

- RR. **“Red Flagging Open Time”** is a sequence flagged by Crew Schedule that will be paid a premium rate of one hundred and fifty percent (150%) but credited at one hundred percent (100%).
- SS. **“Reschedule”** shall mean any and all deviations from a Flight Attendant’s awarded sequence, as originally published, except as specified in Scheduling, Section 10.J.1.e.
- TT. **“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.
- UU. **“Staffing”** is the number of bid positions and the total number of Flight Attendants who will be assigned to flights based on aircraft type, level of service, variable manning, and Federal Aviation Regulation (FAR).
- VV. **“Standby”** is a Reserve who has been awarded or assigned Standby duty in uniform at the airport without a specific flight assignment for the purpose of covering a sequence in order to prevent a delay. A Standby may also be utilized for the purpose of deplaning, boarding or remaining with through passengers on the aircraft.
- WW. **“System Irregular Operations (IROPS)”** means irregular operations which must be declared by the Director of Crew Schedule or her/his designee. Such declaration must be on a system-wide basis simultaneously for Flight Attendants and Pilots. System Irregular Operations will not be declared for staffing needs.
- XX. **“Sequence Rig”** is a pay and credit guarantee for each trip sequence of one (1) hour for each three (3) hours and thirty (30) minutes prorated to pay the difference when the actual flight time is less than the time so credited.
- YY. **“Trip”, “Trip Sequence” or “Sequence”** means a series of flight segments that fall between report time and release at the crew base.
- ZZ. **“Trip Hours/Time Away From Base”** means all time which is accrued from the time a Flight Attendant is required to report and check-in one (1) hour (Domestic/NIPD) / one (1) hour and fifteen (15) minutes (IPD) before scheduled departure at the airport of her/his crew base or actual reporting time, whichever is later, prior to proposed flight departure until the time a Flight is released a minimum of fifteen (15) minutes (Domestic/NIPD) / thirty (30) (IPD) after actual arrival at her/his crew base for a minimum required rest period. The one (1) hour (Domestic/NIPD) / one (1) hour and thirty (15) minutes (IPD) after the actual arrival shall also apply to deadheading (by air or surface).
- AAA. **“Trip Trade System (TTS)”** is a seniority based, automated daily bidding system that allows Flight Attendants to adjust their monthly schedule.
- BBB. **“Turn”** means a single duty period sequence which begins and ends at a Flight Attendant’s crew base.
- CCC. **“Union”** as used in this Agreement shall mean the Association of Professional Flight Attendants- APFA.
- DDD. **“Unsuccessful Bidder’s List”** is a list of Lineholders who elect to be passed to Daily Scheduling because her/his bid was not awarded in TTS. The Unsuccessful Bidder’s List shall be used by Crew Schedule for processing of open time after TTS awards are completed. A Flight Attendant may elect to be removed from the Unsuccessful Bidder’s List.