

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

SABRE) in lieu of her/his crew base. If granted, the commuter will be provided with positive space travel on the next available flight on either American Airlines or on a carrier whose inventory is controlled by the Company. Positive space travel will be limited to one (1) segment within the forty-eight (48) contiguous states, unless the trip sequence includes more than one (1) deadhead segment at termination. In no case will the positive space travel exceed the number of segments returning to base. For International flights, positive space travel will be limited to one (1) leg back to the contiguous forty-eight (48) states.

4. A Flight Attendant who would like to change her/his terminating deadhead segment to a different co-terminal airport should contact Crew Schedule to make such a request at the conclusion of the last working segment. Legalities and pay will be based on the originally scheduled deadhead. A Flight Attendant who voluntarily requests to change the co-terminal of origination or termination will not be entitled to transportation; however, local agreements regarding transportation may apply.

5. A Flight Attendant scheduled to work the last segment of her/his trip sequence may trade with a Flight Attendant scheduled to deadhead on such flight, provided the Flight Attendants notify Crew Schedule, and the flight will not take a delay to accomplish such change. Each Flight Attendant accepting the trade must be legal to accept such flight assignment. The Flight Attendant who was originally scheduled to work the flight will be paid as if she/he had worked such flight.

I. A Flight Attendant who elects to take an on-line flight other than her/his scheduled deadhead flight shall travel on a space-available basis.

J. SURFACE TRANSPORTATION

1. Except as provided in Paragraph J.2, a Flight Attendant required by the Company to surface deadhead between airports shall receive pay and credit for travel time in accordance with Paragraph A, which shall be determined by dividing the American Automobile Association miles between the applicable airports by forty (40). A Flight Attendant may request additional pay in cases of extraordinary delays during surface deadheads by submitting a pay exception form. However, in no instance will a Flight Attendant be credited with less time than a pilot for the same airport combination. Surface deadhead means:

- a. Company required ground transportation of a Flight Attendant between two (2) airports without an intervening layover;
- b. Company required ground transportation of a Flight Attendant between a hotel and an airport that is more than fifty (50) American Automobile Association miles apart; or
- c. Company required ground transportation of a Flight Attendant between a hotel and an airport when the Flight Attendant flies into one airport and out of another.

2. A Flight Attendant required by the Company to surface deadhead between airports which are included in the Ground Transportation Chart below shall be paid and credited as provided in the chart and such times shall be used for purposes of duty time calculations. The Company shall meet and confer with the Union regarding the applicable flight time credit for travel between airports in the same metropolitan area which are not included in the Chart. If the parties are unable to agree to the pay and credit, the matter shall be submitted to Expedited Arbitration pursuant to System Board of Adjustment, Section 31, for a determination. The arbitrator's award shall govern any travel being grieved and all future instances of travel between the two (2) airports. However, in no instance will Flight Attendants be credited with less time than pilots for the same airport combination.