

Your MEC leadership encourages all pilots who can do so to volunteer for extra flying and to positively answer calls from Crew Scheduling to help restore the operation.

FAQs

1. Is our contract still in effect under the TRO? Can the judge change it?

Although the Court has broad authority to penalize us if we fail to fully comply with the TRO, it has no authority to change the CBA. The CBA remains in full force and effect.

That being said, we must obey the TRO and, consistent with our obligations under the RLA, act in good faith to exert every reasonable effort to restore Spirit's flight operations, including by picking up open time when we can.

2. Does the TRO mean I have to fly if I am fatigued or sick?

The TRO does not change your normal responsibilities, authority or limitations as pilot under the FARs. If you are LEGITIMATELY ill or LEGITIMATELY too fatigued to fly, you cannot lawfully fly.

3. How does the TRO impact my ability to write up the airplane for mechanical deficiencies when necessary?

Again, your normal obligations to the safety of the aircraft, passengers and crew remained unchanged by the TRO. If your airplane is LEGITIMATELY broken, you should write it up without hesitation, on the same basis and for the same reasons as you have ordinarily done in the past. Do not, however, write up an aircraft for a reason that you would not have written up in the past.

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4. Could the Company use my posts on social media by the Company as a basis for discipline? Could my posts become evidence in the court proceedings?

Absolutely. Yes and yes.

5. Am I ABSOLUTELY OBLIGATED to pick up open time?

No, you can make your own individual choice about picking up open time, on the same basis as you have long done in the past. You cannot, however, advocate that others decline open time or pressure, harass or shame others who choose to pick up open time.

With all of that said, we are under a legal obligation to do our level best as a pilot group to help restore the operation, including by volunteering to pick up open time.

6. If scheduling calls do I have to pick up the trip they are calling about?

Again, it is your personal choice to accept or decline extra flying that crew scheduling requests, consistent with the terms of our collective bargaining agreement and your long-term prior practice, but we encourage you to do so.

7. Can crew scheduling mention our obligation to comply with the TRO and order us to pick up extra flying?

Crew scheduling has to follow the CBA and cannot tell you or order you to pick up extra flying because of the TRO. We encourage you to pick up flying, however, if able to do so.

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