

A Whole New World

Bill Moore (CLT)
Chairman, Jumpseat Committee

Finally, some of the dust is shaking out with regard to jumpseats. It appears that finally all *passenger* airlines have a jumpseat program like ours. All *freight* carriers still do not, as they continue to seek solutions to their problems of security, cockpit doors, etc. Please be patient with them. These freight pilot groups are doing everything they can think of to get approval from the FAA in order to take you on their jumpseats.

Some carriers require you to be in uniform. For this reason, and to make it easier to get through security, it would be wise to always wear a uniform whenever there is any chance that you might need to jumpseat on another carrier.

Please continue to look to the ALPA International and US Airways MEC websites for the latest information.

The Company's list

Any FAR Part 121 pilot qualifies for travel in the passenger cabin and need not be on the list in Appendix B of the FOM. This list is only to assist a Captain in decision-making.

Remember, the only pilots who can ride in the cockpit on our jumpseats are our own active pilots and active pilots from our code share airlines (Trans States, Mesa, Chautauqua, CC Air, Colgan, Air Midwest) and wholly-owned carriers (Piedmont, PSA, Allegheny). These pilots must have a current, revalidated ID and may sit in the cockpit regardless of empty seats in the passenger cabin.

Security, security, security

Be as cautious checking the credentials of jumpseating pilots as you ever have; definitely

check their ID and pilot's license. It is very difficult for a fraudulent pilot to produce a medical certificate. Make certain your jumpseat riders are legitimate. We would lose valuable ground, and perhaps any chance of getting things back to the way they were, if we had a security incident with a jumpseat rider. Absolutely, positively, say "no" rather than take unnecessary risks. If the person is legitimate, they will understand that you are being extra cautious. If they are a fraud, you can count on them becoming angry and unreasonable.

And don't forget the number one MO of a fraud: waiting until the last minute to arrive, hoping you'll be too busy to check their credentials thoroughly. We have a contractual right to take "last minute" jumpseaters without a form to eliminate causing a delay. Don't use this clause to rush to judgment. Remember to call into Operations that you have a jumpseat rider.

You are the guardians of our policy. Take that responsibility seriously.

Return to normal?

The question that is asked most often is, "When will jumpseating be back to normal?" No one can say, but you can be assured all the pilot groups will do everything they can to return to our old policies. In the meantime, some carriers have changed their policies to allow an unlimited number of jumpseat riders in the passenger cabin to increase safety. These "jumpseat" riders are placed into First Class or as far forward in the cabin as possible. It is a great benefit to safety and security to have uniformed and non-uniformed pilots who have been trained as security professionals on our aircraft. Unfortunately, our management does

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not understand this. In fact, management cut off your jumpseat benefits prior to the FAA's taking action in this regard and without consulting your Jumpseat Committee. Only after constant pressure from our pilot group and ALPA leadership would management allow our program to continue. This, while other carriers continued to carry other pilots, among them America

West and Southwest. These carriers deserve a big thank you for not letting the events of 9/11 lead them to harsh, knee-jerk reactions.

