

SECTION 16 - DEADHEADING

- A. A Flight Attendant required by the Company to deadhead shall receive full pay and credit based on scheduled block time or actual flight time, whichever is greater. Additionally, all premiums will apply to the deadhead.
- B. A deadheading Flight Attendant shall be entitled to Per Diem as set forth in Expenses, Section 4.
- C. A deadheading Flight Attendant will be provided positive space authorization for both scheduled and unscheduled deadheads.
 - 1. When a Flight Attendant is on an unscheduled deadhead for the purpose of covering a flying assignment, she/he will be booked on the next scheduled flight on American Airlines or on a carrier whose inventory is controlled by the Company.
 - 2. As an exception, if a Flight Attendant is on an unscheduled deadhead and returning on her/his last leg of the sequence, she/he will be booked on the next scheduled flight for which seats are available on either American Airlines or on a carrier whose inventory is controlled by the Company. 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.
- D. In the event off-line air transportation is used for deadheading, a deadheading Flight Attendant shall be paid and credited in accordance with Paragraph A. Flight Attendants will be required to deadhead only on FAR Part 121 certificated scheduled air carriers.
- E. A deadheading Flight Attendant must be in uniform or wear the normal non-revenue attire applicable to the class of service, except the Flight Attendant may not wear shorts, undershirts, or t-shirts with slogans.

F. INTERNATIONAL DEADHEAD

A Flight Attendant required to take a scheduled or unscheduled deadhead on an International flight will be provided a seat in the coach/economy section of the aircraft, unless upgraded to First/Business class in accordance with Paragraph K.5.

G. DEADHEAD TO FIRST LIVE LEG OF A TRIP SEQUENCE

A Lineholder who is scheduled to deadhead on the first leg of a sequence may elect to be released from such deadhead and join the trip sequence at the first live leg. A Flight Attendant electing this option shall:

1. Notify Crew Schedule at least two (2) hours prior to scheduled departure of the deadhead;
2. Notify Crew Schedule by telephone upon arrival at the downline station;
3. A Flight Attendant choosing to waive a deadhead to a layover city must advise the Crew Hotel Desk as soon as possible if she/he needs the hotel room that was secured for her/him;
4. If the scheduled deadhead is to a layover city, then the Flight Attendant is also responsible for her/his own transportation to the layover hotel. The Flight Attendant will also be responsible for any additional hotel charges due to an early hotel arrival;
5. Be ready to receive passengers on the first live leg according to the provisions of Hours of Service, Section 11;

6. Be paid and credited for the deadhead as if the Flight Attendant had flown the original scheduled deadhead;
7. Be paid Per Diem and duty rig as if the Flight Attendant had flown the original scheduled deadhead; and,
8. Contact Crew Schedule as soon as possible when encountering any unanticipated delays which would affect her/his arrival at the downline station.
9. A Reserve who has been released consistent with the parameters of Reserve Duty, Section 12, may utilize the provisions of Paragraph G.
10. The provisions of Paragraph G will also be made available to commuters if the actual flying portion of the trip sequence begins in the Commuter's Designated City, including SJU.
11. The provisions of Paragraph G will also be made available to commuters if the actual flying portion of the trip sequence begins at a station other than the Commuter's Designated City (as indicated in SABRE). The commuter will be provided with positive space travel under the same pass classification as the originally scheduled deadhead to the station where the actual flying portion of the trip sequence commences.
12. A Flight Attendant at a co-terminal with a deadhead leg(s) at sequence origination may request to have the deadhead originate at a different co-terminal. Such Flight Attendant should contact Crew Schedule as soon as possible to make such a request. Reserves should contact Crew Schedule no later than the conclusion of the reserve call in window if the assignment was given prior to the end of the call in window. If the assignment was given after the conclusion of the call in window, the Reserve should make her/his request at the time of the assignment. Crew Schedule approval of Reserve requests will not be unreasonably withheld. Legalities and pay will be based on the originally scheduled deadhead.
13. A Flight Attendant who chooses to waive the deadhead to a layover city is also considered to have waived any required legal rest for that layover city.
14. Once Crew Schedule has approved a waiver of deadhead on a particular trip sequence(s), the Flight Attendant may not subsequently trade or drop that trip sequence(s).
15. The provisions of Paragraph G will not apply to probationary Flight Attendants.

H. DEADHEAD TO CREW BASE OR COMMUTER CITY ON LAST LEG OF A TRIP SEQUENCE

A Lineholder scheduled to deadhead on the last live leg of her/his trip sequence may choose not to take the deadhead. The Lineholder shall notify Crew Schedule of her/his election prior to the scheduled deadhead.

1. With Crew Schedule's consent, a Reserve scheduled to deadhead on the last live leg of her/his sequence may choose not to take the scheduled deadhead, provided that she/he is available for her/his subsequent Reserve assignment.
2. A Flight Attendant who elects not to take a scheduled deadhead will be paid and credited for the originally scheduled deadhead portion as if the Flight Attendant had flown the deadhead. Per Diem and duty rig will be paid as if the Flight Attendant had flown the deadhead.
3. A commuter Flight Attendant who notifies Crew Schedule of her/his election under Paragraph H may also request to deadhead to her/his commuter city (as indicated in