

Jumpseat Update



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US Airways’ authorized jumpseat attire is first class travel dress code requirements or a uniform. This requirement can be found on the back of our jumpseat forms. The definition of first class travel dress code is found on the non-rev form. A problem has come up recently: several other carriers (including Delta!) have begun to relax their jumpseat dress code. These carriers are now calling it “Business Casual,” basically no jeans or tennis shoes. As a result, there is a good bit of confusion in the industry as to what is required. Don’t be shy about letting your jumpseat riders know where we fit into this. Also, beware when riding other carriers. Don’t end up confusing their dress code. It is better to be a little overdressed than stuck someplace.

Prompts

It seems like there hasn’t been a single facet of our work lives that hasn’t been negatively impacted by SABRE. The jumpseat has certainly seen its share of problems. A recent problem is the way the jumpseat reservation system has been programmed to prompt you when the flight number you have selected will be flying through midnight. Of course, this happens on every red-eye. But, unfortunately, it also happens on a number of other flights that have more than one leg, such as the red-eye flight number that continues with another leg. If you didn’t know the previous flight was a red-eye you wouldn’t be aware of this pitfall.

What happens is that when you try to book a jumpseat on one of these flights, the system will try to ask you which date and leg you are reserv-

ing. The big problem is that it asks in a completely SABREized way. First, it will ask for a leg on a different day than you’ve requested. An example is a simple red-eye. If you request it on, say, the 15th, the system will start to ask you to press one for the leg from xxx to yyy and you’ll hit one before listening any further. This will reserve a jumpseat on the wrong day! If you waited until the message continued, you’d hear it specify a different date than the one you entered. You have to wait to see what choice number two or three or four or more is, and then carefully select the correct leg and date. Confused yet? This must be the same logic that can give you takeoff numbers for a dry runway in CLT when it’s been raining for three hours straight.

We’ll get the Company to fix this irregularity. Until then, be careful and expect some awkward prompts. Knowing SABRE, when the fix is instituted, it may be a little less than perfect, so be especially vigilant if you hear the prompts change from the way they are today. If you do have trouble, please let Charmane in Flight Operations know at (412) 747-5542. She has been very helpful to our pilots regarding jumpseat problems since the change to SABRE and she deserves a big thank you. Let the Jumpseat Committee know of any problems as well.

First Class

It’s been a year-and-a-half since we gained the ability to put jumpseat riders in first class. For years, we lagged behind the rest of the industry in this respect. Recently, I came across

one of our Captains that didn't put his jumpseat riders in first class because he didn't want to upset the flight attendants. I'd like to remind everyone that this is a negotiated benefit. We all want to get along with our crews, but the flight attendants do not have a say in this matter. It is likely that they may obtain certain provisions in their negotiations that many of us will not like—but our not liking it will not keep them from getting it! Don't give up your benefits after working so hard to get them.

Many times I've been asked how to deal with this issue. One suggestion that I mention is to bring this up in your crew briefing. Consider saying something like, "I like to put my jumpseat riders in first class if there is a seat available, do you have any problem with that?" Then see what they say and, if you need to, explain how we got this benefit (through negotiations). Take it from there, but don't give in.

Fine Air

Last year in an article I wrote that Fine Air was hiring non-pilot "loadmasters" and dressing them up like pilots with two stripes. Recently, one of them attempted to ride one of our jumpseats. He arrived at the last minute so the Captain wouldn't have much time to make a decision. When the Captain expressed doubt that he could ride the guy pulled out a LAMINATED letter that he claimed proved he could. This was completely bogus.

Ladies and gentlemen, when someone shows up for your jumpseat and has to prove to you that it is OK for them to ride, this is a big red flag! If something this fishy happens and it is time to go, just say no! Take the pink copy of the jumpseat form and politely deny them your jumpseat and tell them they need to contact our Flight Operations Department (the address is in the FOM on page B-1 in the Appendices section at the beginning of the advisory list). This gives them recourse to add their airline to our jumpseat advisory list. When you can, call a member of your Jumpseat Committee. We'll probably want the pink copy to help us track down any problem.

In this particular Fine Air case, we got a quick response from their company. They claim to have dealt with this employee and made all the other employees aware of the jumpseat protocol. Although I'm satisfied that their action will prevent this from happening again, I recommend that we all increase our vigilance. Also, if you have a *real* Fine Air pilot on your jumpseat, you might mention that you're aware of this

problem and that you hope we don't hear of any other problems with Fine Air in the future.

Remember:

1. Frauds know to arrive at the last minute. You're more likely to just say yes.
2. The best way to catch a fraud is to ask to see their pilot's license and medical. In almost every case when this is done, a fraud is caught.
3. Ask a few questions. What do you fly? If you're a B-727 Captain, why isn't there a B-727 type rating on your license? You're an Engineer, where's your FE rating?
4. Don't be rushed. Say no before doing something that might jeopardize our benefits.
5. BE WILLING TO SAY NO! Riding your jumpseat is a privilege. If they can't convince you that they're legal to ride, you shouldn't feel bad. You're protecting the privilege that they are seeking. They should be understanding and willing to take the proper steps to get on our advisory list.
6. Use the advisory list! It is Appendix B in the back of the FOM. The carrier doesn't have to be on the list for the jumpseater to ride, but if you've never heard of the carrier, the list is a good place to look. These are carriers that have sent our Flight Ops proof that they are a legit carrier. They don't have to let our pilots ride their jumpseats, and they don't even have to have jumpseats in their airplanes. This list has only one purpose: to help you determine real carriers. Please use it!
7. All Part 121 pilots can ride on ANY of our flights, domestic or international. This is now the standard in the industry.

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