

- (a) In the event there are no Purser qualified Flight Attendants on the flight, the Purser position shall be changed to a Lead/Number 1 Flight Attendant position and filled in accordance of Scheduling, Section 10;
 - (b) In the event there is one (1) Purser qualified Flight Attendant on the flight, she/he shall fill the Purser position;
 - (c) In the event there are two (2) or more Purser qualified Flight Attendants on the flight, the Purser position shall be offered first in seniority order and then assigned in reverse seniority order;
 - (d) A probationary Flight Attendant shall not be assigned to the Purser position. When the entire crew of Flight Attendants is probationary Flight Attendants, the most senior Flight Attendant shall assume the Lead/Number 1 Flight Attendant position.
- c. The provisions of TTS, ETB and Sequence Trades through Crew Schedule as found in Scheduling, Section 10, shall apply to Purser qualified Flight Attendants except that a Purser qualified Flight Attendant may not trade a Purser designated sequence for a non-Purser designated sequence unless she/he is trading a Purser designated sequence with another Purser qualified Flight Attendant. The Flight Attendant may drop a Purser sequence into open time assuming the transactions meets the TTS processing rules specified in Scheduling, Section 10.
- d. Rescheduling of Flight Attendants shall be made in accordance with the provisions of Scheduling, Section 10.J.

6. Vacations

A Purser qualified Flight Attendant shall be eligible to bid in accordance with her/his seniority at her/his base from the base's general vacation allocation pool in accordance with the provisions of Vacation, Section 8.

M. GENERAL

1. Deadheading

- a. Flight Attendants on International flights shall deadhead as specified in Deadheading, Section 16.
- b. When a Flight Attendant is deadheading on a flight at the commencement or termination of an International service, the Company will provide the Flight Attendant a connect time no less than the minimum connect time required for revenue customers, plus fifteen (15) minutes.

2. Passports

The Company will reimburse a Flight Attendant for the cost of passport renewal, passport photos, visas, inoculations and the charge for expediting service for passports and visas in those crew bases where passports and visas may be required. The Company will provide positive space travel or reimburse for mileage for a Flight Attendant who drives to a passport office provided such location is the closest in proximity to the Flight Attendant's crew base or residence. The Company shall reimburse any necessary cab fare between an airport or layover hotel and a passport/visa office. Any other associated expenses will be reviewed on an individual basis.

3. Duty Free

In the event the duty free commissions are not paid, Flight Attendants shall not be required to sell duty free items.

4. Medical Care

a. A Flight Attendant who becomes sick or injured on an International trip shall be provided positive space travel in accordance with Sick Leave, Section 9.F. If necessary, the Company will provide and pay for layover accommodations until the Flight Attendant is able to travel. Transportation will be provided between the hotel and the airport. The terms and conditions of such positive space travel shall be in accordance with Company policy. The policy regarding travel for ill or injured Flight Attendants shall be no less favorable than the policy afforded to pilots.

b. A Flight Attendant, covered under American Airlines benefit plans, who requires emergency medical care while traveling on a sequence or Company business outside of the United States will receive the same level of coverage as if the care occurred in the United States. Medical treatment should be obtained in accordance with established policies and procedures and coordinated through the Flight Attendant's International medical coordinator, i.e., BUPA. If the illness or injury is determined to be occupational in nature, medical treatment should be obtained in accordance with established policies and procedures and coordinated through the Workers' Compensation provider. The medical benefits provider will provide an international toll-free telephone number and such number shall be listed on the health insurance card. The Flight Attendant shall not be required to advance payment for the medical treatment except to the extent there are co-payments, deductibles or co-insurance amounts that may apply. The Company shall provide such Flight Attendant transportation between the hotel or airport and the recommended medical facility. Emergency medical transportation, i.e., ambulance, will be provided in accordance with the Flight Attendant's applicable medical benefits.

5. Hostilities

Unless prohibited by a governmental agency, the Company shall promptly notify the APFA National President upon receipt of information regarding hostilities, terror threats, political disruptions or natural disasters that may present a danger to the safety of Flight Attendants at stations into which they are required to fly. At the request of the APFA National President, the Company shall meet and review the impact that such hostilities or disruptions may have on Flight Attendants and notify the affected Flight Attendants.

6. Luggage

If a Flight Attendant checked luggage is lost or damaged while she/he is on an International sequence, she/he shall be subject to the policy regarding lost luggage applicable to revenue passengers. An advance of up to two hundred and fifty dollars (\$250.00) will promptly be made available to a Flight Attendant under these circumstances. Such advance will be converted to the equivalent foreign currency applicable to the location. Should the Flight Attendant's luggage be recovered, the Flight Attendant will return such advance funds less any amounts expended to replace her/his lost property while such property was lost.

7. Location Delay Incentive

When a Flight Attendant is delayed departing from an IPD station for more than ten (10) hours from the scheduled departure time for reasons such as mechanical or failure of an inbound aircraft to arrive, the Flight Attendant shall receive an incentive of an additional five (5) hours of pay and credit, including all premiums in addition to the value of the trip. Once

the delay is greater than twenty-four (24) hours, an additional five (5) hours, including all premiums, will apply for each subsequent twenty-four (24) hours or fraction thereof. Should greater pay protection be provided through Illegal Through No Fault, Last Trip of the Month or Crew Substitution, the provisions of Paragraph M.7 may be waived to accept the greater pay protection.