

## **Cabin Jumpseat Authority (CJA) Clarification – October 7, 2016**

The recent update on Cabin Jumpseat Authority (CJA) that was released as part of our October 4, 2016 AFA E-Lines has raised a number of questions and has caused some unintended confusion. The following is intended to clarify the various actions that have been taken as it relates to our contractual CJA. Currently, our joint Contract has an implementation timeline within which both the company and Union have agreed to work. In cooperation with Airport Operations and the company IT Department there are a number of steps that still must be taken to fully implement all of the CJA procedures. At this point, however, the Joint Implementation Team (JIT) have been able to successfully implement the lifting of any weight restriction for Flight Attendants from all three pre-merger airlines, effective October 4th. Airport Operations has updated their jumpseat boarding procedure to be consistent with Section 3.A.1. to ensure that no Flight Attendant is denied access to a Cabin Jumpseat as a result of a weight restriction.

Another area of confusion appears to be related to the “metal protections” tying each aircraft to a specific group of pre-merger airline Flight Attendants. Our respective scope provisions remain in full force and effect until all Flight Attendants are on a common scheduling platform. At present, jumpseats will continue to be awarded based on the Jumpseat Cross Utilization Agreement which gives each pre-merger Flight Attendant group priority access to the jumpseats on their respective pre-merger aircraft.

If you have additional questions on the procedures for the awarding of the cabin jumpseat, please contact your Local Council Office.

## **Cabin Jumpseat Authority – October 4, 2016**

The Joint Implementation Team (JIT) has informed us that the company and Airport Operations has implemented the Cabin Jumpseat procedures from Section 3.A. of the [Joint Collective Bargaining Agreement \(JCBA\)](#). This procedure listed below is effective on October 4, 2016:

If a (physical) jumpseat is available and the aircraft is weight restricted, jumpseat authority will not be denied for any Flight Attendants. The number of Flight Attendants using jumpseat authority on weight restricted flights may be limited to the number of available (physical) jumpseats.

Flight Attendants must check-in for the jumpseat no later than 30 minutes prior to scheduled departure. Flight Attendants who have met the 30 minute check-in shall be awarded available jumpseats in Jumpseat Seniority order. In instance where self-service electronic means are not available, Flight Attendants shall have the ability to list and check-in with Customer Service Representatives (CSR) no later than scheduled departure.

Walk-up jumpseating shall be permitted to the extent consistent with the needs of the operation and shall be awarded on a first come first served basis, and only

after Flight Attendants who have met the 30 minute check-in have been awarded jumpseats.

Available Flight Attendant jumpseat(s) may be awarded prior to awarding non-revenue seats or other jumpseat authority riders. Flight Attendants who decline the award of the jumpseat will be removed from the jumpseat list. The targeted guideline for the award of available jumpseats is 25 minutes prior to scheduled departure. Flight Attendants must have checked-in and be present at the time of the jumpseat award.

When seats are available in the cabin after other stand-by passengers (revenue and non-revenue) have been boarded Flight Attendants may travel in the cabin on jumpseat authority, even if the jumpseats are occupied, provided that such travel does not displace revenue passengers.

When seats are available in the cabin after boarding has been completed, Flight Attendants awarded a jumpseat may assume an open seat in the cabin.