

# *Working for the Company, International Flying, the Rules Revisited, and Free Money*



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

*“ This problem is not our creation, and it is imperative that you don’t allow the Company to violate the Contract to fix it. ”*

**W**hat, 17 percent isn’t enough? There’s no free money here. Now that I’ve got your attention, however, read the rest because it is important in the present environment.

Recently, I got a message from an international pilot who received a call from Crew Scheduling. They told him that they needed him to fly and would have to cancel an international trip if he didn’t. He was actually legal to fly the trip, but thought he was illegal. Crew Scheduling was not doing anything improper—just asking for help. This pilot had left me a message saying that even though it was illegal (which it wasn’t), he accepted the trip so as not to inconvenience two hundred-plus paying passengers going overseas. Scheduling had convinced him that he was the “only person left” to fly this trip, and he felt it was his duty.

I’m not going to say what you should do if you’re legal to fly a trip and Scheduling needs your help. Personally, when I’m out of time or have fulfilled my flying obligation for the month, I’m done. But for those of you who legally and contractually want to maximize your time, that’s your decision. That’s why we have a contract. In this case, the pilot thought he was going to willfully violate the Contract because he had convinced himself it was the right thing to do. How can I put this diplomatically? **DON’T DO IT!** First and foremost, you’re opening yourself up to Article VIII proceedings by the Union. You could be fined or ultimately lose your good standing (no benefits but you still pay dues). Second, you are not the last guy. If they’re talking to you, they haven’t even begun to call the management and check pilots who may be available. Third, and maybe most important, you are hurting the entire group.

We all know the Company is short-staffed right now. They are canceling Airbus trips and building short lines because they don’t have the coverage. They also have no plans to hire any pilots in the near future. As long as there are individuals who are willing to bail them out of the mess they’ve made for themselves, they will never fix the problem. If someone from the Chief Pilot’s office is called out at the last minute on Memorial Day weekend to fly a three-day trip, you can bet that’s going to get high-level attention. Ultimately, if the trip gets cancelled, the situation will get the attention it needs. This problem is not our creation, and it is imperative that you don’t allow the Company to violate the Contract to fix it. Again, that is not the case here. The disturbing aspect of the whole affair was the pilot’s willingness to allow that to happen.

We get many calls from international pilots who are forced to drop an entire three-day trip because it is going to put their positive paybanks over by “just a few minutes.” Let’s review international flying for a minute. Back in the old days, before we had such intelligent, visionary people on the MEC, many international pilots found themselves in a quandary at the end of the month. Most international trips pay around 15:30, and five of them put you at around 78:00 hours for the month. One more trip would put you at 93+ hours, which was illegal. So all the international guys were getting shorted for the month. ALPA rode in to the rescue and engineered a deal in which international guys can fly up to 95 hours (and only 95, nothing over). They still get paid for 85, and the rest goes into the bank. As you can all readily see, it won’t take long for a pilot to be pushing 27:30, the bank limit. So ALPA wrote into the agreement that over 85 in

this way is only allowed if the pilot maintains his bank under the limit, even if it is one minute. The way it is supposed to work is that the pilot legally flies the max and runs his bank up close to the limit. The next month, he flies the 78 or 79 hours and lowers his bank. So the following month, he can legally go to 95 hours again, and so on. For you guys who want to keep exceeding 85 and running your bank over 27:30, you can't, period. Do yourself a favor, take some time off, go to a ball game with your kids or take the wife down to Grand Cayman for the weekend. (You know, they let you fly for free here.) Otherwise, you're going to have a heart attack. As much as I would like to move up the seniority list in an expeditious fashion, contract violations to achieve that end are not allowed.

Now for the meat of this article. As always, know the rules and follow the Contract. If you think Scheduling is trying to get you to fly illegally, we need to know this right away. If they start asking questions like, "Are you refusing to fly?" very politely and professionally respond, "No, but I think this is illegal, and I'll have to speak to the Chief Pilot before I can accept that trip." Remember, never refuse to fly if the Chief Pilot tells you to. If the assignment is illegal, there is an entirely different set of procedures the union uses to rectify this type of situation. Also, it would be best to get a hold of anyone on this Committee or one of your LEC reps before you fly the trip. Of course, knowing the rules is critical. Therefore, this month, as we do every July, we reprint the article covering everything you need to know about the rules governing over 85 hour flying. There are even Jeppesen-sized cutouts, which you can keep in your flight bag, summarizing the rules. Go ahead, cut them out, cover them in clear contact paper, punch out the holes, and insert in your route manual. No one will think you're anal, just a little obsessive-compulsive.

As always, the Committee would like to thank all of those pilots who have steadfastly maintained their time in accordance with our current working agreement. We'd also like to thank all of those pilots who used the voluntary form letters to alert the Committee of potential violations, and the pilots who responded to our certified letters.

A recurring response to the letters involves sick fly-back. If you elect to fly back any sick time, make sure Scheduling deletes that sick time from your total pay. It does not require a claim form and should be done on the same day

you tell Scheduling that's what you plan to do. Don't assume the scheduler will do it for you. It is your responsibility to ensure your time is adjusted properly. Herewith, the rules.

### Over 85/90 hours

Non-international and non-MetroJet pilots are restricted by our current working agreement to 85 hours of pay per month. There are certain contractual provisions where pilots are legally allowed to exceed 85 hours of pay during a given month. In most circumstances, these provisions do not allow a pilot to exceed 90 hours of pay. There are certain very specific instances where a pilot may even exceed 90 hours. These will be addressed later, along with the rules governing international and MetroJet pay. The following information reflects the new Contract language.

### Underfly—Section 12(A) and (C)

The current working agreement specifically limits pilots to 85 hours of credited time. The way credited time is defined allows for some flexibility to the pay hours a pilot may accrue in a given month. Credited time is "actual flight time block-to-block" plus any claim time listed in Section 12(C). This includes all duty rig time, any training, checks, and simulators that are not pay-no-credit, vacation, ALPA flight pay loss, etc. Keep in mind the difference between credited time and pay time.

We all know we are often paid a different amount than what we actually fly, specifically when we underfly the scheduled block time. As an example, if the scheduled block time in a trip pairing from PIT to PHL is one hour and four minutes (1:04) and we actually fly block-to-block (ACARS time) of one hour (1:00), we have underflown four minutes (0:04). Our credited time is one hour (1:00) and our pay time is one hour and four minutes (1:04). Because you are limited to 85 hours of credited time, not pay time, you would now be perfectly legal to accept/fly trips which would result in a total pay time of 85:04 for the month. In fact, you can keep a running total all month of the legs you underfly and legally exceed pay time of 85 hours by that total amount. You can keep track of this amount yourself or you can simply check CATCREW, option 5. Compare the two columns headed "ACT MTD" and "TOT MTD," your actual month-to-date and your total month-to-date (see Figure 1). This is also reflected in CATCREW, option 2, as "MTD ACT" and "PAY" (see Figure 2).

*“ If you elect to fly back any sick time, make sure Scheduling deletes that sick time from your total pay. It does not require a claim form and should be done on the same day you tell Scheduling that's what you plan to do. ”*



ALC: USA EMPL: 99999 SMITH JOHN P MONTH: DATES: 02MAR01 31MAR01  
 PRINT: BASE: PIT EQP: F1 POS: CAP CLASS: RSV MAX: 85H

DATE	ACTIVITY	BLOCK		RIGS				PAY		ACT	ACT	TOT	TOT
		ACT	PAY	DHD	MIN	DTY	PRG	I/O	ADJ	PAY	MTD	PAY	MTD
02MAR	12022/2	604	613	0	0	0	0	0	0	604	604	613	613
04MAR	TRN SPC									400	1004	400	1013
09MAR	PAY ADJ SHOW NO FLY									200	1204		1213
14MAR	SCK									500	1704	500	1713
15MAR	21039/1	431	450	114	0	2	0	0	0	547	2251	606	2319
16MAR	21039/2	403	429	0	0	0	0	0	0	403	2654	429	2748
17MAR	21039/3	522	535	0	0	0	0	0	0	522	3216	535	3323
18MAR	99999/9	317	333	124	103	0	0	0	0	544	3800	600	3923
21MAR	38076/2	114	124	0	236	0	0	0	0	350	4150	400	4323
22MAR	99999/9	310	318	217	0	0	0	0	0	527	4717	535	4858
23MAR	21049/1	429	504	0	0	0	0	0	0	429	5140	504	5402
24MAR	21049/2	340	409	0	0	0	0	0	0	340	5526	409	5811
25MAR	21049/3	49	52	124	341	0	0	0	0	554	6120	557	6408

(PF3/PF4 - MENU) NEXT OPTION ==>

Fig. 1.

CAT11165 2 (1.6) US AIRWAYS CATS MONTHLY SCHED VS ACTUAL 04/02/01 11:13:40  
 ALC USA EMPL 99999 MTH MAR01 BLOCK R5555 SMITH JOHN P MAXHRS 85H  
 SENUM 09999 BASE PIT POS CAP EQ F1 STAT AVL CLS RSV PAYBANK 14FEB

DAY	SCHEDULED	ACTUAL	DAY	SCHEDULED	ACTUAL
02	12022/2		18	99999/9	
03	OFF		19	OFF	OFF
04	OFF	TRN	20	OFF	OFF
05	OFF		21	*38076/2 REM	
06			22	*38076/3 DBL 21096	
07			23	21049/1	
08			24	21049/2	
09	BPR		25	21049/3	
10	INV	INV	26	OFF	OFF
11	INV	INV	27	OFF	OFF
12	INV	INV	28		
13	INV	INV BPR	29		
14	SO21021/3 SF	SCK	30		
15	21039/1		31		
16	21039/2				
17	21039/3	DBL			

PROJ ACT 6120 PAY 6408 MTD ACT 6120 PAY 6408 SCH BLK 6144 PAY 6144

Fig. 2.



The difference between these two numbers is your total underfly for the month. In this example, Captain Smith has two hours and forty-eight minutes (2:48) of underfly (64:08 minus 61:20). Let's say he wants to fly one more four-day trip on the 28th to finish the month. He would be perfectly legal to accept and fly a trip which would result in a total pay time of 87:48 or a four-day with a total pay time of 23:40 or less. He has 64:08 of total pay time, and a trip worth 23:40 of pay would bring him to the now magic number of 87:48. Note in the above example that the training, sick, and even a two-hour show-no-fly adjustment are all pay and credited time. At no time does this provision allow you to exceed a total pay time of 90 hours or credited (ACT MTD) time of 85 hours.

**Claim on the Last Trip of the Month—  
Section 12(A), (J)1, 2, 3 and (N)5**

A pilot may also exceed 85 hours of total pay time in a month by the amount of claim time in your last trip of the month. The Contract defines this claim time as any deadhead time, duty rig time (1:2, 1:13/4), variable min

time, and trip rig time (1:3 1/2). Trip 21214 (see Figure 3) has a total of one hour and twelve minutes (1:12) of claim time; five minutes (0:05) of variable min time in duty period one, fifty-seven minutes (0:57) of deadhead time in duty period three, and ten minutes (0:10) of trip rig time for the entire trip. You can easily determine the total amount of claim time in a trip by adding the numbers listed as "TCR=" immediately under the duty time (DTY) for each duty period. An interesting feature of our Contract is that it allows you to add this number to the underfly you may have already accumulated in the month. Going back to Captain Smith, if he were to pick up this trip, he would be legal to go to a total pay time for the month of eighty-nine hours (89:00), 85:00 + 2:48 (underfly) + 1:12 (claim). Since the total pay time for trip 21214 is 22:20, Captain Smith would be legal to accept and fly this trip because it would put his total pay time at 86:28 (64:08 + 22:20). This is below his now allowable maximum of 89 hours. Again, this provision along with the underfly provision, whether used alone or together, never allows a pilot to exceed 90 hours of total pay time in a month.

*“ You can easily determine the total amount of claim time in a trip by adding the numbers listed as “TCR=” immediately under the duty time (DTY) for each duty period. ”*

** PAIRING# 21214	DUTY PERIOD# 1		
ONLY ON TUES MAR 27			
FLT	BLKT	L/O	CITIES AND TIMES
10 1415	1+25	+ 0	PIT 1605 1730 HPN
			V43/V42
10 755	1+21	+29	HPN 1759 1920 PIT
			S47/V42
10	1+09	+50	PIT 2010 2119 GRR
			V43/V42
DTY= 6+29	BLK= 3+55	DHD= + 0	DRG= + 0
TCR= + 5	PAY= 4+00	BRK= 18+39	S1
BEST WESTERN MIDWAY			616-942-2550
COURTESY VAN			616-942-2550
ROOM CANC:	1-800-829-7724		EFF: 03/28/01
			PRIOR TO 3PM LOCAL
			MIN= + 5
			VM= 4+00



Over 85 Hour

** PAIRING# 21214			DUTY PERIOD# 2				
FLT	BLKT	L/O	CITIES AND TIMES				
10 876	1+07	+ 0	GRR	1558	1705	PIT	V43/V42
10 937	1+11	+50	PIT	1755	1906	GRR	S47/V42
10 812 #	1+07	+34	GRR	1940	2047	PIT	V43/V42
10 317	1+14	1+03	PIT	2150	2304	ORF	V43/V42
DTY= 8+21 BLK= 4+39			DHD= + 0	DRG= + 0		MIN= + 0	
TCR= + 0 PAY= 4+39			BRK= 12+36	S1		VM= 4+27	
DOUBLETREE CLUB HOTEL			757-461-9192				
COURTESY VAN			757-461-9192		EFF: 03/28/01		
ROOM CANC: 1-800-829-7724			PRIOR TO 3PM LOCAL				

** PAIRING# 21214			DUTY PERIOD# 3				
FLT	BLKT	L/O	CITIES AND TIMES				
93DH341	+57	+ 0	ORF	1140	1237	PHL	V43/V40
10 1010	1+06	+48	PHL	1325	1431	MHT	V43/V42
10 748	1+27	1+02	MHT	1515	1642	PHL	V43/V42
	1+55	1+02	PHL	1744	1939	DTW	S31/V42
10 371	+54	+30	DTW	2009	2105	PIT	V43/V40
	1+13	1+00	PIT	2205	2318	RDU	V43/V42
DTY= 12+53BLK= 6+37			DHD= + 57	DRG= + 0		MIN= + 0	
TCR= +57PAY= 7+34			BRK= 11+29	S2		VM= 5+48	
WYNDHAM GARDEN HOTEL			919-941-6066				
COURTESY VAN			919-941-6066		EFF: 03/28/01		

** PAIRING# 21214			DUTY PERIOD# 4				
FLT	BLKT	L/O	CITIES AND TIMES				
10 905 #	+48	+ 0	RDU	1047	1135	CLT	V43/V40
10 370	1+43	2+15	CLT	1350	1533	MEM	V43/V42
10 1856 #	1+27	+42	MEM	1615	1742	CLT	V43/V42
10 607	1+13	+48	CLT	1830	1943	CMH	S47/V42
10 317	+44	+31	CMH	2014	2100	PIT	V43/V40
DTY= 11+28BLK= 5+57			DHD= + 0	DRG= + 0		MIN= + 0	
TCR= +10PAY= 6+07			PRG= +10	S1		VM= 5+45	
TRIP= 78+10			DAY= 10+22	NIGHT= 11+58		PAY= 22+20	

Fig. 3

### Negative Bank—Section 12(N)4c & 5

Lineholding pilots may use negative bank to bring their monthly total pay up to 85 hours in months where their total pay is less than 85 hours, and they either have no positive bank or not enough positive bank to bring their pay up to 85 pay hours. These pilots may use up to 10 hours negative bank per month and can accrue a total of 15 hours negative bank. Any pilot starting a month with a negative bank balance can increase his monthly maximum to 85 hours plus underfly, plus claim on the last trip (not to exceed 90 hours), plus his total negative bank balance. This is one of the instances when a pilot may actually exceed 90 hours of total pay time. If Captain Smith had a negative bank balance of 12 hours, he would be legal to go to 101:00 hours, 85:00 + 2:48 (underfly) + 1:12 (claim on the last trip of the month) + 12:00 (negative bank).

### Initial Operating Experience and Training—Section 11(F)1a, 1b, & 2a and Section 12(C)3, 4, 12, 13, & 14

Training claims which are not Pay-No-Credit, whether trips missed or two hours and fifty minutes (2:50), or initial operating experience rides (not as an observer) are all paid and credited exactly as a trip flown for purposes of maximizing your time. You are still restricted from exceeding 85 hours total pay time in a month by the provisions stated above, and you cannot use any training claims as claim time on the last trip of the month. The only exception to this rule is if you are a lineholder and the last trip in your originally awarded block has claim time, and you are claiming trips missed for training. If you are assigned an IOE and this trip will project you illegally over 85 hours, any time in excess of what you may have been legal for will be paid as pay-no-credit to allow you to complete your IOE. In our above example, let's assume Captain Smith had no negative bank and was flying a trip at the end of the month as an IOE that had no claim time and would project him past 87:48 of total pay time, his original legal limit based on his underfly for the month. Let's say the trip projects him to 90:30. He would be legal to accept the trip and complete his IOE, and he would be paid as follows. His pay and credit would be 85 hours with 2:48 deposited into his positive pay bank. The rest of the time would be paid as pay-no-credit and included in that month's pay.

### B-767 International Flying—Section 18(J)3, 4, 5a, & 6

Blocks for transoceanic international pilots can be as high as 89 hours. Because trip splits are

virtually impossible, the Company and ALPA have agreed to the following provisions:

A pilot will be required to fly his last trip provided the scheduled trip results in total pay time of less than 90 hours. If a pilot's last trip of the month will result in pay and credited time in excess of 90 hours but less than 95 hours, the pilot has the option of flying the last trip. Let's say Captain Smith is a transoceanic B-767 pilot. His total pay time is 63 hours. His last trip of the month in his originally assigned block is worth 15 hours, which would put him at 78 pay hours. Captain Smith wants to pick up a trip off the A/I list and still be legal for his last trip of the month. He would be legal to accept a trip worth up to 17 hours and still be legal for that last trip of the month: i.e., 63:00 (total pay hours to date) + 17:00 (A/I trip value) + 15:00 (last trip of the month) = 95:00 hours. All Captain Smith has to do during the month is ensure that his total pay time plus his last trip of the month does not exceed 95 pay hours.

The bottom line here is no transoceanic international pilot may exceed 95 hours of total pay time unless he is flying back sick time or negative bank. There is also a restriction that any time in excess of 85 hours that is deposited in his positive pay bank does not put his total positive bank in excess of 27:30. If he were successful in getting a 17-hour or less trip, Captain Smith would now have the option of flying his last trip of the month because his total pay and credited time plus the value of his last trip of the month is in between 90 and 95 hours. Captain Smith must notify Crew Scheduling of his intentions within 48 hours after completion of his next to last trip. Also, no transoceanic pilot may pick up any trip after he has achieved 85 pay hours in any bid month except, again, to fly back sick or negative bank time.

### MetroJet flying—Letter of Agreement #48

MetroJet pilots are not subject to the above rules governing mainline pilots. In fact there is only one contractual provision regarding total pay for the month. There is a rolling three-month cap of 288 hours. This is an average of 96 hours per month but pilots are only limited to keeping any three consecutive months total time to 288 hours. Let's say Captain Smith began flying as a MetroJet pilot in January and accrued 101 hours for January and 99 hours in February. His only limitation is now to keep his total pay for March at or below 88 hours. If he flies 86 hours in March, he would now be legal to fly 103 hours in April, and so on.

*“ Training claims which are not Pay-No-Credit, whether trips missed or two hours and fifty minutes (2:50), or initial operating experience rides (not as an observer) are all paid and credited exactly as a trip flown for purposes of maximizing your time. ”*

Of course, MetroJet pilots are still subject to the same over bank rules as mainline pilots discussed below. Also all Federal Aviation Regulations and crew rest requirements apply.

### General notes

The only time a non-international pilot is allowed to exceed 90 hours of pay time is with negative bank, pay-no-credit or flying back sick time. Remember, these provisions concern your scheduled legalities. You may exceed these parameters as long as you were originally legally scheduled for your last trip of the month. However, if your block overflow and made you illegal for your last trip, scheduling can and will split you off the last trip even though it wasn't your fault and even if you flew your block just as it was assigned.

### Pay Bank in excess of 27:30

The following is reprinted from the Contract; Section 12 (N)3c and d:

Once a pilot's pay bank exceeds or is projected to exceed twenty-seven hours and thirty minutes (27:30), the pilot must immediately take steps to drop time to reduce his pay bank accordingly by notifying Crew Scheduling of his preference of trip(s) to be dropped within the current month and/or subsequent month. The Company will make reasonable efforts to allow the pilot to drop the trip of his choice within the current month. However, if coverage requirements do not permit dropping the trip of choice in the current month, the pilot may be required to drop a different trip in the current month or a trip in the subsequent month. Should the pilot be notified that the trip of his choice may not be dropped, the Company shall, within twenty-four (24) hours of such notification, notify the pilot as to which trip(s) shall be dropped. With notification to Crew Scheduling, the pilot may utilize SAP to reduce his time in the subsequent month. After such notification, should the pilot not elect to utilize SAP or be unsuccessful in utilizing SAP to drop time, Crew Scheduling will notify the pilot of which trip(s) are to be dropped by the 5th of the subsequent month.

Essentially, you can correct it in the current month working with Crew Scheduling, wait and use SAP for the subsequent month, or work with Crew Scheduling before the 5th of the subsequent month. If you do none of these, the time will be adjusted for you by Crew Scheduling. It is important to note you need only notify Crew Scheduling if you would prefer to make the adjustment in the subsequent month, not ask permission or get approval. But you must notify

Crew Scheduling of your intentions to preclude a trip being dropped prematurely or without your consent.

For transoceanic pilots there are slightly different procedures regarding pay banks in excess of 27:30. As soon as a transoceanic pilot's pay bank is in excess of 27:30, the pilot must immediately drop time in the current month to reduce his pay time accordingly. The Company will make every reasonable effort to drop the trip of his/her choice. However, if coverage requirements do not permit dropping the trip of his/her choice, the Company will make every reasonable effort to permit the pilot to drop one of his/her trips in the current month. If coverage requirements do not allow dropping a trip in the current month, the pilot will be permitted to drop one of his first two trips in the subsequent month to reduce his/her pay bank accordingly. Coverage requirements dictate which month will be used for the adjustment to a transoceanic pilot's pay bank.

### Enforcement

In June 1997, the MEC passed a resolution that stipulates once a pilot has been identified as exceeding 85/90 hours illegally, or not adjusting his/her positive pay bank according to the above contractual provisions, he/she will be notified and given a chance to respond within 15 days. An unsatisfactory response or no response and the matter will be forwarded to the MEC Chairman for resolution. The MEC Chairman and the pilot's LEC Representatives will then decide if Article VIII charges are to be brought against the pilot. Article VIII charges can result in fines and removal of a pilot from good standing in the Union.

One final note: If you discover that someone senior to you on your equipment illegally exceeded 85/90 hours or accepted a trip which illegally resulted in a positive pay bank in excess of 27:30, you have a right to claim that trip. Contact your Over 85 Hour Committee representative for assistance in filing the claim.

### Conclusion

Crew Scheduling should not assign you a trip that results in a violation. If they do, even if it's by one minute, do not accept the trip and please let us know about it with as much detail as possible. Help us to achieve total compliance and zero tolerance for abusers. Know the rules and comply with the provisions of your working agreement. Thanks in advance from your friends on the Over 85 Hour Committee.



*“The only time a non-international pilot is allowed to exceed 90 hours of pay time is with negative bank, pay-no-credit or flying back sick time.”*

## **OVER 85 HOUR RULES**

1. **Underfly:** You may exceed eighty-five pay hours by the total amount you underfly schedule in a given month. Underfly for the month can be easily checked by referencing CATCREW, option 5, and subtracting the last entry in the column headed ACT MTD (actual month to date) from the last entry in the column headed TOT MTD (total month to date).
2. **Claim on the Last Trip of the Month:** You may exceed eighty-five pay hours by the total amount of scheduled claim in your last trip of the month. This total can be easily checked by referencing your trip pairing and adding the "TCR=" values listed for each duty period. This total number may be added to your underfly not to exceed five hours. Thus your total pay for a month may be up to ninety hours by using these first two provisions.
3. **Negative Bank:** After adding the above first two provisions as they apply to your monthly schedule, you may now add any negative bank you have from the previous month. This provision allows you to exceed ninety hours by the total amount of your negative bank added to the above two provisions. Remember to limit the above two provisions to no more than five hours.
4. **Pay-No-Credit:** Pay-No-Credit times for training do not figure into your monthly maximum for Over 85 hour calculations. Also, if an IOE would illegally project you beyond the Over 85/90 rules, you will be paid any time in excess of you legal monthly maximum as Pay-No-Credit to allow you to complete your IOE at the end of the month.
5. **Sick/Vacation/Training that is not Pay-No-Credit:** Any pay that falls into these categories must be treated the same as regular flying time for determining your monthly maximum. Training time that is not Pay-No-Credit may not be used as claim on the last trip of the month unless you are claiming trips missed for training and there is claim time on the last trip in your scheduled line. You may then exceed eighty-five hours by the amount of that claim time.

**Notes:** These provisions apply to your scheduled activity. If you are originally scheduled legally and then overfly on your last trip, that is an acceptable deviation however, you need to notify the Over 85 Hour Committee to preclude receiving a certified letter. Voluntary reporting letters can be found in each crew domicile and can also be found on the US Airways Pilots' website at [usairwayspilots.org](http://usairwayspilots.org).

### **MetroJet**

MetroJet pilots are only restricted to a rolling three month pay cap of two hundred and eighty-eight (288) hours. This averages to ninety-six hours a month but the only requirement for a Metrojet pilot is to keep his/her total pay time for any three consecutive months at or under the two hundred and eighty-eight hour pay cap. Metrojet pilots are also subject to the normal over bank provisions of the contract.

### **International Flying**

International pilots are restricted to ninety-five (95) total pay hours for a given month. The only way an international pilot may exceed ninety-five hours is with negative bank or sick time fly back. Also, no international pilot

**OVER 85 HOUR RULES (continued)**

may accept a trip which projects him/her in excess of eighty-five hours if it will result in a positive pay bank greater than twenty-seven hours and thirty minutes (27:30).

**OVER BANK**

The following is reprinted from the Contract; Sect. 12, para. (N)3c and d:

“Once a pilot’s pay bank exceeds or is projected to exceed twenty-seven hours and thirty minutes (27:30), the pilot must immediately take steps to drop time to reduce his pay bank accordingly by notifying Crew Scheduling of his preference of trip(s) to be dropped within the current month and/or subsequent month. The Company will make reasonable efforts to allow the pilot to drop the trip of his choice within the current month. However, if coverage requirements do not permit dropping the trip of choice in the current month, the pilot may be required to drop a different trip in the current month or a trip in the subsequent month. Should the pilot be notified that the trip of his choice may not be dropped, the Company shall, within twenty-four (24) hours of such notification, notify the pilot as to which trip(s) shall be dropped. With notification to Crew Scheduling, the pilot may utilize SAP to reduce his time in the subsequent month. After such notification, should the pilot not elect to utilize SAP or be unsuccessful in utilizing SAP to drop time, Crew Scheduling will notify the pilot of which trip(s) are to be dropped by the 5th of the subsequent month.”

Essentially, you can correct it in the current month working with Crew Scheduling, wait and use SAP for the subsequent month, or work with Crew Scheduling before the 5th of the subsequent month. If you do none of these, the time will be adjusted for you by Crew Scheduling. It is important to note you need only notify Crew Scheduling if you would prefer to make the adjustment in the subsequent month, not ask permission or get approval. But you must notify Crew Scheduling of your intentions to preclude a trip being dropped prematurely or without your consent.

**International Pilots’ Paybanks**

For transoceanic pilots there are slightly different procedures regarding pay banks in excess of 27:30. As soon as a transoceanic pilot’s pay bank is in excess of 27:30, the pilot must immediately drop time in the current month to reduce his pay time accordingly. The Company will make every reasonable effort to drop the trip of his/her choice. However, if coverage requirements do not permit dropping the trip of his/her choice, the Company will make every reasonable effort to permit the pilot to drop one of his/her trips in the current month. If coverage requirements do not allow dropping a trip in the current month, the pilot will be permitted to drop one of his first two trips in the subsequent month to reduce his/her pay bank accordingly. Coverage requirements dictate which month will be used for the adjustment to a transoceanic pilot’s pay bank.

**Conclusion**

A complete explanation of the above procedures can be found in the July 1998 issue of the *US AIRWAVES* and will be reprinted each year. If you have any questions regarding over 85 hour or over bank flying, feel free to contact your local Over 85 Hour Committee representative listed in the directory included in every *US AIRWAVES*. Please make use of the voluntary reporting letters to preclude the committee sending you a certified letter unnecessarily. As always, thanks from your friends at the Over 85 Hour Committee.





# Over 85 Hour Committee

The ALPA US Airways MEC passed a resolution on June 2, 1997, to investigate and pursue reports of pilots who illegally overfly the 85/90 pay hour provisions of the current working agreement. Disciplinary measures can include the filing of Article VIII charges against the pilot. A complete explanation of the rules associated with legally exceeding 85 hours can be found in the *US AIRWAVES* Magazine dated June/July 2001 or contact your local Over 85 Hour Committee representative.

If you know you are in violation of these rules, you can help ALPA avoid the expense of sending you a certified letter by submitting this form to the Over 85 Hour Committee via the ALPA mailbox in Operations, COMAT at PIT Y110, or via U.S. Mail to:

US Airways MEC  
 Over 85 Hour Committee  
 One Thorn Run Center, Suite 400  
 Coraopolis, PA 15108

I have exceeded 85 hours for the month/year of \_\_\_\_\_ / \_\_\_\_\_.

Pilot's Name: \_\_\_\_\_

Employee Number: \_\_\_\_\_

Base/Equipment/Position: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

The following totals reflect my time for the above month:

Underfly:	_____	} Sum of these two cannot exceed 5:00 hours.
Claim on last trip: +	_____	
Negative bank: +	_____	
	+ <u>85 : 00</u>	
Total Legal Time: =	_____	

My actual pay was: \_\_\_\_\_ (If your actual pay is less than your total legal time, stop here. You do not need to submit this form.)

The reason for the above overfly is:

- \_\_\_ 1. Originally assigned a trip legally but the last trip of the month went over schedule. (Please provide trip numbers and your original legal projection.)
- \_\_\_ 2. A claim changed after I started my last trip of the month.
- \_\_\_ 3. Was illegally assigned and knowingly accepted the trip.
- \_\_\_ 4. The overfly was unintentional and the result of ignorance of the contractual constraints.
- \_\_\_ 5. Other. (Please explain in detail in the remarks section.)

(over)



### **Remarks:**

Please be as specific as possible and include any supporting documentation; i.e., CATS PAY SUMMARY (Option 5), original trip pairings, actual trip pay summaries (Option 1), etc. Remember, sick, vacation, and Pay-and-Credit training are all credited time and are not valid reasons for overfly.

I hereby affirm the information supplied on this form and any supporting documentation is true and accurate to the best of my knowledge.

Pilot's Signature \_\_\_\_\_ Date \_\_\_\_\_

Return this form to the MEC via the ALPA mailbox in operations, COMAT at PIT Y110, or via US mail to:  
US Airways MEC  
Over 85 Hour Committee  
One Thorn Run Center, Suite 400  
Coraopolis, PA 15108