

## **G. CABIN JUMPSEATS**

1. Cabin jumpseats shall be for the exclusive use of employees on the System Seniority List, Flight Attendants employed by American Airlines wholly owned carriers, Flight Attendant trainees, and Flight Service Management as provided in this Paragraph. The boarding priority for unoccupied cabin jumpseats shall be as follows:
  - a. Mainline American Deadheading Flight Attendant who has been requested and voluntarily agrees to occupy the jumpseat;
  - b. Mainline American Flight Attendant traveling on Company business;
  - c. Mainline American Flight Attendant traveling for personal reasons, in order of \_\_\_\_\_;

Note: The Union shall supply the Company with an order of jumpseat assignment no later than July 1, 2015. The Union shall determine method of the jumpseat by a vote of Flight Attendants choosing between the legacy AA, legacy US, and a compromise system (to be agreed upon by the Union and the Company).

  - d. An American Airlines wholly-owned carrier Flight Attendant;
  - e. Mainline American Flight Attendant new hire trainee;
  - f. Flight Service Management holding Flight Attendant qualification.
2. A Flight Attendant may ride the unassigned and/or unoccupied jumpseat(s) installed on any Company aircraft, including charters, provided the charter agreement between American and the charter company does not prohibit non-working crew members on the flight and the charter departs from a American or Envoy terminal, as follows:
  - a. A Flight Attendant must be attired in accordance with the standard dress code required for First or Business Class non-revenue employee travel. However, a Flight Attendant, at her/his option, may be in uniform. A Flight Attendant should display a Company ID above the waist.
  - b. A Flight Attendant may be required to move to an inconspicuous jumpseat to avoid any service disruption.
3. At close out of the flight, non-revenue passengers will be processed for unoccupied passenger seats. After the completion of this process, all unoccupied cabin jumpseat(s) will be awarded by the boarding priority as specified in Paragraph G.1. Once awarded at close out, all cabin jumpseat awards are final and will not be rescinded or reissued even if the flight is subsequently delayed.
4. A Flight Attendant will not be required to list for the flight prior to arrival in the gate area in order to obtain a jumpseat. However, a Flight Attendant wanting to be considered as a non-revenue passenger must be listed for consideration of a passenger seat. Jumpseat forms will be available at all gates unless the Company implements a jumpseat process which does not require the use of paper forms.
5. A Flight Attendant possessing her/his Company ID will be permitted to obtain the cabin jumpseat.
6. A Flight Attendant who is authorized to occupy a jumpseat is expected to introduce herself/himself to other Flight Attendants.

7. A Flight Attendant will be awarded the jumpseat up until close of the flight.
8. If the Company agrees that Pilots may not be removed/denied boarding for weight restrictions then such provision shall apply to Flight Attendants as well. Any policy for removal/denial for weight restriction reasons shall be non-discriminatory as it relates to pilots and Flight Attendants.
9. A Flight Attendant that is removed or denied from occupying a jumpseat due to a weight restriction who consequently misses her/his sequence, shall have such sequence qualify under the Commuter Policy pursuant to General, Section 37.
10. A Flight Attendant deadheading in accordance with Deadhead, Section 16 shall not be required but may be requested to occupy the unawarded and unoccupied Flight Attendant jumpseat(s) in accordance with Paragraph G.1.a.
11. After the door of the aircraft has closed and before the aircraft moves, a cabin jumpseat rider awarded a jumpseat may occupy any otherwise unoccupied passenger seat in coach or economy class, excluding crew rest seats. A Flight Attendant may occupy an unoccupied passenger seat in other classes of service, i.e., first class or business class under the following conditions:
  - a. On Domestic or International flights with two classes of services, i.e., first class or business class and coach or economy, one (1) otherwise unoccupied first class or business class seat, as applicable, may be occupied by such Flight Attendant provided she/he is in uniform or is attired in accordance with the standard dress code for non-revenue employee travel required for such class of service.
  - b. On Domestic or International flights with three classes of service, i.e., first class, business class and coach or economy, one (1) otherwise unoccupied business class seat may be occupied by such Flight Attendant provided she/he is in uniform or is attired in accordance with the standard dress code for non-revenue employee travel required for such class of service.
  - c. Flight Attendant upgrades to First or Business class will be pursuant to Company policy, but in no case less favorable than the policy afforded to Pilots.
12. A Flight Attendant occupying the cabin jumpseat may not consume an alcoholic beverage.
13. A Flight Attendant occupying the cabin jumpseat must comply with all rules pertaining to a passenger, e.g., signs and placards, no flight deck admittance, etc.

#### H. RECIPROCAL CABIN SEAT AGREEMENTS

The Company may participate in reciprocal cabin crewmember travel agreements with carriers that are willing to enter into such agreements. The Company will meet with the APFA National President or designee(s), upon request, to review progress and take suggestions regarding the establishment of such agreements. These agreements will be in accordance with Company travel procedures.

#### I. COMMUTER POLICY

The rules concerning Flight Attendants who live in a city other than her/his crew base and commute to her/his assigned crew base on American Airlines or its wholly owned carriers will be as follows: