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Captain Michael Gitt Papers - ALPA Contract Committee, 1948-1949

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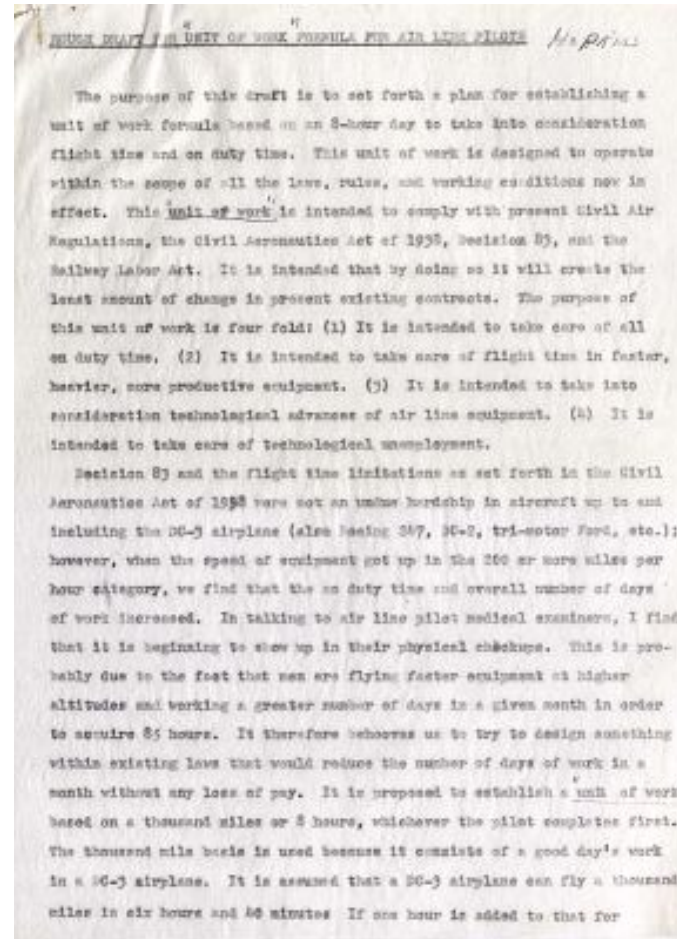
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ROUGH DRAFT FOR UNIT OF WORK FORMULA FOR AIR LINE PILOTS Hopkins

The purpose of this draft is to set forth a plan for establishing a unit of work formula based on an 8-hour day to take into consideration flight time and on duty time. This unit of work is designed to operate within the scope of all the laws, rules, and working conditions now in effect. This "unit of work" is intended to comply with present Civil Air Regulations, the Civil Aeronautics Act of 1938, Decision 83, and the Railway Labor Act. It is intended that by doing so it will create the least amount of change in present existing contracts. The purpose of this unit of work is four fold: (1) It is intended to take care of all on duty time. (2) It is intended to take care of flight time in faster, heavier, more productive equipment. (3) It is intended to take into consideration technological advances of air line equipment. (4) It is intended to take care of technological unemployment.

Decision 83 and the flight time limitations as set forth in the Civil Aeronautics Act of 1938 were not an undue hardship in aircraft up to and including the DC-3 airplane (also Boeing 247, DC-2, tri-motor Ford, etc.); however, when the speed of equipment got up in the 200 or more miles per hour category, we find the on duty time and overall number of days of work increased. In talking to air line pilot medical examiners, I find that it is beginning to show up in their physical checkups. This is probably due to the fact that men are flying faster equipment at higher altitudes and working a greater number of days in a given month in order to acquire 85 hours. It therefore behooves us to try to design something within existing laws that would reduce the number of days of work in a month without any loss of pay. It is proposed to establish a "unit of work" based on a thousand miles or 8 hours, whichever the pilot completes first. The thousand mile basis is used because it consists of a good day's work in a DC-3 airplane. It is assumed that a DC-3 airplane can fly a thousand miles in six hours and 40 minutes. If one hour is added to that for



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