

SIG NOTES



SEPT 2018

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

Summary of the Build

For the month of September, target BLGs are beginning to drift higher in most seats. This is a result of increased flying due to a number of factors. FedEx will begin operating 8 flights through the Greensboro hub beginning in the September bid month. There has been an increase of over 7% credit from August 2017 (used for 4-week hours comparison) to September 2018. The airline schedule continues to expand at a very nice rate. Typically, October is the month we see hours and BLGs increasing for Peak. We anticipate even more flight time (credit) as we do approach Peak flying.

Greensboro Hub

There will be a total of 16 crew-members (8 flights) operating through the GSO hub this month. There are currently 5 sleep rooms and 9 recliners. 4 pilots will have access to the nearby airport hotel. If you have the hotel option, please utilize it. If you have any issues with the facilities at the hub, please email the Fatigue Risk Management Committee.

Secondary Line Generator.

Please educate yourself on bidding Secondary Lines and building your Secondary Line through the numerous tutorials on PFC. If you have any questions, please submit an Insite report.

Process Evaluation

Over the past month, ALPA SIG has done a complete process evaluation. We took a hard look at how disputed pairings are handled by the FERC. There are a number of issues that were of concern. The combined SIG and FERC met to address these issues.

- Communication. The company will be revamping all of the Fatigue Risk Management pages on the Flight Operations web site. Also, the company is looking into adding the monthly SIG Notes to the iPad secure content locker.
- Disputed pairing process. The Fatigue Event Review Committee (FERC) will begin screening pairings for fatigue during the Preliminary pairing review phase. This will change the dynamic from a reactive to a proactive pairing change procedure. This month the FERC changed a number of pairings PRIOR to bid-pack publication.
- FERC Monthly meeting. Both the company and ALPA have agreed that a face to face pairing discussion will occur on a monthly basis for the foreseeable future. We are optimistic that this will ensure proactive pairing design change going forward.

New Fatigue Report

The Fatigue Report has had a face-lift. The old WBAT Fatigue reporting system needed to be replaced. Anyone that has previously submitted a fatigue report knows the old interface was not user-friendly. The new system was created from the ground up and has a number of enhancements. However, it is new. Please familiarize yourself with the new system. There is a user guide PDF available here. If you have any issues, please submit an Insite report.

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	72+13	75+31
RLG CH	69+15	72+30
R-day value CH	4+37	4+50
# of Regular Lines	201	196
# of Secondary Lines	30	34
# of Reserve Lines	75	33
Total # of Lines	306	263
Two or less departure lines. (%)	32.2%	29%
Three departures or less. (%)	65.5%	65.7%

PSIT Notes: September has four weeks with Labor Day on the first Monday. The carry-out which was not present in August is now in the first week, making for better week-long hub turn lines.

The A300 PSIT reviewed 481 preliminary pairings and requested 41 pairing fixes. We achieved relief on 19. We gained week long ABE-IND, RDU-MEM and MKE-MEM hub turns. There are also new pairings going thru the new GSO hub.

The FO bid pack has lines with MEM hotel standby periods. As a result, crewmembers buddy bidding need to closely cross check line numbers to ensure the pairings match.

If you file a fatigue or insight report concerning a trip you are on, please forward a copy to your PSIT team.

Cologne B-757

Fedex757EUR@ALPA.org

James Capeless

Steven Moraes

	Captain	First Officer
Average CH	71:31	72:07
RLG CH	68:45	69:15
R-day value CH	4:35	4:37
# of Regular Lines	29	32
# of Secondary Lines	14	13
# of Reserve Lines	6	11
Total # of Lines	49	56
Two or less departure lines. (%)	7 (24%)	10 (31%)
Three departures or less. (%)	20 (69%)	23 (72%)

PSIT Notes:

Well, I think we've all had about enough of the summer season and can't wait for Herbst to arrive, and along with it some cooler weather. September is a four-week bid month and we were able to construct 29 Captain and 32 First Officer lines with the lower line count being driven by the decrease in first-week pairings. We continue to see shortened carryover trips as well as 3 First Officer MEM HSBY pairings in this month's bid pack. This is due to the slight over-manning in both seats and we expect this to continue over the next few months.

The historic TLV pairings were significantly changed this month and almost all were broken up with DHs to/from CDG. This is due to the holidays of Rosh Hashanah and Yom Kippur occurring mid-month. If you fly TLV in September, please give us feedback on this pairing construction.

Please remember that if you are scheduled for a backend DH with a layover less than 9 hours and your inbound flight is delayed, contact CRS if your actual layover becomes less than 8 hours. The DH needs to be rescheduled to make it legal, regardless of deviation status. We continue to see the back-end BUD DH scheduled with 8:17 of rest.

The Secondary Line Generator (SLG) is now active in Cologne and there may be some growing pains as it's implemented. Please educate yourself on bidding Secondary Lines and building your Secondary Line requests through the numerous tutorials on PFC.

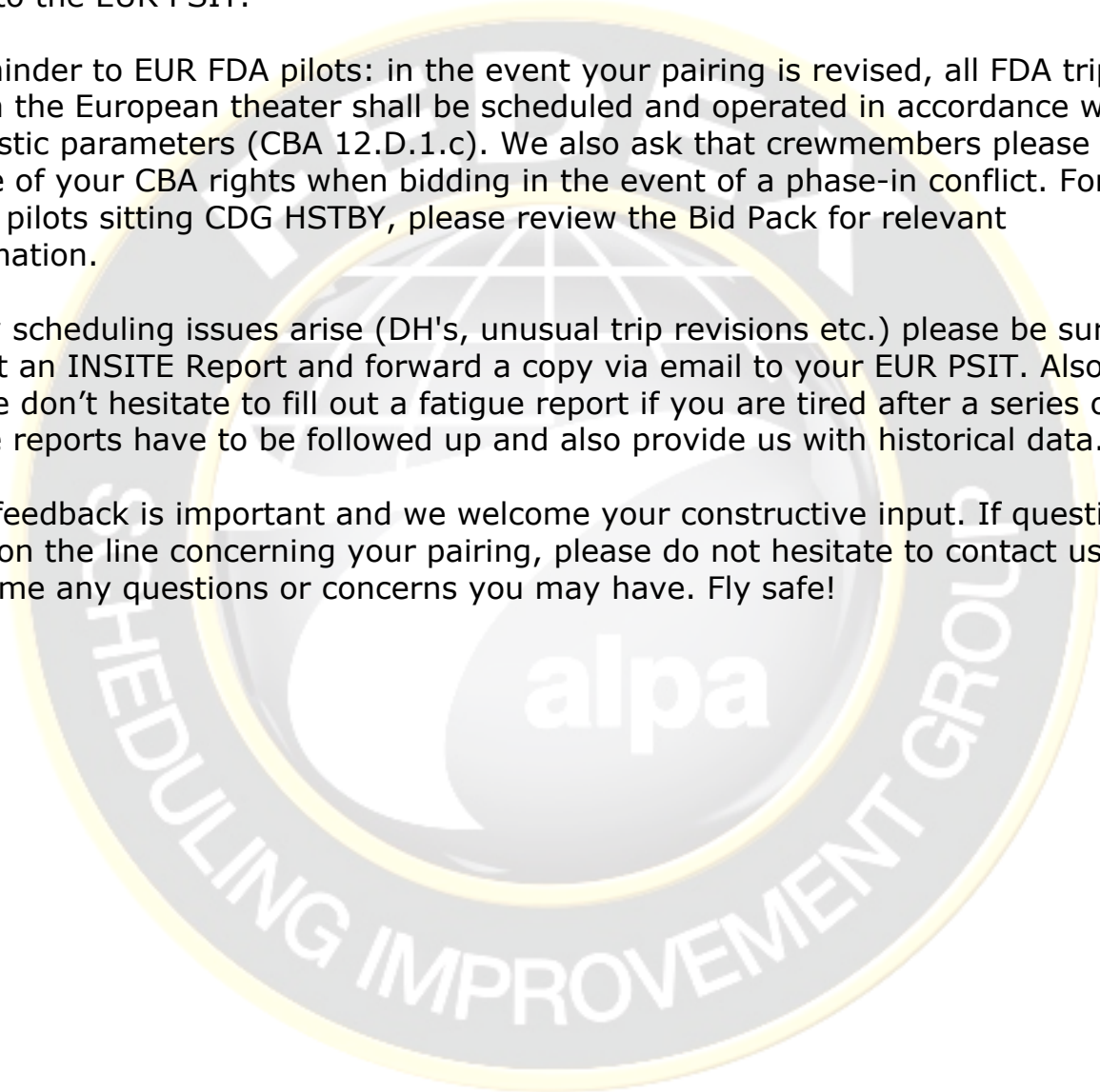
[Cologne B-757 PSIT Notes Continued]

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, 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. Also, please don't hesitate to fill out a fatigue report if you are tired after a series of legs. These reports have to be followed up and also provide us with historical data.

Your feedback is important and we welcome your constructive input. If questions arise on the line concerning your pairing, please do not hesitate to contact us. We welcome any questions or concerns you may have. Fly safe!



Memphis B-757

Fedex757MEM@ALPA.org

JD Oliver

Joe Brewster

Tom Rutledge

Ted Donat

	Captain	First Officer
Average CH	75:31	72:57
RLG CH	72:30	70:00
R-day value CH	4:50	4:40
# of Regular Lines	188	200
# of Secondary Lines	67	46
# of Reserve Lines	23	14
Total # of Lines	278	260
Two or less departure lines. (%)	20%	19%
Three departures or less. (%)	60%	60%

PSIT Notes:

September is a four-week bid period with Labor Day falling on the first Monday. Therefore, due to the holiday, the first week has a shorter week of flying which means fewer credit hours. With continued high BLGs this often equates to another departure that must be added to the line to meet the company's targeted BLG.

GSO flying greatly increased this month. This caused significant changes to many east coast pairings with the company building many of the GSO routings one-way. Some examples include FLL-GSO, BNA-GSO, GSO-ATL. This caused the company to mix much of the new GSO flying with the flying through EWR and AFW. Which in turn caused traditional OAK hub turning flying to also get mixed with AFW routes. This means many lines start and end with deadheads in different parts of the country. We tried to maintain regional purity with the deadheads as much as feasible.

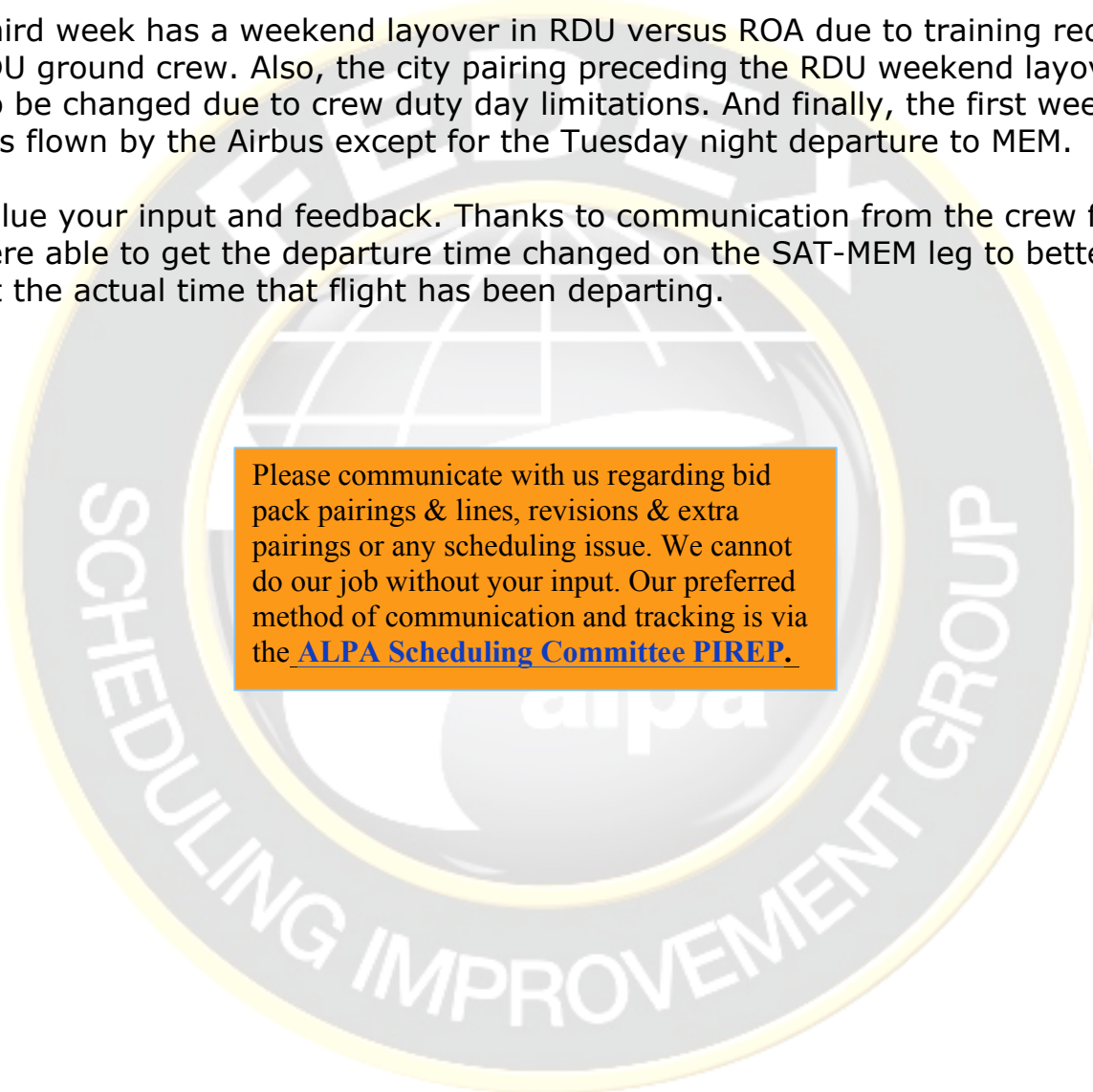
Some of the additional routes include a new night hub turn out of EWR through BUF and SYR, a MEM-TLH-RSW sequence and a MEM-SAV-CLT sequence that then touches the IND and GSO hubs. Also, ABE flights from MEM will now continue on to SWF which we were unable to build pure.

[Memphis B-757 PSIT Notes Continued]

Consequently, city purity has suffered and many pairings/lines won't look familiar. We were able to preserve ATL-EWR-ATL but lost pure BUF-MEM night hub turns and pure CLE-EWR-CLE flying. On a brighter note, the company agreed to more Sunday evening DHs as opposed to early Monday morning DHs, specifically the AFW hotel standby period is now a Sunday evening DH which we have been requesting for some time.

The third week has a weekend layover in RDU versus ROA due to training required for RDU ground crew. Also, the city pairing preceding the RDU weekend layover had to be changed due to crew duty day limitations. And finally, the first week PWM is flown by the Airbus except for the Tuesday night departure to MEM.

We value your input and feedback. Thanks to communication from the crew force we were able to get the departure time changed on the SAT-MEM leg to better reflect the actual time that flight has been departing.

A large, semi-transparent watermark of the ALPA Scheduling Improvement Group logo is centered on the page. The logo is circular with a yellow border and contains a globe with flight paths. The text "ALPA" is at the top, "SCHEDULING IMPROVEMENT GROUP" is at the bottom, and "ALPA" is also written across the globe.

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

Jim Ingalls

	Captain	First Officer
Average CH	75:31	75:31
RLG CH	72:30	72:30
R-day value CH	4:50	4:50
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# of Regular Lines	48	48
# of Secondary Lines	13	12
# of Reserve Lines	8	8
Total # of Lines	69	68
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Single Departure Lines.	10%	10%
Two or less departure lines. (%)	77%	77%
Three departures or less. (%)	98%	98%

PSIT Notes: Captain and First Officer lines are identical this month with the lines organized with most of the more subjectively senior flying in the first 30 lines or so. The CAN standbys and hub turning pairings are placed at the bottom of the bid pack. You'll see two lines with slightly less than 68 actual credit hours, one single departure pairing/line and another two-departure line which the Company will "buy up" to pay the contractual BLG minimum.

We obtained another fix from the SIG to one of our tougher sequences (CAN-CGK-SIN) that provides a much better opportunity to obtain a good rest before that challenging night launch. All but one pairing with this design were adjusted for September, and all should have the new design in October.

There were some new duty limiting parameters published recently as a result of the Fatigue Event Review Committee studies that have been ongoing and they've taken effect in changing the designs on some of our hardest flying. If you're asked to participate in the data collection effort supporting this effort, please do so. Additionally, the form and process of recording a Fatigue Event has become much easier to use. It's worth repeating 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.

Fly Safe.

Indianapolis B-767

Fedex767IND@ALPA.org

Teresa Payton

Harley Troyer

	Captain	First Officer
Average CH	74:57	74:48
RLG CH	72:00	71:45
R-day value CH	4:48	4:47
# of Regular Lines	21	23
# of Secondary Lines	8	7
# of Reserve Lines	6	7
Total # of Lines	35	37
Two or less departure lines. (%)	4(11%)	4(10%)
Three departures or less. (%)	16(45%)	17(46%)

PSIT Notes: Hello IND crewmembers. We hope your summer is wrapping up nicely and your kids are happily returning to school. As an overview, September is a 4-week month with Labor Day falling on the first Monday of the bid. Our credit hours are stable and consistent with the last 2 year's average creating 21 Captain lines and 23 FO lines.

This month you will notice an increase in pure day flying with some new pairing designs. 10 of the 21 Captain and 11 of the 23 FO lines are pure day. Most of the day lines touch the weekends, but we built most with at least 2 weekends off.

On the night side, we asked for some changes between the preliminary and final pairing process. Some of those changes included getting PHL, RDU, and DEN (CA seat) back into our bid-pack as well as some quality of life DH changes. The night pairings built well with all the lines having Labor day and weekends off while commuting 3 times in 4 weeks. You will also notice MSP as a nice addition.

According to the latest information, we should have a couple more Captains and FOs transitioning into the base over the next couple months. This should give us about 39 in both seats and remain stable until the next system-wide bid.

We haven't had much feedback lately so we assume that you are happy with the pairings and how we are building the bid-packs. If that is not the case, please contact us. If you have feedback on a pairing, please consider filling out an Insite report and please copy us.

Thank you, Teresa and Harley

Memphis B-767

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Paul Hanson

JD Oliver

Andrew Hall

	Captain	First Officer
Average CH	75:33	73:05
RLG CH	72:30	70:15
R-day value CH	4:50	4:41
# of Regular Lines	155	164
# of Secondary Lines	65	52
# of Reserve Lines	26	24
Total # of Lines	246	240
Two or less departure lines. (%)	22%	25.6%
Three departures or less. (%)	72.2%	70.7%

PSIT Notes: September is a 4-week bid month with the Labor Day holiday occurring on the first Monday of the bid period. This affected the first week by shortening some of the build sequences.

We identified 52 issues in the Preliminary pairings we received from the company, including DH issues, buildability issues, day purity issues and fatigue issues. We worked with the company to resolve the majority of these issues and will continue to press for improvements in day purity going forward.

A split between the BLG targets for Captains and First Officers continues to create differences between the 2 seats. There are also a few Captain-only pairings that will pair MEM 767 Captains with IND 767 First Officers.

On the night side, IND and ATL were used this month to facilitate the building of our long west coast cities including SFO, TUS, GEG, and RNO. Despite the heavy use of ATL, we were able to maintain double-DH purity with ATL. On the day side, ATL was mixed with SFO days, and TPA was also used to a lesser extent to improve the day line build.

Thank you to those pilots that have taken the time to file various reports. Your input is an essential part of the process. Your participation is absolutely essential.

Anchorage MD-11

FedexMD11ANC@ALPA.org

Brian Lessin

Jeff Sparks

	Captain	First Officer
Average CH	72:52	72:43
RLG CH	70:00	69:45
R-day value CH	4:40	4:39
# of Regular Lines	38(54%)	52(63%)
# of Secondary Lines	25(36%)	22(27%)
# of Reserve Lines	7(10%)	8(10%)
Total # of Lines	70	82
Two or less departure lines. (%)	82%	78%
Three departures or less. (%)	90%	98%

PSIT Notes:

For September, the hours in ANC are slightly less than the last 4-week month. We expect the total hours to increase in the next few as we enter the peak season.

For FO lines, be aware that we have 4 single departure lines (2001, 2008, 2013, 2015) that are RFO pairings. We reviewed over 70 pairings and asked for a few changes to improve them. Most were deadhead improvements and two were actual operation leg improvements.

Los Angeles MD-11

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Chip Brown

Chris Leeuw

	Captain	First Officer
Average CH	72:55	72:30
RLG CH	70:00	69:30
R-day value CH	4:40	4:38
# of Regular Lines	25	35
# of Secondary Lines	14	17
# of Reserve Lines	7	10
Total # of Lines	46	62
Two or less departure lines. (%)	19 (76%)	24 (69%)
Three departures or less. (%)	24 (96%)	35 (100%)

PSIT Notes:

September 2018 is a 4-week bid month beginning on Labor Day weekend. We scrubbed over 152 pairings for LAX flying and requested changes to pairing structure for DH placement/COS/codeshare reliability, reset placement, and fatigue-related issues.

Overall flying hours are stable as compared to our last 4-week bid month (June). Of note, FO's lines 2007, 2017 and 2023 are RFO only.

We do not have any ONT flying in September. If you desire ONT operations, please let us know.

We encourage you, the line pilot, to send us your comments and concerns. It is our goal to build the best possible bid-pack. Also, please continue to file appropriate reports with the Company. If the Company or PSIT do not know or hear of your concerns, we cannot address them. Please take a few moments of your time to express your observations.

Memphis MD-11

FedexMD11MEM@ALPA.org

Charlie Sutton

Dan Opp

Pat Rink

Cody Chenoweth

	Captain	First Officer
Average CH	72+30	72+25
RLG CH	69+30	69+30
R-day value CH	4+38	4+30
# of Regular Lines	266 (61%)	240 (68%)
# of Secondary Lines	132 (30%)	70 (20%)
# of Reserve Lines	35 (8%)	45 (13%)
Total # of Lines	433	355
Two or less departure lines. (%)	46.9	44.5
Three departures or less. (%)	81.1	82.0

PSIT Notes:

September is a 4-week bid month with the Labor Day holiday occurring on the first Monday of the bid period. This affected the first week by shortening some of the build sequences.

When we received the preliminary pairings, we identified 73 issues that needed to be addressed. The issues included DH issues, buildability issues, and fatigue issues. We were able to work with the company to resolve these issues before the final pairings were published.

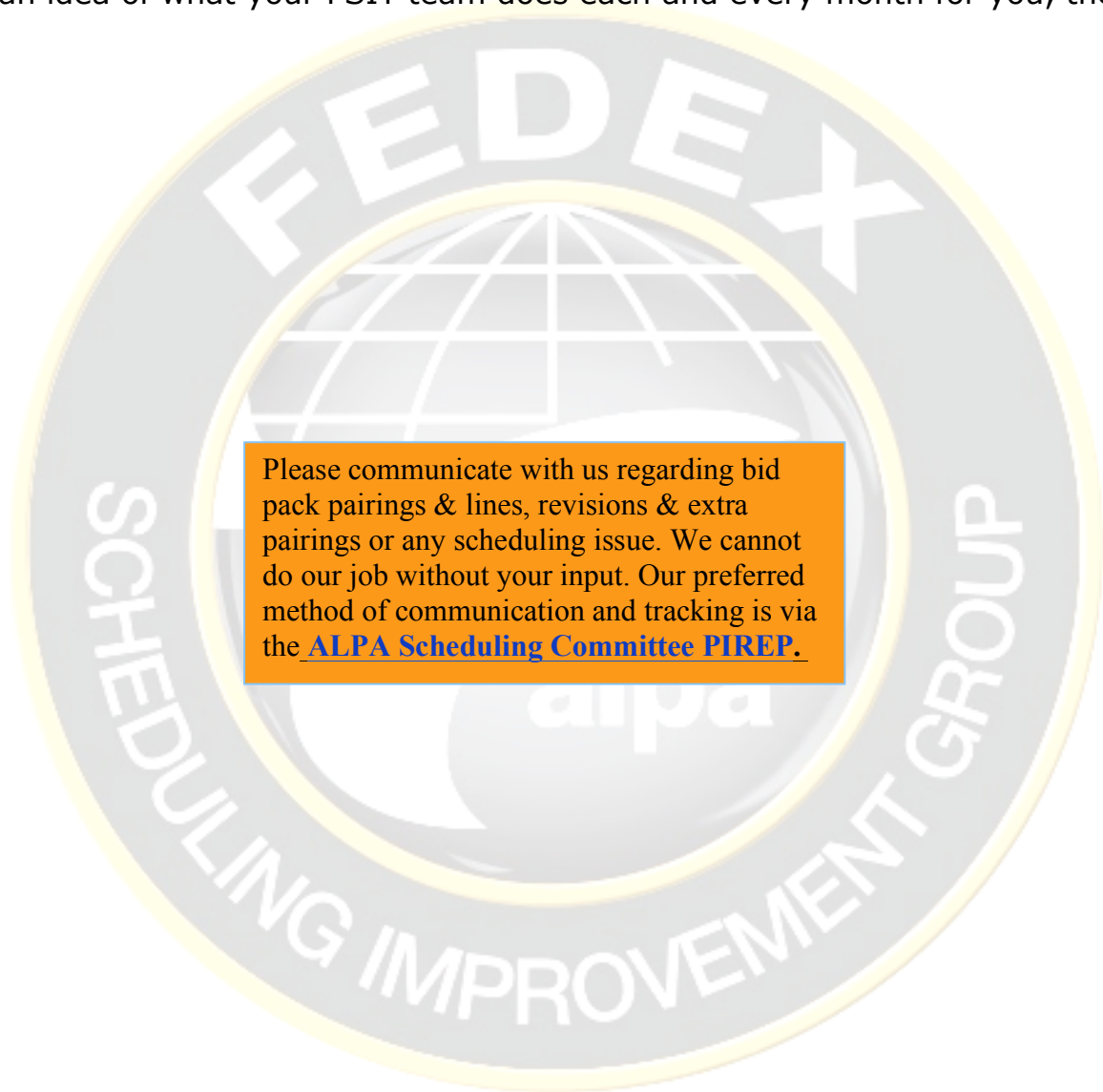
Total flying hours for September are down just under 200 hours when compared to our last 4-week month. However, international hours have increased to just over 500 hours. Once again, this month, as in August, augmented flying consists of RF2 only, with the exception being the Memphis standby lines mentioned below.

FOs note that you have 6 Memphis standby lines. Building these lines with four standby pairings per line exceeded maximum allowed credit hours. While building only three standby pairings per line failed to reach the contractual minimum credit hour threshold of 68 hours. Per the CBA, the company must buy up the credit hour value to 68 hours. This allowed us to avoid adding a fourth departure to each of the lines.

[Memphis MD-11 PSIT Notes Continued]

You'll also note that the SJU night side is built pure, in the style of GDL. Previously, we built this pairing both pure and mixed with a shorter, or "hook" city. After analyzing both methods, we discovered that the pure method is preferred.

If you missed last month's SIG notes, please take the time to read them so you have an idea of what your PSIT team does each and every month for you, the line flyer.



Please communicate with us regarding bid pack pairings & lines, revisions & extra pairings or any scheduling issue. We cannot do our job without your input. Our preferred method of communication and tracking is via the [ALPA Scheduling Committee PIREP.](#)

Memphis 777

Fedex777MEM@ALPA.org

Curt Henry

Amadee Pepper

Jon Casello

	Captain	First Officer
Average CH	77:35	77:00
RLG CH	74:30	74:00
R-day value CH	4:58	4:56
# of Regular Lines	188 (72%)	362 (74%)
# of Secondary Lines	43 (16%)	97 (20%)
# of Reserve Lines	32 (12%)	29 (6%)
Total # of Lines	263	488
Two or less departure lines. (%)	92%	95%
Three departures or less. (%)	98%	99%

PSIT Notes:

September is a 4-week month that opens with the Labor Day holiday on the first Monday of the month. We continue to see a steady increase in the number of flying hours in the B777 and our BLGs remain elevated. Asia Peak starts in September and domestic Peak is rapidly approaching so we should see this trend continuing for the foreseeable future. We have seen an 8.5% increase in flying time since the last 4-week month (July) and at least some of this is the result of adding another B777 to the line in August. Also, just over 900 hours of RF2 flying this month that were added late in the pairing construction process.

Your PSIT reviewed 576 pairings this month and submitted comments to the company on 59 of them. The majority of the comments involved class of service issues on carriers. There were also several issues with resets we felt were occurring too late within the respective pairing, especially when crews arrive in a theater and have a long, multi-leg duty in a new theater before the reset occurs.

As always, we appreciate and encourage your feedback. 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

ATW Update – Our contract hotel, The Radisson Paper Valley, has been rebranded and its new name is The Red Lion Paper Valley.

CDG Update – In order to protect crew rest, all remaining arrivals scheduled for the Pullman Bercy for the August Bid Period will relocate to the Hyatt Etoile and the Radisson Blu Boulogne. The reason for the relocation is due to current European heatwave and the Pullman Bercy's air-conditioning system's inability to cool the rooms. Please refer to FCIF 18-0342 (Hotel) for additional information.

GEG Update – Our contract hotel, The Hotel RL Spokane, has been rebranded and its new name is The Centennial Hotel Spokane. Refer to FCIF 18-0308 (Hotel).

LGG Update – Effective with the August Bid Period, the Company has added an additional non-contract hotel for LGG layovers, The Derlon Hotel Maastricht (Netherlands). Refer to FCIF 18-0310 (Hotel) for additional information and hotel amenities. Due to the current European heat wave, please ask for a portable fan if your room temperature is not conducive for crew rest.

MPX Update – Our current contract hotel, The Four Points by Sheraton Milan Center, is scheduled to complete its lobby renovation in September. Once the renovation has been completed, the Company will issue an FCIF announcing the date of the return to the hotel.

SAV Update – Effective with the September Bid Period, our new hotel will be The Staybridge Suites Savannah Historic District. The Company will announce this hotel and its amenities via FCIF this month.

TPA Update – Due to numerous negative Insite tickets, the committee has asked the Company to not renew The Doubletree Tampa Airport Westshore contract and locate another hotel with more nearby restaurant options.

Catering Notes:

ATH Update – A new catering vendor has been contracted for charters operating from ATH.

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.

HEL Update – A new catering vendor was contracted effective July 1st.

KUL & PEN Update – Menus have been recently updated and went into effect July 1st.

LGG Update – Menus have been recently updated and refreshed effective August 1st.

MTY Update - The Company has been working with the ramp and Mexican Customs to ensure Mini-Snacks are provided.

STN Update – A new catering vendor was contracted effective July 1st with positive feedback.

SGN Update – Please note that we are experiencing a shortage of Thermoses in SGN. Only one Thermos will be offered for each departing flight in accordance with the CBA.

Soiled Linens – The Company will be including a pink plastic bag in the pillowcase/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 homepage. 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.