SECRETARY TREASURER'S MESSAGE:

Real negotiating requires willing parties on both sides of the table, and thus far FDX management has shown a willingness to do anything but legitimately negotiate an agreement, unless of course it is an agreement which contains significant concessions.

Sound like a broken record? Yes. Are we bound to make the effort to engage in prudent collaborative negotiations? Yes. Have the FDX pilots made that effort and continue to do so today? Yes. As we eclipse the second anniversary of formal Section 6 bargaining with the FDX Corporation, some wonder why there is still no complete agreement. It's not us, that's certain. Our goal is and has always been a negotiated agreement that recognizes the pilots’ contributions to the success of FDX and meets the objectives the pilots have stated throughout this period. We have tried and tried to achieve that goal through strategic fixes to specific issues. We demand value, but we recognize affordability as a relevant point.

As in past negotiations, management uses every play in the book to delay, drag out, or rebuff legitimate table negotiations. For the corporate bean counters, it makes economic sense to push the final negotiated agreement sometime into the future. From a management negotiating standpoint, it makes sense to make the process painful and frustrating – wear down the pilot group enough and submission will come. But it is overwhelmingly short-sighted. Gamesmanship creates ill-will. It turns a career into a job. It changes the workplace culture at a Company that relies heavily on its culture. We don’t want that, but ultimately management controls how much damage is done to the culture. And if management insists on forcing this pilot group to prepare for the possibility of legal self-help at the conclusion of the RLA process to get what we have rightfully earned and what the Company can well afford, so be it.

Sunday’s turnout could not make things any clearer. We, the pilots, are not going anywhere. We are standing strong and united until we get the contract which we deserve and have earned. Management should be listening because this situation is doing permanent damage to our corporation. It’s past time.

Sean P. McDonald

FROM THE SPSC COMMITTEE:

Many thanks to all the volunteers and committees that made our March 1st Amendable Date Rally such a huge success, and a big thank you to all who attended. Your participation DOES matter! As our MEC Chairman has previously stated, your MEC and committees are preparing for all avenues in the negotiation process. As we move forward, we need all pilots and their families to be engaged. Specifically, we need to be able to contact you with the latest information. If you haven’t signed up for Textcaster, please do so on the fdx.alpa.org website, and encourage your fellow pilots to do so. Also, please go to alpa.org and check your contact information to ensure the correct phone numbers and emails are listed. To change your contact information, please click
here. If you have difficulty logging in, please contact the ALPA Helpdesk at helpdesk@alpa.org.

THE NMB AND MEDIATION:

Below you will find a link to Frequently Asked Questions regarding the National Mediation Board and the mediation process. Please take a few minutes to read this information.

Mediation FAQ

FROM THE GRIEVANCE COMMITTEE:

Just a quick and important note to all of the aircrew who were caught up in the winter-palooza events over the last couple of weeks. The chaos produced by the weather events we witnessed can cause extended duty periods, substitution windows and trip disruptions that just get lost in the fog of war. Now that the smoke has cleared, it would be highly beneficial to check your pay status closely in VIPS. Taking the time to sit down and re-create your affected trips and pay statuses will ensure that you were properly compensated during all of the long hours and scheduling changes. Grab your contract and compare what actually happened with what is “supposed” to happen and make sure they match up. If they don’t, give ALPA Contract Enforcement a call (901-752-8749) and let us take a second look at it. FedEx pilots do a monumental job in moving freight through near impossible situations for the company and we have pay protections for doing so—make sure you weren’t overlooked.

I look forward to helping out any way I can as your new Grievance Committee Chairman.

In Unity,

Chris Wood

FEDEX PILOTS CHARITABLE FUND:

Through your generous donations to the FedEx Pilots Charitable Fund, on Monday, your MEC officers and members of the Community Outreach Committee were able to deliver food items to the FedExFamily House in Memphis to assist in restocking their pantry. The FedExFamily House is a home away from home for out-of-town families with children receiving treatment at Le Bonheur Children's Hospital. This is just one of the organizations the FedEx Pilots Charitable Fund helps throughout the year.

The FedEx Pilots’ Charitable Fund, Inc. (FPCF) is a not for profit corporation, created under the Tennessee Nonprofit Corporation Act in order to provide assistance and relief to youth in
communities where FedEx pilots work in the United States. FPCF became an IRS recognized 501(C)(3) on June 30, 2014. This fund was organized to provide a charitable opportunity for the pilots of FedEx Express. Even though FPCF’s focus is described as providing assistance and relief to youth in the communities where our pilots work in the United States, our focus will begin in the communities in which the pilots fly in and out of.

To learn more about the FedEx Pilots Charitable Fund or to contribute to this fund, please visit the website at www.fedexpcf.org.
SEATTLE AND DC AREA FAMILY AWARENESS EVENTS:

Save the Dates! Two Family Awareness events scheduled in March and April.

On Sunday, March 29th, come join your fellow FDX pilot families at the Future of Flight Aviation Center and Boeing Tour (located approximately 25 miles north of Seattle at 8415 Paine Field Blvd., Mukilteo, Washington, 98275). The Future of Flight Aviation Center and Boeing Tour is the only public tour of a commercial jet assembly plant in North America. We will meet at the Future of Flight Center in Mukilteo for lunch and meeting with MEC representatives to discuss current Association business at 1200. Following our meeting, we will take a bus to our approximately 90-minute tour of the Boeing plant. At the plant, we will see 747s, 777s and the 787s being assembled. After the Boeing tour, we will return to the Future of Flight Center to enjoy the 28,000 square foot area of displays and interactive exhibits, Strato Deck for viewing the airfield, and simulator rides. Unfortunately, no person under 48 inches tall can take the 90 minute tour, but are welcome to enjoy the Future of Flight center. At the end of the day, we will have light hors d'oeuvres and adult beverages in the Forward Cabin room. Please fill free to come for the afternoon or to any part of this event that you can. We will be sending additional information soon regarding this event.

On Sunday, April 12th, join your fellow FDX ALPA friends at the Steven F. Udvar - Air and Space Museum (located at 14390 Air and Space Parkway, Chantilly, VA 20151). There are hundreds of aircraft and spacecraft on display in two massive hangars, including a SR-71 Blackbird, the Boeing B-29 Superfortress Enola Gay, and the Space Shuttle Discovery. You can view aircraft flying in and out of Dulles International Airport from the observation tower, and watch restoration specialists restore artifacts in the new restoration hangar. We will meet with MEC representatives to discuss current issues and have questions answered. Lunch will be provided for those wishing to eat. A guided tour will be offered after our meeting. Please take time to register by clicking here.

If you have any questions regarding either of these events, please call Family Awareness Chairman First Officer Pat Meagher at (901) 568-4920.

MEC OFFICER ELECTIONS:

FDX MEC Officer elections will be conducted during the 2nd Quarter Regularly Scheduled MEC Meeting being held at the FDX MEC office the week April 20-24, 2015. These elections are held in accordance with the FDX MEC Policy Manual Section V Nomination and Election Procedures for MEC Officers and Executive Vice President (MEC Policy Manual). Nominations will occur on Tuesday April 21, 2015 at 9:15AM. Elections for these positions will occur on Thursday April 23, 2015 at 9:15AM.

During the 1st Quarter MEC Meeting, the FDX MEC passed Resolution 15-02 regarding these elections. The goal of the resolution is to increase membership awareness of and participation in the process of the MEC Officer elections. Resolution 15-02 includes a desire by the FDX MEC for
the following questions to be answered by respective FDX MEC Officer candidates:

1. What is your vision of the relationship between the MEC officers and the MEC?
2. What resources and strategies would you use to conclude current negotiations?
3. What is your plan to implement the new CBA?
4. What is your vision for task coordination among MEC Officers?
5. How do you plan to use your leadership style to lead/motivate the MEC to be a cohesive group?
6. What are your motivations to seek this position?
7. How would you use Executive Session during MEC meetings?

Interested candidates for FDX MEC Chairman, FDX MEC Vice Chairman or FDX MEC Secretary-Treasurer should submit their resumes to the MEC via the FDX MEC Secretary Treasurer at FedEx-MECSecTreas@alpa.org.

COMMITTEE CHAIRMAN OPENINGS:

We are looking for a chairman for our Critical Incident Response Program (CIRP). In accordance with the FDX MEC Policy Manual, those pilots who desire to be considered for these positions should submit their resumes to MEC Secretary Treasurer Captain Sean P. McDonald at Sean.McDonald@alpa.org.

In addition, at the 1st Quarter 2015 regularly scheduled MEC meeting, the MEC began the process of instituting a newly formed committee called the Environmental Standards Committee. This committee will be tasked to work with areas surrounding aircraft cleanliness, galley areas and food storage, potable water, environmental air systems as well as crew supplemental oxygen systems. Those pilots interested in working in this area should contact FDX MEC Vice Chairman John Cardaci at John.Cardaci@alpa.org.

ANC LOCKER ROOM:

If you have personal items that are being stored outside your locker, please make arrangements to pick them up. In order to keep the locker room clean, you will no longer be able to use the locker room as a storage place for items that can't fit into your locker. If you do have items that you are storing in the locker room, please do not panic. You can pick your items up from February 1 to April 1.

STRATEGIC PREPAREDNESS AND STRIKE COMMITTEE CALL CENTER:

The Strategic Preparedness and Strike Committee has set up a call center in the MEC offices. This call center will be manned Monday through Friday from 8:30 a.m. to 4 p.m. 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.

---

**NORTH DAKOTA GRADUATE SCHOOL STUDENT SURVEY:**

Donley Lytle is a pilot for Southwest Airlines and attending graduate school at the University of North Dakota. In conjunction with the University of North Dakota, he is conducting a survey of pilots at Part 121 airlines concerning their perception of Electronic Flight Bag safety in the flight deck. The survey is completely anonymous and voluntary. No data will be collected about the pilot, labor organization or company and the survey will take less than 10 minutes to complete. If you are interested in participating, please click here.

---

**DISPUTED PAIRINGS:**

**March**

**MEM 757**
- 303/03Mar
- 303/04Mar
- 303/05Mar
- 304/10Mar
- 304/11Mar
- 304/12Mar
- 304/17Mar
- 304/18Mar
- 304/19Mar
- 304/24Mar
- 304/25Mar
- 304/26Mar

**ANC MD11**
- 14/07Mar
- 27/13Mar
- 30/20Mar

**MEM 777**
- 138/17Mar
- 171/11Mar
FedEx and Boeing Comment on Open Skies Changes
U.S. Airlines Face Tough Fight on Subsidies While Boeing Sits it Out
New Lithium Battery Packaging and Shipping Regulation Addresses Safety Concerns
Integration of Smally UAS into U.S. Aviation System
Rockwell Collins Studying Single-Pilot Operation