

Make Section 11 Number One While in Training



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You got the bid and received a class date for school. That's great. Now what? What if you are having difficulties while in training? What are your options? Are you familiar with the options available to you under this present contract? Do you know where your contract is? Hmm?

This article will attempt to steer you in the correct direction in the unlikely event that you have problems while in school. First of all, you are not alone. The ALPA Training Committee is with you every step of the way in the event of a problem. And where can you find us? Our names and number appear in this very magazine, in the gray pages, under Training Committee.

Find your contract. Go ahead. I'll wait . . . OK, good. You have it in your hands. Now thumb to Section 11, Training. This section contains a wealth of information that concerns you, the pilot, while in training at US Airways. Read it. Better yet, get to know it.

OK, let's move on. So you are in training, and for some reason things are not going as advertised. You and your instructor are experiencing a personality conflict, and this is affecting your training. Ask for a change of instructors, now! Don't wait for the ride before the type-ride, get a *no recommend*, and start down the road of *failure to qualify*! (Contract Section 11(J), page 11-10)

For that matter, if something is happening in your life that is going to affect your training, call the Training Committee ASAP so we can start working on the problem. Please keep in mind that ALPA is notified when any pilot fails to qualify, including a *no recommend*. And yes, this information is kept confidential/double secret probation, so no worries there. So it behooves you to pipe up early in the training cycle when some-

thing, anything, is going to affect your training. Now ask yourself, what might that be?

Heck, someone in your immediate family might be gravely ill. Personal problems or a legal matter might suddenly arise. Listen, you are all big boys and girls out there, and you know what is going to affect your performance in school. The key is, do not wait until you have a substandard ride to say that you are dealing with a personal problem that requires your undivided attention back at the house. At that point it's a little too late to start moving the deck chairs on the Titanic. As Training Committee members, have we seen it all? Nope, not hardly. But you would be surprised what affects a pilot's performance while in school. And let's be honest here. While in school, you have to have your mind on the task at hand, not somewhere else.

One last note: If you have ever utilized the provisions of 11(J) in our Pilots Working Agreement, we would like to hear from you. 11(J) refers to a pilot's voluntary withdrawal from initial or differences training, either prior to or after *failure to qualify*. It appears that the Company's view of when and how 11(J) can be used is different than ours. If you have used this provision for whatever reason, please call the MEC office at 800-USAIR MEC and ask to speak with Vicki Beck. She will pass along your name and phone number to the Training Committee, and we will get in touch with you. Thanks for your help!

Your LEC reps and the Training Committee will be there to help you in the event that a problem may arise. I hope this helped you understand your contractual rights while in training.

See you in school!



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