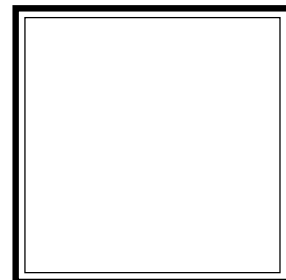




It's Pay Bank Payback Time



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

For all the pilots who have taken advantage of Letter 44's provisions for increasing pay banks to 37:30, we'd like to offer this friendly reminder. Unless your base/equipment/position is redesignated by Letter 44 for pay bank provisions for January of 2000, you must reduce your pay bank to 27:30 or below in January 2000 or you will be in violation of the Contract. As of this writing, there are no bases/equipment/positions so designated, so all pilots must comply with the above reminder.

As diligently as Crew Scheduling tries to enforce this, it is not uncommon for them to inadvertently illegally assign trips especially when it comes to Letter 44. Thus, it becomes the individual pilot's responsibility (as it always is) to ensure you manage your time in compliance with the current working agreement, including Letter 44. This can be confusing, so if there's any doubt as to your legalities, please contact any of the Over 85 Hour Committee representatives for assistance, preferably before Crew Scheduling is trying to assign you a trip you don't think you're legal for on January 31 of next year.

Another issue that has reared its ugly head is one concerning "claim on the last trip of the month" provisions in the Contract. Let's say you have a four-day trip assigned to you on

October 29 with three days in October and one day in November. This four-day has two hours of 1:3.5 pairing rig time built into it. You cannot use any of this rig time to adjust your legal time for October. All that rig time shows up in the computer on November 1 and is not used to calculate October legalities. Of course any other claim time on those first three days of the four-day may be used to determine your total legal time for the month of October but none of the 1:3.5 applies.

This committee has received a small but very vocal smattering of pilot responses who are greatly offended when they receive the certified letter notifying them of a potential contract violation. These specific pilots are, of course, not in violation and thus their understandable indignation. In fact, many or most of the certified letters we send go to pilots who are not in violation and have a legitimate reason for their specific overfly. Because of this, we are going to re-write the letter to be a little friendlier and a little less accusatory. My own personal take on this was, we're not sending out Christmas cards here, but notifications of potential Contract violations, which are very serious matters indeed. However, I'll bow to the current sentiment and you can look forward to a reworked letter.

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“ Please use, or continue to use, the voluntary form letters available in all the domiciles to prevent getting a letter in the first place. ”

Please use, or continue to use, the voluntary form letters available in all the domiciles to prevent getting a letter in the first place. The committee would like to take this opportunity to apologize to all the pilots who were in compliance and were offended when they received a certified letter. To all the pilots who were intentionally and deliberately in violation of the Contract and received a certified letter, the committee would like to take this opportunity to say how pleased we were to have offended you, and we look forward to offending you, repeatedly, in the future for any continued non-compliance on your part. We would also like to apologize to all those pilots who submitted voluntary letters and still received a certified

letter. Apparently, not all domiciles check their ALPA mailboxes as often as others and, regrettably, the committee did not receive the form letter in enough time to stop the certified letter from going out.

The committee would also like to take this opportunity to say good-bye to Roger Webster who is leaving the committee after years of dedicated service. Roger is moving to the Grievance Committee and we would like to wish him the very best in his new assignment. Captain Jim Maples is the new Philadelphia rep and we'd like to thank him for volunteering and look forward to working with him. He can be contacted by referencing the gray pages in the center of this publication. We still could use a DCA domicile representative. If you have a home computer and CATCREW access and could dedicate a few hours a month to ALPA volunteer work, we'd be glad to have you. Contact me via any of the avenues available in the gray pages and we'll get you on board. (You get a free ASPEN Voice Mail Box, oh boy!) Keep those cards and letters coming in and, as always, thanks.

Happy Holidays from your friends on the Over 85 Hour Committee.

