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.

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.

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.

2. As an exception to Paragraph GG.1, the Company will be permitted to add or subtract a day or days to any bid month to stabilize the monthly schedule. This provision cannot be used to add or subtract a day from the calendar year.

3. The Company shall make the determination of adjusted months in advance of the calendar year in which such subtraction or addition will take place and must be published to the Flight Attendants prior to vacation bids.

4. Should there be any changes made in the definition and application of "month" for other flight crewmembers, the Company will meet and confer with the Union regarding applying such changes to Flight Attendants on the same applicable date(s).

HH. **"Non-International Premium Destination (NIPD)"** is International flying that does not meet the definition of International Premium Destination Flying.

II. **"Non-Long 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 to exceed fourteen (14) hours.

JJ. **"On-Duty All-Nighter (ODAN)"** is a sequence consisting of a single duty period that includes all of the on-duty hours between 0100 and 0500 Home Base Time (HBT).

KK. **"Open Time"** shall include, but not be limited to the following:

1. All known trip sequences not assigned to a Flight Attendant, including extra sections, Standby Reserve Duty (Reserves only), supplementary time, flights rescheduled as a result of cancellations, sequences made available after the monthly schedule is awarded, and time dropped through TTS;

2. Sequences vacated by lineholders (e.g., leaves of absence, sick leave, jury duty, some charters, publicity flights, Union Business, etc.).

LL. **"Over Water Operations"** means all Company certificated routes or charter operations on which the FAA regulations require over water equipment.

MM. **"Pay No Credit"** means a Flight Attendant is paid but not credited for the time. Such pay is above the minimum monthly guarantee and the time does not count for purposes of reserve calling out of time, monthly maximum or determining the number of credited hours in a month.

NN. **"Position"** is the area of responsibility in which a Flight Attendant works on an aircraft identified numerically (1, 2, 3, etc.).

OO. **"Positive Space Travel"** authorization shall mean that when a Flight Attendant is on a deadhead flight for the purpose of covering a flying assignment she/he shall receive a seat on the flight even if the flight is oversold and shall not be removed from the flight because the flight is oversold or weight restricted. If a Flight Attendant is on an unscheduled deadhead returning on her/his last segment of the sequence, she/he will be booked on the next scheduled flight for which seats are available on either American Airlines or on a carrier whose inventory is controlled by the Company.

PP. **"Preferential Bidding System (PBS)"** as used in this Agreement means an electronic system used to create Lineholder and Reserve lines of flying.

QQ. **"Recurrent Training"** is annual FAA required Recurrent training.

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 form 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.