



FDX MEC Flight and Duty Time Working Group

The MEC Officers and relevant Committees have been actively researching and evaluating the release of the Final Rules for the FAR Part 117, 119 and 121 Flightcrew Member Duty and Rest Requirements. Unequivocally, the FDX MEC is disappointed by the government allowing a rule that does not apply universally in the protection and prevention of fatigue inducing flight duty periods.

From the very beginning of the NPRM process we have had a focused plan that has achieved many positive results. We have attached a [timeline and action history \(click here\)](#) cataloging our major inputs and efforts to date in support of achieving a rule that embraced a true “One Level of Safety” objective.

Based on our continuing research we feel that we now have sufficient information in order to make the following statements:

- Your FDX ALPA Subject matter experts believe that voluntary FAR 117 compliance by the Company is in the best interest of the pilots and the Company’s stated safety goals.
- It is agreed by our experts that FAR 117 is universally a better and safer set of FAR’s to underscore our hard bargained CBA rights and provisions than the current FAR 121 rules.
- Adoption of FAR 117 will not come without challenges to implementation, your SME’s will continue to evaluate it by the following:
 - First, sending the FAA a list of questions that request interpretations of FAR Part 117 regulations that must be answered in order to facilitate further research.
 - Second, once we receive those interpretations we will refine our analysis of the issues and challenges that will come with adoption of the rules.
- We will continue our legislative efforts in support of this action-[Captain Moak’s Letter on cargo Carveout\(click here\)](#).
- The MEC has considered a lawsuit option and at this time has decided that this course of action will not be pursued. However we all support our IPA Brothers and Sisters in the common goal of being included within FAR Part 117.

FedEx pilots, our families and the public deserve “One Level of Safety”; it is not just a cliché. We ask that in the coming weeks and months for you to please pay close attention to our communications as there will be “Calls to Action” which will require overwhelming participation. Quite simply, we need to present a unified front in support of this effort.

In unity,

Capt Scott Stratton FDX MEC Chairman

Capt Rick Irgens FDX MEC Negotiating Committee Chairman

Capt Fred Eissler FDX MEC Legislative Affairs Committee Chairman

Capt Bill Soer FDX MEC Fatigue Risk Management Committee Chairman

Capt Pete Harmon FDX MEC Central Air Safety Committee Chairman

First Officer Rich Hughey FDX MEC Scheduling Improvement Group Committee Chairman