

- L. **“Double Up Sequences”** are two sequences within the same duty day with a minimum of thirty (30) minutes between release of the first sequence until report of the second sequence.
- M. **“Duty Period/On-Duty Time”** shall include all flight segments, ground time between flight segments, plus report time before scheduled departure of a flight and continue until fifteen (15) minutes for Domestic and thirty (30) minutes for International after the arrival of such flight, or actual release time, whichever is later as follows.
1. All Domestic flights shall report one (1) hour before scheduled departure and continue until fifteen (15) minutes after the actual arrival.
  2. All NIPD flight segments as defined in Paragraph HH shall report one (1) hour before scheduled departure and continue until thirty (30) minutes after the actual arrival.
  3. All IPD flight segments as defined in Paragraph Y shall report one (1) hour and fifteen (15) minutes before scheduled departure and continue until thirty (30) minutes after the actual arrival.
  4. The report and release times also apply to deadhead flight segments.
- N. **“Duty Rig”** is a guarantee for each on-duty period that will pay and credit one hour for every two hours of actual on-duty time prorated on a minute by minute basis of actual on-duty time.
- O. **“Electronic Trade Board (ETB)”** is a real time, electronic method of picking up, dropping, and trading sequences between Flight Attendants on a first come/first served basis.
- P. **“Extended-Long-Range Flying”** is defined as any International duty period which has a scheduled International segment in excess of fourteen (14) hours and thirty (30) minutes block.
- Q. **“Flex Days”** are scheduled days off in a Reserve line on which a Reserve can be assigned a trip in accordance with Reserve Duty, Section 12.B.3.
- R. **“Flight Attendant”** as used in this Agreement shall include both male and female employees who are responsible for the performing or assisting in the performance of all en route passenger service and who have completed training as prescribed by the Federal Aviation Agency (FAA) and whose names appear on the current Flight Attendant System Seniority List.
- S. **“Foreign Language Speaker/Speaker”** means a Flight Attendant who is a designated Flight Attendant awarded or assigned to a flight requiring one or more foreign language qualified Flight Attendant(s), who has successfully passed a Company-approved proficiency test in the language used at the point of destination/origin. For example, on a PHL-FRA flight, the Speaker Flight Attendant would be German qualified.

As an exception, in the event a charter or scheduled segment with group bookings where the majority of customers have been identified as foreign speaking, the Company may require Speakers with a specific language qualification. (i.e., Spanish qualified Speakers may be utilized on a flight from CLT to LGW or from PIT to LAX transporting Spanish speaking passengers).

- T. **“Golden Days”** are scheduled days off in Reserve lines that may not be moved without the mutual consent of the Reserve and the Company.
- U. **“Home Base Rest”** means the period of time at a Flight Attendant’s crew base between two (2) sequences/assignments.
- V. **“Home Base Time (HBT)”** means the actual time in the Crew Base to which a Flight Attendant is assigned.