

FedEx compensation issue misses fine points

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Germantown

“Holding Pattern,” on your Sept. 24 front page, blindly reported every crew member “salary” number offered by a FedEx corporate communications hack without the first bit of fact checking on your part.

There is a world of difference between “salary” and “total compensation.” Please tell us what was included in the FedEx figures. Do these reported numbers include any scheduled days off worked at the company’s request? Compensation for crew members who canceled their vacations and worked extra days for the company? Oh, you didn’t ask those questions?

I consider myself as loyal and dedicated to the success of FedEx as anyone. It has been my pleasure for 30 years and 10 months to work alongside the world’s best aircraft maintenance technicians, ramp agents, loading crews and other work groups that have kept my backside safe every time I have entered a FedEx airplane.

We all relish the opportunity to work smarter and quicker each day or night. The flight crews at FedEx Express literally work tens of thousand of extra days a year — at the company’s request — to keep the freight moving, then their employer wants to throw this in their face and publicly complain about their income.

If the flight crews and every other work group mentioned did not all work extra days on an ongoing basis to keep the business absolutely, positively overnight, “The World on Time” on the side of every purple and white airplane would have to be changed to read “The World In A Couple of Days.”

Go to the Summary Compensation Table, page 37, of the 2014 Annual Meeting of Stockholders stock proxy and report what is on that table.

I’ll defend every nickel every FedEx crew member makes to anyone, inside or outside FedEx. The reputation of the entire company was made with those airplanes, the men and women who operate them, and all the associated work groups at FedEx.

To see FedEx always take the low road is always disappointing, but totally expected.

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