

## *Read This from a Seated Position*



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**O**K, everybody, before you read any further into this article, it's important that you do so from a seated position. The information you are about to receive is shocking enough to knock you right off of your feet. So if everybody is seated and ready, I'll share the shocking news.

Ready? Here goes.

RTBS was ready for August bidding!

I thought that'd shake you up. But it's true. Full-function RTBS (Recurrent Training Bidding System) was available for you in August for September recurrent simulator and ground school training. This means that the "how-to" training document that has been published in the trip pairings for the last three months is now the one to use. Just follow these instructions when using Option 53 in CATCREW for RTBS bidding.

Here are some tips to help you when you use RTBS. RTBS is patterned after SAP and is designed to look as much like SAP as possible. Keep this in mind when using RTBS. In addition, RTBS bids are entered in "units" with each page of RTBS bids constituting one "unit." This next part is important. RTBS views all bids entered within a unit as having equal value. That means that once RTBS finds a legal bid within a unit, it won't process any other bids within that particular unit. What this means in English is that if there is a choice you really, really want to have above any other choice, you should

make that penultimate choice the only one you place in your first unit. This way you can be certain that RTBS will attempt to satisfy that choice before going on to any other bid.

If you are in your "grace" month, you must utilize a different set of procedures to protect days from training assignments. Under the Contract in Section 11(H)6a, pilots in their grace month will be assigned to their training. Since your training will be assigned, the RTBS system will not accept bids from you if you're in your grace month. We're working on improving this. But until that happens, grace month pilots must call Simulator Scheduling and Pilot Records for recurrent ground school, to protect days from training assignments. This is just like the "old way" of training scheduling.

A note of caution for you grace month pilots: Since the Contract provides the Company with maximum power to schedule your training as they see fit, you have to be ready to be flexible when you call to protect your days off during your grace month. Don't expect to be able to block off three out of the four weeks of the grace month. Pick a day or two to protect from training. Call on the 800-USA-PILOT number and follow the prompts to your airplane, and let your scheduler know the day or days you want to protect.

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each month and are listed in CATCREW for your viewing. Just remember this. Training awards must be picked up the same way as your monthly block/reserve line awards. If you are in your base quarter for training, you should check CATCREW or the Voice Response System (VRS) on the 26<sup>th</sup> of each month of the base quarter until you are given a training assignment.

I am relieved that RTBS is finally up and running for full pilot use. Call us on the Training Committee or the Hotline if you have any questions on its use.

### **Revisions revisited (annat)**

Here's this month's briefing on what is tripping up pilots on checkrides from the files of the Training Committee. Store this info and don't repeat these yourself!

For you Captains, remember that you will be quizzed on the walkaround video in your pre-

briefing prior to going into the sim. Be sure that you know your way around the outside of your airplane and can recognize the big silver pieces bolted to the exterior of your airplane. Telling your sim instructor that “I don't do walkarounds” won't curry any favor with him! So pick a sunny day and let your copilot sit one out. Then take a stroll in the sun around the outside of your office before you head for the sim building.

Revisions reared their ugly head last month, and in a big way too. Several pilots came to in for simulator training and checks with their pubs *months* out of date. This also is no way to curry your instructor's favor. So take some time before you head to the box and update your books.

If you want to see what the current revision number is for your airplane, use CATCREW Option 29 and access the bulletin boards. Tab down to the item titled, “PILOT.MANREVS.” Type the letter “S” next to “PILOT.MANREVS” and “ENTER” to view choices for the latest in manual revisions. Or you can check with the Publications folks in your base. But be sure to come to sim with your pubs up to date!

Thanks for the feedback on last month's article on our management's handling of training issues. (Speaking of our management, did you read the reviews of their performances on Capitol Hill last month? Wow, I haven't seen a performance panned like that since Sofia Coppola took one in the chest at the end of Godfather Part III . . . *Dad!!!*). Whenever you see shortcomings in training, call us on the Training Committee or drop us a line. Maybe if we shed enough light on these issues in this column, we can spur some action. But let us know what you see, and we'll get right on it for you.

*See you in school!*

