

# Crew Resources Monthly Update for the May 2017 Bid Period

*The purpose of this bulletin is to keep pilots informed of the latest updates and changes in the world of Crew Resources.  
All information is subject to change.*

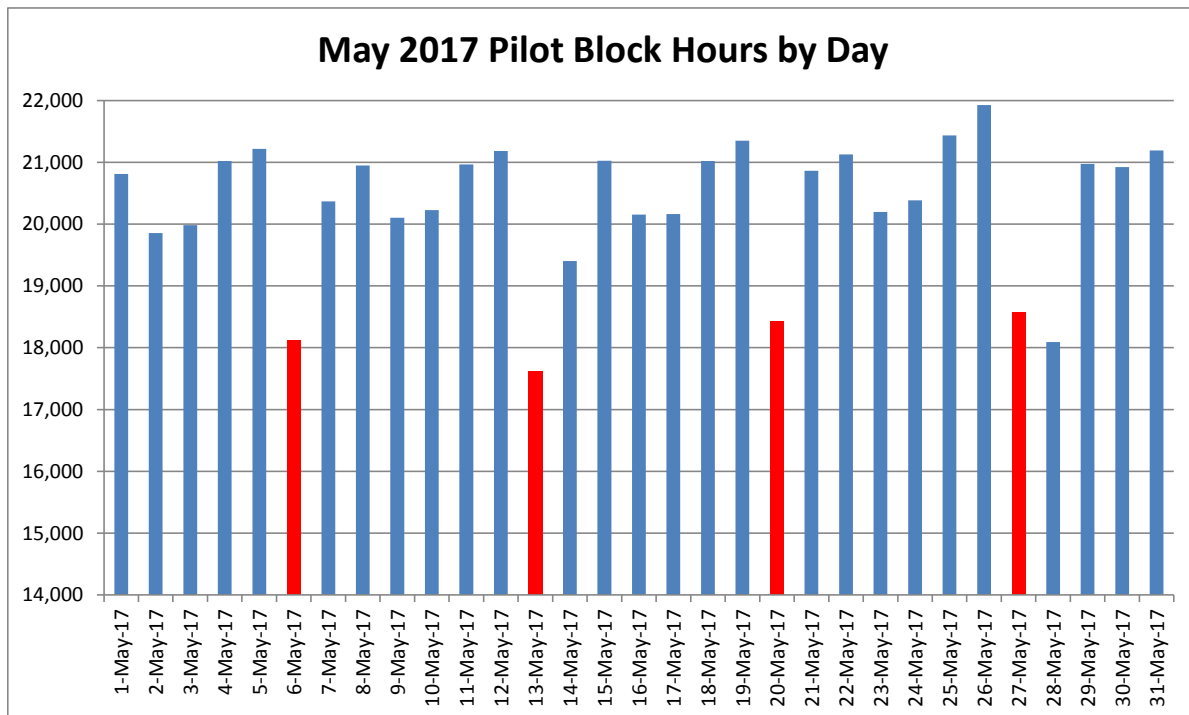
Published April 6, 2017

## MAY SYSTEM HIGHLIGHTS

Delta's May schedule represents a transition from the seasonally adjusted low baseline winter and spring schedules to the peak summer schedule. There are two planned holiday periods with associated schedule reductions in the month of May; the first is Mother's Day weekend with planned reductions on May 13-14. In addition to system wide Mother's Day reductions, Network has tailored the LAX schedule to support the terminal moves that same weekend. Network has also reduced system capacity for Memorial Day weekend, May 27-29.

Delta continues to be an industry leader by using the different gauges of aircraft to generate incremental capacity for special events. May is one of the best months for this strategy, markets with upgraded capacity include:

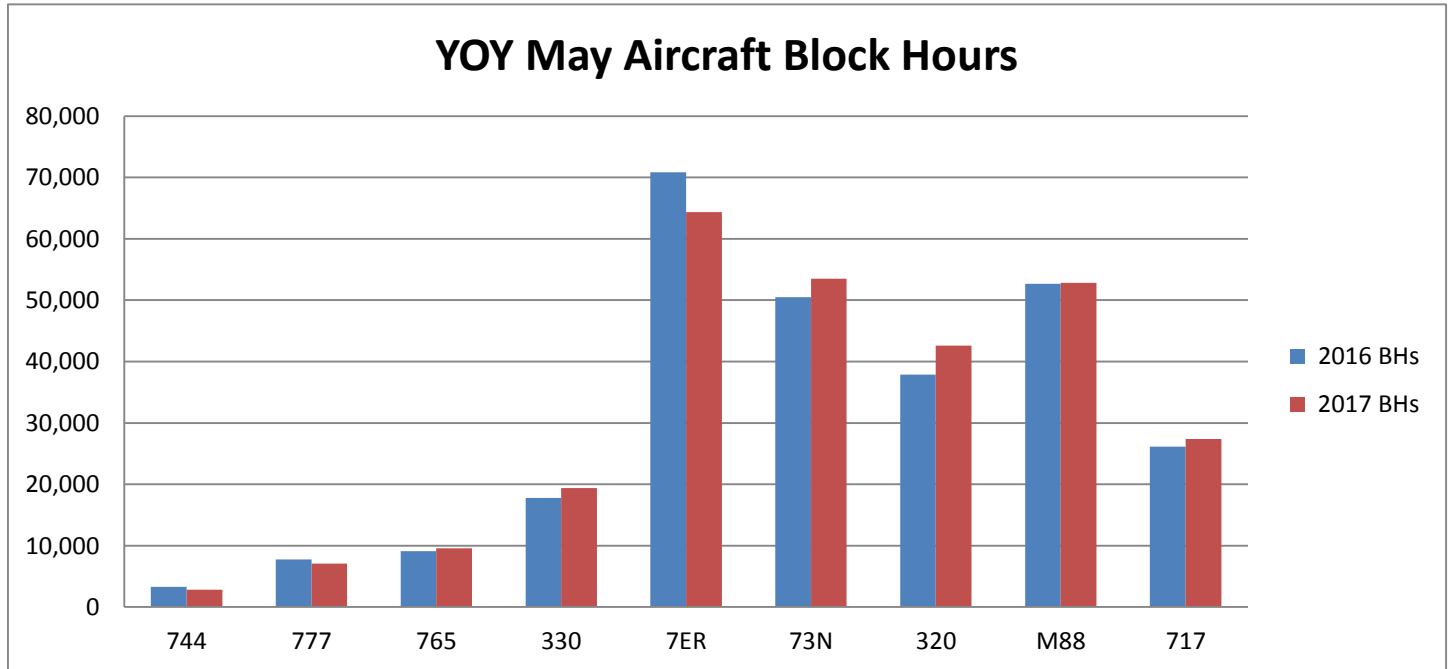
- Kentucky Derby (SDF/LEX) – 4MAY-7MAY
- Berkshire Hathaway Shareholders Meeting (OMA) – 4MAY-7MAY
- Medieval Congress (AZO) – 14MAY
- New York Up-fronts Week (JFK) – 14MAY
- Players Championship (JAX) – 15MAY
- Notre Dame Graduation (SBN) – 19MAY-22MAY
- ICPC Programming Competition (RAP) – 19MAY-24MAY
- Walmart Shareholders Meeting (XNA) – 27MAY-3JUN
- Indy 500 (IND) – 29MAY



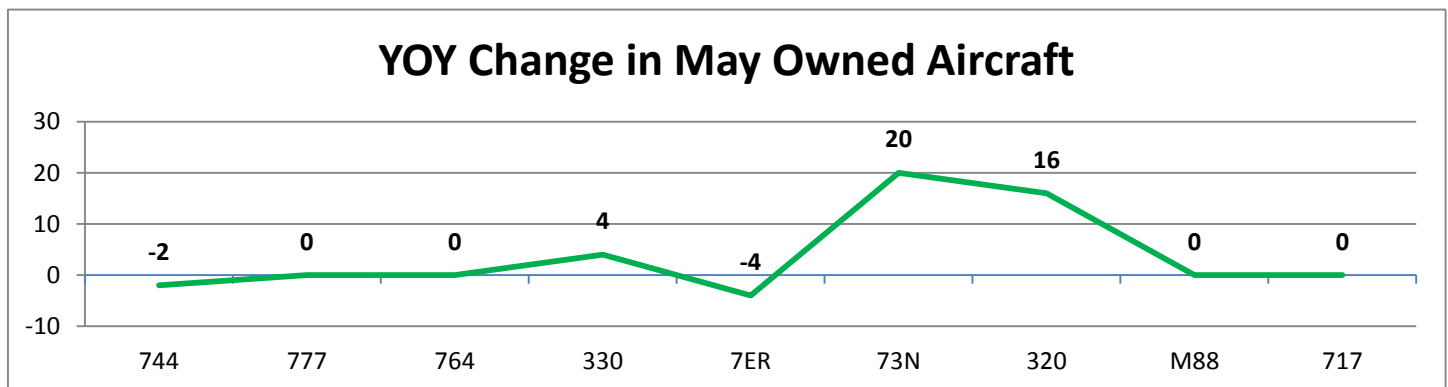
\* Saturdays designated in red on chart

## MAY FLEET CHANGES

May pilot block hours increased 1.3% (~3,557 hours) YOY.



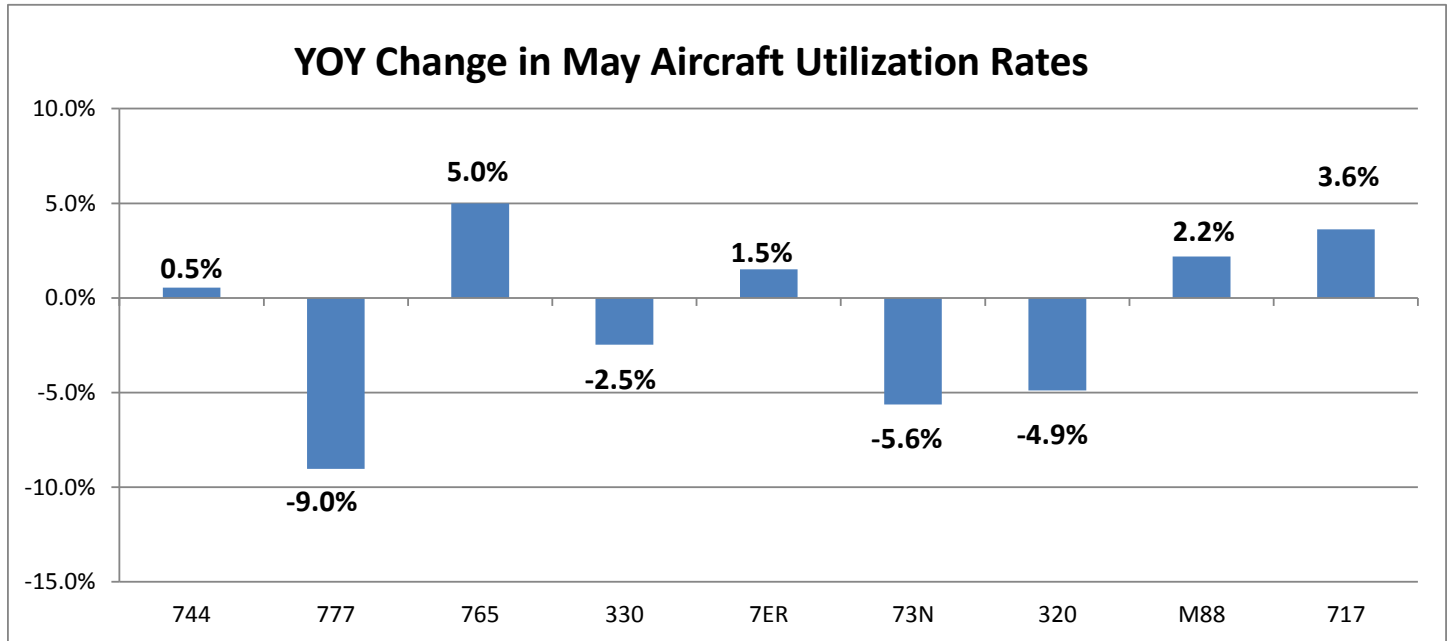
Delta has added a total of 35 incremental aircraft YOY as of May 1. There are 19 additional aircraft operating in revenue passenger service YOY. Fleet growth continues on the 73N and 320 fleets.



Aircraft utilization rates continue to change, reflecting the evolving Network. A good example of this change is ATLDCA YOY, in May 2016 97% of the market operated on M88/M90 aircraft, it took 445 flights to generate the 68,857 seats in the market. This year 98% of the flights will operate on the A319/20/21 fleets, it will take 361 flights to generate the 67,057 seats in the market. Substantial market changes like this push the displaced fleets into different markets. Ultimately, the full impact can be measured by the changes to average trip lengths. On the 744, average trip length has increased YOY by 17%, to 728 minutes. The biggest driver of this is the simplification of the 744 Network. The 777 has a flat stage length, the reduction in utilization is the result of 8.8% less flights on the fleet. The 767-400 utilization is increasing because of the efficiency generated by adding some domestic flying to the fleet. Trip lengths are up ~2% on the 330, the reduction in utilization is the result of deliveries on the fleet.

## Crew Resources Monthly Update for the May 2017 Bid Period

For the narrow body fleets the 73N average trip length is down ~4% YOY, as aircraft deliveries drive deployment in shorter stage length markets. The 717 is enjoying an 8% increase in stage length as operations grow in markets outside of ATL.



The ALV/TLV chart for May is a representation of our estimates pre-month. All of the international fleets have been positioned for peak summer flying through ALV management in the off-peak months. We continue to pursue a different strategy on the narrow body fleets, focusing on operational reliability through the use of buffers. The result of this practice is consistently higher ALVs throughout the year. We are actively engaged with Network planning on the M88, as the fleet retires we will hold pilots in category longer to ensure adequate staffing and maintain operational reliability.

May 2017 ALV and TLV		
Position	May '17 ALV	May '17 TLV
744A	82.00	78.50
744B	73.00	75.83
777A	75.00	76.42
777B	73.00	75.83
765A	73.50	75.96
765B	78.50	75.67
330A	75.00	75.08
330B	80.50	76.40
7ERA	72.00	75.50
7ERB	78.50	76.79
320A	73.00	77.04
320B	75.00	78.27
73NA	79.00	78.54
73NB	73.00	75.00
M88A	81.00	79.00
M88B	84.00	78.81
717A	79.50	80.00
717B	77.00	77.13

## Crew Resources Monthly Update for the May 2017 Bid Period

We recently finished spring base visits across the domestic system. I attended several of these meetings and enjoyed speaking with all of the pilots who took time out of their schedules to attend. We spent a significant amount of time discussing Delta's international network and the changes that have occurred or are occurring. One thing that struck me during these discussions is that some of the changes are due to macro-economic factors outside of our collective control. Changes driven by external factors like currency fluctuations are faced by all competitors in a market; an agile business can make adjustments and improve its competitive position through discipline and focus. The threat that our company faces from the government subsidized ME3 carriers is different because the playing field is not level. If it is not addressed soon, it will have a real and lasting impact on Delta's International fleet and the opportunities for Delta's pilots and employees to provide our product to customers around the world.

The aircraft utilization rates that we publish in the monthly newsletter show the pressure that we continue to face in real-time metrics. As yield erosion continues, especially in the trans-Atlantic markets we have seen gauge and service patterns reduced to eliminate excess capacity and cost. We must run our business with sound fundamentals; we can't rely on artificially low costs (backstopped by \$50B in government subsidies) to balance our books. I believe, if we aren't able to move this issue forward soon, the effects of this market manipulation will become more visible in our financial results. If you currently fly, or have aspirations to fly International markets, the time to act is now.

Please take time to educate yourself on this important topic and get involved. More information is available on the "Our Future, Our Fight" page on [Deltanet](#). ALPA is also actively engaged in this campaign. There is a market for international flying to and from the US; we must work to ensure that we continue to have access to these markets through fair business practices.

If you have any additional questions please contact me or e-mail the crew resources Newsletter mailbox at [CrewResourcesNewsletter@delta.com](mailto:CrewResourcesNewsletter@delta.com).

Thank you,



**Bob Schmelzer**  
**General Manager**  
**Flight Ops Crew Resources**  
[robert.schmelzer@delta.com](mailto:robert.schmelzer@delta.com)

---

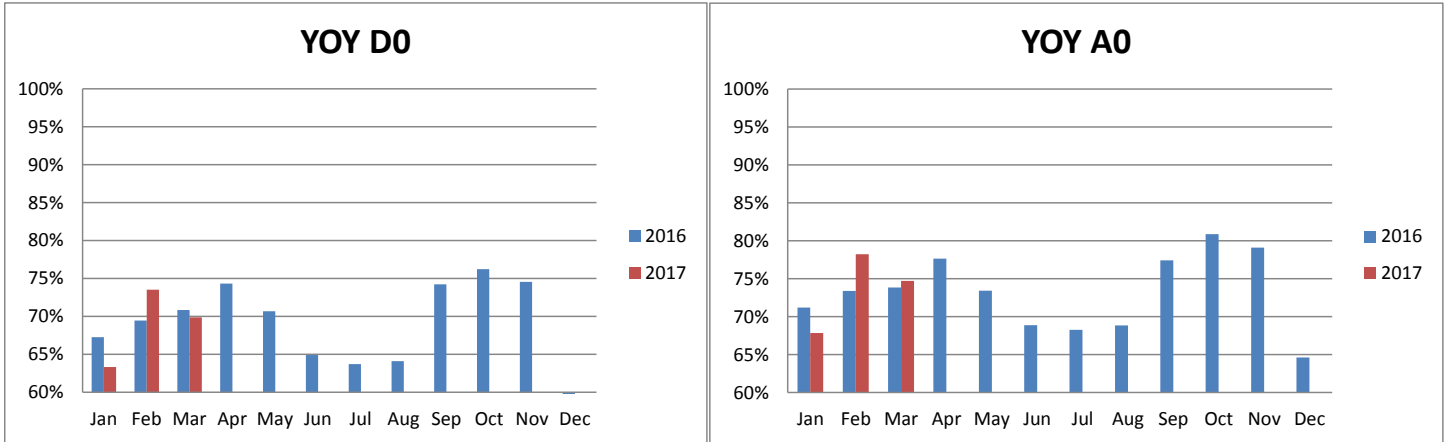
### **THE MAY AE PLAN**

We are currently working on our full plan for the May AE. The AE will include the displacements of all 744 pilots, the closure of the CVG M88 category, and most likely the closure of the NYC M88 category (we will work closely with Network, since this bid will be for 365 days, I expect that the least disruptive option will be to close the NYC M88 category rather than wait until Q4). To reduce the amount of secondary displacements, we will post all anticipated positions needed between now and May 2018. This means all positions associated with fleet growth, pilot retirement, and training throughput needs. I expect the full count of posted positions to be ~1,300 (or 10% of all pilot positions at Delta).

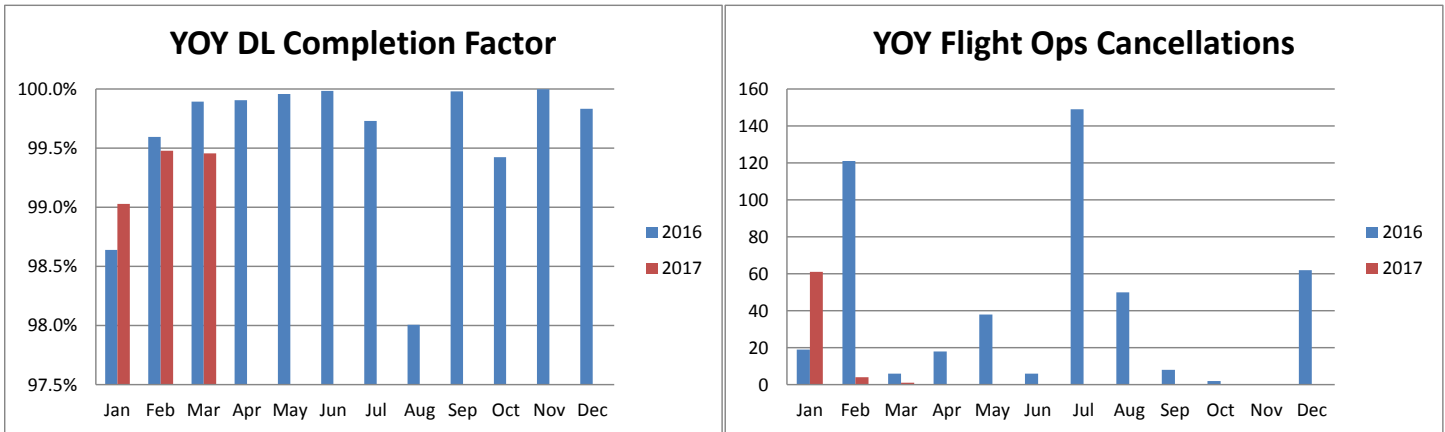
# Crew Resources Monthly Update for the May 2017 Bid Period

## 2017 OPERATING METRICS

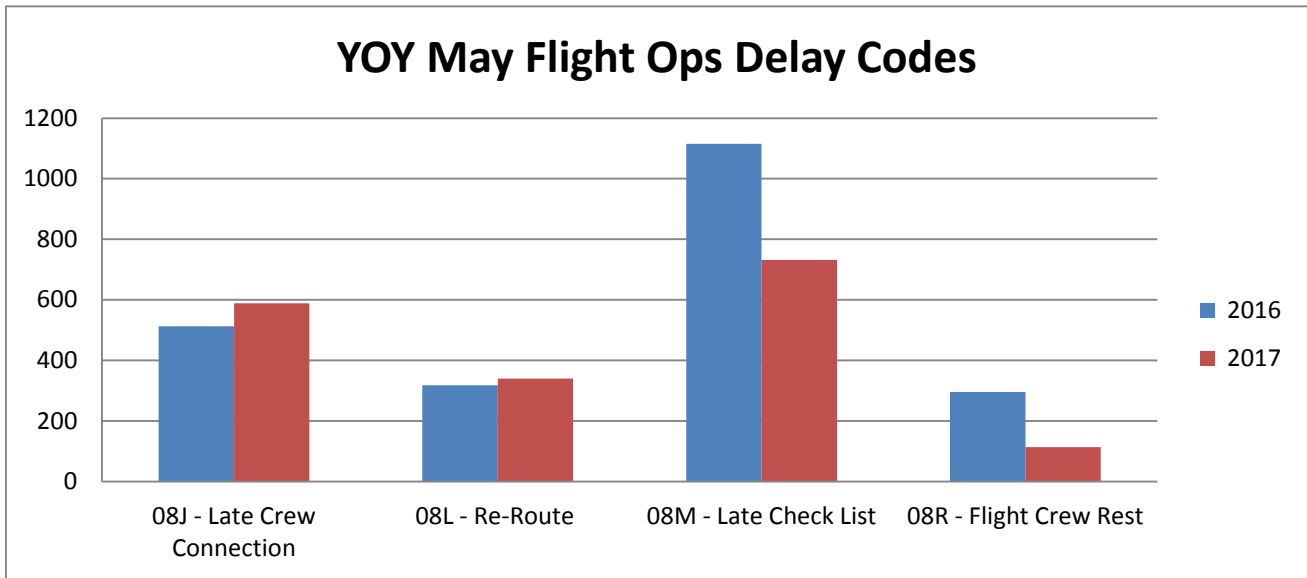
March was a higher volume month as departure counts increased for spring break. The system showed improvement in YOY A0.



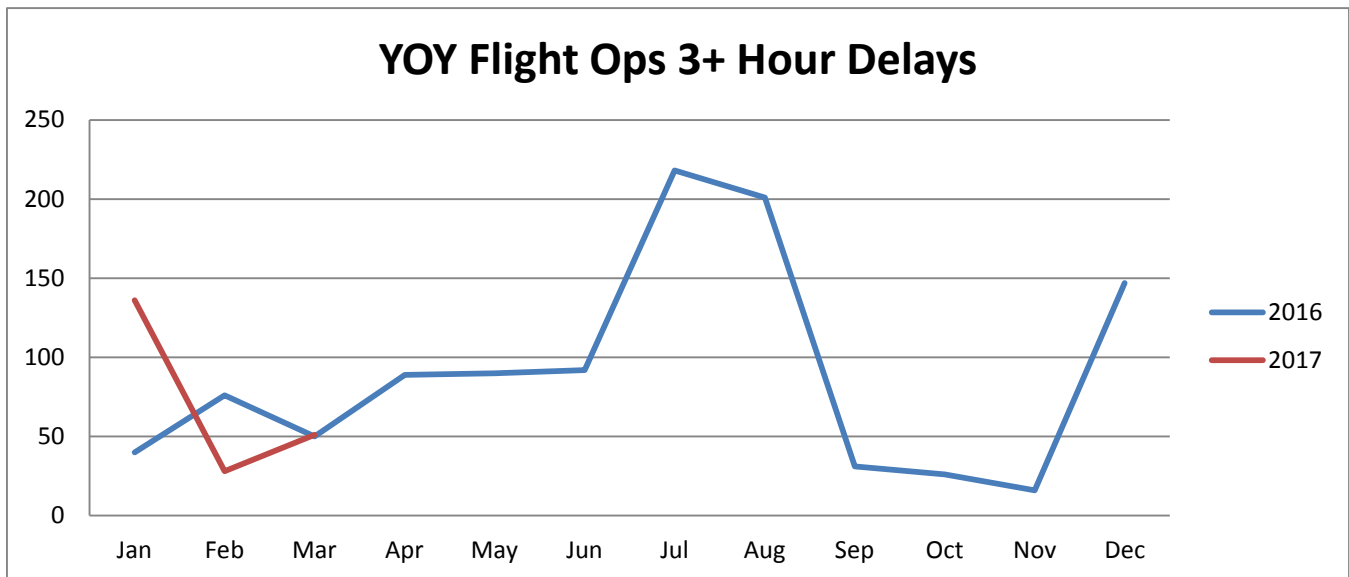
Flight Ops had one cancellation in March. This was an improvement YOY.



We continue to evaluate how to improve our focus delay areas. The short delays given to Flight Ops prior to pushback and the FOP rest delays have come down significantly YOY. We continue to evaluate why connection and re-rout delays are increasing. We plan to address this area during our rotation construction process.



Flight Ops finished March with 51 3+ hour delays. This represents a good performance, and keeps us on track to achieve a significant reduction YOY.



## DISPLACEMENTS AND YOU

I reviewed the article below for the mentor program. I believe that the information is very important for new pilots (and as a refresher for all pilots) as we prepare for the May AE. I have added the text of the mentor article below as they published it:

With the recent announcement by Crew Resources of the MD-88 drawdown in NYC, we thought it might be a good time to write an article on AE displacements. First, AE surpluses and displacements are addressed in the PWA Section 22. F. A surplus bid is announced when Crew Resources makes a decision that a category must be reduced or closed due to factors including the retirement of a fleet or a significant Network shift that will remove all of the flying from a base.

## Crew Resources Monthly Update for the May 2017 Bid Period

Crew Resources has followed a strategy focused on avoiding displacements over the past two years. They have used attrition to move staffing when necessary. There are a couple of very important points that Mentors can pass on to their Mentees about displacements and how this might affect them. Here are some highlights of displacements:

- 1) A pilot who is displaced from their category may displace a pilot in any category who is junior to them as of the award date of the Mandatory Displacement (MD).
- 2) Pilots in a category with a surplus will be displaced and trained (if training is required) in inverse seniority order.
- 3) A pilot whose standing bid does not contain sufficient MD preferences as of the closing date and time of the posting and is displaced will be assigned the next lower position at their base. If such pilot lacks sufficient seniority to hold a lower position at their base, they will, at Company option, be assigned into any position at another base that their seniority would permit them to hold. This is the most important point to remember. A pilot should bid sufficient options in their displacement preferences. To find a list of positions, go to PWA Section 22. B.
- 4) A pilot who is displaced to a category for which qualification training is required will not incur a category freeze.
- 5) Relocation benefits are provided to a pilot who has been displaced. Details can be found in Section 6 of the PWA.

The most important advice to give your Mentees is to make sure they have a displacement bid in iCrew. This is important even if they aren't based in NYC. To add a displacement bid preference, go to iCrew > Bids > Advanced Entitlement > Advanced Entitlement/Displacement Preferences > Add/Update Preferences > Displacement Preferences. There are over 350 pilots on the MD-88 in NYC and those pilots can bid anywhere in the system that their seniority can hold. Displacements events of this magnitude can have a ripple effect throughout the system. The company will do their best to decrease the amount of displacements by extending the conversion period of this AE to 365 days and posting additional growth (737-900 and 321 delivery support) and retirement positions (positions vacated by mandatory retirements through May 2018) in several categories.

### **IVR "BARGE-IN" PROCESS (2<sup>nd</sup>)**

The Interactive Voice Response Unit (IVR) is a phone system that allows crew members to speak their request without having to listen to the entire command. The term barge-in allows you to interrupt the system with a command. At the "how can I help you", you can barge-in, below are some examples;

- "speak to a scheduler"
- "Crew Tracking"
- "list for a jump seat"
- "cancel a jump seat"
- "deviate from deadhead"
- "Pilot Support Center"
- "calling in well"
- "calling in sick"
- "Duty Pilot"
- "Dispatcher"
- "hear my schedule"
- "Training"

These are several commands you can say at the beginning to speak to someone or direct the system to a particular area. Once you have spoken the command, you can continue to barge-in. For example, when requesting to list for a jump seat, the system will ask you "from work," "to work," or for "personal travel."

## Crew Resources Monthly Update for the May 2017 Bid Period

You do not have to wait for the system to give you these options you can simply say "to work" and then continue with flight number. At any time you can barge-in and the system will stop to listen to your command. The IVR menu is posted on the Deltanet, under Crew Resources/Scheduling, that can provide you more in-depth commands and an illustration of the flow of the IVR.

### REPLY TO ALL

This section is used to post the questions that Crew Resources and Scheduling receives along with our answers. We encourage all pilots to send questions to the Crew Resources e-mail address below. Questions help us understand what information is needed and the content for future newsletters.

If you would like to send us a comment or question on this topic or any other, please write to:  
[CrewResourcesNewsletter@delta.com](mailto:CrewResourcesNewsletter@delta.com).

#### **"How do I know whether or not I should bid when I'm in training?"**

If you have any days available after TR is completed, you should submit a bid. You will bid even though you will not be qualified until you're signed off "OK" on your OE.

If you have questions about bidding, contact the Bid Assist Call Center at (404) 714-4465, (877) 888 - 0432 or (800) DAL-CREW Option 1, Option 4. Assistance will be available in the call center the 8th - 10<sup>th</sup> from 0800 till 2200E and on the 11th 0800 until 1800E. If you have a bidding emergency (e.g., you can't access the PBS system or your bid tab shows NO BID with no buttons to add/submit) after the call center closes on the 11th, call Crew Scheduling and ask them to page the PBS Administrator. The Bid Assist Call Center is staffed by ALPA volunteers.

There is also helpful information via the following link: <http://www.pbshelp.info/delta/welcome.html>

If you see NOE on your schedule it means that you're not qualified to fly because you have not completed OE training.

#### ***When will virtual basing begin?***

During the base visits I had indicated in some meetings that it would begin as early as this fall. After returning and discussing implementation timelines with our IT developers I expect this timeline will push to 4Q 2017, or 1Q 2018. There are several PWA items that must be completed ahead of virtual basing. We will begin discussing plans for virtual bases as implementation gets closer.

#### ***Why are several 7ER trips out of JFK being operated by west coast crews this summer?***

The allocation of flying to bases is a complex task. We rely on an optimizer that takes input from Network and then seeks the lowest cost solution given basic parameters including FAA rules, PWA rules, and staffing allocation. In certain situations, specific trips are constructed to fit specific strategies and requests. This summer six Atlantic trips will be operated by two-pilot crews. In the May schedule these trips will be allocated in the following way:

JFK-SNN (5May)-NYC Crew

JFK-KEF – NYC Crew

BOS-DUB 27May – NYC Crew locked in a longer rotation



# Crew Resources Monthly Update for the May 2017 Bid Period

JFK-GLA 27May – West Coast Crew

JFK-LIS 27May – West Coast Crew

MSP-KEF 27May – MSP Crew

We anticipate maintaining this allocation throughout the summer, but it may change if the schedule or staffing requires it. Operating GLA and LIS with west coast crews fulfills three purposes. The first was the desire for some trans-Atlantic flying to be operated by west coast crews. The second item is operational reliability. Depending on departure time, we can operate a longer FDP with west coast crews (this does not apply specifically to the later departures highlighted above, but could apply to other flights). In addition, bringing crews in from the west coast on flown legs ensures that they will be in position the night before. We had significant issues with IROPS during the summer 2016 period; more mixed flying rotations with layovers will add operational reliability during IROP events. One final advantage to using west coast based crews is the three hour body clock advantage they have for long two-pilot operations into WOCL periods. The aircraft operating on these specific missions does not have a CROT approved rest facility, operating these flights with three pilots is not an option.

---

## Crew Planning News Schedule and Fleet Information May 2017

**Mark Franklin, Manager Crew Planning (404) 715-1148**

**Attention All Pilots**

**Update: Unbuildable and Unblockable Lines**

- After the bid awards are complete, please check the list posted on the “PBS Info Tab” to determine if you are unbuildable or unblockable based on the PWA 23.D.10 and D.19.
- If this situation applies to you, please put in a PBS Inquiry or contact a Crew Scheduling Supervisor for assistance.

### **REGION LETTER CODES FOR PUBLISHED ROTATIONS**

We have added letters to the front of rotations to designate rotations by regions.

Atlantic trips on the 330, 744, and 765 will continue to begin with the letter “A”. Pairings for the 777 and 7ER will continue to begin with the letter “B”.

The following letters will be placed in front of rotation numbers that fly to the corresponding region.

- A – Atlantic for 330, 744 and 765
- B – Atlantic 777 and 7ER
- L – Latin America for the 330,765, 777, 7ER, M88, and 717
- C – Latin America for the 320, 73N and 744

## Crew Resources Monthly Update for the May 2017 Bid Period

M – Military  
P – Pacific  
R – Africa  
U – South America

Military rotations will begin with the letter M regardless of the region they fly. Any rotation that flies to two regions will be prioritized in the following order: 1) M - military charter, 2) A or B- Atlantic, 3) R - Africa, 4) P - Pacific, 5) U - South America, 6) L or C - Latin America 7) Domestic.

Created rotations built after the bid packages are published will continue to begin with the number 0, regardless of the region they fly. Rotation pairing numbers will continue to be four characters in length.

Be advised, the trips on the carry out Trip Report are subject to change.

There may be a change of layover hotels. The latest hotel name will be displayed on the rotations in DBMS.

Please contact Crew Scheduling if you plan to deviate from your deadhead. Also advise Crew Scheduling if your hotel will not be used. The projected number of regular lines is posted on the Crew Resources and Scheduling home page.

### **B-744 – Mike Robinson, Senior Crew Planner International (404) 715-7376**

No changes from APR.

### **B-777– Joe Thompson, Senior Crew Planner International (404) 715-1103**

The 777 May schedule will be very similar to April.  
Just a couple of changes to mention.

ATL-MAN is discontinued.  
JFK-BCN will start May 25 from the 330.

### **A330 – Joe Thompson, Senior Crew Planner International (404) 715-1103**

The 330 May schedule changes are as follows.

ATL-BCN will start May 25 from the 764.  
DTW-MUC operates May 25 to May 31.  
JFK-FCO will start May 25 from the 764.  
JFK-ATH will start May 16 from the 764.

JFK-BCN will go to 777 May 25.

### **B-765- Mike Robinson, Senior Crew Planner International (404) 715-7376**

Equipment changes:

- 080/081 ATL-BRU-ATL operates May 25-31 (from/to 7ER)
- 086/087 DTW-FRA-DTW operates May 25-31 (from/to 330)
- 413/213 JFK-ATH-JFK no-ops May 25-31 (to 330)
- 420/220 JFK-ACC-JFK (to 7ER end of month)
- 444/445 JFK-FCO-JFK (to 330 end of month)

## Crew Resources Monthly Update for the May 2017 Bid Period

New service: 062/063 ATL-FCO-ATL effective Jun 01  
066/067 ATL-ZRH-ATL operates May 25-31 (to 7ER)  
114/115 ATL-BCN-ATL operates May 01-23 (to 330)  
174/175 ATL-MXP-ATL effective Jun 01  
192/193 ATL-VCE-ATL effective Jun 01  
411/211 JFK-PRG-JFK

### **757/7ER – Darron Jones, Senior Crew Planner International (404) 715-1098**

I will list the two and four man international rotations this is for reference only it is the pilot's responsibility to check with the published bid package to catch any last minute changes this letter might not reflect.

**Over the past year Delta's strategy in the Pacific has begun to shift away from the markets and patterns that we have served historically. We stopped serving BKK in October 2016, and we will not serve TPE after May 2017. Operations in the NRT hub will be down more than 20% YOY this summer.** The cumulative effect is that long international trips are no longer efficient from a cost or operational reliability perspective. Beginning with the April bid package international trip lengths on the 7ER will not be forced to exceed ten days. The optimizer may build shorter trips in the future.

### **ATL**

Number of long range trips 57. Defined as 9 days or greater.  
Other trip mix comparable to last month.

Four Pilot International Rotations:

LOS (R641, R642, R643, R644, R645, R646, R647, R648, R649, R650, R651, R652)

BOG: Three day rotations continue. No domestic added.

UIO: Three day rotations continue. No domestic added.

GUA, STT, SJU daily turns.

BON, AUA, SKB Saturday turns.

SJO: About half mix with domestic on the back end. The other half are 3 days with no domestic added. Also some weekend turns.

ANC: Service begins midmonth.

ZRH: Service begins end of month.

There are 34 three day international European rotations BRU, ZRH and LHR. This includes the Captain and First Officers.

### **DTW**

4 day trips will see decrease.

Other trip mix comparable to last month.

Number of long range trips 2. Defined at 9 days or greater.

MUC: New service begins end of month.

CVG-CDG: There will be eight 7 day trips. FO only.

### **LAX**

## Crew Resources Monthly Update for the May 2017 Bid Period

OGG: Will retain 67%. Most of these are 3 days.  
LIH: Will retain 100%. Most of these are 3 days.  
LHR: No pairings to LHR.  
GLA and LIS: Service thru JFK will begin. There are 15 of these pairings with two night layover in GLA and LIS. These will be a two pilot rotation.  
SNA: A.M. daily reports return.  
SJO: Most of these are 3 days.  
ROR: No pairings this month.  
GUA: Most of these are 3 days.

4 day trips increase.  
3 day trips decrease.  
Number of long range trips 40. Defined as 9 days or greater.  
Other trip mix comparable to last month.

Two Pilot International Rotations:  
GLA (B500, B501, B502, B503, B504, B505, B506)  
LIS (B507, B508, B509, B510, B511)

### MSP

Trip mix comparable to last month.  
Number of long range trips 58. Defined at 9 days or greater.

ROR: There will be 4 of these pairings.  
SEA-PEK: This route flown primarily by the MSP base.  
KEF: Seasonal service begins end of month.  
FAI: Seasonal service begins middle of month.

Two Pilot International Rotations:  
KEF (B370)

### NYC

No long range trips this month. Defined as 9 days or greater.  
1, 2, and 5 day trips increase.  
3 and 4 day trips decrease.

New service to: ACC, SNN, AGP, CPH, SVO, TXL, ARN, and BOS-DUB.

Two Pilot International Rotations:  
KEF (B574, B575, B576, B577, B578, B579, B604)  
SNN (B549, B595, B596, B597, B598, B599)  
BOS-DUB (B531, B541, B543, B544, B545, B546, B547, B590, B591)

### SEA

3 day trips decrease.  
4 day trips increase.

## Crew Resources Monthly Update for the May 2017 Bid Period

Number of long range trips 40. Defined as 9 days or greater.

Four Pilot International Rotations:

PVG (P726, P727, P744, P749). Only 4 day rotations listed. Most PVG flying will mix with other Asia flying.

GLA and LIS: (thru-JFK) There will be three of these pairings. Flown as a TWO pilot crew with a two night layover. (B352, B353, B355). Expect more of these pairings in June.

OGG: Will retain 30%. Most are 3 day rotations.

KOA: Will retain 95%. 3 day rotations.

ICN: Will retain 74%.

PVG: Will retain 85%.

PEK: Will retain 29%.

ROR: There will be 4 of these pairings.

### SLC

3 day trips decrease.

Other trip mix comparable to last month.

Number of long range trips 24. Defined as 9 days or greater.

LHR: Will retain 51%. Most of these mix with other bases LHR.

CDG: Will retain 90%. Will mix with other bases CDG trips.

ROR: There will be 1 paring this month.

### **B-73N – Paul McGinty, Senior Crew Planner (404) 715-1669**

- ATL will see a decrease in three day and five day trips while increasing turns, two and four day trips.
- CVG will see a decrease in turns and two day trips while increasing three and five day trips. CVG will see a decrease in the percentage of trips with red eye flights from April to May.
- DTW will see an increase in three day trips with a decrease in turns, two days and five day trips. Commutability is down from April to May.
- LAX will see an increase in turns and five day trips while decreasing in two, three and four day trips. Commutability is up from April to May with percentage of trips with red eye flights up slightly in May from April.
- MSP will see increase in three, four and five day trips with a decrease in turns and two day trips. MSP will also see an increase in the percentage of trips with red eye flights from April to May.
- NYC will see a decrease in two, three and five day trips while increasing in four day trips.
- SEA will see an increase in three and four day trips while decreasing turns and two day trips. Red eye percentage of trips is same in May vs April. For May we have the return of JNU overnight and this is being flown similar to last year.
- SLC will see a decrease in three, four and five day trips.

### **A320/A319 – Mike Robinson, Senior Crew Planner (404) 715-7376**

New Service: ATL-RTB (D6), ATL-STX (D6), ATL-UVF (D6), BWI-CUN (D6), JFK-NAS, SLC-PVR (D6)

Service terminates: ATL-BDA

## Crew Resources Monthly Update for the May 2017 Bid Period

### M88/90 – Bridgette Long, Senior Crew Planner (404) 715-1674

Network is rapidly shifting the deployment of the M88. This results in in-efficiency as staffing allocation lags behind. To adjust for this rapid Network changes, more credit is required to build the bid packages. This reduces our ability to add RCC requests within the confines of the staffing formula.

The trip mix changes for May 2017 vs April 2017 include the following:

- ATL: Will see an increase in 3 day trips, a decrease in 1, 2 and 5 day trips with 4 day trips comparable to last month.
- CVG: Will see an increase in 3 day trips with a decrease in 1, 2, 4 and 5 day trips.
- MSP: Will see an increase in 4 day trips, a decrease in 1, 2 and 3 day trips with 5 day trips comparable to last month.
- NYC: Will see an increase in 3 day trips with a decrease in 1, 2, 4 and 5 day trips.

A few highlights for the May 2017 Schedule are as follows:

- Service begins early May-d6-only: ATL-CUN (825/831 additional service)
- Service ends early May: ATL-BZE, MSP-BIS, MSP-FSD
- Service ends early-May d6 only: MKE-CUN
- Service changes to 320 early-May: BWI-CUN, MSP-YYZ

### B-717 – Todd Newsome, Senior Crew Planner (404) 773-5919

Pairings in the ATL base are nearly identical to April. The NYC base commutability is lower for the month of May which results in an increase of two day trips. There is a significant reduction in EWR reports for NYC based crews in the May bid package. 40% of 717 departures out of the NYC base are in EWR, this change was the result of work with the NYC Chief Pilot's office and the RCC. The DTW and LAX base trip stats are comparable to April. The LAX base will see pairings departing out ONT; this is driven by additional flights out of ONT. No new destinations for May.

---

## ROTATION CONSTRUCTION COMMITTEE NOTES

### 744

- No notable changes.

### 777

- No notable changes

### 765

- NYC has more originating departures than crews to fly them, so they will again have mostly shorter out-and-back trips to Europe. As a result some ATL crews DH to/from NYC to operate some originating ocean crossings.
- The departure/arrival times for the unpopular LAX 2-day have shifted per Network to be far more commutable and able to fly them back-to-back if necessary, and they are now longer 3-4 day trips instead of 2-days.

### 330

- SEA and NYC have more crews than originating departures to staff them. As such, ATL has NYC crews transiting from BCN and FCO and SEA crews transiting from CDG, as those are the common "shared" cities with ATL in order to accumulate more time into SEA and NYC. When NYC DH's to/from ATL they are exclusively flying GIG or GRU.

## Crew Resources Monthly Update for the May 2017 Bid Period

### 7ER

- With some monthly deviations here and there, the overall trip mix is similar to April. There was no extra surplus credit to increase the shorter trips in ATL, DTW, MSP, and SLC.
- NYC does not have enough FO's to operate all the FO-only rotations, so out-of-base pilots will transit NYC again in May to operate B-only originating ocean crossings. They will operate only hub routes per our request.
- SEA some PEK routes were added to their bid package due to Rotation Construction Survey feedback.
- SLC the percentage of originating European ocean crossings in their bid package continue to be up over past months.
- Please see an explanation from Crew Resources in the "Reply to All" section for their reasoning why NYC to LIS and GLA are flown by west coast bases. It is always the goal of the RCC to have ocean crossings be placed in the base where they originate.

### 73N

- Trip mix results:
  - CVG shift from 1 into 3-days as manually placing the 1-days there does not enable enough pilot hours into that base and as such creates an overage of hours in the other bases.
  - DTW reduction in 1-2 days with a reduction in hours.
  - MSP increase in 4-days as the building base increases in hours by 29%. MSP still has 23% of its biddable hours as 1 and 2-days combined.
  - NYC reduction in 2 and 3-days with a reduction in hours.
  - SEA reduction in 2-days with a reduction in hours, but still 19% of the biddable hours are 1 and 2-days combined, significantly better than past bid periods.
- LAX's commutability increased while DTW and SEA decreased.
- NYC the sole EWR departure is in their bid package due to Rotation Construction Survey feedback.

### 320

- The trip mix is similar to past months. The one exception is that there is a notable reduction in MSP 1-days. Originating 320 departures are down ~40% over past months, and there are simply no physical remaining segments to create more 1-days. The only other departures leave too late in the day to return back to base, or there is changing equipment in the outstation. This may likely be more permanent in nature going forward.
- DTW commutability is up from April, but NYC is down dramatically and similar to March. NYC originating 320 departures are up ~80% over past months and tend to be earlier departures and later arrivals. This may likely be more permanent in nature going forward for NYC, whereas in May we see a similar 320 commutability as we have historically on the M88.
- NYC there is only one route leaving EWR on the 320 per Network, and it is not even daily. Nearly all of them are placed in the NYC bid package.

### M88

- Trip mix changes, which are a deterioration for ATL and MSP especially but necessary for Crew Resources to meet the PWA staffing formula given overall credit considerations :
  - ATL 1, 2, and 5-days are down with an increase in 3-days.
  - MSP shift from 3 into 4-days.
  - NYC shift from 2 and 4-days into 3-days.
- NYC both-end commutability is down from past months, but a large majority of trips are still commutable on at least one end or the other.

### 717



## Crew Resources Monthly Update for the May 2017 Bid Period

- ATL, DTW, and LAX we continue to have longer trips and fewer shorter ones. We strive every month to build shorter trips but must work within the cost and credit considerations of Crew Resources.
- NYC sees a shift from 4-days into 2-days.
- LAX the SNA time is similar to last month, still slightly higher than ideal. There are ONT reports for the first time as Network adds segments there.
- NYC time in EWR is down only slightly, as Network is still placing a great number of 717 segments touching that co-terminal relative to other co-terminals. We will continue to strive to reduce the amount of EWR time but must work within the cost and credit considerations of Crew Resources.
- NYC the commutability is up only slightly from April.

---

The notes and comments in the “Rotation Construction Committee Notes” section are provided monthly by the RCC. They are intended to highlight any positive or negative staffing changes that have occurred month-to-month.

**Electronic and archived versions** of this newsletter are available on DeltaNet. Please navigate to the *Flight Operations* page, and then select *Crew Resources and Scheduling* and then *Archived Communications*.