additional downtown hotel.

HNL Update – By contract our hotels are only required to have a room available at the scheduled “check-in” time specified in your VIPS Trip Summary. Due to the high occupancy rate of the **Hilton Waikiki Beach** you may not be assigned your room if you arrive early.

IAH Update – Due to **Hotel Icon** management no longer desiring airline business our new downtown hotel will be the **Hyatt Regency Downtown**. The Company will be sending out an FCIF shortly announcing this new hotel and its amenities.

ICT Update – The **Hilton Airport** is now a **Doubletree**.

JFK Update – Both the Company and the committee have completed their respective inspections and it is anticipated that another hotel will be added to our current JFK contract hotels.

MEM Update – **The Courtyard Park Avenue East** will now have daily fresh sandwiches and salads provided by **Two Guys Catering**. The committee sampled these sandwiches and salads at our recent meeting with the Company and feels these sandwiches and salads will be a great addition to their Market Fresh items.

MSY Update – Renovations at our current contract hotel, **The Omni Royal Orleans**, are scheduled to begin May 1st and go through the remainder of the year. Crews will be relocated during this period to their sister property, **The Omni Royal Crescent**.

OAK Update – Effective with the March Bid Period the Company is adding another hotel. We will be returning to our “old” contract hotel, **The Marriott Downtown**. The Company will be sending out an FCIF shortly announcing this new hotel and its amenities. Due to the large number of negative PORs the Company did not renew contracts with both **The Red Lion Airport Hotel** and the **Hilton Garden Inn Emeryville**.

PWM Update – **The Wyndham Airport Hotel** is now a **Doubletree**.

SAN Update – The renovations at our contract hotel, **The Westin Gaslamp Quarter**, are scheduled to be complete by the end of March. Crews as scheduled to return to The Westin on April 1st.

SWF Update – **The Hotel Sierra** is now **The Hyatt House**.

SZX Update - **The Crowne Plaza Shenzhen** is now **The Venice Hotel Shenzhen**.

Catering Notes:

Cooler Service – The committee has received reports the Company is not complying with CBA Section 5.E.2. which states “Flights originating from any base (i.e. MEM, LAX, ANC, CAN, CGN), IND, OAK, EWR or AFW shall be catered with hot coffee and at least 1 ice chest containing ice, water and an assortment of juices and sodas. Flights originating from other stations shall be catered with hot coffee, ice and water.” The Company considers a “standard” cooler (where required as mentioned above) to be: 18 bottles of water, 3 sodas and 3 juices. If your aircraft cooler is not being serviced per the CBA, please submit a POR so the issue can be rectified as soon as possible with that specific ramp.

MD11/B777 Blankets/Pillows – The Company has instructed ramps to place the number of specified blankets/pillows on the following aircraft:

MD11 Non-Crew Rest Aircraft - White “sleep room” cotton blankets and pillows for the number of crewmembers assigned to that flight.

MD11 Crew Rest Aircraft – Blue Duvet-type blankets and pillows for the number of crewmembers assigned to that flight.

B777 Aircraft – Blue Duvet-type blankets and pillows for the number of crewmembers assigned to that flight.

*The exception to the above is that flights originating out of MEM will be issued a set of 8 pillows/blankets regardless of the number of crewmembers assigned to that flight.

**The Company is working with potential vendors to find a suitable replacement for the white “sleep room” blankets.

Ocean Spray Juices – These juices are being introduced to eventually replace the current Minute Maid juices. The Ocean Spray juices will be in 5.5 oz. cans.

Salad Dressings – The Company is working to program FOCUS Services to enable the selection of salad dressings when a salad is selected for a meal. Until the programming is complete 2 different salad dressings will be included with your salad.

Spring/Summer Menus – These new menus will be effective April 1st.

Pilot Ops Report (POR) – The most efficient way for management to be made aware of and correct issues pertaining to hotels, catering and ground transportation is via the Pilot Ops Report (POR). 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 report. These Ops Reports, 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

Rich Hughey, ALPA FedEx MEC Scheduling Committee Chairman

Marty Harrington, ALPA FedEx MEC Scheduling Committee Vice-Chairman

JD Oliver, ALPA FedEx MEC Scheduling Committee Knowledge Manager

Mark Stafiej, Trip Services Committee Chairman, Fedex-
Hotel@alpa.org

Mike Percy, Trip Services Committee Vice Chairman, Fedex-
Hotel@alpa.org

Your PSIT Members

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