

DCA22LA126

OPERATIONAL FACTORS/HUMAN PERFORMANCE

Attachment 10: Fatigue Event Review Committee Pairing Build Parameters

FERC Pairing Build Parameters

One of the primary responsibilities of the Scheduling Improvement Group (SIG) is pairing construction. Part of this is working with the Company to produce and develop parameters that are input into the pairing generator. CBA Section 25, Appendix A lists the initial SIG parameters and starting values. The Fatigue Event Review Committee (FERC), which consists of 2 ALPA and 2 Company representatives, has also developed a list of parameters that are used in pairing construction. These parameters were developed using the following:

- FERC preliminary pairing review process
- Fatigue events
- Fatigue reports
- Fatigue Risk Management Group (FRMG) track disputes (25.BB.E.5)
- Human performance data collection results
- Pilot Scheduling Improvement Team (PSIT) input

The table below shows the FERC parameters for pairing construction. This table can be found on the Fatigue Risk Management page within pilot.fedex.com.

Bid-pack	Parameter description
All	Night duty pairings without mitigation (3+00 block-in to block out) for a hub turn nap opportunity shall be limited to no more than 11:00 duty.
HKG67	The duty period following the SGN-CGK-SIN-BKK sequence will not exceed one operating leg.
All	EWR-BDL-EWR restricted to no more than 2 consecutive nights.
HKG67	1 leg in/2 legs out OR 2 legs in/1 leg out of Short MNL layovers (<15).
HKG67	No night duty periods with more than 7 hours block and 11 hours duty.
HKG67	RESET required after two consecutive hub-turn duty periods.
HKG67	May only deadhead prior to AND restrict to RESET or 1 leg (operating) after the CAN-CGK-SIN sequence.
HKG67	1 leg only (no turns) in a duty period following 3 consecutive circadian swap (20-28 hrs) layovers unless 3+00 hours mitigation during turn.
All	Any Long-Short (L/S) type duty periods that requires the international grid increased landing accommodation (CBA 12.D.2), shall have a layover before and after that duty period equal to or greater than 30 hours. Any Short-Long (S/L) duty periods that requires the international grid increased landing accommodation (CBA 12.D.2), will require a layover following the S/L type equal to or greater than 30 hours. L/S or S/L multi-leg duty periods shall be defined as having one leg that is greater than 7:35. Any multi-leg duty period that does not fall into the above L/S or S/L duty periods shall be known as Medium/Medium (M/M) duty period, which is covered by CBA Section 25, Appendix A, International Hard Parameter #4. These duty periods shall be both followed and preceded by a layover equal to or greater than 30 hours. A maximum of 2 consecutive of the duty periods in this parameter shall be put in one pairing. The post duty period layover requirements do not apply if the follow-on duty period is a deadhead. The provisions in this parameter are required unless approved by the FERC.

The FERC has analyzed sequences that have been disputed under the FRMG Track. Under this track we have looked at the pairings impact on pilot alertness through fatigue modeling software, fatigue science doctrine and/or human performance data collection. After our analysis, we have directed future pairing designs to be restricted by the above parameters.

Fatigue Event Review Committee.