

K. Reserve Assignment

All reserves will be given round-trip assignments whenever possible, however, any reserve who arrives at a layover and who has not been given a return assignment will be notified of their return assignment within fifteen (15) hours of their arrival at a Domestic layover location and within twenty-four (24) hours of their arrival at an International layover location. The assignment must be made inclusive of the restriction of Section 7.J.5.

**SECTION 11
DEADHEADING**

- A. A Flight Attendant deadheading at Company request shall receive full pay and flight time credit for the deadhead segment.
- B. On-Line Deadhead
 - 1. All Flight Attendants shall be furnished non-revenue positive space (NRPS) must-ride transportation on deadhead flights.
 - 2. Flight Attendants will be booked in business class on three class aircraft, if available. If business class is not available, the Flight Attendant will be booked in coach/economy.
 - 3. Notwithstanding sub-paragraph 2. above, on-line transportation of Flight Attendants for International segments over four (4) hours will be booked in business class on three class aircraft, if available. Regardless of class of service booked, Flight Attendants will be upgraded to business class or first class, if available, at departure time in accordance with Company policy.
 - 4. Under no circumstances will a Flight Attendant be required to deadhead on a jumpseat on a flight over four (4) hours.
- C. A lineholder Flight Attendant who deadheads on a flight because of substitution of equipment, will receive the same pay and time credit as though she/he had worked the flight.
- D. All Flight Attendant reservations will be booked as non-smoking. Upon check-in a Flight Attendant who requests smoking will be accommodated in the smoking section on the same basis as revenue passengers. A Flight Attendant in uniform may smoke while deadheading when seated in a passenger seat.
- E. Off-Line Deadhead
 - 1. Domestic Flights

A Flight Attendant who is required to deadhead off-line and the scheduled flight time of the deadhead segment is three (3) hours or more, shall be afforded first class accommodations, if available. If first class is not available, the Flight Attendant will be booked in business class.

If both first class and business class are not available, the Flight Attendant will be booked in coach/economy. If the scheduled flight time of the deadhead segment is less than three (3) hours, she/he shall be afforded coach/economy accommodations, if available.

2. International Flights

A Flight Attendant who is required to deadhead off-line on flights scheduled under four (4) hours shall be afforded coach/economy accommodations, where available. Business class accommodations will be provided, where available, for flights scheduled for four (4) hours or more.

F. Flight Attendants shall not be deadheaded on airplanes being ferried because of mechanical problems. In addition, when Flight Attendants are deadheaded off-line, the Company will consider the Union's recommendations regarding airlines they consider to be unsafe.

G. Deviation from Deadhead

1. First Segment Deadhead

A Flight Attendant with an ID that has a first segment deadhead may, with the approval of Onboard Scheduling, deviate from deadhead. In the application of the above, the Flight Attendant's pay, flight time credit and expenses shall begin at the point of deviation. If, as a result of the deviation, the Flight Attendant does not fly the trip and the Company is unable to reassign the Flight Attendant under Section 8.J., the Flight Attendant shall have her/his line guarantee reduced by the amount of flight time lost.

2. Last Segment Deadhead

Flight Attendant with an ID that has a deadhead segment as the last segment may, with the approval of her/his Service Center Supervisor, deviate from such deadhead. To obtain this approval, the Flight Attendant must call Onboard Scheduling when they arrive at the airport after her/his last working segment.

In the application of the above Paragraph, the Flight Attendant shall receive pay and flight time credit as if she/he had worked the original ID.

H. A Flight Attendant may drink alcoholic beverages while deadheading subject to the following conditions:

1. The Flight Attendant is not in uniform.
2. If a lineholder, does not have a scheduled flight departing within twelve (12) hours after scheduled arrival at a domicile or co-terminal point; or at a non-domicile layover point will not be legal to be re-assigned or drafted to work any flight for at least twelve (12) hours after scheduled arrival.
3. If a reserve, would not be legal for assignment for twelve (12) hours after scheduled arrival at a domicile, co-terminal or non-domicile point.
4. If the conditions above are met, the Flight Attendant may drink after takeoff, and in the event of multi-segment deadhead, may only drink on the final deadhead segment.

I. Reservations

For DSL ID(s) containing a deadhead segment(s), reservations including seat assignments where available, shall be made by the 20th of the prior month. For all other ID(s) containing a deadhead segment, reservations, including seat assignments where available, will be made as soon as practicable after the ID is constructed.