

WEEKLY UPDATE

From Your JetBlue Master Executive Council



February 20, 2015

TextCaster

Have you signed up for TextCaster? Sign up and you'll get timely information like alerts for bidding deadlines, updates from our negotiators, and breaking news from our MEC on issues important to you—all **delivered directly** to your mobile device. Sign up [here](#) or visit www.b6alpa.org and click the TextCaster button on the homepage. Don't miss out on important information!



Pilot-to-Pilot

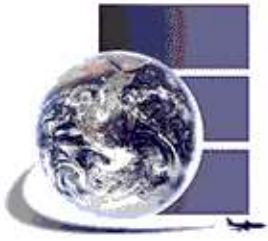
We need volunteers to help route information between the pilot group and our MEC. Through our Pilot-to-Pilot (P2P) program, we'll distribute the latest MEC news and updates throughout our pilot group. As a two-way communications vehicle between the MEC and the pilot group, with your help, our pilots can get accurate answers to their questions, and it allows our MEC to remain informed on the most pressing issues of the pilot group.

P2P also helps curb rumors and other misleading information and is a great way to become involved with your union without a heavy time commitment. As a P2P volunteer, you will always be in the know with the latest news and updates from the MEC. Please click [here](#) to submit your interest in becoming a P2P volunteer.

844-ALPA-JBU

You can now connect with all our MEC representatives with one phone number. When you dial **844-ALPA-JBU**, you will have the option of being directed to your status rep, MEC officer, selected committee chairmen, or the ALPA Hotline. Please save the number for one-point access to our MEC.





AMAS

Since 1969, the ALPA Aeromedical Office (AMAS) has kept pilots *healthy and flying*. From answering major and minor medical questions to helping a pilot keep an FAA medical certificate, as part of ALPA, members in good standing can contact AMAS physicians and staff at ***no cost and under strict confidentiality***. All ALPA Aeromedical Office physicians are residency-trained and board-certified in aerospace medicine, with most holding additional medical specialty certifications.

In addition, the Aeromedical Office has been instrumental in getting the FAA to change many policies and allow pilots to regain or maintain their medical certification, often with conditions that the FAA previously considered permanently disqualifying, such as coronary bypass surgery, angioplasty, isolated seizure, total loss of vision in one eye, and a number of others. You can learn more about AMAS [here](#).

ALPA's FAR 117 Calculator

Last year, prior to JetBlue pilots joining ALPA, the Association allowed our pilots to utilize the FAR 117 application by registering with employee numbers. Many pilots have since switched their registration using their ALPA number. For a variety of reasons, ALPA needs to restrict registration to ALPA member numbers only. If you haven't done so, please reregister by **February 24**. If you have any issues or questions, please contact HelpDesk@alpa.org.

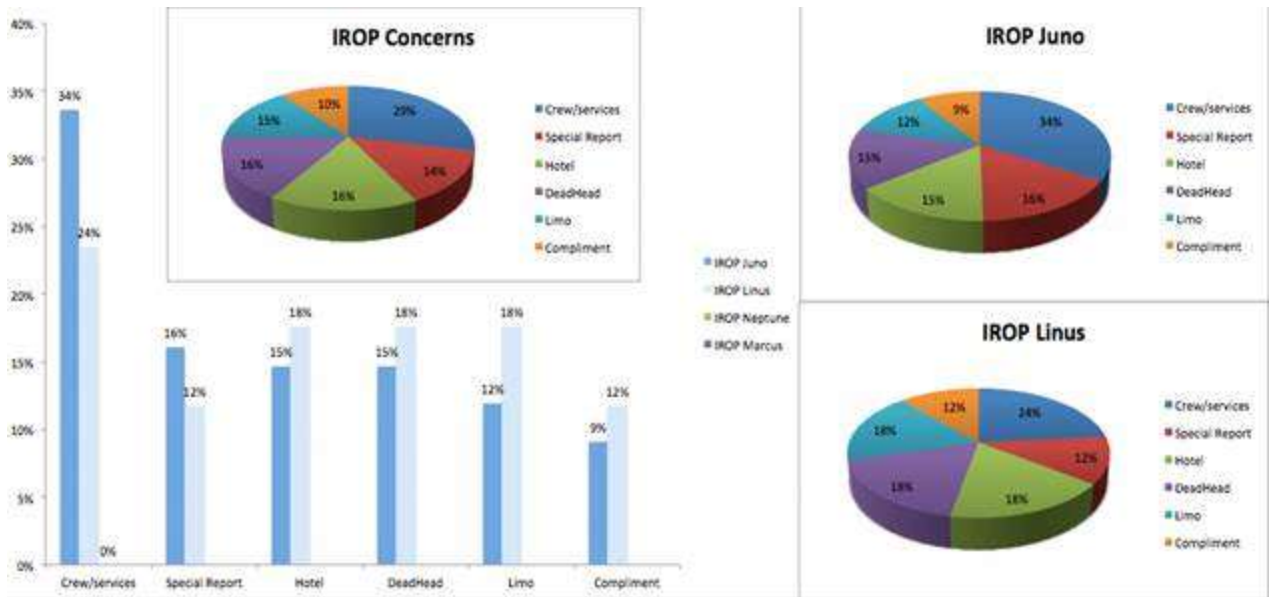
IROP

We have received hundreds of e-mails detailing your experiences with the four IROPs we have encountered so far this year. After all the data is compiled, we will be able to measure the weak, strong, and improved areas over the course of the IROPs. The feedback you have given us, along with your documented personal experiences will enable us to hold JetBlue management accountable and present solid examples to counter their usual response: "We're looking into it."

Once we accumulate all of the data, we will present a detailed report to our flight leadership, and more importantly, to you. We are currently still compiling the information for storms Marcus and Neptune; however, we wanted to give you a snapshot of what's been collected to date. As you can see, the inability to contact Crew Services in a timely manner is the largest concern. Other problem areas that were listed include hotel issues, limos, and deadheads and self-deadheads.

Because so many of you participated in this process, we built a new template in order to compile and organize all the data. Please visit www.b6alpa.org and click the button that is located on the front page to share your story. Please give as much information as you can, including dates, flights, pairing numbers, what happened, and screenshots of your pairing or excessive hold time for Crew Services. Remember, we are collecting data only to disseminate, and all personal information will be de-identified.

As evidence of our MEC's actions, we are beginning to see some small changes in management's response to IROPs, and these changes would not be possible without your participation.



As a Reminder . . .

During an IROP, the controlling document remains the Flight Scheduling Manual (FSM10 on your iPad). Section E specifically addresses Pairing Disruptions and Emergency Assignments. As you wait for the snowfall to end and the reschedules that follow, please take a few minutes to review the procedures once you receive a phone call from Crew Services.

When the trip is completed, you still have work to do. Please make sure that your schedule accurately reflects your contribution to the IROP and that it's reflected in your paycheck. The process is far from automatic, so give the staff in Payroll a chance to go through the hundreds of changes that occurred. If after a couple of days you don't see the modifications to your schedule, you will need to submit a change via Rainmaker. If the changes to your schedule do not coincide with the language in the FSM, then reach out to one of your base chief pilots. If you feel that your schedule still conflicts with the FSM, contact your status rep. They will present the discrepancy to the Grievance Committee for further review. Currently, the Grievance Committee has no access to company records (FLiCA, CrewTrac, Rainmaker, etc.), so we depend on you to provide records of interactions so that we can assist you.

Dispute Tracking System

We now have the Dispute Tracking System (DTS) up and running to help facilitate the grievance process. Use the "Submit a Dispute" button on www.b6alpa.org or submit a dispute online via the [Grievance Committee page](#). The DTS allows Grievance Committee members access to all the information to follow the grievance process.

As a first course of action, utilize the open-door policy and attempt to resolve a problem with a chief pilot. If you feel that the problem is not getting resolved, contact your status rep for guidance. If the dispute does not get resolved with the chief pilot, then please go to the grievance page on the website and submit the dispute to begin the grievance process. Be sure to save all supporting documents relating to the dispute—you'll be able to upload these when completing the dispute form.

Remember, beginning on the date of occurrence, the Grievance Committee has 30 days to research and file your dispute as a grievance with management. This 30-day period may not start until you've

received a response from your chief pilot regarding a resolution. However, we would like to take the conservative approach and have pilots submit dispute issues *after* communicating with their chief pilot, but before 2-3 weeks has passed from the date of occurrence.

In unity,



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