

## SECTION 2 - DEFINITIONS

- A. **“Aft Lead Flight Attendant”** is the Flight Attendant who has been awarded or assigned a “B” position on a pairing through PBS. This term “Aft Lead Flight Attendant” applies to the B-757, B-767, and A-330 only in accordance with Section 3, Compensation. In the event such Flight Attendant does not cover a flight or flights in her/his Line of Flying, the position selection provisions of Section 10.S shall apply.
- B. **“Block-to-Block”** for flying pay purposes means that period of time beginning when an aircraft first moves from the ramp blocks for the purpose of flight and ending when the aircraft comes to a stop at the ramp for the purpose of loading or unloading at either intermediate stops or final destination.
- C. **“Calendar Day”** shall mean the period from 0000-2359 hours.
- D. **“Charter”** means an off-line or on-line flight that is not a regularly scheduled flight.
- E. **“Credited Hours”** shall be those charged against a Flight Attendant's monthly maximum flight time as set forth in Section 10. of this Agreement, and shall include, but not be limited to regularly scheduled pairings, 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, report no-fly credit, Company or Union Business credit, salary continuance credit, jury duty credit, bereavement, training, and compensated publicity duty credit.
- F. **“Crew Movement-Must Ride”** authorization shall mean that a Flight Attendant 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.
- G. **“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 pairing or returning to her/his domicile, or otherwise positioning a Flight Attendant for Company business.
- H. **“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.

- I. **“Flight Attendant Domicile”** shall mean a station which is the common domicile of a Flight Attendant and pilot or group of Flight Attendants and a group of pilots from which scheduled, extra section, and miscellaneous flying is accomplished.
- J. **“Golden Days”** are scheduled days off in Reserve lines that may not be moved without the mutual consent of the Reserve and the Company.
- K. **“Home Domicile”** 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 domicile.
- L. **“Home Domicile Rest”** means the period of time at a Flight Attendant’s domicile between two (2) pairings.
- M. **“Home Domicile Time”** means the actual time in the domicile to which a Flight Attendant is assigned.
- N. **“International Flight”** An International flight is any flight operating or deadheading outside the forty-eight (48) contiguous United States with the exception of the Bahamas, 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 Bahamas, Canada, or Alaska and vice versa. If the Company agrees with the Pilots that the Bahamas is considered International flying, then the Bahamas shall be considered International flying for Flight Attendants.
- O. **“Involuntary Assignment”** means an assignment to a Lineholder on an off day pursuant to the language specified in Section 10 Scheduling, Paragraph I and the Priority of Trip Assignment language specified in Section 12 Reserve, Paragraph M.
- P. **“Layover” or “RON”** means the period of time between duty periods within a pairing.
- Q. **“Language of Destination/Origin (LOD/O)”** Flight Attendant is a designated Flight Attendant awarded or assigned to a flight requiring a foreign language qualified Flight Attendant, 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 LOD/O Flight Attendant would be German qualified.

As an exception to the above, the Company may utilize LOD/O Flight Attendants based on the language requirements of a particular charter (i.e., Spanish qualified LOD/O Flight Attendants may be utilized on a flight from CLT to LGW or from PIT to LAX transporting Spanish speaking passengers).

- R. **“Line of Flying”** shall mean a Line of Time or a Reserve’s scheduled days available for duty.
  
- S. **“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 (20) 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 ten hours (110) hours (high option).
  
- T. **“Month”** 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:
  - 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 T.1., above, 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 MEC regarding applying such changes to Flight Attendants on the same applicable date(s).
- U. **“Moveable Days”** are scheduled days off in a Reserve line on which a Reserve can be assigned a trip in accordance with Section 12, Reserve.
- V. **“Non-Transoceanic International Flying”** is international flying that does not meet the definition of Transoceanic International Flying. Hawaii is Non-Transoceanic International flying.
- W. **“On-Duty Time”** shall include the hours of one (1) hour before scheduled departure of a flight and shall continue until fifteen (15) minutes after the arrival of such flight, or actual release time, whichever is later.
1. The one (1) hour before scheduled departure and the fifteen (15) minutes after the actual arrival shall also apply to deadheading by air or surface.
  2. For those flights that operate internationally as defined in Paragraph N above, substitute one (1) hour and thirty (30) minutes for one (1) hour before scheduled departure, and thirty (30) minutes for fifteen (15) minutes after actual arrival in the preceding Paragraph.
- X. **“On Premise Reserve (OPR)”** 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 pairing in order to prevent a delay. An OPR may also be utilized for the purpose of deplaning, boarding or remaining with through passengers on the aircraft.
- Y. **“Open Time”** shall include, but not be limited to the following:
1. Pairings not assigned to a Flight Attendant, extra sections, On-Premise Reserve Duty (Reserves only), supplementary time, flights rescheduled as a result of cancellations, pairings made available after the monthly schedule is awarded, and time dropped through ISAP or ISAP/AIL ;

2. Pairings vacated by lineholders (e.g., leaves of absence, sick leave, jury duty, charters, publicity flights, Union Business, etc.).
- Z. **“Over Water Operations”** means all Company certificated routes or charter operations on which the FAA regulations require over water equipment.
- AA. **“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 callout time, monthly maximum or determining the number of credited hours in a month.
- BB. **“Preferential Bidding System (PBS)”** Electronic system used to create Lineholder and Reserve lines of flying.
- CC. **“Senior Flight Attendant”** is the Flight Attendant who has been awarded or assigned the “A” position Line of Flying. In the event such Flight Attendant does not cover a flight or flights in her/his line of time, the position selection provisions of Section 10.S shall apply.
- DD. **“Supplementary Coverage”** is Flight Attendant coverage scheduled in excess of the FAA Flight Attendant requirement for each aircraft type in accordance with Section 10.
- EE. **“System Irregular Operations”** means irregular operations which must be declared by the Director of Crew Scheduling 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.
- FF. **“Transoceanic International Flying (TI)”** is defined as any operating or deadheading over the Atlantic, Pacific (excluding Hawaii), Arctic or Indian Oceans except:
1. Operating or deadheading within North America and
  2. Operating or deadheading between North America and Bermuda or any Caribbean destination.
  3. For purposes of this Section, “North America” is defined as the northern continent of the Western Hemisphere, extending north from the Panama-Colombia border, and including the Central American countries, Mexico, the forty-eight (48) contiguous United States, Alaska and Canada.

4. Any operating or deadheading to or from South America shall be considered Transoceanic International flying.

GG. **“Trip” or “Pairing”** means a series of segments that fall between check-in at the domicile and check-out at the domicile.

HH. **“Trip Hours”** mean all time which is accrued from the time a Flight Attendant is required to report and check-in one (1:00) hour (domestic)/one hour and thirty minutes (1:30) (international) before scheduled departure at the airport of her/his home domicile or actual reporting time, whichever is later, prior to proposed flight departure until the time a Flight

Attendant is released a minimum of fifteen (:15) minutes (domestic)/thirty (:30) minutes (international) after actual arrival at her/his home domicile for a minimum required rest period. The one (1:00) hour (domestic)/one hour and thirty minutes (1:30) (international) before scheduled departure and the fifteen (:15) minutes (domestic)/thirty (:30) minutes (international) after the actual arrival shall also apply to deadheading (by air or surface).

II. **“Union”** as used in this Agreement shall mean the Association of Flight Attendants- CWA