

4. If a Reserve Flight Attendant on a RSV day is taken off a sequence because of double coverage, she/he shall be considered "on-duty", as defined in Definitions, Section 2, until released by Crew Schedule. Upon release, she/he may be required to remain available for further scheduling purposes on that same day. However, in accepting any further sequence award/assignment that day, the Reserve's report time for the original sequence will be used in determining her/his applicable maximum duty day period. The affected Reserve's pay for the remainder of the double covered sequence is protected if, when future sequences are awarded for the following day, she/he selects a "like" sequence(s).
5. If a Reserve on a RSV day is taken off a sequence because of double coverage and subsequently receives another sequence assignment from daily Crew Schedule, all applicable scheduling parameters in this Agreement shall remain intact (i.e., duty day limitations).
6. If a claimant flies a sequence after the pay protected duty period(s) worth more time than the originally scheduled (double covered) sequence, she/he may claim the pay protected duty period(s) in addition to the sequence flown.
7. A Flight Attendant shall not be required to split a sequence to be pay protected.
8. Procedures and pay protection for any other Crew Schedule errors that are not otherwise covered in this Agreement will be handled using the same methodology as outlined in Paragraph T.

U. SATELLITE BASE(S)

1. General

- a. The Company will determine, in its sole discretion, the city at which any satellite base test will be conducted and to which crew base city the satellite base is linked. The Company will provide written notification to the APFA National President once any satellite base test city has been selected.
- b. The Company will determine, and on a month-by-month basis, the number of trip sequences that originate from any satellite base. It is understood that the Company may determine in any particular month to offer no sequences originating from any satellite base.
- c. At any time, the Company or the APFA may unilaterally terminate this agreement by providing written notice to the other party. In the event this agreement is terminated, the Company will cease using any satellite base no later than one month following the written notice of termination. Once terminated, all obligations will cease in all respects.
- d. Each satellite base will be provided one (1) Satellite Base Coordinator, and the Company will pay fifteen (15) hours flight pay and credit to the Satellite Base Coordinator.
- e. The Satellite Base Coordinator shall assist the Flight Attendants with all forms of trip trades in order to avoid creating open sequences originating from the satellite base.

2. Eligibility for Trip Sequence Awards and Assignments

- a. All active Flight Attendants in an active bid status who are based at the crew base city to which the satellite base is linked may bid for the trip sequences that originate from the satellite base.

- b. Flight Attendants awarded a trip sequence originating from the satellite base shall be responsible for their own transportation to and from the satellite base without exception.
- c. A Flight Attendant who fails to submit a bid or who fails to bid for a sufficient number of sequences shall not be assigned a satellite base trip sequence. Any trips not assigned in PBS or TTS shall not be counted towards the three percent (3%) open time limitations.

3. Lineholder Trip Sequence

All satellite base trip sequences will originate and terminate at the satellite base city with no allocated ground deadhead as either the first or last segment of the sequence.

4. Reserve Sequences

The Company will not assign a Reserve Flight Attendant to a satellite base sequence.

5. Filling of Open Time

Satellite open time will be filled in accordance with the provisions of Paragraph 10.E. An open sequence will require a deadhead (including a surface deadhead) to and from the satellite base at the beginning and end of the sequence if such open sequence is involuntarily assigned to the Flight Attendant (e.g., reserve assignment). Flight Attendants who are awarded a satellite open sequence shall be responsible for their own transportation to and from the satellite.

6. Trip Trades

- a. Flight Attendants who are awarded or assigned trip sequences originating from the satellite base may use all the provisions of the TTS, including trades involving sequences originating from the satellite and crew base.
- b. Flight Attendants who are awarded or assigned trip sequences originating from the satellite base may trip trade with other Flight Attendants at the same crew base, including trades involving sequences originating from the satellite base.
- c. Flight Attendants who trade for or pick-up sequences originating from the satellite base shall be responsible for their own transportation to and from the satellite base.
- d. In no case will a Flight Attendant holding a trip sequence at the satellite base be permitted to drop such trips into TTS.

7. Administrative Support/Parking

- a. For purposes of employee parking provided in Expenses, Section 4, the satellite base shall not be considered the Flight Attendant's base city. The Company will provide parking at either the crew base city, satellite base or American Airlines or its wholly owned carriers station of the Flight Attendant's choice. In no case will the Company be required to provide parking that exceeds the scope of the parking provisions contained in Expenses, Section 4.
- b. The Company will continue to provide administrative support (e.g., Flight Attendant company mailboxes, access to manual revisions, etc.) at the crew base only, and in no case will the Company be required to provide administrative support of any kind at a satellite base.