



The New Schedule and Old Issues

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The new scheduling system will not change any of the rules regarding over 85 hour and over bank flying. You must still manage your flying activity according to the rules of the Contract or Letter 44, whichever applies. Complete explanations of both of these sets of parameters will be re-printed in the July issue of the *US AIRWAVES* or can be requested from any of the Over 85 Hour Committee members.

One thing Scheduling has started to do is really not a change, but the schedulers have not been enforcing until recently. This deals with scheduled legalities. Let's say you fly your block as assigned and, through no fault of your own, one or more of your first trips runs over due to weather, rescheduling, etc. This makes you illegal to fly your last trip and you are unable to comply with the contractual rules regarding overfly. Previously, Scheduling would not make you split the last trip to maintain your legalities. Under the new scheduling system, they are now requiring pilots to split off the last trip to keep you from going illegal. This is in the Contract and they are operating correctly in this regard. The only acceptable overfly in this scenario is if you are legally scheduled on your *last* trip and that trip goes over due to circumstances beyond your control.

Another recurring situation occurs when claims are not processed in a timely manner, making it hard for pilots to manage their time not knowing if a claim is going to be paid or not. This is especially vexing as the end of the month approaches. This committee's recommendation is to do everything you can to determine if the claim is going to be paid, including using common sense, before accepting your last trip of the month. We know it is sometimes very difficult to get through to Claims, and even after you do, they are not able to tell you if your claim will be paid. In this case, fly your month as if the claim will not be paid to protect your month's pay. If it is subsequently approved and that results in a violation, submit a voluntary

Over 85 Hour letter, available in every domicile operations, explaining the situation. You know that some claims are going to be paid, such as equipment subs and rescheduling on the last trip of the month (this is the common sense thing referred to above). But, if after exhausting everything you can do to determine the status of your claim, proceed as above and let the committee know to preclude an unwarranted certified letter and the subsequent follow-up. Remember we can and do check when a claim was submitted, received, and approved so please don't try to game the system using this procedure.

On a related matter, many pilots respond to our inquiries by saying that they are very upset over getting a letter in the first place, and then are further perturbed at the cost involved in sending certified letters. The MEC has recently given the committee some discretion in using certified letters, but we will continue to notify pilots of apparent contract violations via this method. We simply do not have the time or manpower to check the schedule of every pilot who shows up on the High Time or Over Bank reports. The best way to avoid receiving an unwarranted certified letter is to submit a voluntary Over 85 Hour form letter as soon as you realize it may look like you have exceeded the limits of the current working agreement. E-mail, ASPEN, and regular phone calls are OK, too, but the best way to ensure you are in the clear is to send in the hard copy. Anything else, and we have to generate a hard copy, anyway, to keep in the permanent file. These form letters can be found in every domicile operation near the ALPA bulletin board (BOS: in the bag room with the other form letters) and on the MEC's ALPA Internet site at usairwayspilots.org. Thanks in advance for your help on this.

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