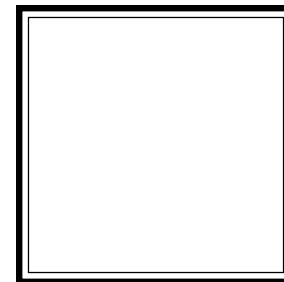


Goodbye Letter of Agreement 44



*Joe Schewe (PIT)
Chairman, Over 85 Hours Committee*

“Do not allow Crew Scheduling to sign you in for any trip that would result in your pay bank remaining over the 27:30 limit or increasing your pay bank to 27:31 or above that is not in compliance with the current Working Agreement.”

Letter #44 was originally adopted to allow the Company to maintain the schedule during the huge training float that was caused by the introduction of the Airbus fleet. By meeting very specific growth projections, the Company was able to operate without having to hire additional pilots and then be forced to furlough them after the training float was over. As we all know, not only has growth not met expectations, the training float is also no longer a factor. Therefore you will not be seeing the four provisions of Letter 44 invoked in the foreseeable future. These provisions are flex cap, vacation buy-back, pay bank cash-out, and pay banks allowed to go to 37:30.

Many pilots took advantage of the provision that allowed them to increase their pay banks to 37:30. Letter #44 allows pilots in that situation to carry that increase for the entire calendar year. Thus, those pilots were legal to carry that extra ten hours until December 31, 2000. However in 2001, all pilots **MUST** reduce their positive pay banks to 27:30 or less. The Contract states that you may make the adjustment in the current month or, at your option and with prior notification to Crew Scheduling, make the adjustment to your bank in the subsequent month. Therefore, either adjust your January flying or make the necessary reductions to your February line by February 5.

Of course, making the adjustment in January is preferred to prevent any inadvertent overages in February. Because there are a significant

number of pilots above 27:30 right now and with weather/sick calls being what they are in the winter, there may be some reluctance on the part of Crew Scheduling to get everyone in compliance quickly. Do not allow Crew Scheduling to sign you in for any trip that would result in your pay bank remaining over the 27:30 limit or increasing your pay bank to 27:31 or above that is not in compliance with the current Working Agreement. Help all your fellow pilots by ensuring that you are in compliance with the Contract as it relates to positive pay banks for this year and next year.

Remember, when managing your flying time regarding Over 85 Hours rules, training and vacation hours are *credited* time. To put it another way, they count just like flying time when it comes to calculating your pay for the month. If you are using the sick fly-back provisions of the Contract, make sure Scheduling removes the sick time immediately when you tell them you are using this option. Also, if you have submitted a claim and don't know if it will be paid, follow these guidelines: As much as possible, submit the claims promptly to allow Claims Administration time to process them. Call Claims and try to get them to enter the claim into your Pay Summary—CATCREW Option 5—as soon as possible, or at least get a read on how the claim may turn out. The committee knows how hard this can be. So, after doing everything you possibly can to determine the status of your claim, and you are still unsure if

it will be paid, fly your month as if it is not going to be paid. If it comes through and you are unable to adjust your time in the month, submit a voluntary reporting form letter located in all the domiciles and on the MEC website in the Pilots Only section to let us know. This will preclude the sending of a \$3 certified letter and all the follow up required by the MEC regarding Over 85 Hours flying. Of course, this might appear as opening the door for some individuals to try and game the system in order to illegally increase their flying time in a given month. The committee has a very good working relationship with Claims Administration, and we can easily find out when the event occurred, as well as when the claim was submitted, received, processed and paid, or denied. Please don't try to use claims as a way to improperly increase your time.

As a reminder, please use those voluntary reporting form letters to let us know about any peculiarities regarding your flying time. If you have any questions, don't hesitate to contact your local committee representative listed in the gray pages of this magazine.

The Over 85 Hours Committee would like to welcome Dale Haws, who will be handling the CLT domicile for Over 85 Hours issues and Bobby Weigel, who will be the LGA representative. Keep those cards and letters coming in and, as always, thanks for your help from your friends on the Over 85 Hours Committee.

