CHAIRMAN’S MESSAGE:
Did you miss the most recent Chairman’s Message? If so, please click here to view the message dated August 17, 2015.

FROM THE FATIGUE RISK MANAGEMENT COMMITTEE:
Your ALPA Fatigue Risk Management Committee recently had its quarterly meeting and below is information regarding what was discussed.

- When adding gas, think about adding food. This needs to be done far enough in advance so that catering can make this happen. During several divert events, the top fatigue complaint was lack of food. Up for a long time and no food waiting for fuel does not help your fatigue level. We recommend that you ask for catering prior to any potential diversion night. Management seemed to take this as a positive recommendation.
Do-Not-Disturb signs on hotel doors. Several fatigue reports have attributed their lack of sleep due to hotel staff disturbing them. PORs regarding this make a big difference and FedEx takes it seriously. In addition, please remove your DND sign before leaving your room. Some hotels give DND signs remaining on doors after pilots check out as the reason some pilots are disturbed when the sign is displayed.

In a previous article, we listed a way to confirm your inbound flight, checking to make sure that your aircraft has arrived on time:

- PFC/Resources/Flight Schedule/Applications/Line of Flight/Input tail number/or choose Flight Leg/Flight Summary and input flight number (Researching your jet’s history will allow you to make adjustments to your schedule if there are any major delays.).

In addition to being proactive with your schedule, several changes to the PFC website are coming to better inform you of system-wide events that may impact you and your crew.

FedEx is working hard to improve our sleep facilities across the entire system. Memphis sleep rooms and wake-up calls have allowed pilots to be better rested for long, challenging periods and we are looking to extend this to other stations. The wake up call system should expand to IND and AFW in September. If you feel a certain out-station or hub is not conducive to getting proper rest, please let us know as well as filing a POR.

We need to remind you that not all fatigue calls are exactly the same. Please refer to 12.A.9.b. If you have any problems with how CRS handles your call, please call the DO. After calling in fatigued, please file a fatigue report—we need to know what happened. The narrative section is very important and informs your ALPA team about what drove you to be fatigued and how best to avoid this in the future.

FROM THE SAFETY COMMITTEE:

First of all, the Safety Committee would like to apologize for the oversight thus far in extending our gratitude to those who have worked diligently to ensure FedEx pilots work in a better and safer environment. Of particular note are the many years of selfless effort put forth by ANC Capt. Gary Janelli. Gary has been a volunteer for most of his career, most recently as the chairman. Thank you, Gary. We will try to carry on much of your work. If you see Gary out on a layover, it would be a nice gesture to buy him a beverage of his choice. He’s already done more than that for all of us.

There is a book that many magicians consider a must-read: Sleights of Mind. The book reminds us that the human mind is a bad data-taking device. And it’s this fact that enables the science of “magic” to exist at all. One of the main points is how simple it is to do all manner of sneaky things while being watched very carefully. In fact, the magician will tell you to watch closely. . . then he will use human nature and ask you a question or that you confirm a given condition. In that almost imperceptible instant of eye-contact, the dirty work is done, and you’re none-the-wiser. Sometimes a magician will appear to repeat the trick, but he will use a different method. A magician will never repeat a trick that requires the same sleight, lest you “burn” him; the term used to describe an audience member who refuses to look away from the work.

If you’re asking what on earth this has to do with safety, it’s another attempt to bring up one of the most dangerous things we face: distraction. We’re all professionals. Certainly we can have discussions about the contract and politics or religion without being distracted from our jobs in the cockpit, right? Don’t bet your life on it. Even in the most imperceptible moments of distraction, all manner of bad things can occur and go unnoticed until you find your aircraft in an undesired state.
Preventing distraction, though, is not as simple as just being told “stop it.” You’ve heard the “stop it” mantra over and over, “attention to detail,” “don’t be distracted,” etc. Telling you to do those things will work no better than telling an audience member to “just pay attention and you will see how the magician is tricking you.” Sorry, unless you are a magician and know what to look for, it will do no good.

Now is the time to avoid being fooled. As pilots, we are the ones who can use our skills and intellect to fill the gap. A laser-like focus on the task at hand in preparation and in the cockpit will save you from being “astounded” in a bad way.

Additionally, the Safety Committee is researching some areas and we would like to ask for your help. If you have had an encounter with weather that you did not expect, please let us know. We are aware of studies that show that pilots are flying through level 3 and higher cells in the approach environment. Have you had issues where you hit a storm and the radar was not painting it, or perhaps was totally attenuated and rendered useless? Tell us your story!

Also, if you have had any issue with utilizing the iPad or EFB for charts, let us know about it. Identified problems are impact to workflow, finding information (particularly International), iPad shutting off at inopportune moments or changing brightness, or requiring a “password change” when you’re flying. There are more as well, and we are interested in hearing from you on them. Tell us your stories by sending an e-mail to fdxalpasafety@alpa.org and of course, if it’s caused any safety of flight issues, been a distraction, etc. an ASAP report submission would not be inappropriate.

Finally, many of you have already signed up for TextCaster. One of the items you can subscribe to is “Safety/Security Updates.” You can [click here](#) to view a brief on how to sign up for or update your TextCaster preferences.

Thank you.

DENVER FAMILY AWARENESS EVENT:

The FDX ALPA Family Awareness Committee would like to invite everyone to join us on Sunday, September 20th, at the Wings Over the Rockies Air and Space Museum in Denver for our annual Mountain Region event. The museum is located at 7711 E. Academy Blvd. on the old Lowry Campus, and the event will start at 1 p.m. and continue until 5 p.m. There will be many activities offered for all ages, so bring the whole family. Along with full museum access, we’ll have guided full cockpit tours of several combat jet aircraft, a chance to fly an RC aircraft with an instructor, and pedal plane races for the kids. We will also have use of the museum's six interactive visual flight sims, so everyone can test their aerobatic skills, or challenge your friends to some aerial combat!

Food and drinks will be provided, and MEC officers will be there to answer your questions. This is a great opportunity to stay involved as we continue through negotiations. Please [click here](#) to let us know if you plan to attend by September 14th. We hope to see you there!

MEMBERSHIP COMMITTEE WELCOMES NEW HIRES:

Three volunteers from the FDX Membership Committee had the pleasure of giving a "Welcome Aboard" presentation on behalf of FDX ALPA to our newest pilots on August 12, 2015. The class of 22 pilots began their new hire indoctrination on AUG 10. The new hires were assigned as MEM
FO’s in the 757, A300 and 777. The backgrounds of our newest pilots were USAF/ANG, USMC, Atlas, Delta, Air Wisconsin, ExpressJet and Corporate aviation. Please join us in welcoming our newest pilots to the FedEx Pilot seniority list! The famous caboose seniority number is **4222**.

We expect another class of MD-11 FO’s to begin in a couple of weeks.

Welcome aboard ladies and gentlemen!

Captain Vic Tansey  
FDX Membership Chairman

**The Class:**

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<tr>
<th>Jay Baum</th>
<th>Chris Carlson</th>
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<tr>
<td>Koby Zahn</td>
<td>Keith Anderson</td>
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<td>Greg Eastburn</td>
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<td>Bob Churchill</td>
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<td>Jenn Fugiel</td>
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<td>Jeff Beckam</td>
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<td>Sal Infante</td>
<td>Michelle Lavigna</td>
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<td>Ben Benjamin</td>
<td>Robert Draper</td>
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<td>Dave Bennett</td>
<td>Dan Ferris the Caboose!</td>
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**COMMITTEE OPENINGS:**

**Safety**

Captain Pete Harmon has been named the interim Central Air Safety Committee Chairman. In accordance with the FDX MEC Policy Manual, anyone interested in being considered for this position should submit their resume to MEC Secretary Treasurer First Officer Rich Zins at Rich.Zins@alpa.org. The MEC would like to thank Captain Gary Janelli for his many years of service on our safety committee.
Pilot Assistance

Captain Charlie Schenk will soon be stepping down as the Pilot Assistance Committee Chairman. We would like to thank Charlie for all of his work as the chairman of this committee. In accordance with the FDX MEC Policy Manual, anyone interested in being considered for this position should submit their resumes to incoming MEC Secretary Treasurer First Officer Rich Zins at Rich.Zins@alpa.org.

MEM RETIREMENT SEMINARS:

The next available Retirement Counseling Seminars will be held on September 2, 2015 and September 23, 2015 from 1:00-5:00 p.m. Central Time at the FDX MEC Office, 1770 Kirby Parkway, Suite 300, Memphis, TN 38138.

For pilots who are unable to attend in person, we will provide access to the seminar via teleconference. In order to streamline the seminars and to ensure the highest level of counseling, we are limiting each seminar to 25 pilots. Spouses are welcome to attend. To register for a Retirement Counseling Seminar click here or call the FDX MEC Office at 1-866-339-2572 (or 901-752-8749 in Memphis). Please be prepared to provide your ALPA member number. Since the seminars fill up quickly, you should register as soon as possible.

ANC BENEFITS AND RETIREMENT SEMINARS - CANCELLED:

Due to a scheduling conflict with negotiations the week of August 17th, we regret that we will have to cancel the August 19th and 21st ANC Benefits and Retirement Seminars. However, Schwab Executive Services Financial Consultants will still be available on Wednesday (19th) and Thursday (20th) to conduct individual Retirement & Financial planning sessions with FedEx ALPA member pilots and their spouses. The sessions are free and scheduled for one hour in length. To schedule an individual session with a Charles Schwab Consultant, please call Sylvia Arellano at (415) 667-6350 office or (303) 520-9094 cell.

STRATEGIC PREPAREDNESS AND STRIKE COMMITTEE CALL CENTER:

The Strategic Preparedness and Strike Committee has set up a call center. The call center is here to answer questions about current negotiations with the company. If you have a question for the Negotiating Committee or the MEC, you can call the call center and we will get the answer for you. The number to reach the call center is (901) 752-8749 ext. 2591.

DISPUTED PAIRINGS:

**August**

EUR 757
6/09August
6/16August
7/23August
EU Regulators to Decide on FedEx, TNT Deal by January 13
Disagreement Puts FedEx vs. Delta Over Middle East Negotiations
FedEx Corp. Board Declares Quarterly Dividend
New FAA Rules Mean New Vision Systems
FDX ALPA MEC
1770 Kirby Parkway
Memphis, TN 38138
1-866-339-2572
1-901-752-8749

Have suggestions/feedback? Email your comments by clicking here.