

**SECTION 17 - CO-TERMINALS**

**A. CO-TERMINALS. "Co-terminals" as used in this Agreement shall mean:**

1. Kennedy/Newark/La Guardia
2. Midway/O'Hare
3. Dallas-Fort Worth International Airport/ Love Field
4. \*Los Angeles/Ontario/Burbank/Long Beach/Orange County
5. San Francisco/Oakland/San Jose
6. Washington National/Dulles International/Baltimore-Washington International
7. Miami/Ft. Lauderdale/West Palm Beach
8. Tampa/St. Petersburg

\*Ground transportation, if requested, will be provided from/to LAX for any operation involving sequences originating and terminating at the prescribed co-terminals.

"Co-terminals" shall mean two (2) or more airports serving the same metropolitan area. The Company will meet and confer with the union before adding a new co-terminal.

**B. When a Flight Attendant is scheduled out of one (1) airport and into another airport serving the aforementioned co-terminal, such Flight Attendant will be paid and credited as specified below:**

1. Co-Terminal Sequence Chart

| Co-Terminal Sequence | Time | Co-Terminal Sequence | Time |
|----------------------|------|----------------------|------|
| LGA-JFK              | 1:30 | ONT-LGB              | 2:00 |
| LGA-EWR              | 1:30 | SNA-LGB              | 1:00 |
| JFK-EWR              | 2:00 | DCA-BWI              | 1:15 |
| MDW-ORD              | 2:00 | DCA-IAD              | 1:15 |
| LAX-LGB              | 1:00 | IAD-BWI              | 1:45 |
| LAX-BUR              | 1:15 | SFO-OAK              | 1:00 |
| LAX-ONT              | 2:15 | SJC-OAK              | 2:00 |
| LAX-SNA              | 2:00 | SFO-SJC              | 1:00 |
| BUR-SNA              | 2:15 | DFW-DAL              | 1:00 |
| BUR-LGB              | 1:30 | MIA-FLL              | 1:45 |
| ONT-BUR              | 2:00 | TPA-PIE*             | 1:00 |
| ONT-SNA              | 1:15 | FLL-PBI              | 1:00 |
| MIA-PBI              | 2:00 | SEA-BFI              | :45  |

\*TPA-PIE is not currently an eligible co-terminal sequence because Flight Attendants are not based in either location.

2. Future Co-Terminal Sequences. The Company and the APFA will meet as necessary to agree on any other co-terminal sequences and corresponding times.

**C. For the purpose of scheduling release, report and connection times, a surface deadhead will be treated as if it were a flight deadhead, including the normal check-in and check-out times applicable to the flight deadhead. A Flight Attendant may call Crew Schedule to revise her/his release time if the actual release exceeds the schedule release time. Such additional time shall be used to adjust her/his rest and in calculating her/his trip and duty rigs. If pilots are provided greater pay and credit for transportation between co-terminals, such provisions will be extended to Flight Attendants.**

**D. All premiums and Per Diem will apply to such surface transportation.**