W. **"Injury on Duty (IOD)"** is an occupational illness or injury sustained while on duty, as described in Injury on Duty, Section 27.

X. **"International Flight"** An International flight is any flight operating or deadheading outside the forty-eight (48) contiguous United States with the exception of Canada, and Alaska. This exception does not apply if a flight originates outside the contiguous forty-eight (48) United States and proceeds non-stop to Canada or Alaska and vice versa.

Y. **"International Premium Destination (IPD)"** is defined as any operating or deadheading flight to/from Europe, Asia, and destinations in Deep South America, e.g., Rio de Janeiro, Sao Paulo, Santiago, Chile and Buenos Aires etc., that have a premium level of service comparable to European destinations. Hawaii and other destinations will also be considered International Premium Destinations if the routes include a premium level of service.

Z. **"Involuntary Assignment"** means an assignment to a Lineholder on an off day pursuant to the language specified in Scheduling, Section 10.I and the Priority of Trip Assignment language specified in Reserve Duty, Section 12.M.

AA. **"Layover" or "RON"** means the period of time between duty periods within a trip sequence.

BB. **"Lead Flight Attendant"** is the Flight Attendant who has been awarded or assigned the "Number 1" position on a trip sequence. In the event such Flight Attendant does not cover a flight or flights in her/his line of time, the position selection provisions of Scheduling, Section 10.S shall apply.

CC. **"Line of Flying"** shall mean a Line of Time or a Reserve's scheduled days available for duty bid for and awarded by the Preferential Bid System (PBS).

DD. **"Line of Time"** shall mean a monthly unit of Flight Attendant flying containing a minimum of seventy (70) credit hours and a maximum of ninety (90) credit hours per bid period. The Company may flex the maximum line value by an annual amount of twenty-five (25) hours, but in no case more than five (5) hours during any given month. As an exception, a Flight Attendant may indicate a bid choice which may allow the bid award to exceed the bounds specified by bidding a High or Low bidding option. Lines constructed in accordance with this bid option shall be constructed to no less than forty (40) hours (Low Option) or no more than one hundred and ten hours (110) hours (High Option).

EE. **"Long-Range Flying"** is defined as any International duty period which has a scheduled International segment in excess of twelve (12) hours block but not more than fourteen (14) hours and thirty (30) minutes block.

FF. **"Mid-Range Flying"** is defined as any International duty period which does not contain flying in excess of twelve (12) hours block. The on-duty period will not be scheduled or rescheduled for more than fourteen (14) hours, but not to exceed fifteen (15) hours.

GG. **"Month-Calendar/Contractual"** means the period from and including the first day of, to and including the last day of each calendar month of the year, except that the Company may create contractual months by making adjustments to a calendar month as follows:

1. A thirty-one (31) day month may be used to stabilize lines of time by utilizing one (1) day from the thirty-one (31) day month to increase the flight time for schedule purposes in the short month.