

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 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:

1. The rules set forth in this Agreement apply only to Flight Attendants who designate themselves as commuters with Flight Service via the Company Intranet and list an airport served by American Airlines or its wholly owned carriers.
2. The commuting Flight Attendant must make all reasonable efforts to arrive in crew base at least one (1) hour prior to scheduled check-in or the start of the Reserve availability period.
3. If the Flight Attendant's first scheduled commuting flight cancels or is delayed as a result of weather, mechanical, Company convenience, or the equipment is downgraded within twenty-four (24) hours prior to the scheduled departure, and the subsequent scheduled flight for which she/he is listed for travel cancels as a result of weather, mechanical, Company convenience, equipment downgrades within twenty-four (24) hours prior to the scheduled departure, the flight is delayed for at least thirty (30) minutes, or the flight is full, the Flight Attendant shall notify Crew Schedule as soon as possible prior to her/his scheduled check-in and Crew Schedule will have the option of assigning the commuter to any one of the following:
 - a. Split the Flight Attendant back on her/his original sequence;
 - b. Assign the Flight Attendant to any comparable sequence, i.e., same duty days;
 - c. Release the Flight Attendant from her/his duty and drop her/his original sequence. The Flight Attendant will be responsible to make up the time lost, if possible.
4. The first three (3) Unable to Commute incidents of the nature described in Paragraph I.3, will not be treated as dependability infractions so long as the Flight Attendant provides the required supporting documentation from the Reservations system to her/his supervisor within seven (7) days of the Unable To Commute incident(s).

Qualifies Under Commuter Policy

First Flight	Second Flight
Cancellation, Equipment Downgrade or Delay	Cancellation, 30+ minute delay, or Full Flight

Example One:

The first flight is canceled and the second flight is full. This does qualify under the Commuter policy.

Example Two:

The first flight is full and the second flight is cancelled. This does not qualify under the Commuter policy because the first flight being full is not sufficient.

5. A Reserve who is assigned a future trip and released from Reserve duty pursuant to Reserve Duty, Section 12.J.11, and who is unable to arrive in crew base prior to check-in time shall be eligible for the protections of the Commuter policy provided she/he complies with the provisions of Paragraph I.

J. CAMERAS IN CABIN

Should video monitoring devices be required in the cabin during flight, the Company will meet with the APFA in advance to negotiate the formulation of policies regarding the use of such devices. These negotiations will not be held pursuant to Section 6 of the Railway Labor Act.