

WEEKLY UPDATE

From Your JetBlue Master Executive Council



April 14, 2017

Cockpit Fumes



The dangers of cockpit fumes has recently taken on a new level of seriousness as one of our pilots has been exposed to these dangerous fumes. In January, Captain Andrew "Kirk" Myers was exposed to fumes while performing an engine run up at the request of maintenance. As a result of the fumes event, Kirk has had numerous health problems, been out on medical leave for months, and may never return to the flight deck. We would ask that you keep Captain Myers in your thoughts and prayers.

The "dirty sock" smell you may have experienced while operating an aircraft is **not a normal condition** that just requires a change of pack air conditioning filters. Despite what we may have believed to be a common and dismissible occurrence, this can actually indicate the presence of turbine oil fumes in the bleed system. Be aware of your flight environment and pay particular attention to fumes coming from the vents. Listen to the reports from your flight attendants, follow the latest airline operating procedures, and consider donning oxygen if you suspect bleed air contamination. The **potential for pilots to breathe oil fumes on board containing various toxic chemicals**, including tricresyl phosphates (TCPs) and carbon monoxide (CO), has been recognized as a crew health and flight safety hazard in military and commercial circles since the 1950s.

We received a recent report via the **PDR system** where a crew wrote up the aircraft for fumes (related to the dirty socks smell) and that aircraft was taken out of service. When you are asked to perform a maintenance related function, such as an engine run up, we would caution you to carefully review the aircraft logbook and understand exactly the parameters that are being tested and verified.

Your MEC and Central Air Safety committee have been working with management to reduce this hazardous risk to our health.



System Board of Adjustment



Your grievance committee met with management on April 10th and 11th. The quarterly System Board of Adjustment was conducted on the first day. Nine individual grievances and one MEC grievance were heard. Disputes discussed included two new terminations and a MEC Grievance over the unilateral reduction to our uniform allowance to pay for the mandated wool overcoat. The Association and management will exchange offers and counter offers in an attempt to resolve the issues in front of the April Board. The second day was used to resolve grievances that remained unsettled from prior System Boards. Eleven grievances were settled. Additionally, the Association and management successfully resolved a MEC Group grievance on Pairing modifications when a pilot is changed from deadhead to Operate on the same flight number. New language will be forthcoming. Your grievance committee will be following up with the pilots affected and updating the [DTS system](#) as we come to a resolution on the cases heard.



Is your Hotel Room Ready?



Your MEC has been getting reports that overnight accommodations for pilots are being delayed for unknown reasons. Hotel rooms not being booked and ready on arrival for our pilots is completely unacceptable and we are addressing this issue with management for an immediate resolution. We are expected to show up and perform our duties on time and expect the same treatment when we are released into required rest. We ask that you contact your chief pilot on duty if you arrive on an overnight to a room that is not booked or ready and instruct a crew services crewmember to adjust both your duty time and rest accordingly.



Hotel PDR Deactivation - Transition to MyCrewHotel Ver. 2.0



Recently, you received a message to your JetBlue e-mail account about the new, and hopefully improved, [MyCrewHotel](#) reporting system. Your hotel committee wants to participate in in one comprehensive and efficient reporting system. Divided reporting systems are causing everyone to lose sight of the issues. To that end, the PDR for Hotel specific issues will be deactivated this weekend. [\(You can still submit PDR's for other operational issues\)](#) As a reminder, [MyCrewHotel](#) is an API product, sponsored and supported by management. (Even though we have access to the information from your reports.) This means that a lot of people can see your submissions. We would just remind you to use discretion and professionalism when writing your narratives. This new system will result in your issue being connected directly to the people that will resolve it.



Full Scale Accident Drill - Recap



On March 30th JetBlue conducted a full scale accident drill. Your [ALPA Accident Investigation team](#) was invited to participate. Captain Scott Johnson represented our committee. The drill scenario focused on a wide body code share accident on foreign soil. The drill was very realistic with all relevant departments mobilized, and terminated with the necessary support teams (which includes your ALPA accident investigators) boarded on the "Go Plane" preparing to depart to the accident scene to establish a forward command center.

Our accident investigation committee would like express our appreciation to JetBlue's Safety and Flight Operations departments for inviting us to participate.



Exit Survey



There are many reasons why a pilot may part ways with JetBlue, for example, retirement, family concerns, or greener pastures. Changing employers is one of the most difficult decisions you can make in your career. Whatever the reason for the change, it would benefit both our MEC and your negotiators to know why. If you are planning to leave our pilot group, please take a moment and fill out the short ["Exit Survey"](#) on the [Membership Committee page](#) on

B6alpa.com. Your information will greatly help our MEC and negotiators as we work toward a market-rate CBA for our pilot group to make JetBlue a destination carrier.



Welcome Class 07-17



MEC Vice-Chairman Dario Miranda and Membership Chairman Matthew Passafiume were in Orlando on Monday April 10th this week to welcome Class 07-17 to our ranks. We would like to welcome back FO Andrea McVeigh (*LGB*), FO Steven Molos (*FLL*), and FO Alfredo Ortiz (*BOS*).



Julio Arango	Juan Calderón	Jamsheed Lovelace	Jean-Baptiste Salmon
Ryan Blackford	Adam Granath	Jack Peterson	Christer Viding
Brian Cason	Matthew Hopper	Raymond Robidoux	Michael Welch

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<p>Captain Patrick Walsh <i>Chairman</i> <i>JetBlue Master Executive Council</i></p>	<p>Captain Dario Miranda <i>Vice Chairman</i> <i>JetBlue Master Executive Council</i></p>	<p>Captain Wes Clapper <i>Secretary-Treasurer</i> <i>JetBlue Master Executive Council</i></p>
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