

SECTION 2 - DEFINITIONS

- A. **“Active Flight Attendant”** is a Flight Attendant who is not on an unpaid leave and is on payroll for at least fifteen (15) days in a contractual month.
- B. **“Block-to-Block/Block Time/Block Hours”** for flying pay purposes means that period of time beginning when an aircraft first moves from the ramp blocks at the gate for the purpose of flight and ending when the aircraft comes to a stop at the gate for the purpose of loading or unloading passengers at either intermediate stops or final destination.
- C. **“Calendar Day” shall mean the period from 0000-2359 hours.**
- D. **“Call Out Pay”** is pay that applies when a Flight Attendant reports to the airport for a specific flight assignment but does no flying as specified in Hours of Service, Section 11.D.3.
- E. **“Charter”** means an off-line or on-line flight that is not a regularly scheduled flight.
- F. **“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
9. *Ground transportation, if requested, will be provided from/to LAX for any operation involving sequences originating and terminating at the prescribed co-terminals.
10. For any city not presently served by the Company, "co-terminals" shall mean two (2) or more airports serving the same metropolitan area.
- G. **“Credited Hours”** shall be those applied towards a Flight Attendant's monthly maximum flight time as set forth in Scheduling, Section 10, and shall include, but not be limited to regularly scheduled sequences, extra sections, charter trips, ferry flights, rescheduled flights, scenic flights, deadhead flights , vacation, sick leave credit, minimum duty period credit, Duty Rig, trip hour credit, Company or Union Business credit, salary continuance credit, jury duty credit, bereavement, training, and compensated publicity duty credit.
- H. **“Crew Base”** means the location designated by a certificate holder where a Flight Attendant normally begins and ends her/his duty periods, also known as the Flight Attendant's Home Base.
- I. **“Deadheading”** means time spent by a Flight Attendant, at Company request, in air or surface travel between two (2) points for the purpose of protecting a sequence or returning to her/his crew base, or otherwise positioning a Flight Attendant for Company business.
- J. **“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.
- K. **“Domestic Flight”** is defined as a Flight that operates within the contiguous forty-eight (48) states and Canada and Alaska.