

## Calling 30 West



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This month's article is for all of you who are out there at "30 West" at 1 o'clock in the morning on the way to Europe. Specifically, those of you in the right seat or are IROs who are reading this as you are getting ready to "coast in" are probably contemplating several things right now: Where to get dinner in Paris, how to get three landings in the next 90 days, and when to move on up to the left seat of a Group Two or Group Three airplane. If you're ready to make the move on up from International, then the Training Committee has got some tips for you!

Those of us who have been on International know that this is just about the coolest way there is to make a living. The trips are great. The cities are great. The crews are great. What's not to like? Nothing . . . that is, until you transition back to the land of domestic flying.

As challenging as it is, International flying doesn't offer much in the way of preparation for the transition back to the land of seven legs a day. This is especially true if you have been a Reserve struggling to get trips, or have been fortunate enough to get a lot of your trips bought. As you all know, flying is not like riding a bike. The only way to do this job well is to do this job often. Repetition breeds proficiency!

This is all pretty obvious. You all know how this stuff works. So what's the point?

The point is this: As you know, the Training Department shares all information on "sub sat" check rides with the Training Committee. We track this information to see if we can be of assistance to the individual pilot. We also look

for "common threads" that we can pass on to help get you through your training. (Recall the article on non-precision approaches that ran a few months back.) Hence, this month's article. We've seen some pilots have difficulty transitioning out of International and into domestic operations. It hasn't been anything drastic, yet. It's simply a matter of getting the brain ready for multiple approaches per day, instead of multiple approaches per month. So far, everyone's getting through with a little extra training time. But what can you do to help yourself through?

The first step is to fly as many trips as you legally can. The FOM states that probationary pilots shall fly two trips per month. While nothing is there for the more senior set, this is good guidance to use when preparing to upgrade. Give your Chief Pilot a call to see if he can help get you some flying time. If you can't get a whole lot of flying before starting sim training, be sure to tell your sim instructor. The two of you may be able to do some things during the course of your training to help mitigate your lack of repetitions. But whether you're flying a lot or not, a good look at Section 18 of the Pilot's Handbook is a must! And give us a buzz on the Committee if we can help.

### Initial training pay

With so many of you in initial training, the question of pay for initial training comes up often. On its face, the answer is simple: either 2:50 per day or trips missed. Simple, right? Well, not quite. Prior to beginning initial training, each one of you should sit down and calcu-

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late which formula works best for you. If you start training on the first of the month, your choice is easy: take the 2:50 per day. Why? Because 2:50 multiplied by 30 days/month equals 85 hours. Go ahead and do the math yourself. I’ll wait.

You’re back? Good. Now, what do you do if you’re starting somewhere in the middle of the month? Good question. Here is where some more math comes in. Did you fly prior to training? What is your line of time worth? You must make a decision that is best for you. And this is an important decision. Once you choose a method of payment, that method must continue unchanged until the beginning of your IOE. So sit down with a pencil and paper and do the math to determine which method will pay you the best. The Contract Hotline can help you with any questions you may have.

Finally, those of you attending training at third party locations should take a look at Section 11(E)2 of the Contract. This section allows you to convert the days you spend away from domicile into extra vacation days. This provision includes days off that you had to spend at your training location, and days off that you spent in travel to and from training. So once again, get your pencil, do the math, and get what you’ve earned!

### **Must rides (REDUX)**

Doug Mowery, Mike Berryman, and the Grievance guys recently won an important item for those of you who commute. As you know,

must rides for recurrent training were only available if you were required to travel for training. For example, if your training was in CLT and your base was PHL, you were afforded must ride transportation to and from your training. This training was for travel between PHL and CLT and if you happened to live somewhere other than PHL (good move!), then the Company gave you a must-ride ticket from your home. The thinking was that since the Company had to provide you a seat, it didn’t matter from which city the Company had to give you the seat. Until now.

Doug’s crew got the Company to see the benefit in providing you a seat to training if your training is in PIT (or CLT), your base is PIT (or CLT), and you live somewhere else. This enables you to get to and from training, even if you commute. No extra pay will be generated. However, the Company will have fewer unused simulator sessions, and you will be able to get back and forth from training.

Getting this contractual right for the check pilots in Section 10 helped some here. But make no mistake—this is not a “peanut butter jar.” This is new ground that Doug and his crew earned for you. And one that will benefit the Company too. It’s a “win-win.” And that’s not a bad way to operate.

***See you in school!***

