

FedEx

Pilots Look to Build on Past Successes

By Capt. Chuck Dyer, FedEx Express Communications Committee Chairman, and Courtney Bland, ALPA Communications Specialist

The FedEx Express Master Executive Council (MEC) began its second ALPA-negotiated contract talks in 2010. Building on contract gains from Contract 2004, the MEC's focus is on a timely, narrowly focused Section 6 negotiations process, respectful of the contributions the pilots bring to the corporation. The amendable date for the pilots' contract was Oct. 31, 2010. To date, the pilots have been able to reach tentative agreement on 12 of 31 sections. "We are encouraged by the current pace of our contract negotiations. We remain hopeful that this negotiation will reach a favorable conclusion in a timely fashion," says


Action Program (ASAP) and a Flight Operations Quality Assurance (FOQA) program at the airline. Both will help move the corporation forward in the area of flight safety as they are part of an overall safety management system (SMS). "While we are closer than we have ever been in reaching an agreement on these two programs, much more work is still needed to finalize discussions and then successfully implement the programs," Stratton says.

The ongoing work to adequately address cargo screening in a realistic and prudent manner was brought home by the tragic UPS B-747 accident in Dubai early in 2010. Added to that were the attempted bombings of a FedEx flight in Dubai and a UPS flight in the United Kingdom, which once again highlighted the need for enhanced cargo screening. The MEC has been working with the appropriate agencies and FedEx Corporation to see that positive, prudent changes are implemented. "These efforts are ongoing, and the MEC leaders will not rest until we can ensure that the safety and security of our fellow pilots and their aircraft are attained," says Capt.

system is unique in that it can easily shift the focus of its lift requirements on fairly short notice so that when immediate need is warranted, aircraft and crews can be assigned with minimal system interruptions to our core customers," says F/O Rich Hughey, the pilot group's MEC Scheduling Improvement Group chairman.

The 4,494 FedEx Express pilots are spread across the globe, represented by six councils located in three domiciles, which includes the Hong Kong foreign duty assignment base. Distance always poses a challenge when it comes to communicating with the pilots, but the MEC officers and Unity Team members continue to travel wherever FedEx pilots are located for face-to-face meetings. Additionally, the MEC is using updated quarterly newsletters, e-mails, videos, its website, and its text notification service to provide the most current information to its pilots. In 2010, the MEC also formed an extensive Pilot-to-Pilot® Committee with more than 10 percent of the pilots involved, and this number continues to grow.

With more than 375 airports served worldwide, the airline has an extensive and varied fleet. The pilots deliver approximately 3.5 million packages and 11 million pounds of freight daily to 220 countries and territories, including every address in the United States. With 223 million peak holiday season shipments, FedEx Express expects worldwide volumes to increase 11 percent from a year ago.

This improvement is welcomed by the pilots of FedEx, and they look forward to a profitable 2011. 



CAPT. DENNIS BEAULIEU (FEDEX)

F/O Pete Harmon (now a captain) during a flight from Delhi to Shanghai while dodging thunderstorms over Bangladesh.

Capt. Scott Stratton, the pilots' MEC chairman.

This past year, the pilots reached an agreement with management to conduct a Line Oriented Safety Audit (LOSA). The observation flights were completed a few months ago, and the results are currently being tabulated. The LOSA is the first step for the pilots in increasing the airline's safety awareness.

Over the last several years, the MEC has continually attempted to gain an agreement with the corporation for instituting an Aviation Safety

Bill McReynolds, the pilots' MEC Security Committee chairman.

The year also brought the pilots the opportunity to fly relief missions to Chile in the wake of the country's devastating earthquake and tsunami and to Haiti after the country's massive earthquake. The pilots also provided lift to support the rescue of trapped miners in Chile. These flights continue a long-standing history at FedEx Express of providing logistical support to people in dire situations around the world. "The FedEx

FDX at a Glance

Pilots Joined ALPA: June 1993 – 1996; rejoined ALPA in June 2002
First ALPA Contract: October 2006
Number of Flightcrew Members: 4,494
Headquarters: Memphis, Tenn.
Fleet: 77 B-727s, 48 B-757s, 11 B-777s, 71 A300s, 53 A310s, 75 MD-10s, 60 MD-11s