

SECTION 17 - CO-TERMINALS

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

1. Kennedy/Newark/La Guardia
2. O'Hare/Midway
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

*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 APFA 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	FLL-PBI	1:00
ONT-SNA	1:15	SEA-BFI	:45
MIA-PBI	2:00		

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 report and release times applicable to the flight deadhead. A Flight Attendant may call Crew Tracking to revise their release time if the actual release exceeds the scheduled release time. Such additional time shall be used to adjust the Flight Attendant's rest and in calculating their 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.

- E. In the event that transportation is not available within the limits described in Paragraph F, and it is anticipated that such transportation will not be available to depart for a period in excess of four (4) hours, lodging shall be provided in accordance with Crew Accommodations, Section 6, and will continue until such transportation is available.
- F. A Flight Attendant whose trip originates at one (1) airport and terminates at another airport at the Flight Attendant's co-terminal shall be furnished transportation one (1) way between one (1) airport and the other, at the Flight Attendant's option ("reversing the limo"). When transportation is not provided by the Company within thirty (30) minutes and such transportation does not leave within forty-five (45) minutes after the Flight Attendant arrives at the airport and reports to the limousine pick up area, such Flight Attendant may use any other available means of ground transportation between one (1) airport and the other and may claim reimbursement for expenses for such transportation on the regular Company expense account form and shall be reimbursed.
- G. In the event that a crew base within a co-terminal becomes a separate and independent crew base, as defined in Definitions, Section 2, Section 17 shall cease to be in effect for the affected crew base.
- H. The Company shall provide paid employee parking in accordance with Expenses, Section 4, or reasonable reimbursement for parking at each airport in the co-terminal location.