



March 4, 2015

Latest LEC News

There has been a lot of activity and news to pass along to you over the last 30 days. Much of the information has been made available to you via the JBU MEC update letters, but several items are worth repeating again in this update.

At the end of January, the JBU MEC was invited to attend a day of meetings with the company FLOPS and CPO leaders at the OSC. The intent of this meeting was to permit all key MEC/LEC and FLOPS leaders to meet face-to-face and begin the process of expressing our concerns and desires to move our pilot association forward in dealing with a variety of operational and career issues.

While there was verbal consensus to put our best foot forward as a combined collective group, we still have lingering doubts about the commitment of FLOPS leadership to move in a new and improved direction. This is due to their failure to demonstrate concrete actions to improve our historically poor working relationship over the last several years. An example of this lack of firm commitment through action has been the issue of ALPA DCO implementation. Despite prior verbal promises that the company would move to resolve this issue for our pilots, we are still waiting for that promise to be fulfilled.

As far as we are concerned, this is an easily obtainable goal for the company to meet and begin the process of restoring trust and confidence between our two groups, which will have positive and immediate benefits to both our pilots and the airline. Until this first step is achieved, we are forced to take the position that nothing material has changed to date, and we remain hesitant to recommend extending ourselves in above-and-beyond efforts for this management team.

ASAP MOU

One item of good news we can report from our OSC meetings is the joint effort between the company and our MEC to reach an agreement on a new ASAP MOU has been successful. The new agreement strengthens our participation in the ASAP and ERC processes, and allows for greater benefits to all of our pilot members who are faced with events and incidents that require ASAP filings going forward. We want to thank the hard work of JP Lazo (and his staff), VP of FLOPS Bart Roberts, and VP of Safety John Allen for making this MOU a reality for our pilot group.

Polling/Survey Participation

The other noteworthy news to report is the successful polling/survey effort that our Negotiating Committee prepared for our pilot group ahead of our Section 6 filing.

Participation exceeded expectations and the results provided important specific details about the desires, concerns, and priorities our pilot group would like see put forward in our pending negotiation process. We want to thank all of you who participated and for your specific comments that were very much appreciated by the Negotiating Committee. In order to protect the integrity of the survey, specific details of the data cannot be discussed publicly for the obvious reason of better positioning our negotiating strategy and execution.

IROP Troubles Continue

The last three weeks have seen an almost unprecedented series of Level 3 IROPS events targeted through our JFK and BOS bases. While the company has reached out to the MEC to try and capture more effective feedback and information to better understand the operational problems and shortfalls, we believe that the company is still not making the care of our flight crew one of their primary priorities, ensuring a more successful and safe operation.

Despite recent investments in new software that permits extremely rapid processing of flight cancellation packages, the investment and resultant time benefits are not translating to full execution at the point where the rubber hits the road. The result is that flight crews still have to fend for themselves and their inflight crews frequently, creating safety risks that place the individual pilots at risk for fatigue-related mishaps and other possible FAA certificate actions. While your MEC has responded in good faith to assist the FLOPS leadership team with accurate feedback, we ask management to make a much more concerted effort to correct this perpetual problem and begin taking concrete and demonstrable actions to make this the top operational priority it deserves to be.

We ask for your continued assistance in reporting all IROP events that highlight operational shortfalls and failures to provide proper support and care for you and your crews. Of course, if you have reports where you have observed positive actions and support, we want to hear about that too. As a reminder, please select the “**Submit IROP Story**” button on the [JBU home page](#).

Bottom line—use prudent judgment if you are out on the line and are faced with situations that create unacceptable safety of flight and/or fatigue risks created by failures of support by FLOPS/SYS Ops. Ensure you have received adequate support from FLOPS/SYS Ops before departing. Additionally, file the appropriate ASAP, IROP story, and FCIR (where appropriate) to properly identify the risk issues and capture the needed data that will be critical for your ALPA leadership to adequately correct these issues.

Hotel Issues

Once again, during the recent string of IROPS, we have had multiple reports of pilots literally left out in the cold due to the failure and breakdown in planning to coordinate hotel and transportation by Crew Services. While we are pleased that Flight Ops management is acknowledging the unacceptability of the situation, it does not change the fact that it continues to happen repeatedly. Unfortunately, acknowledging the problem is not enough. When you see “Hotel Pending” on your schedule, contact Crew Services and/or the hotel and transportation company in an attempt to **confirm** your transportation and hotel arrangements before you depart to the layover station. Please

remember to fly now, grieve later.

We have a path to express our concerns through a single unified voice. We will continue to assist you by voicing your concerns and documenting the reports we receive from your e-mails. These reports are archived on the ALPA server and sent to the company in an effort to fix this ongoing problem. Please document all instances of any travel bans, weather alerts, or road closures on your phone or iPad via screenshot or other method.

Please contact your ALPA representative if you find yourself in a questionable situation. We stand ready to provide support and assistance but keep in mind that we fly the line just like you and may be caught in the same IROP. If you cannot reach one of us, you may contact any other rep by dialing the MEC directory at 844-ALPA-JBU (844-257-2528).

Committee Selections

There has been much confusion over the committee selection process and we certainly understand why. As we work to create our new structure and everything necessary within it, there will inevitably be a bit of confusion along the way. Initially it was assumed the MEC would staff every committee; it then was determined that the MEC would only appoint the chair and vice chair. The chair of each committee would then staff the members of that committee contingent upon MEC approval of their choices.

After selecting the committees that were deemed the highest priority to fill, members of the MEC were given a specific committee to find candidates willing to serve as the chair for. This slowed things down as we began to request CVs only from those volunteers who were willing to serve as the chair or vice chair. Once the chair was approved, he or she would begin to assemble the rest of that committee from the volunteer list. However, each LEC wanted a say in who served on the professional Standards and Grievance committees—ensuring a local rep for each base whom the LEC knew would be most effective for their own pilots. This was ultimately agreed to and the process began, very slowly at first, but is rapidly accelerating today.

Our new Vice Chairman Ed Lachendro has taken leadership of this process and has been contacting those willing to chair the committee he or she has expressed interest in. Once the chairman is selected, that person then will go through the volunteer list and contact those interested in serving. If you have not heard from anyone yet, please contact Ed at Ed.Lachendro@alpa.org. Ed is very interested in hearing from those willing to serve in any capacity, especially as chair or vice chair. You will find Ed to be an outstanding member to the MEC and an eager recruiter—be careful, he *will* put you to work. There are still more committees to fill so please reach out to Ed or any of us with any questions.

Closing Thoughts

Many of you have contacted us regarding Part 117 duty day extensions and related issues and how to properly manage them in real time while on the line. We will provide an update that will specifically address this issue more thoroughly and provide you some basic tools to help make correct decisions when confronted with this situation.

Also, please go to b6alpa.org and click on the “TextCaster” link. This is a new communications tool that will allow those of you who sign up to receive key updates

and time sensitive information regarding MEC and ALPA activities that affect you and the JetBlue pilot group directly. We strongly encourage you take a few minutes to log on to the [website](#) and sign up for this important communications tool.

Finally, we ask you to keep informed and ask questions. We are here to help you perform as professional pilots at the highest level of professionalism and performance. Please feel free to contact us with your questions and/or concerns as they arise. If we don't reply right away, please understand we are prone to the same distractions within our family life as well as flying the line and volunteer work within this LEC. Please keep ringing and e-mailing us until you reach us. As we move forward, we will continue to evolve and improve on our communications and feedback. It truly is a privilege to serve each of you.

Until then we will remain fully engaged in representing your interests and issues and will continue to do so going forward. In addition, we do ask that if you have any problem or issue that you feel needs to be addressed, please contact us (your ALPA representatives) first before going to the Chief Pilot's Office. We now have the capacity (through the newly elected committee members) to address any issues you might have. This is very important in order to properly and effectively represent your interests without undue influence or intervention by the company due to e-mail transmittals that land in the JetBlue server, and are moved up within the FLOPS system.

In unity,

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“To improve and protect our pay, work rules, benefits and job security, while supporting the culture and success of JetBlue Airways.”