

# Crew Resources Monthly Update for the July 2015 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 June 05, 2015

## SYSTEM HIGHLIGHTS

### JULY OVERVIEW

July will be the peak block month for 2015 in the 765, 7ER, 320 and M88 categories. It is historically our most profitable month. In order to meet our staffing requirements, credit will be reduced. As in June, the 7ER First Officer and 73N First Officer positions will be the most tightly staffed. The 717 Captain position will also be tightly staffed and we have reached the upper limit of the TLV in that position. On the April AE, we added 20 717 Captains to keep up with the 717 deliveries continuing through the end of 2015.

One new 73N sim will come online in June and the second is expected to be up and running in July to help increase the 73N training capacity.

July will see the continuation of many seasonal markets for the peak summer flying. Special events in July include the MLB All-Star Game in CVG, the Microsoft MGX conference in MCO and the MLB Hall of Fame Weekend in ALB. All three locations will see an increase in departures surrounding the events.

### APRIL AE AWARD

The April AE award was posted on May 6. The award was intended to make final adjustments for the summer and begin adjustments for the fall. There were unfilled First Officer positions on 7ER, 73N, 320, M88 and 717 that will be filled with new hire pilots over the coming months. The award saw 65 first time Captains. Here are some statistics.

First time Captain awards by base and equipment.

First Time Captain Awards	
Award Base	Nbr Pilots
ATL	24
DTW	9
LAX	13
MSP	3
NYC	13
SEA	2
SLC	1

First Time Captain Awards	
Award Eqp	Nbr Pilots
777	1
7ER	21
73N	9
M88	14
717	20

The junior and senior awards by base and equipment are listed below.

Base	Most Sr Cap Awd	Most Jr Cap Awd	Most Sr F/O Awd	Most Jr F/O Awd
ATL	14	9,303	1,095	12,714
DTW	599	7,779	2,948	12,699
LAX	2,314	8,370	7,934	12,694
MSP	1,132	7,207	8,859	11,012
NYC	882	8,969	3,945	12,608
SEA	1,227	6,302	5,074	12,568
SLC	2,161	7,232	8,589	12,700

Eqp	Most Sr Cap Awd	Most Jr Cap Awd	Most Sr F/O Awd	Most Jr F/O Awd
777	14	1,654	1,095	9,952
330	164	2,585	2,948	11,320
765	817	2,084	5,686	10,223
7ER	1,132	8,893	3,945	12,714
73N	2,601	7,853	8,589	12,702
M88	3,884	9,303	10,986	12,685
717	4,373	8,969	9,064	12,556

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Base changes by Captain, First Officer and total.

Base	Captain			First Officer			Total		
	Out	In	Net	Out	In	Net	Out	In	Net
ATL	11	30	19	26	66	40	37	96	59
CVG	1	0	-1	2	0	-2	3	0	-3
DTW	17	8	-9	10	17	7	27	25	-2
LAX	6	9	3	5	29	24	11	38	27
MSP	5	2	-3	2	2	0	7	4	-3
NYC	15	10	-5	98	24	-74	113	34	-79
SEA	7	3	-4	17	4	-13	24	7	-17
SLC	4	4	0	4	22	18	8	26	18

The two tables below give First Officer to Captain awards on the same equipment and Captains who bid and were awarded F/O.

Eqp	Nbr F/O to Captain
777	2
7ER	10
M88	7
717	1

New Eqp	Nbr Captain to F/O
777	1
330	1
7ER	1
717	1

## **THE NEXT AE AND 744 DISPLACEMENTS**

The April AE positioned us through the end of summer and with the drop off in block hours from August to September, we don't see any large staffing adjustments needed over the upcoming months. We will continue to add to the 73N and 717 to keep up with aircraft deliveries.

The next AE bid will likely be in late July or early August and is planned to include 744 displacements. In late May we received our initial look at the first quarter of 2016 and we are currently analyzing the number of 744 pilots that will need to be displaced. We expect an updated 2016 look in late June and will base the 744 displacements on that information.

Our strategy is to post a surplus bid with the majority of the 744 displacements on one bid. A smaller 744 displacement bid may follow if additional displacements are needed. A bid posted in August would have all conversions complete by March 2, 2016.

With age 65 retirements rapidly increasing, the theme of Crew Resources for many years to come will be training. Our goal is to minimize the potential cascading training impact from the 744 displacements by offering offsetting positions on the 777, 765, and 330 to reduce any second or third level displacements. Additional narrowbody Captain positions will be posted as potential opportunities for 744 F/Os who desire to upgrade to Captain. While many 744 F/Os we talk to state they will remain on an international widebody aircraft, we have seen nine 744 F/Os move to narrowbody Captain on the last three AEs.

The 777 has 59 Captains turning 64 or 65 between now and September 2016, the 330 has 37 and the 765 has 33 (129 for the three). In 2015 we will receive four 330 aircraft and four more in 2016. The 350 deliveries start in 2017 and we will begin training 350 pilots in 2016. Combined, the need for widebody pilots in 2016 and 2017 will be greater than the number of 744 pilots we will displace.

The final decision to fly the 330 and 350 as a joint category, or as separate categories, has not yet been made. However, we do know the transition from the 330 to 350 will be a shortened training footprint so we will

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concentrate any short term pilot surpluses we have from the 744 displacements to the 330 to better position us to quickly staff up the 350 once the 350 training begins.

Many pilots have asked if the 744 will live on past 2017 as we saw with the DC9. There have been no indications from Network of a 744 extension and, with the large number of new widebody aircraft coming online in the coming years, we do not anticipate an extension. However, fleet plans can and do change very quickly and we will provide any updates here.

In next month's Crew Resources update, we will have a clearer plan of the next AE and we will provide additional information.

## **A LOOK AHEAD AT ROTATION CONSTRUCTION**

In May, Crew Resources met with members of the Rotation Construction Committee (RCC) in ATL to discuss future flying and pilot staffing. Several topics were discussed. Here are some highlights from the meeting.

**Sims, Hiring and Training:** Age 65 and pilot training and hiring are a primary focus for Delta. All Flight Operations departments are engaged in these topics. This includes acquiring additional onsite sims as well as securing offsite sim availability. Delta is looking at the possibility of building additional sim bays on campus or purchasing space in the ATL area. The age 65 attrition Delta will experience will also be seen by American, United, UPS and FedEx resulting in limited and costly offsite availability. The regional carriers will see large pilot turnover as the mainline carriers draw from the limited regional pool.

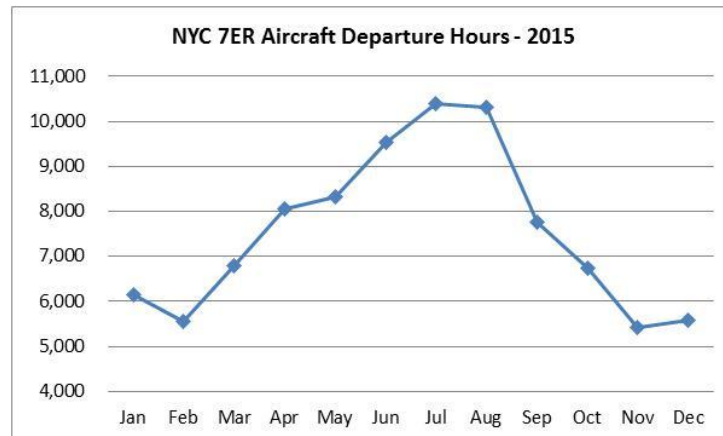
As many of us have read, corporate communications has relayed the message of a slowdown in international flying for the fourth quarter and an increase in domestic demand. Most notably, the 73N and 7ER have seen a larger than anticipated increase in block hours to capture revenue this summer resulting in needed reductions in credit and changes in trip mix. In response, two new 73N sims have been purchased and will be operational in June and July; the 7ER fleet will temporarily go offsite for some training to increase our pilot count on those two fleets.

In 2015 we have been able to train over 100 new hire pilots in a month. This requires close coordination by all areas of Flight Ops. The average footprint of a new hire, from the first day at Delta to OE completion, is averaging 78 days. The footprint for 7ER new hires is slightly longer due to the TOE requirement. The new hire classes for the remainder of 2015 will be smaller than recent months as we enter the non-peak months of September through February.

**Trip Length:** We understand that reductions to pre-month credit, by increasing trip length, do not always translate into post-month savings. We are currently analyzing the pre-month and post-month cost of each leg by trip length to determine the true cost of operating a leg. Once our analysis is complete we will work towards a trip length distribution that delivers the most efficient cost while incorporating the RCC trip length requests.

**Deadheading:** It is often raised to the RCC that bid packages have crews deadheading all around the system; thus, increasing credit that could otherwise be used to enhance rotations. If Delta flew a set schedule that did not change from day-to-day or month-to-month, we could easily staff each category with the correct number of pilots and greatly reduce the number of deadheads. However, the schedule we fly contains a large amount of variability, especially seasonal variability. The classic example is NYC 7ER. In 2015 the peak month for NYC 7ER aircraft departure hours is July. The hours in July are almost double the low point of November. The graph on the next page displays the NYC 7ER departure block hours by month.

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In order to reduce deadheads to and from NYC on the 7ER, we would have to cut the NYC 7ER pilot count in half between July and November and then double the pilot count again for the following July. While the ALV does allow us to flex up and down by adjusting the required pilot staffing value, it cannot account for the full difference in seasonal flying. Displacing pilots from NYC each year would create needless training and disrupt pilot quality of life. The seasonal swing in ATL 7ER aircraft departures has much less variance and we will deadhead pilots from ATL to NYC during the summer and NYC pilots to ATL during the non-peak months.

A second cause of deadheads is aircraft departures from a location that does not contain a pilot base for that equipment. The current example of this situation is 777 departures from LAX. We deadhead 777 crews to and from LAX in order to cover the LAX departures. We were very close to opening an LAX-777 later this year, but Network informed us the 777 departures from LAX would cease in 2017 when the 350 arrives.

Opening the LAX 777 categories would have created training events as non 777 pilots bid to the new LAX categories. However, the training costs would be offset by the reduction in deadheads and credit *if* the LAX categories would remain open for at least three years. Since we know the LAX 777 flying will be gone by the end of 2017, the payback period is not long enough to justify opening the categories. Additionally, the training generated by displacing and closing LAX 777 would further add to the demand of an already full training school.

## **TRAINING BYPASS**

In the coming years, age 65 retirements will quickly increase. The peak for Delta is 2022 when over 850 current Delta pilots will turn age 65. On the April AE, we had several pilots elect to accept a training bypass. **PWA Section 22 E. 14.** contains specific information regarding a training bypass. In basic terms, when a pilot is within three years of age 65, the company and pilot can mutually agree to bypass training from an AE award and the pilot will be paid to the awarded category but will not train. The awarded pay will start based on when the pilot would have converted to the award equipment (**PWA Section 22 E. 14. a.**).

A pilot can elect to be bypassed when placing a bid in iCrew by selecting "TR BY." If during the award process the pilot has selected to be bypassed and the Company elects to bypass the pilot, an additional award will be granted for the posted opening. For example, if five ATL-777 Captain openings are posted on the AE and two of the most senior pilots bidding the ATL-777 Captain position are eligible and receive a training bypass, there will be seven ATL-777 Captain awards (five for the AE posting and two for the bypassed pilots).

When a pilot is within one year of age 65, the Company can exercise its discretion to bypass without pilot consent (**PWA Section 22 E. 14. b.**).

As mentioned before, the theme of Crew Resources for many years will be training. We will selectively exercise the ability to grant training bypasses in order to best utilize our training resources. Each training

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bypass request will be a case-by-case evaluation based on staffing demands and all pilots receiving an AE award should expect the possibility of training.

## **M88 AND 717 SAME SHIP TURNS IN ATL**

Over the past several years, there has been an increased focus on letting data steer our operational decisions. It has been shown that when a pilot remains with the aircraft during a turn in ATL, the success of D0 is higher. The challenge has always been managing the operation so that last-minute ship changes do not break apart scheduled same ship crew turns. Ship changes due to unplanned maintenance, weather, equipment capability (life jackets needed on overwater route) or gate holdouts are a large driver of the last minute ship swaps.

For June and July, M88 and 717 pilots should notice an increase in same ship ATL turns. For June, the M88 scheduled same ship turns in ATL were increased to 59% from a historical range of 20%-30%. The 717 ATL scheduled same ship turns were increased to 77% from a typical range of 40% to 50%. The OCC and Tech Ops will place a focus on the turns and the June performance will be closely measured. If the program is successful, the increase in scheduled same ship turns will be rolled out to other fleets and locations.

## **SENIORITY ON RESERVE**

The Reserve Assignment Weighting (RAW) value ranges for the July 2015 bid period remain unchanged from the past bid periods.

Equipment	# Of Buckets	Bucket 1 RAW Value	Bucket 2 RAW Value	Bucket 3 RAW Value	Bucket 4 RAW Value
M88, 320, 737, 7ER, 717	4	0-80	81-129	130-162	163 or more
330, 765, 777, 747	3	0-80	81-161	162 or more	

## **PBS BIDDING GUIDE**

PBS Notepad 15-01 has been released. It can be found in the PBS Resource Library on the Crew Resources and Scheduling Page as well as in the Document Library on the Delta MEC Website. This PBS Notepad will update some software enhancements that will be activated for the July 2015 bid period. In addition, you will find discussions of some hot button topics and reviews of other areas of importance for bidding by the Delta Air Lines pilots to include retiring pilot bidding, monthly bidding parameters, CQ bidding, Line Adjustment, Vacation Slide, and Shuffling.

- The PBS Desktop Application (DA) will have to be updated with the release of this software. For this update of the PBS DA, you will be required to acquire a full new version from the link found on the PBS Web UI. Although it is not required, you may want to consider a full UNINSTALL for the existing version of the DA. An explanation of the steps required can be found in PBS Notepad 15-01.
- Additional reminders concerning settings for firewall and anti-virus software may be found in the PBS Notepad as well as in the current version of the PBS Gouge.

An updated version of the PBS CQ Bidding Guide (v15-01) has also been released. It can be found in the same locations as PBS Notepad 15-01.

## **SCHEDULED PILOT BLOCK HOURS**

For the July 2015 bid period, mainline scheduled pilot block hours at a system level are up 12.1% compared to July 2013 and up 7.1% compared to July 2014.

Scheduled domestic category pilot block hours are up 29.5% compared to July 2013 and up 15.7% compared to July 2014. International category pilot block hours are down 1.3% compared to July 2013 and up 0.7% compared to July 2014.

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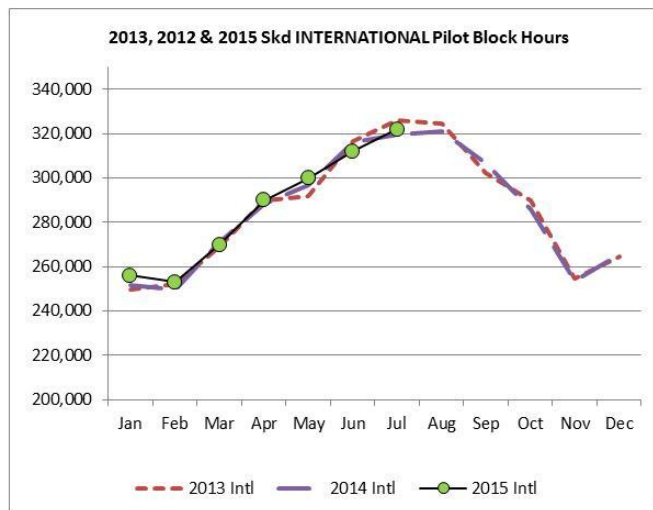
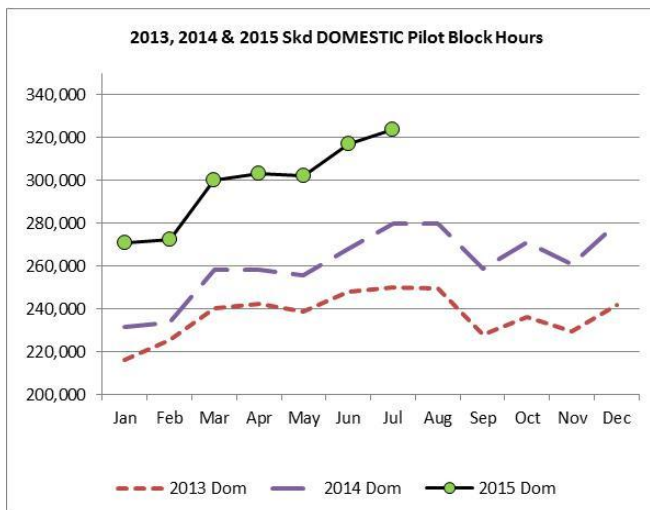
Year-to-date pilot block hours for the first seven months of 2015 are up 11.9% compared to 2013 and up 8.3% compared to 2014. The domestic and international graphs below are set to the same scale for easy comparison.

Year over Year Mainline Comparison	Jan	Feb	Mar	Apr	May	Jun	Jul
<b>System 2015 vs. 2013</b>	13.1%	10.0%	11.9%	11.5%	13.4%	11.4%	12.1%
<b>System 2015 vs. 2014</b>	9.1%	8.8%	7.8%	8.5%	8.9%	7.7%	7.7%

<b>Domestic 2015 vs. 2013</b>	25.2%	20.7%	24.9%	25.1%	26.6%	27.9%	29.5%
<b>Domestic 2015 vs. 2014</b>	16.9%	16.7%	16.3%	17.3%	18.0%	18.4%	15.7%

<b>Intl 2015 vs. 2013</b>	2.6%	0.4%	0.3%	0.1%	2.7%	-1.5%	-1.3%
<b>Intl 2015 vs. 2014</b>	1.8%	1.4%	-0.3%	0.7%	1.0%	-1.3%	0.7%

YTD Mainline Running Total	Jan	Feb	Mar	Apr	May	Jun	Jul
<b>2015 vs. 2013</b>	13.1%	11.5%	11.7%	11.6%	12.0%	11.9%	11.9%
<b>2015 vs. 2014</b>	9.1%	8.9%	8.5%	8.5%	8.6%	8.4%	8.3%



## REPLY TO ALL

This section is used to post questions Crew Resources and Scheduling receives along with our answers. This section also contains questions from the latest round of base visits. If you would like to send us a comment or question, please write to: [CrewResourcesNewsletter@delta.com](mailto:CrewResourcesNewsletter@delta.com).

### **320 Openings on Future AE - "When do you think the next AE will be for small Airbus FOs?"**

The 320 is correctly staffed to fly the 2015 schedule. With the 321 deliveries beginning in 2016 at a rapid rate, we will likely begin adding 320 pilots for the deliveries near the end of 2015. Look for 320 openings on an AE posted in the October to December time period with the initial openings posted in ATL. The 321 aircraft will be flown in the 320 category along with the 319 and 320.

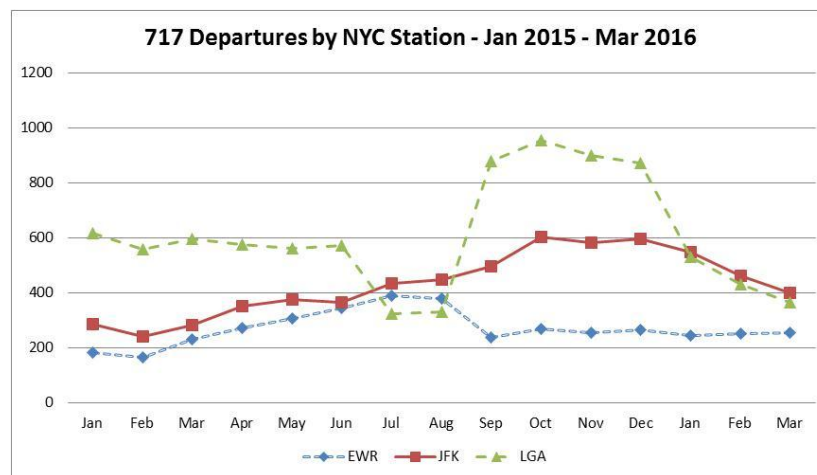


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***717 – “What is with all of the double ended Non-Commutable EWR 717 time in NY? It has been proven that this base is mostly commuters and I have done my due diligence by getting a crash pad close to LGA, but these trips add an undue burden for transportation costs and logistics. There is a lot of time being poured into that category into EWR, which is a problem, but to put icing on the cake, they are non-commutable on both ends and makes for a terrible trip mix when looking at the whole bid package. Our category needs a break from this.”***

We are very aware a large percentage of NYC based pilots are commuters who value the commutable trips. We work closely with the Rotation Construction Committee (RCC), and commutability is one of the top requests for NYC. When staffing allows, we attempt to include commutable trips in NYC. However, with the introduction of 5:15 ADG, it is very difficult to build a rotation that is both low credit time and commutable. A commutable trip has a late report and early release and that makes it challenging to fit in at least 5:15 of block time into the first and last day. The reduction of commutable trips you have seen corresponds to the increase in ADG.

The chart below shows the number of 717 departures by month and NYC location for January 2015 through March 2016. The number of departures from EWR will peak in July and August and then drop off in September. LGA will see a large uptick in September. As always this plan could change but it gives an idea of the current and future NYC 717 situation. The number of Network departures from a station does not directly correlate to the number of rotation or duty reports from a station. The time of day and frequency of departures will also contribute to the distribution of rotation reports.



***717 LAX – “In the next newsletter, please comment on the expected percentage of commutable trips for LAX 717 going forward.”***

The number of LAX-717 commutable trips is very difficult to predict. The 717 is one of the most dynamic fleets we have when it comes to future planning. We have seen flying added to the 717 at the last minute and that has changed the plan immediately prior to bid package publication. Until the 717 aircraft are all delivered (early 2016) and the fleet reaches a more steady state operation, the distribution of trip length and commutability will vary widely from month-to-month. We will continue to communicate the most recent information we have in the bid package previews and Crew Resources monthly updates.

***73N April AE Backfills – “On the last AE, the SEA 73N F/O category posted 15 vacancies. However, on the award - there were only 6 awarded, and an additional (I counted) 16 F/Os who bid out. My question is: What is the reason for the lack of filling the vacancies, and additionally not backfilling those who bid out?”***

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With the exception of CVG-73N, we allowed backfills in all 73N categories. The 73N First Officer positions went unfilled because there were no eligible pilots bidding for them. The unfilled openings will be assigned to new hire pilots over the coming months. The number of unfilled 73N F/O positions from the April AE award were: ATL 45, DTW 8, LAX 23, NYC 60, SEA 26 and SLC 7.

***744 – “Two questions regarding the future 744: 1) Starting in Nov 2015, what routes does the company see the 747 flying? As of now Travelnet shows the 747 flying DTW-ICN, DTW -NRT (only a few days a week) and NRT-MNL. I assume I’m missing something. 2) In Travelnet it does show the 777 flying DTW-PVG starting in Nov 2015, so I guess some 777 flying will return to DTW. Might there be some 777 awards in DTW?”***

- 1) The forecast shows DTW-ICN, DTW-NRT, HNL-NRT, MNL-NRT on the 744 for the fourth quarter
- 2) DTW-PVG is planned on the 777 as well starting in late October. Yes, when we do displace, we foresee some DTW-777 awards.

***777 – “I’m sure you have good reasons to increase the trip lengths of the 777s as you mentioned in your newsletter. But as far as quality of life goes, 10 days sucks. There’s no other way to say it. We have family & friends & lives & 10 day trips are bad for all of that. On top of that, when you throw 10 day trips into the monthly bidding pot, it makes it very difficult to fill in other trips to balance out the month. I’ve been writing you for over 5 years now & apparently it still isn’t haven’t any affect. In my 36 years with Delta, I’m extremely saddened & disappointed in the direction this is headed. Please stop scheduling trips like this! Thank-you.”***

Thank you for the feedback. As you are aware, there are currently no 777 departures from DTW and this makes it very difficult to build shorter trips on the 777. In July, there are 10 international departures on the 777 from the States. Of the 10, only three are from a 777 pilot base (ATL-DXB/JNB/NRT) and the remaining seven require deadheads to position the crews.

Additionally in July, we are flying NRT-BKK/PVG/SIN which also creates the need for longer trips. The only option we have on the 777 to create shorter trips is to significantly increase our deadheads. This reduces the number of seats we can sell during our peak flying season and greatly increases our credit. With the majority of flights requiring four pilots, the number of seats taken by deadheads quickly adds up. The longer trips reduce the deadheads and credit on the 777.

The latest forecast shows DTW-PVG returning to the 777 in late October. This will allow us some ability to build shorter trips. However, with continued 777 departures from locations other than ATL or DTW, 777 pilots should expect the longer trips to continue.

***7ER MSP – “I’m an 88 Captain in MSP, thinking of bidding the 7ER in MSP. The newsletter stated that 7ER block hours will decrease in the Fall, and I thought I read somewhere about a decrease in MSP 7ER block hours. The last thing I would want to do is to bid the ER, only to be displaced a short time later. Do you have any info on what might happen with the MSP ER A category in the future?”***

At this time, we do not have plans to displace from MSP-7ER, or from any 7ER category. However, as we enter the winter season, there will be a decrease in 7ER hours, especially in DTW and MSP, and we will most likely not backfill as DTW and MSP 7ER Captains and First Officers bid out of the categories on future AEs. Over the long run, the MSP-7ER and DTW-7ER categories will decrease in size to better align the pilot count in those categories with the aircraft denature hours from each base.



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**7ER LAX** – *“I noticed a fair number of AE openings for the LAX 7ER B went unfilled for the last 2 AE bids. Do you anticipate these being filled with new-hires, and if so, when?”*

LAX-7ER-B is a possibility, right now our focus is on DTW-7ER-B and NYC-7ER-B in order to balance the Captain and First Officer staffing in those bases. LAX may see a small number in the future, but it is not a high priority location compared to the other bases.

**CQ Bidding** – *“Why does it seem so difficult to find the timeline, which is rather tight, for bidding anywhere on the web site?”*

The CQ timeline is on page two of the monthly rotation bid packages, but it is not included in on the CQ Bid & Award Info page. Based on your feedback, we will add the timeline to the CQ Bid & Award Info page of DeltaNet.

**Russian Visa** – *“Delta has announced the suspension of seasonal service to Moscow and it appears that no direct flights from JFK occur after the last week of September. So do NYC 7ER pilots still need to maintain a Russian Visa?”*

Yes, NYC-7ER and NYC-765 pilots will be required to maintain a Russian Visa. SVO service is scheduled to begin again in March 2016.

## FLEET UPDATES

In this section, the Crew Planner for each fleet gives updates of the latest happenings to their equipment. The name and email address of each Crew Planner is included so pilots can contact the Planner directly if they have any questions or comments.

### **WELCOME TO TODD NEWSOME**

Todd Newsome recently joined Crew Planning, and will be the planner for the 717 fleet. Todd takes over for Mike Williams who moved to Flying Operations. Todd has been with Delta for almost 16 years, and 14 of those were in IFS as a Scheduler, Scheduler Trainer, IFS Automation, and Planner. Todd graduated from UGA and is a lifelong Georgia Bulldog fan. Todd has three teenage children; two boys and one girl. Todd is a welcome addition to our team.

### **A319/A320**

**Mike Robinson** – [Mike.N.Robinson@Delta.com](mailto:Mike.N.Robinson@Delta.com)

New Sat only service: ATL-BDA, ATL-CUN, ATL-LIR, ATL-SJD, BOS-BDA, LGA-BZN  
Service terminates: ATL-ANU, CVG-PUJ, DTW-BGR, DTW-MBJ, DTW-MEX, MSP-BZN, SLC-FCA

July staffing is good will be very similar to June.

RCC incorporated requests: SLC increase in one and two day trips and decrease in five-days due to pilot feedback. NYC reduction in the number of EWR reports due to pilot feedback.

### **A330**

**Joe Thompson** – [Joe.Thompson@Delta.com](mailto:Joe.Thompson@Delta.com)

The July 330 fleet outlook is similar to June. There is one new destination ATL-CDG on July 1, from the 777. Trip mix will see more three day trips and fewer ultra-long trips.

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Staffing for July is slightly tighter than June.

RCC incorporated requests and notes: DTW modest decrease in the number of ultra-long trips due to pilot feedback.

## **B717**

**Todd Newsome** – [Todd.Newsome@Delta.com](mailto:Todd.Newsome@Delta.com)

In July, the 717 will be flying to LAS, PDX, SFO, and SMF again out of LAX. The trip mix in LAX will be consistent with June but with an overall increase in the amount of trips. For July, there will be two ATL rotations flying the LAX routes and two DTW rotations flying the LAX routes.

The trip mix for July in ATL is consistent with the June bid period. The trip mix for July in NYC is an overall increase in the amount of trips with less one-day trips. The trip mix for July in DTW will see less one-day trips and approximately the same amount of multi day trips as June.

July staffing will be slightly better than June as we add Captains from the latest AEs. Captain staffing remains tight and we will continue to add Captains on future AEs.

RCC incorporated requests and notes: NYC increase in the number of commutable trips, however due to meeting staffing obligations the number of EWR reports were increased to reduce credit.

## **B737**

**Parvez Shaikh** – [Parvez.Shaikh@Delta.com](mailto:Parvez.Shaikh@Delta.com)

Due to limited staffing and higher block times we will see a system wide increase in three and four day trips.

ATL and DTW will see an increase in +30hr layovers and SLC will see a decrease in +30hr layovers. All other bases will stay stagnant.

Eight hour plus turns will be similar to June for ATL and NYC, while CVG and DTW will see some +8hr turns due to Saturday only service from CVG-PUJ and DTW-MBJ.

### **Returning or Discontinued Service**

Sat only service from LAX-MZT ends July 4

Sat only service from DTW-CUN goes from two departures to one departure

Sat only service from ATL-AUA begins July 4

Sat only service from CVG-PUJ begins July 4

Sat only service from DTW-MBJ begins July 4

July staffing will be slightly better than June as pilots were added to fleet over the past 30 days. First Officer staffing continues to be tight. Two new 73N sims enter service this summer to assist with training and staffing.

RCC incorporated requests and notes: No notable changes.

## **B744**

**Mark Franklin** – [Mark.Franklin@delta.com](mailto:Mark.Franklin@delta.com)

The trip length for the month of July will vary from 3 days to no greater than 12. There are no new destinations for July.

Staffing on the 744 is good.

RCC incorporated requests and notes: No notable changes.

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## B765

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**Mike Robinson** – [Mike.N.Robinson@Delta.com](mailto:Mike.N.Robinson@Delta.com)

New service (mid-month) from 7ER: ATL-CDG  
Equipment change to 330 (end of month): SEA-AMS  
The following NYC rotations are not augmented: A615, A618, A627, A631, A712, A713, A715, A716, A717

Staffing in July will be almost identical to June.

RCC incorporated requests and notes: No notable changes.

## B777

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**Joe Thompson** – [Joe.Thompson@Delta.com](mailto:Joe.Thompson@Delta.com)

The 777 will see LAX-PVG start July 9.  
NRT-PVG will start on July 10 and NRT-BKK will start July 1 both from the 7ER.  
NRT-TPE will go to the 7ER and ATL-CDG will go to the 330 July 1.  
DTW will have eight SYD rotations.

Staffing in July will be almost identical to June.

RCC incorporated requests and notes: Maximum trip length was reduced from 10-days in June to 8-days in July due to pilot feedback. ATL no 3-day trips due to Network Management moving the ATL-CDG segment to another fleet.

## B767ER

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**Darron Jones** – [Darron.L.Jones@Delta.com](mailto:Darron.L.Jones@Delta.com)

### ATL

For the July bid period, ATL will see an increase in 3 day trips.  
Four Man International Rotations: LOS (R642, R643)

Trip Mix will resemble June, with the exception of no long range rotations.

### DTW

CDG: Long range service thru CVG will discontinue, the CVG-CDG legs will be incorporated into other bases to help reduce credit during the peak flying months.

Five day trips will increase. No long range trips.

### LAX

HND: LAX will fly approximately 60 percent.  
OGG: LAX will fly approximately 40 percent.  
LIH: LAX will fly approximately 100 percent.  
KOA: LAX will fly approximately 100 percent.  
SNA: Reports continue.

Four Man International Rotations: HND (P737, P738, P739, P740, P741)

The July trip mix for LAX will be comparable to June.

# Crew Resources Monthly Update for the July 2015 Bid Period

## MSP

For the July bid period MSP will see an increase in four-day trips and the number of nine-day and greater trips will be decreased.

## NYC

For the July bid period trip mix will resemble June.

Two Man International Rotations: DUB (B591, B592, B593), SNN (B602, B605, B606), KEF (B601)

## SEA

There will be an increase in three and four day trips and a decrease in nine day and greater trips.

## SLC

For the July big period, three days will increase and five days trips will decrease.

Other trip mix will be comparable to June.

Staffing on the 7ER for July will be very tight, with the First Officer position the tightest. New hires will continue to train on the 7ER through the summer.

RCC incorporated requests notes: DTW and MSP will see a reduction in the number of ultra-long trips. While this is not desired by pilots it was needed in order to meet 7ER contractual staffing for July.

## **M88/M90**

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**Bridgette Long** – [Bridgette.Long@Delta.com](mailto:Bridgette.Long@Delta.com)

Service begins early July:	ATL-CHA, DTW-JAX, JFK-NAS and MSP-BZN
Service begins early July Sat. only:	CVG-CUN, MCO-CUN
Service begins mid-July Sat. only:	ATL-PHX
Service ends early July:	ATL-ABQ
Service changes to 320 early July:	DTW-TVC
Equip changes to 73N early July:	MSP-FAR

Staffing on the M88 is good for July and will be better on the First Officer side than on the Captain side.

RCC incorporated requests and notes: MSP significant increase in the number of shorter trips due to the seasonality of service.

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If you have topics or questions for future issues please write to: [CrewResourcesNewsletter@delta.com](mailto:CrewResourcesNewsletter@delta.com).

Thank you for reading,  
Andy Hummel – General Manager - Pilot Crew Resources



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