Quarterly MEC Meeting in LGB

Our MEC met for the quarterly meeting in the LGB area this week and are wrapping up a packed full schedule of agenda items, committee updates and guest speakers. Items were discussed, debated and voted on for the betterment of our pilot group.

ALPA Executive Vice President of Group B1 Mike McMackin briefed the MEC on JetBlue’s importance in the ALPA family and ways to gain access to many of the Association’s tools. He also briefed our MEC on important ALPA National issues such as ME3, Gateway 7, and legislative Calls to Action.

The Negotiating Committee briefed the MEC in executive session.
Other committee chairmen providing reports, updates, and responses to questions included:

- Dan Gorda—System Scheduling Committee Chairman
- Chris Obertin—CASC Chairman
- Dave Kidder, Chairman, and Kevin Tinney, Vice Chairman—Grievance Committee
- Rocky Durham, Chairman and Vice-Chairman Curt Miller – SPC Committee
- Mike Kendrick—Communications Committee Chairman

JetBlue Operations EVP Jeff Martin and VP Bart Roberts attended today’s meeting for an open and frank discussion, then answered questions from the MEC.

On Friday, the MEC will wrap up any unfinished business before they adjourn. The MEC will also begin planning for the next quarterly meeting slated for March.

We also want to congratulate all the committee members confirmed by our MEC and want to thank them for volunteering to help our pilot group.

- Capt. Aders, Micah, JBUMEC CIRP Council 193
- Capt. Ator, Mark, JBUMEC Pass Travel Council 197
- FO Baldwin, Dan, JBUMEC HIMS Vice-Chairman Council 191
- FO Barone, Thomas, JBUMEC Accident Investigation Council 193
ALPA National Vice-President of Finance Randy Helling came by and discussed the JetBlue MEC Budget. He congratulated our MEC on being very fiscally responsible, especially with our MEC starting from ground zero.

Council 199 held an LEC meeting on Wednesday evening where MEC Chairman Jim Bigham, along with the negotiators and Dan Gorda, briefed and answered questions. We appreciate all the pilots in attendance and thank them for their engagement.

All agenda, minutes and action items will be posted on the website soon. The next quarterly meeting will be held March 29th – April 1st in New York.

**Jumpseat Update**

As we wrap up the holiday season with seemingly daily reminders of fleet launch performance and busy customer loads, please remember that your flight may be the difference between a fellow airman getting home to see his/her family after a long work stretch over the holidays.
What can you do? Be as proactive as possible as early as possible. There are a few methods to check the standby list for jumpseaters prior to your flight (easier said than done on a 36-minute 190 turn, we know). A new AREQ Request named “SPLOADS ###” has been created to display the standby list for any flight. MyIDTravel will also display the standby list, and of course the agents can display the list for you using Sabre. S4W or S8W listings indicate a JetBlue or offline pilot is listed for your flight; if they are checked in you can assume they will be attempting to board your flight. Please keep in mind that while it is desired, both off-line and JetBlue pilots are NOT required to list and may not have been able to do so; in this case you obviously won't see a standby listing.

Take a moment to politely inquire with the AO agent about jumpseaters, and note that you've seen some listed or checked in. Scan the gate area visually, and take a moment to introduce yourself to any prospective riders. The "Captain Walk" can be especially important when you are turning on the same aircraft! If you perceive a rush from the agents to board quickly or close early, a quick stroll up the jetway to stretch your legs or attend to physiological needs about 15 prior to departure can be quite effective in reducing the "hustle". This jumpseat committee member has already personally "rescued" a Southwest pilot who was unable to list and had been initially been told he would not be allowed to board: this is directly against the SOM, FOM, and recent email guidance that has been sent to AO. A polite, professional, but firm reminder of their duties regarding jumpseaters will usually rectify the situation; ask for a Lead if necessary. The CASS tool on hellojetblue.com includes a link to the agents' listing instructions if they are not familiar. Do NOT threaten to delay the flight as this can open you to disciplinary action. If you are ultimately unsuccessful in getting a Jumpseat rider accommodated, please be sure to get the agent’s full name. This helps your committee immeasurably when we follow up with leadership.

Often asking the agent to pre-board the jumpseater for luggage stowage pending final seat assignment is effective in eliminating the "last-minute scramble". Please remember that our AO staff is under lots of pressure to close doors early to improve our on-time statistics, and that the majority are hard-working, professional, and trying to do their jobs correctly with several external pressures. Knowing that you as the working crew are involved and aware of any potential jumpseaters is an effective tool to reduce these errors.
Please share with your ALPA correspondence with your spouse or loved one. We’re all in this together!

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