THE SCIENCE OF PILOT FATIGUE MITIGATION

AS THE COMPANY THAT FLIES AT NIGHT, WE MAKE SURE TO GET SLEEP RIGHT

• We share the FAA new rules intent to protect pilot and public safety.
• The reality is one size doesn’t fit all when it comes to air travel safety.
• Different industries need different approaches to achieve maximum safety.

FEDEX OPERATIONS ALREADY DIFFER SUBSTANTIALLY FROM A PASSENGER AIRLINE WHEN IT COMES TO REST FOR OUR PILOTS

1. OUR PILOTS
   - Fly fewer hours than commercial pilots: 32 vs 58 flight hours per month
   - Have longer average layovers between flights: 17% longer domestic, 38% longer international
   - Have more rest opportunities during working periods than passenger carriers with highly advanced on-site sleep facilities.

2. FEDEX LEVERAGES THE BEST SCIENCE & real-world experience AVAILABLE TO ENSURE PILOT REST

3. WE WORK WITH OUR PILOTS TO PROVIDE AN INDUSTRY LEADING FATIGUE MITIGATION PROGRAM (3 LAYERS OF PILOT REVIEW)
   - Monthly Schedule Improvement Group
   - Fatigue Management Working Group
   - Fatigue Event Review Committee

REASONS WHY PASSENGER RULES WOULD MAKE AIR CARGO OPERATIONS LESS SAFE, NOT MORE SAFE

1. New FAA guidelines would require them to experience four or more first nights/month.
   - It limits consecutive days to just 3, which forces more individual trips per month.
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2. Many pilots now start new trips twice a month, flying five consecutive days in a row.
   - New passenger guidelines don’t include many of our sleep protections.
   - They eliminate operational flexibility essential to our business.
   - Forces them to fly according to a set of rules developed for distinct conditions in a different industry.

ONE SIZE DOES NOT FIT ALL