

SIG NOTES



SEPT 2017

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

Summary of the Build

September is a five-week bid-month with the Labor Day holiday the first Monday of the month affecting the build. Prior to September many bid line guarantee (BLG) targets were moderating and have been for a couple months. September that trend has reversed. Bid line targets moved up in most bid-packs. Manning will be a concern, at the very least, through peak. We also expect further increases in BLGs through Peak. We continue to see growth and it is reflected in the available credit hours. Comparing credit hour from previous 5 week bid months:

Total Captain (All bases) Bid-Pack credit hours:

September 2016	May 2017	September 2017
105277	110082	111557

Year over year shows almost a 6% increase in credit hours.

Pairing Assessment Process: In September the PSIT team reviewed over 7000 pairings, an extraordinarily high number. This was due to the preliminary international solution redone. (Oakland runway 30 closure was not taken into account initially), This prompted a second preliminary review of all international pairings.

Please see the notes in the CGN section with reference to the LGG sleep facility.

Fatigue Risk Management Committee

Only you can prevent forest fires—Smokey Bear

I would echo Smokey, and say only you can prevent fatigue in the cockpit. The CBA, FOM and FARs are very clear on the topic of fatigue. Under the system we

[SIG Notes Continued. FRMC Input]

live in, the hard call falls on your shoulders. I have seen some reports where pilots reference the FAA approved IMSAFE checklist prior to calling in fatigued. We fly challenging schedules, if you are not fit for duty, you should not hesitate to call in fatigued.

I would like to thank the ALPA Scheduling Committee Chairman for pointing out some of our recent fatigue reports. I have had a few emails asking what happens when you call in fatigued. The answers can be found on my [video](#).

Recently we have had a number of fatigue reports from the HKG base, thanks for keeping us informed. These issues were discussed at the quarterly fatigue meeting with the company.

Thanks for letting us know what is fatiguing in the system.

Rest Easy,
Pat Hagerty
Fatigue Risk Management Chairman

Fatigue Risk Management Meeting.

Last week we attended the FRMG meeting. ALPA SIG reviewed pairings that are currently in the FERC process. The number, category and disposition of fatigue reports and fatigue events were analyzed.

Fatigue Event Review Committee Process:

This month there were five pairing DNA issues that were submitted to the fatigue event review committee (FERC). Two of the DNA sets were previously "FERCed" and have been tagged for data collection. Three are new issues that are currently under review.

Recently we withdrew a 777 pairing from the review process. Please read about it [here](#).

We continue to solicit feedback for pairing/line construction and/or fatigue. Please read about our ongoing request for [pilot fatigue reports](#).

[SIG Notes Continued]

We have received more than a few questions regarding fatigue reports.

“If I submit a fatigue report, and do not call in fatigue, am I putting myself on report?”

The FEDEX Fatigue Risk Management Plan (FRMP) states, “FedEx has an open communications policy for reporting any safety concern, including fatigue related issues. Good faith fatigue reports from crewmembers will be handled in confidence and will not serve as the basis for counseling or discipline.”

From the FEDEX Policy Perspectives:

“As a failsafe protection to mitigate fatigue, any FedEx pilot who feels tired to the point of representing a potential safety risk can simply alert FedEx management to that fact, and a substitute pilot will be found for that flight. This is a practice that FedEx pilots use when they need it and manage with great professionalism.”

Please use the Fatigue Report (under “Reports”) at pilot.fedex.com to provide specific feedback. You can also fill out a scheduling [PIREP](#) or e-mail the [ALPA SIG](#). If you have any questions concerning fatigue reporting or calling in fatigued, please contact the [ALPA FRMC](#) with your concerns.

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

Hong Kong A300

FedexA300HKG@ALPA.org
Chris Womick
Scott Hubin

	Captain	First Officer
Average CH	90:43	90:43
RLG CH	87:05	87:05
R-day value CH	4:35	4:35
# of Regular Lines	1 (25%)	4 (40%)
# of Secondary Lines	1 (25%)	4 (40%)
# of Reserve Lines	2 (50%)	2 (20%)
Total # of Lines	4	10
Total CH Available (no c/o)	91	363
Avg CH/R day	2.4	9.6
Carry-in CH from previous month	0	0
Credit hours carry-in to Total CHs	0.0%	0.0%

PSIT Notes:

Reserve lines for a 5-week month have not changed much. Double deadheads with reserve in between them. A double deadhead reserve sandwich one could say. There is always some variety from a footprint perspective. Let us know if we can put a request in for you for a future bid-pack. 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	89+46	89+46
RLG CH	86+08	86+08
R-day value CH	4+32	4+32
# of Regular Lines	200	200
# of Secondary Lines	53	45
# of Reserve Lines	58	50
Total # of Lines	311	295
Total CH Available (no c/o)	18513.35	18513.35
Avg CH/R day	16.8	19.5
Carry-in CH from previous month	844.37	844.37
Credit hours carry-in to Total CHs	4.6%	4.6%

PSIT Notes: September is a five-week month with Labor Day affecting week two pairings. This added some deadheads and reduced the number of out and backs that week. We are gaining new pairing sequences appearing at the end of the month for peak flying. Unfortunately, there is also an increase in short unturnable pairings causing extra departures per line.

As always, if you file a scheduling or fatigue related Insite Report, please copy us here at your PSIT. We are not automatically copied on these reports by the company.

Cologne B-757

Fedex757EUR@ALPA.org

Tim Harp

James Capeless

	Captain	First Officer
Average CH	92:36	92:49
RLG CH	88:59	88:59
R-day value CH	4:41	4:41
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# of Regular Lines	28 (58%)	25 (52%)
# of Secondary Lines	11 (23%)	11 (23%)
# of Reserve Lines	9 (19%)	12 (25%)
Total # of Lines	48	48
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Total CH Available (no c/o)	3086	2814
Avg CH/R day	18.0	12.3
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Carry-in CH from previous month	295	295
Credit hours carry-in to Total CHs	8.7%	9.5%

PSIT Notes:

September is a five-week bid month and we were able to construct 28 lines for Captains and 25 lines for First Officers. When bidding, please be advised that Captain and First Officer lines do not coincide. There are a few one-off BCN and TLV pairings due to The National Day of Catalonia and Yom Kippur respectively.

The EUR FDA continues to be slightly overmanned for the September bid month. To help offset the manning level, there are 4 single departure lines of U.S. flying for Captains and 1 for First Officers. Our continued focus on these U.S. lines was to ensure that we had minimum duty time deadheads and minimum disruption to circadian rhythms. Specifically, deadheads out of DUS/FRA to the U.S. where possible (one leg) and flying on a European body clock (6AM to 6PM Europe time).

We've begun additional scheduled LGG flying in September with the GVA/LGG/STN city pairs. We anticipate further LGG expansion in October with an EMA (East Midlands Airport) carryover pairing. On occasion, XTRA pairings may continue to show up in open time as the Company deals with the nuances of integrating the LGG system. The GVA/STN pairings have been held off of lines as the Company and PSIT continue to work to achieve a pairing design that addresses both Company and pilot concerns. These trips will be available during the Secondary Line process.

[Cologne PSIT Notes Continued]

Beginning with the October bid month, two crews will be scheduled for simultaneous LGG hub-turns of less than 4 hours. Due to the current limitations of the LGG rest facility, only one crew will be scheduled for its use. The crew with the longest turn (of less than 4 hours) will have a scheduled airport hotel day-room. LGG hub turns of greater than 4 hours will continue to receive an airport hotel day-room per the CBA. Funding has been approved for an improved LGG sleep room facility and we anticipate construction to begin in the near future. Please provide feedback on these new pairings to any detail that requires further attention. Extra pairings, with additional crews, should be sent to the hotel. If you have any questions, or there are any issues on the sleep room/day rooms please let us know.

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. We continue to see voluntary and involuntary RSV conversions so please be aware if bidding a RSV line.

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!

Memphis B-757

Fedex757MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

Joe Brewster

	Captain	First Officer
Average CH	93:43	93:34
RLG CH	89:56	89:56
R-day value CH	4:44	4:44
# of Regular Lines	136	122
# of Secondary Lines	45	25
# of Reserve Lines	44	33
Total # of Lines	225	180
Total CH Available (no c/o)	12746	11416
Avg CH/R day	15.2	18.2
Carry-in CH from previous month	853	835
Credit hours carry-in to Total CHs	6.3%	6.8%

PSIT Notes:

Thank you for taking time to read the MEM B757 notes from our PSIT. If you are new to FedEx and the line scheduling process, we would like to welcome you and express our appreciation of your interest in how the lines are constructed. While the Company produces the pairings, we construct the pairings on to lines. Therefore, input and feedback are always welcome as we continue to evaluate historical build practices while managing fatigue to the greatest extent possible.

September is a five-week bid month with the Labor Day holiday falling on Monday, September 4th. The five-week month coupled with the holiday means that we have to use the odd week in order to get the BLG to the proper amounts. This results in many lines working back to back weeks. Some lines contain trips in three consecutive weeks, and in these cases we ensured the weeks were not the normal five or six day footprint. The Labor Day holiday also means that most of those weekend layovers were broken into deadheads. This also complicated the build as we lost those synthetic credit hours (credit hours paid for the weekend layover), causing us to find places to increase credit hours (adding trips to lines).

There are a few specifics of the build we would like to point out. First, in order to make the BOG and PTY weekend layovers make a line, we had to place three of

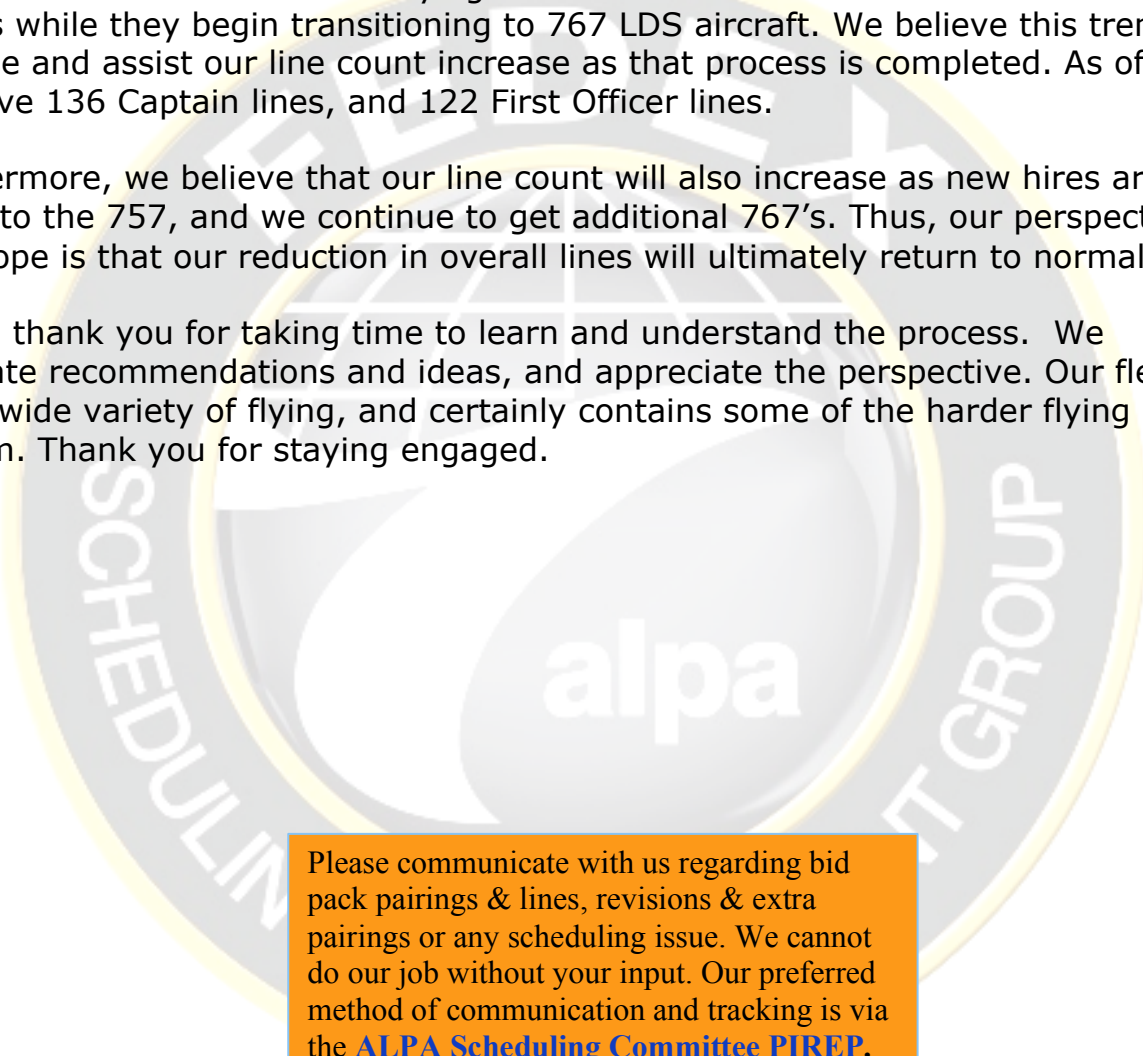
[Memphis 757 PSIT Notes Continued]

those pairings on a line. This means that one of those lines contains a mix of BOG and PTY weekends, which we are able to avoid in a conventional four-week build.

In addition, we continue to see flying allocated to both IND 767 and MEM 767. We have been told that two IND 767 CFD's have been pulled out of service, and therefore some additional 757 flying has been shifted there to absorb the lack of planes while they begin transitioning to 767 LDS aircraft. We believe this trend will reverse and assist our line count increase as that process is completed. As of now, we have 136 Captain lines, and 122 First Officer lines.

Furthermore, we believe that our line count will also increase as new hires are now going to the 757, and we continue to get additional 767's. Thus, our perspective and hope is that our reduction in overall lines will ultimately return to normal.

Again, thank you for taking time to learn and understand the process. We evaluate recommendations and ideas, and appreciate the perspective. Our fleet has a wide variety of flying, and certainly contains some of the harder flying in our system. Thank you for staying engaged.

The logo for the ALPA Scheduling Committee PIREP is a circular emblem. It features a stylized globe in the center with the word "alpa" written across it. The words "SCHEDULING COMMITTEE" are written along the top inner edge of the circle, and "PIREP GROUP" is written along the bottom inner edge. The entire logo is rendered in a light gray color with a yellow outline.

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 B-767

Fedex767HKG@ALPA.org

Chris Womick

Scott Hubin

	Captain	First Officer
Average CH	94:52	94:52
RLG CH	91:12	91:12
R-day value CH	4:48	4:48
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# of Regular Lines	46	46
# of Secondary Lines	15	14
# of Reserve Lines	8	12
Total # of Lines	69	72
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Total CH Available (no c/o)	4692	4692
Avg CH/R day	30.9	20.6
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Carry-in CH from previous month	407	407
Credit hours carry-in to Total CHs	8.0%	8.0%

PSIT Notes:

PSIT Notes: Welcome to another 5 week bid month. It was, as usual with 5 week months, very hard to create a balanced group of lines across the weeks. We only had 4 Single Departure Lines and 4 lines consisting of 3 different pairings. That made 38 lines consisting of only two pairings. The Captain and FO lines are identical this month. As a side note, if you are looking for a hotel-in-lieu-of, you can find one of them.

I would like to call your attention to two different hub turns with a significantly shorter amount of turn time. The KIX-CAN-SGN and the ICN-CAN-ICN city pairs have a 1:18 and 1:34 turn time respectively. Be cognizant of them. If you find your employee number attached to one of these pairings, plan your work-rest cycle accordingly as you will have difficulty resting in CAN.

As a reminder, if you receive a request to wear an actigraph to monitor sleep, please participate. Your participation is essential in gathering much needed information concerning pairing construction. Please help us help you.

Scott and I are always available for questions and please send us a copy of any report you file.

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Andrew Hall

	Captain	First Officer
Average CH	93:42	93:38
RLG CH	89:56	89:56
R-day value CH	4:44	4:44
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# of Regular Lines	17	19
# of Secondary Lines	9	8
# of Reserve Lines	10	7
Total # of Lines	36	34
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Total CH Available (no c/o)	1819	1920
Avg CH/R day	9.6	14.4
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Carry-in CH from previous month	59	59
Credit hours carry-in to Total CHs	3.1%	3.0%

PSIT Notes:

Thank you for taking the time to read the SIG Notes. We hope this finds you enjoying the summer with your family and friends.

September is a five-week bid month with the Labor Day holiday falling on Monday Sept. 4th, the second week of the bid. We are seeing a slight decrease in CHs from the previous 5 week month and there is an increase in 757 flying due to the official loss of another 767C.

With the loss of the second 767C, we lost ATL days and nights. These CHs were replaced with 757 flying, including some pairings that we have not seen in our bidpack. These pairings include a mix of day and night flying with some DHs to and from the West Coast. Along with these pairings, we have a return of MSP, TPA and LCK.

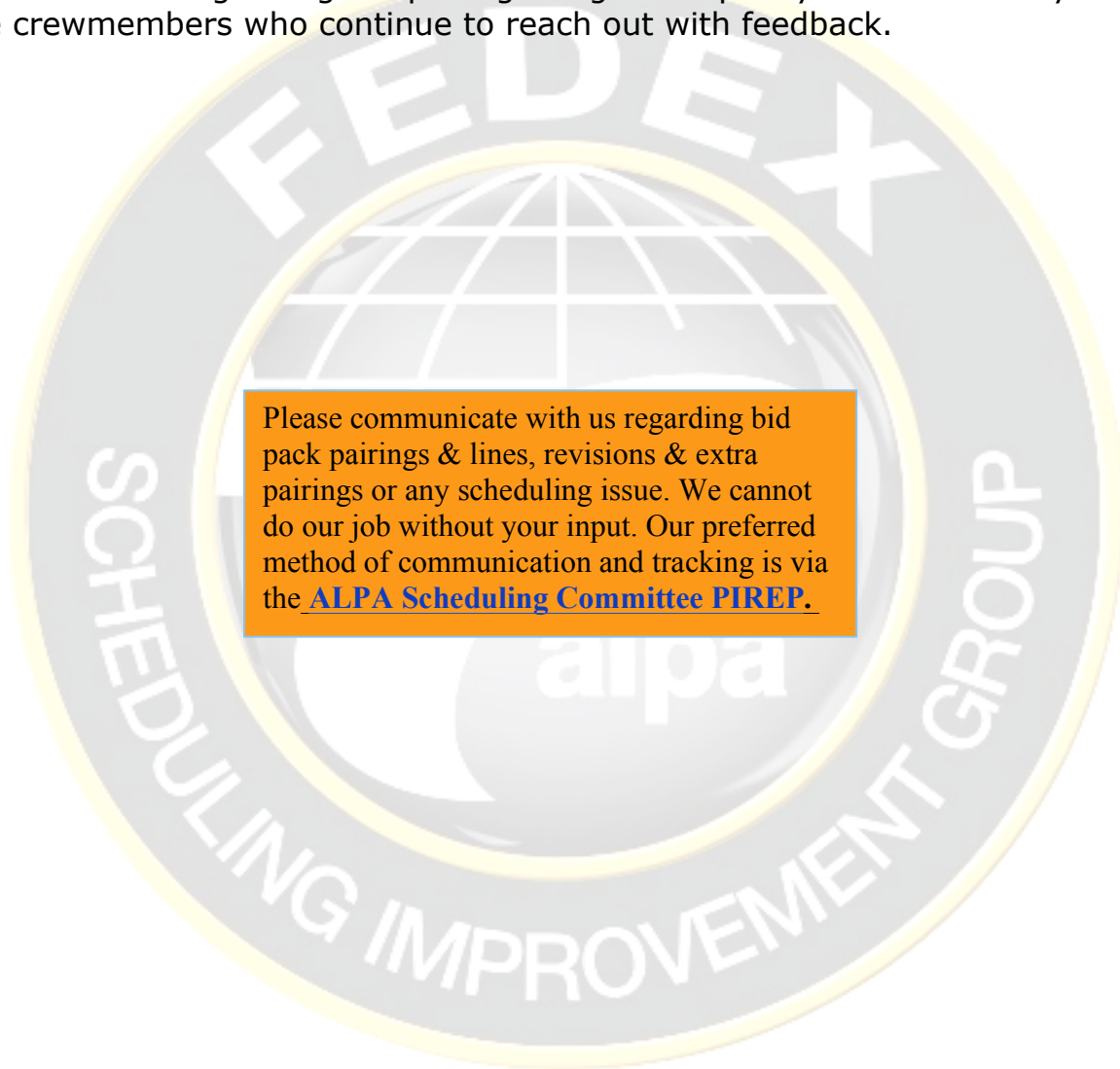
With the many small pairings we received this month, meeting the requested BLG targets required some lines to have trips in each week or 2 weeks back to back. In every case, we tried to honor seniority as well as DH, regional, city, and aircraft purity.

We have had several conversations with crewmembers recently concerning the disputed pairing process, Insite reports, Fatigue reports, and general feedback on line and pairing quality. In each conversation, we have gained understanding in

[Indianapolis 767 PSIT Notes Continued]

areas where we can be more productive and impactful in making changes. Please read the recent communications from the SIG and SIG notes to stay engaged and informed.

With your support in providing feedback and filling out reports, we are making progress in affecting change to pairing design and quality of life. Thank you to all of the crewmembers who continue to reach out with feedback.



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-767

Fedex767MEM@ALPA.org

Matt Gandy

JD Oliver

Paul Hanson

Andrew Hall

	Captain	First Officer
Average CH	93:43	93:37
RLG CH	89:56	89:56
R-day value CH	4:44	4:44
# of Regular Lines	157	174
# of Secondary Lines	33	28
# of Reserve Lines	27	43
Total # of Lines	217	245
Total CH Available (no c/o)	15398	16783
Avg CH/R day	30.0	20.5
Carry-in CH from previous month	735	754
Credit hours carry-in to Total CHs	4.8%	4.5%

PSIT Notes:

September is a five-week bid month with the Labor Day holiday falling in week 2 on Monday, September 4th. The five-week month coupled with the holiday created a couple of obstacles in the line building process. First was the conversion of some of the weekend layovers in week one to deadheads. Second was a reduction in credit hours for the IND, AFW, and OAK week long pairings in week 2. While one of our key goals is to have the fewest number of departures (sequences of trips) per line, this resulted in a requirement for an additional departure on many of the lines to meet our BLG requirements.

Our 757 cities for September are BMI, DAY, SGF, MKE, GSP and SAV. The first three were used as hooks to create lines from the otherwise un-turnable LAS, TUS and SFO. The MHT weekend was converted to a deadhead, requiring us to build a longer sequence of these trips. As a result, we chose to mix MKE to help mitigate fatigue on the longer duty MHT trips.

Please keep sending us comments regarding anything related to scheduling. Your e-mails are an essential part of the process. Also consider sending the Company Insite Reports or Fatigue Reports if the situation warrants it.

Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	92:26	92:26
RLG CH	88:40	88:40
R-day value CH	4:40	4:40
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# of Regular Lines	55	59
# of Secondary Lines	17	15
# of Reserve Lines	17	13
Total # of Lines	89	87
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Total CH Available (no c/o)	5257	5737
Avg CH/R day	16.3	23.2
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Carry-in CH from previous month	760	835
Credit hours carry-in to Total CHs	14.5%	14.5%

PSIT Notes:

For the ANC crews we have a one-off pairing that has a very difficult duty in the middle of it. Pairing 6/30AUG has a PVG-CAN-KIX hub turn that is 13:01 duty through the night. There is a hotel room scheduled for this 5:40 turn but with immigration, travel time to and from the hotel, and an international alert call, the rest behind the door will be impeded on. Please manage your rest accordingly. We are told that this hub turn sequence will not be built in the future.

You might notice some changes to our long-haul pairings in and out of OAK for next month. This should be a temporary change only. The long runway will be closed for an expected two-week period and that will limit the MD11 operations during that time. Normal operations should resume after the runway is brought back into service.

Los Angeles MD-11

FedexMD11LAX@ALPA.org

Chip Brown

Cody Chenoweth

Chris Leuw

	Captain	First Officer
Average CH	91:33	92:15
RLG CH	88:02	88:40
R-day value CH	4:38	4:40
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# of Regular Lines	20	31
# of Secondary Lines	13	13
# of Reserve Lines	17	18
Total # of Lines	50	62
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Total CH Available (no c/o)	2104	2104
Avg CH/R day	6.5	9.4
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Carry-in CH from previous month	319	354
Credit hours carry-in to Total CHs	13.2%	9.9%

PSIT Notes:

September 2017 is a 5-week bid month with Labor Day weekend between weeks 1 and 2.

We continue to see reduced hours and lines in the LAX Bid-pack, and by percentage a high number of Secondary and Reserve lines.

Every effort was made to preserve line purity and reduce an excessive number of departures per line. However due to the combination of contractual minimums (85ch/5-week mo.) and the fact that 49% (CA) and 40% (F/O) of the company pairings were 1-3 day trips, line purity suffered.

For landing currency issues please note that line 2001 is an RFO only single departure lines.

If you have any fatigue related issues, whether you call in fatigued or not, please send us an email.

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Harley Troyer

	Captain	First Officer
Average CH	93:02	92:43
RLG CH	89:18	88:59
R-day value CH	4:42	4:41
# of Regular Lines	277	258
# of Secondary Lines	85	70
# of Reserve Lines	70	53
Total # of Lines	432	381
Total CH Available (no c/o)	27910.4	25818.3
Avg CH/R day	21.0	25.6
Carry-in CH from previous month	1118.9	1649.3
Credit hours carry-in to Total CHs	3.9%	6.0%

PSIT Notes:

PSIT Notes: September is a 5 week bid month with a holiday. This means that week 2 has shortened week long pairings causing us to add those hours somewhere else in the month to reach BLG, causing extra departures in some cases.

International time has increased since the last 5 week bid month in May. RF2 flying is on the rise consisting of 74% of the Relief Officer flying, up from 59% in May.

Just a reminder that the PSIT does NOT build the pairings, the company builds the pairings and we build the lines with them. We hear this misconception in the crew room quite often.

Again, there are pure RF2 and RFO flying in both seats this month. Be careful of what you bid if you need landings.

Have a great month.

Memphis 777

Fedex777MEM@ALPA.org

Greg Hall
Amadee Pepper
Jon Casello
Curt Henry

	Captain	First Officer
Average CH	92:20	92:15
RLG CH	88:40	88:40
R-day value CH	4:40	4:40
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# of Regular Lines	181	325
# of Secondary Lines	51	74
# of Reserve Lines	50	66
Total # of Lines	282	465
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Total CH Available (no c/o)	16807	30782
Avg CH/R day	17.7	24.6
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Carry-in CH from previous month	1243	2867
Credit hours carry-in to Total CHs	6.9%	8.5%

PSIT Notes:

Greetings. September is a five-week bid month with Labor Day occurring on the first Monday of the month.

We are seeing the full integration of the TNT aircraft take effect, as block hours increase 15% over the last 5-week bid month (May) and 17% for the FOs.

We had historically low amounts of open time left as the build came to a close. These unbuilt trips were almost entirely in the last two weeks of the bidmonth. If you choose to bid a secondary line, realize that almost all the flying on these lines will be the result of pairings dropped by primary line holders for vacation, training, carry-in conflict, etc.

RF2 flying continues to be available for Captains.

The ANC-PVG-MEM is a new sequence in 777 flying. We would appreciate any feedback; sleep logs would be even better.

Recently, it seems we have had a few crewmembers denied the deadhead class of service they are authorized due to the tickets on these flights being sold out prior to being ticketed. If this happens to you, please let us know the details of the

[Memphis 777 PSIT Notes Continued]

situation so we can try to track the problematic deadhead city pairs and airlines. Also let us know the actual date you are ticketed by BCD on these flights.

One question we have been receiving quite a bit from crewmembers on the line is "what has happened to disputed pairings? I haven't seen any in a while." From a statistical standpoint, we have not had a single disputed pairing in the 777 since the implementation of the new CBA a year and a half ago. There are two main reasons why this is the case - the implementation of the 32 in 120 rule, and the advent of the FERC.

During discussions with the company regarding the new CBA, a number of test "solves" on the bid-pack were run to determine a rule set which would provide improved pairings to the crew force. One of the best of these rule sets was the 32 in 120 rule which requires the company to provide a 32 hour reset once every 120 hours TAFB. In fact, looking at previously disputed pairings, the vast majority of our issues would have been fixed in the past had the 32 in 120 rule been implemented at the time. This is the first of the two reasons we have seen less disputed pairings.

As mentioned earlier, the second reason we have seen no disputed pairings is due to the new FERC process. Previous editions of the SIG notes have discussed this process in depth, so we won't rehash that information here. As part of this process it is imperative that we receive crew input regarding pairing quality. Please provide your feedback on any pairings you feel need additional attention. Sleep logs are also helpful.

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

Hotel Notes:

- **ALB Update** – Due to the number of negative Insite tickets regarding our current non-contract hotel, **The Radisson Albany**, a decision has been made to relocate to another non-contract hotel until the Marriott's renovation is completed sometime in November. The Company issued **FCIF 17-0371 (Hotel)** announcing **The Courtyard by Marriott Albany Airport** as our new non-contract hotel.
- **ATL Update** – Our current contract hotel, **The Atlanta Hilton & Towers**, recently completed an extensive renovation and all layovers have returned as of the July Bid Period.
- **BKK Update** – Due to the large number of negative Insite tickets pertaining to our airport contract hotel, **The Novotel Suvarnabhumi**, the Company and committee are working to move most of the layovers to our downtown contract hotel, **The Sheraton Grande Sukhumvit**, starting with the October Bid Period.
- **CDG Update** – Effective with the September Bid Period **The Pullman Montparnasse** will no longer be a contract hotel due to the commencement of its renovation. The current plan is to place ALL downtown layovers at **The Pullman Bercy**. The Company is looking for an additional non-contract hotel in order to keep as many of the layovers downtown as possible.
- **COS Update** – Layovers have returned to Colorado Springs after many years. 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 is currently inspecting area hotels.
- **GVA Update** – Layovers will begin in Geneva Switzerland at the end of the August Bid Period. The Company is currently inspecting area hotels. The non-contract hotel will be announced via FCIF.
- **IND Update** – Due to hotel renovations and non-renewal of hotel contracts, **The Omni**, is our only downtown contract hotel. The Company and committee recently completed their respective inspection of **The Embassy Suites** and recommended this hotel for contract. The Embassy Sites is currently undergoing renovations which are scheduled to be completed before the end of the year. The Company will issue an FCIF announcing the commencement of layovers at this hotel.
- **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 weren't not able to agree on the terms of a new contract which necessitated a change in hotels. As part of the Welcome Letter, a limited crew menu is to be included in the packet. This menu is available after the hotel's restaurant closes. Please provide Insite ticket feedback on this new contract hotel.

- **LAS Update** – The Company recently issued **FCIF 17-0354 (Hotel)** announcing **The Trump International Hotel** as an additional contract hotel. Crews laying over in the day will be moved from the **SLS Hotel** effective with the August Bid Period.
- **LGG Update** – The Company recently issued **FCIF 17-0314 (Hotel)** announcing **The Pullman Quellenhof Hotel** in Aachen Germany is now a contract hotel with direct billing effective with the July Bid Period.
- **MAN Update** – Due to the large number of negative Insite tickets regarding our contract airport hotel, **The Hilton**, crews laying over on Tuesday, Wednesday and Thursday will move to our downtown contract hotel, **The Principal Palace**.
- **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.
- **MUC Update** – The Company recently issued **FCIF 17-0317 (Hotel)** announcing **The Sofitel Munich Bayerpost** as our new non-contract hotel. Once the Company and committee have completed their respective inspections a new contract hotel will be announced. Please provide Insite ticket feedback on this hotel as it's under consideration for contract.
- **MSN Update** – Due to the large number of negative Insite tickets pertaining to our current contract hotel, **The Crowne Plaza Madison**, the Company issued **FCIF 17-0280 (Hotel)** announcing effective 6/10/17 **The Edgewater** as our new non-contract hotel. Please provide Insite ticket feedback on this hotel as it's under consideration for contract.
- **SLC Update** – Our current downtown contract hotel, **The Hilton Salt Lake City Center** will be used by crews arriving in the AM and our current non-contract hotel, **The Doubletree Suites**, will be used by the PM crews. Please provide Insite ticket feedback on the Doubletree.
- **SNA Update** – The Company recently issued **FCIF 17-0351 (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.
- **SYD Update** – The Company recently issued **FCIF 17-0312 (Hotel)** announcing effective 7/23/17 crews would return to our prior contract hotel, **The Sydney Harbour Marriott Circular Quay**. The hotel will be non-contract until direct billing can be established which will be announced via FCIF.
- **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.

- **Catering Notes:**
- **Asia Menu Refresh Update** – The Company recently traveled to **CAN, MNL, PVG and SZX** to inspect the catering kitchens and refresh their respective menus. Refreshed menu items will be available starting with the September Bid Period. The committee requested **KUL, PEN and SIN** menus be reviewed for updating/refreshing.
- **CPH Update** – A new catering kitchen has been selected and will begin catering with the September Bid Period. Please provide Insite ticket feedback.
- **GVA Update** – Catering will commence with our flight starting on August 28. Please provide Insite ticket feedback.
- **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.

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