

WEEKLY UPDATE

From Your JetBlue Master Executive Council



October 9, 2015

MEC Quarterly Meeting



Our MEC wrapped up its fall quarterly meeting in Fort Lauderdale this week, completing many agenda items in addition to creating and passing several resolutions. Chairmen and vice chairmen of the Merger, Grievance, P2P, and Communications committees gave their quarterly reports. JetBlue's EVP Jeff Martin and lead counsel Marc Esposito also briefed our MEC on operations and fielded several questions. The Negotiating Committee briefed the MEC on the status of the negotiations and the next areas that will be proposed. Scheduling Chairman Dan Gorda and Vice Chairman Tommy Young updated the MEC on many areas of scheduling and bidding, and areas they are working to change with management.

The next MEC meeting will be held in Long Beach in January.

To see a quick, interesting animated video of how a resolution is passed, click [here](#).

MEC Structure

With the completion of another successful meeting, we'd like to discuss again how our MEC is structured, and what it means. Our MEC knows that this is the first time many of our pilots have been members of organized labor, and the structure of our MEC and its functions can sometimes be daunting. The best analogy for understanding our structure is comparing it to a corporation:

- Shareholders (who the MEC works for) are you and the entire JetBlue pilot group

- The Board of Directors (who are beholden to the shareholders) are the MEC—the collective body made up of representatives that you directly elected.
- The CEO, COO, and CFO are the MEC chairman, vice chairman, and secretary-treasurer, who are responsible for the actual running and overseeing the operations of the union. *Remember, they have no voting power and are responsible to the will of the MEC and by consequence, the pilots.*
- The different department heads are the committee chairmen who are directly responsible for carrying out the day to day operations and needs of the pilots.
- The hardworking staff who make the operation happen are the working committee members.

This analogy is simplistic, but hopefully it will have some light on the roles and responsibilities involved in our Association.

Flooding in South Carolina



Last week, South Carolina suffered an unexpected copious amount of rain, with Charleston and Columbia being the hardest hit. Significant property damage and tragic loss of life ensued. Although the rain has stopped, officials are still monitoring numerous dams at risk of breaching. Our MEC reached out to JetBlue pilots living in the area and offered any assistance.

All pilots are reminded that if a natural disaster occurs, relief is available through ALPA's Pilots for Pilots (P4P) program. P4P was established to provide quick support and temporary financial assistance to any ALPA pilot who has suffered any kind of loss due to widespread natural disasters. For more information about the program and what it offers, please click [here](#). Please continue to keep South Carolina in your thoughts and prayers.

JetBlue's Profit Sharing



This week, JetBlue offered a partial profit-sharing check based on calculations through August of this year. The company is offering the option of a deposit into your 401(k) or a cash payout. As you decide which type of disbursement you prefer, please remember that the maximum yearly contribution in your 401(k) is \$18,000, or \$24,000 if you're over 50. If you elect to deposit the money into your 401(k), it will be counted toward your maximum contribution. Also, many pilots have asked about the 5% cliff and if this will affect it. It is our perception that this payment will be over the 5% cliff; however, our R&I Committee is investigating the different options and how they will affect

you. Please look for a more in-depth explanation on profit sharing from us in the next few days.

From the Grievance Committee



Please remember, every time you use any social media, e-mail, web boards, or any other form of electronic communication, you are putting yourself at risk for not only violating company policy, but also possible litigation. With today's technology, everything is traceable with the right equipment. If a pilot uses any social media (e.g., Facebook, Instagram) to harass another employee, it falls under the JetBlue policy against harassing other employees under which the offender is subject to discipline and possibly termination.

The web boards are no different, even when third party and avatars are used. JetBlue has the capability to uncover not only who the avatar is, but what electronic device was used, its location, IP address, and Wi-Fi. This doesn't mean that the company is actively seeking to investigate pilots, but all the information can be retrieved if they chose to investigate for whatever reason. Please use common sense when writing anything electronic, because it is not anonymous and you are liable for anything you send or post.

Medical Emergencies in New York Airports



If you're flying into JFK, LGA, or EWR with any kind of medical emergency and request paramedics, don't be surprised if the plane is met by a police officer. The Port Authority for New York and New Jersey has an official policy to have only a police officer meet the plane to assess if any further assistance is required. The police officer is trained as a first responder, and will call for further medical if he or she feels it warranted. We understand

that sending a police officer for a medical situation is counterintuitive; however, it is the procedure put in place by the Port Authority.

DCO Begins October 20

If you have not already sent us your authorization, please go to our [online DCO form](#) and complete one of the following steps:

- Click submit to send automatically.
- Save it, and e-mail it to: Membership@alpa.org
- Print it out and fax it to: 703-464-2115
- Print it and mail it to:

Air Line Pilots Association, Int'l
c/o Membership Administration Department
535 Herndon Pkwy
Herndon, VA 20170

Note: You must have the latest version of Adobe installed in order to fill out the PDF and submit it. To get the latest version, click [here](#). iPad users must tap the form image on the Membership page, then "Open In" ---- "Adobe Reader."

Jumpseat Alert

The Jumpseat Committee from APA sent out the following Jumpseat alert about an embargo on nonrev and jumpseat travel in a few weeks as they transfer over to a new reservation system. Please try to make alternate plans for your commute and don't hesitate to reach out to your Jumpseat Committee for any help. Also, if you have an experience on American or any other carrier both good and bad, please take a moment and let us know by submitting a PDR at www.b6alpa.org.



**ALLIED PILOTS
ASSOCIATION**

Jumpseat Alert: American Airlines

On October 17, 2015, American Airlines will be undergoing a complete reservation system change. The airline has issued an embargo on guest travel passes for 5 days: Friday, October 16 through Tuesday, October 20.

We strongly suggest that other airline pilots avoid jumpseat travel on American Airlines during those 5 days. That may not be possible for everyone so we have issued proactive guidance to all American Airlines pilots.

We have requested they look for other airline pilots in our terminals and to approach them and offer assistance. Also we have asked them to check their flights stand-by list minutes before departure to ensure there are no other airline pilots attempting travel who have not been issued a seat. And most importantly, we have asked them to not leave a fellow professional aviator behind.

For those who do have to jumpseat travel on American Airlines during those five days, please ensure you have a listing made via myIDTravel in advance of your flight. Do not hesitate to reach out to any AA pilot in the terminal if you need help. We will do our best to get you on your flight.

Please let us know of any issues you encounter with jumpseat travel on American Airlines, good, bad or otherwise at: JUMPSEAT-COMMITTEE@alliedpilots.org.

STAY SAFE ▪ STAY INFORMED ▪ STAY INVOLVED

