

ARTICLE 2 - DEFINITIONS

As used in this Agreement:

A. ADJACENT BASE. [Ⓜ] "Adjacent Base" shall mean the Domestic Operation of a base that contains an International Operation in the same geographic location, e.g., BOS/BOS-I; LGA/JFK; DCA/DCA-I; MIA/IMA; DFW/IDF; ORD/IOR; SFO/SFO-I; LAX/LAX-I. In the event there is no adjacent base, the Company and the APFA shall designate a Domestic Operation to which a Flight Attendant in such International Operation, who has given written notice of her/his intent to return to Domestic flying, shall be transferred. Such designations may be changed by mutual agreement between the Company and the APFA.

B. BASE MONTH. "Base Month" means the Flight Attendant's mandatory FAA required annual recurrent training month.

C. BASE STATION. "Base Station" shall mean a location where Flight Attendants are permanently based.

D. BASIC AGREEMENT. "Basic Agreement", as used herein, means the Agreement dated September 12, 2012, between the parties.

E. CALENDAR DAY. "Calendar Day" shall mean the period of time from 0001 hours through 2400 hours.

F. "CARRY-OVER" TRIP SEQUENCE. A "carry-over" trip sequence is a trip sequence that originates in one contractual month and terminates in the following contractual month. Actual hours flown prior to midnight at the last point of departure in the month the trip sequence originated are paid in that month and the balance of the sequence value including flight hours after midnight, pay and credit and TAFB, is paid, minute for minute, in the following contractual month.

G. 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
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.

For any city not presently served by the Company, "co-terminals" shall mean two (2) or more airports serving the same metropolitan area.

H. CRITICAL COVERAGE PAY. "Critical Coverage," shall mean an open position(s) on a trip sequence(s) that has been designated by Crew Schedule as critical to the operation and will be paid a premium of 50% pay above the hourly rate of the value of such sequence. This premium pay is in addition to all other compensation. Critical Coverage will be awarded in seniority order in accordance with the provisions of Article 9 of this Agreement and in order to receive the pay premium, the Flight Attendant must fly and complete such Trip Sequence.

I. DEADHEADING. "Deadheading" is defined as Company authorized travel on a flight or surface transportation to or from any station for the purpose of covering or returning from a flying

assignment. A Flight Attendant engaged in deadheading shall be deemed to be on duty; however, such Flight Attendant is not considered a member of the working crew.

1. A Flight Attendant may deadhead in or out of uniform.

2. A Flight Attendant will not be required to occupy a Flight Attendant jumpseat when scheduled to deadhead on a flight segment over four (4) hours, provided the Flight Attendant has not voluntarily changed her/his scheduled deadhead flight.

J. DEFERRED FLIGHTS. A Deferred flight shall mean a trip sequence deferred overnight at a Flight Attendant's home base after sign-in.

K. DIVERSION. "Diversion" as used in this Agreement means an unscheduled landing at an airport other than the airport at which the flight was scheduled to land and other than the airport of departure.

L. DOMESTIC FLIGHT ATTENDANT. [#] [@] "Domestic Flight Attendant" is defined as a Flight Attendant assigned to the Domestic Operation of a base. S/he will only be scheduled on those trips which have been allocated to the Domestic Operation.

M. DOMESTIC OPERATION. [#] [@] "Domestic Operation" is defined as those flights assigned to the Domestic Operation of a base which operate within the contiguous forty-eight (48) states, Mexico, Canada and Alaska, which do not require a Flight Attendant over water qualification (e.g., raft ditching training).

N. DOMESTIC TRIP SEQUENCE/TRIP PAIRING. [#] [@] "Domestic trip sequences" or "Domestic trip pairings" shall contain flights as defined in M. above.

O. EMPLOYEE. The term "employee" shall mean "Flight Attendant" unless otherwise specified.

P. FLIGHT ATTENDANT. "Flight Attendant" means an employee of American Airlines, Inc., who is responsible for performing or assisting in the performance of all safety, passenger service and cabin preparation duties related thereto in accordance with Company regulations and prescribed procedures; and who has completed training as approved by the FAA and whose name appears on the current Flight Attendant System Seniority List. Flight Attendant duties will comply with all Federal Aviation Regulations relating to Flight Attendants, including the requirement to be seated in jumpseats during taxi. The job description for the Flight Attendant position, including the definition of "essential job functions," will be posted online in Jetnet or Company intranet site and made accessible to all Flight Attendants.

Flight Attendants shall not be responsible for the handling of heavy passenger carry-on items, except as required to secure the cabin for take-off and landing. Flight Attendants shall not be required to pick up headsets on the ground. A Flight Attendant shall not be responsible for the accomplishment of any cabin preparation duties after flight legs of over eleven hundred (1,100) statute miles or terminating flights. However, Flight Attendants will make every effort to bring in as neat an aircraft as possible.

Flight Attendants may be requested to attend training classes and drills; and operational and marketing meetings related to Flight Service. A Flight Attendant may also be requested to participate in publicity, promotional and special assignments.

Q. GALLEY POSITION(s). In addition to their regular Flight Attendant duties, Galley Flight Attendants will have the following responsibilities:

1. Duties and Responsibilities. The "Galley" Flight Attendant position(s) will be responsible to ensure all food and beverage service components are on board prior to departure, to report discrepancies, and to coordinate the scheduled food and beverage service with the Purser or Lead. Flight Attendants who perform galley duties may also perform cabin duties.

2. Awarding of Position(s). The "Galley" positions will be awarded in order of seniority.

R. GRACE MONTH. "Grace Month" means the month after a Flight Attendant's base month. If, the FAA required Annual Recurrent Training is not accomplished in the Grace Month, the Flight Attendant will lose her/his Flight Attendant qualification and be considered (QI).

S. HOME BASE TIME. "Home Base Time" means the time zone and local time at a Flight Attendant's Base Station.

T. INTERNATIONAL FLIGHT ATTENDANT. [#] [@] "International Flight Attendant" is defined as a Flight Attendant who has been awarded/assigned a bid vacancy in the International Operation of a base to which International flying has been allocated. S/he will only be scheduled on those trips which have been allocated to the International Operation of a base as defined above, except as provided for otherwise in this Agreement.

U. INTERNATIONAL OPERATION. [#] [@] "International Operation" is defined as those flights assigned to the International Operation of a base in which any leg takes off or lands outside the contiguous forty-eight (48) states, Mexico, Canada and Alaska, with the exception of the Military Air lift Command (MAC). International Operation also includes any flight which operates within the contiguous forty-eight (48) states, Mexico, Canada and Alaska, which requires a Flight Attendant over water qualification (e.g., raft ditching training).

V. INTERNATIONAL TRIP SEQUENCE/TRIP PAIRING. [#] [@] "International trip sequences" or "International trip pairings" shall contain flights as defined in O. above, but may also contain one (1) or more Domestic flights as defined in I. above within one (1) or more duty periods. International work rules shall apply to all legs flown. The International override will apply to all International legs flown.

V. LEG. A "leg" shall mean a flight involving one (1) take-off and one (1) landing.

W. LEGAL REST. "Legal rest" shall mean that amount of time free from duty with the Company following an on-duty period and shall include specified minimum hours of rest.

X. LONG-RANGE INTERNATIONAL FLYING/EXTENDED-LONG-RANGE INTERNATIONAL FLYING

1. "Long-Range International Flying" is defined as any International trip sequence which has a scheduled International leg in excess of twelve (12) hours but not more than fourteen hours and thirty minutes (14:30). As used in this Agreement, "Long-Range International Flying" and "Long-Range Flying" are synonymous.

2. "Extended-Long-Range International Flying" is defined as any International trip sequence which has a scheduled International leg in excess of fourteen hours and thirty minutes (14:30). As used in this Agreement, "Extended-Long-Range International Flying" and "Extended-Long-Range Flying" are synonymous.

Y. LOW BID LINE. "Low Bid" line is defined as a Monthly Trip Selection with an SPROJ that is below 80 hours.

Z. MAC OPERATION. "MAC Operation" means all flight operations to and from overseas destinations, or destinations outside the contiguous forty-eight (48) states, conducted by the Company for the Military Airlift Command. MAC Operations shall not include flight operations with origination and final destination solely within the contiguous forty-eight (48) states.

AA. MONTH - CALENDAR/CONTRACTUAL

1. "Calendar Month", as used herein, shall mean the period from the first day of, to and including the last day of each calendar month of the year, except that: for Flight Attendant scheduling and pay purposes, the following shall apply:

Calendar Month	Contractual Month	# Days in Contractual Month
January	January 1 st – January 30 th	30
February	January 31 st – March 1 st	30 (31 in Leap Year)
March	March 2 nd – March 31 st	30
April	April 1 st – May 1 st	31
May	May 2 nd – June 1 st	31
June	June 2 nd – July 1 st	30
July	July 2 nd – July 31 st	30
August	August 1 st – August 30 th	30
September	August 31 st – September 30 th	31
October	October 1 st – October 31 st	31
November	November 1 st – December 1 st	31
December	December 2 nd – December 31 st	30

BB. MONTHLY ACTIVITY RECORD. "Monthly activity record" shall mean the actual record of a Flight Attendant's activity during a contractual month and shall include but not be limited to a Flight Attendant's current applicable guarantee, including monthly guarantee. Current applicable guarantee(s) shall include adjustments.

CC. MONTHLY FLYING ASSIGNMENT. As used in this Agreement, "monthly flying assignment" shall mean a trip selection or in the case of a replacement Flight Attendant the pattern of flying assignments and/or available days.

DD. PAID HOURS. "Paid Hours" means all hours for which a Flight Attendant is paid, but not necessarily credited, e.g., flight time pay, deadhead, vacation pay, sick leave, special assignment, union leave, jury duty, Optional Exchange (OE/OR) etc. The fifty percent (50%) premium on Critical Coverage is not included when calculating a Flight Attendant's paid hours.

EE. PPROJ. "PPROJ" means "pay projection" and is the total paid time for the month. PPROJ includes the greater total of trip sequences already flown, including overflying, scheduled total of trip sequences not yet flown, all paid but not credited time such as Optional Exchanges, "P-time" for International trip sequences, deadhead pay, reassignment greater pay, report pay and any other non-credited premiums like critical coverage pay.

FF. PREFERENTIAL BIDDING SYSTEM (PBS). "Preferential Bidding System" or "PBS" means an automated preference based method for a Flight Attendant to create her/his Monthly Schedule.

GG. PROJ. "PROJ" or "Projection" is the actual projection (PROJ) that includes all credited hours on a Flight Attendant's monthly schedule, including overfly and carryover time. PROJ represents the greater of scheduled or actual flying already performed and scheduled time for flying yet to be performed. PROJ does not include pay only uncredited time, like Optional Exchange trip hours, but does include all credited time even if not paid, like unpaid sick or PO's.

HH. REASSIGNMENT. A "reassignment" is defined as a type of reschedule that entitles the Flight Attendant to the pay protection provided in Article 9.P.

II. RECURRENT ANNUAL TRAINING/DRILLS. "Recurrent Annual Training/Drills" means the training required every year by the FAA in order for a Flight Attendant to maintain her/his certification to work as a Flight Attendant.

JJ. RESCHEDULE. "Reschedule" shall mean any change in a trip sequence caused as the result of irregularities due to weather delays, equipment delays, cancellations, crew shortages, deferrals and misconnections.

KK. SATELLITE OPERATION / BASE. "Satellite Operation" as used in this Agreement means an airport served by the Company and attached to but outside the metropolitan area of a crew base station. Trip sequences allocated to satellite operations must originate and terminate at the satellite base.

LL. SCHEDULED FLIGHT TIME. "Scheduled flight time" shall mean that flight time established and used by the Company in its operations and shall be the time used to compute projected flight time and on-duty limitations.

MM. SERVICE. "Service" shall mean the period of time assigned to active duty as a Flight Attendant with the Company unless otherwise specified.

NN. SPROJ. "SPROJ" or Schedule Projection is the total scheduled value of all trip sequences scheduled to originate in the month plus all credited planned absences on a Flight Attendant's monthly activity record. The SPROJ does not include pay only, uncredited hours, like Optional Exchanges, nor does it include carry-over time or overfly. The SPROJ can change with a voluntary or involuntary loss of time, trip trading, Make-up or Option Flying, reschedules, and reassignments.

OO. STAND-BY DUTY. "Stand-by Duty" is an assignment containing a time to report, without a specific flight assignment requiring the Flight Attendant to remain at the airport for a specified amount of time for an assignment that may become available.

PP. THRESHOLD. "Threshold" means the minimum number of paid hours that must be paid in a twelve (12) month period in order to qualify for employment, health benefits, vacation days and/or sick leave hours in the following calendar year.

QQ. TRIGGER TRAINING. "Trigger training" is defined as a Flight Attendant's exercise of seniority by the bidding of a selection/position for which s/he is not qualified so as to initiate the training required to qualify for such position/selection.

RR. TRIP ALLOCATION. The "trip allocation" is the arrangement of American Airlines' General Schedule into legal crew routings to constitute trip sequences for Flight Attendants.

SS. TRIP SELECTION. [#] A "trip selection" shall mean the arrangement of trip sequences or trip pairings contained in the Trip Allocation into patterns of flying assignments constituting a monthly work schedule for regularly scheduled Flight Attendants. A trip selection may contain one (1) or more Flight Attendant positions. As used in this Agreement, "trip selection" shall mean both the pattern of flying and the Flight Attendant position.

TT. TRIP SEQUENCE/TRIP PAIRING- A "trip sequence" or "trip pairing" shall mean a series of legs involving one (1) or more on-duty periods which depart from and return to the Flight Attendant's home base station or satellite, including deadheading. As used in this Agreement, trip sequence and trip pairing are synonymous.

UU. VACANCY. [#] [@] "Vacancy" shall mean an unfilled Flight Attendant opening at home base stations or in the International Operation created by changes in the demands of the service, additional flying time or Flight Attendants vacating positions as determined by the Company.