

Now, More Than Ever



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The recent events have taken their toll on everyone here but none more than the pilots about to be furloughed, some for the second time. In the great scheme of things, you are probably not alone in thinking the work of the Over 85 Hour Committee must be of a relatively unimportant nature when compared to the overwhelming problems facing the MEC at this time. And you are not entirely wrong. However, the work continues, and it is actually more important now than it was before the tragic events of September. As this is written, the Company has announced another round of furloughs, bringing the total to 1,341 pilots.

Some pilots are going to be out of work over the holidays. Most of us want to help in any way we can, but there are still pilots here who continue to exceed 85 hours under suspicious circumstances and have bank times in excess of 27:30. When added up, the positive bank times in August totaled 14,357 hours.

The Committee is continuing its strict "no tolerance" mode for any banks in excess of the limits outlined in the Contract. If your bank is above 27:30 and you make no adjustment in the current month, Scheduling, at the MEC's insistence, will remove time from your line by the fifth of the subsequent month. Count on it. If you willfully, deliberately violate the rules when it comes to over 85 hours, you will be recommended to your LEC reps for Article VIII proceedings. You can be fined and may lose your good standing in the Association.

We can only *ask* that you fly your block and accept no additional flying. We can only *ask* that you reduce your bank as much as you can below the allowable limits even to using negative bank, if possible. It may mean a Reserve, about to get furloughed, gets to break guarantee, and his last check is a bigger one than he expected. It will also send a clear and meaningful message to the Company that they are indeed

letting too many pilots go and are going to be short again as the industry rebounds from this latest round of setbacks.

Let's all come together as a union to show the Company what a gigantic hole they're digging for themselves. Let's all now, more than ever, do everything we can to know and abide by the current Working Agreement and help our fellow pilots return to their jobs as quickly as possible.

Remember, as soon as furloughs are announced, PCs, PTs, and recurrent LOFTs become Pay-and-Credit. The two-day recurrent ground school is still Pay-No-Credit. Also, if an end-of-the-month IOE would illegally project you over 85 hours or over bank, you may complete the IOE, and any time that would be illegal will be paid as Pay-No-Credit. Make sure Scheduling makes the adjustment to your pay if you elect to use sick-fly-back. (They aren't very good at this.) The Contract also says you may use SAP to make adjustments to your schedule to correct over bank situations. This was written back when SAP was used in the current month to adjust schedules in the subsequent month. Now that SAP is used two months prior, it would be a violation to carry your over bank situation that far in the future. Don't use SAP to make a correction for your December schedule when using it in October. If you're over at the end of October, Scheduling will make the adjustment in November as per the Contract. You then receive your SAP-adjusted December schedule and find you've now taken a double hit for your over bank in October.

Know the rules, call your reps on the Committee with questions, and under no circumstances accept a trip that will result in a violation of the Contract. Use the voluntary reporting letters in Ops to keep us apprised of pay irregularities and, as always, thanks for your help and vigilance from your friends on the Over 85 Hour Committee.



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