

AVBA	Annual Vacation Bidding Award
DOS	Date of Signing
ETB	Electronic Trade Board
FABRC	Flight Attendant Bidding Resource Center
FD	Flex Day
GD	Golden Day
HBR	Home Base Rest
HBT	Home Base Time
IPD	International Premium Destination
JSC	Joint Scheduling Committee
JSIC	Joint Scheduling Implementation Committee
LE or LDI	Location Delay Incentive
LLL	Last Live Leg
NIPD	Non- International Premium Destination
ODAN	On- Duty All- Nighter
PBS	Preferential Bid System
PPO	Pay Purposes Only
RAP	Reserve Availability Period
Red Flag (RF) or Critical Coverage (CC)	100% credit and 150% pay
ROC	Remain on Call
RON	Remain Overnight
ROTA	Reserve Open Time Assignment
ROTD	Reserve Open Time Daily
RSV	Reserve
TAFB	Time Away from Base
TBS	Training Bidding System
TTS	(Lineholder) Trip Trade System
UBL	Unsuccessful Bidders List
VE	Voluntary Duty Extension Pay
VEX	Vacation Extension Days
VLOA	Voluntary Leave of Absence
VMS	Vacation Management System
WBT	Web Based Training

## General Terms

- [AVBA \(Annual Vacation Bidding Award\)](#): Used to bid for accrued Vacation for the fiscal Year.
- [ETB \(Electronic Trip Trade Board\)](#): A real time, electronic method of Posting, picking up, dropping, trading sequences, reserve off days and vacation between Flight Attendants on a first come /first serve basis.

- **Posting:** An advertisement viewable publicly or privately within the Flight Attendants base.
  - **Transaction:** An action taken in response to a posting that has been received privately or was posted publicly that results in a change to a Flight Attendants schedule.
  - **Real Time processing:** An ETB transaction is processed immediately upon acceptance of the proposed action by both parties, though schedule update may take up to a few minutes.
  - **Queued Transaction:** An accepted transaction that is time-stamped and placed in first come, first serve order that will be processed at the end of the applicable freeze.
    - **TTS** – While TTS is processing, all transactions will be queued
    - **ROTA** – While ROTA is processing, all Reserve Day Off trades are queued
- **FABRC:** Flight Attendant Bidding Resource Center
  - **Hiboard:** Current LAA system to post requests for dropping and trading sequences.
  - **HBR (Home Base Rest):** Period of time at a Flight Attendant’s crew base between two (2) sequences/assignments
  - **HBT (Home Base Time):** Actual time in the crew base to which a Flight Attendant is assigned.
  - **JSIC:** Joint Scheduling Implementation Committee
  - **LE or LDI:** Location Delay Incentive
  - **LLL (Last Live Leg):** When a Flight Attendant volunteers to fly the Last Live Leg of another Flight Attendants sequence.
  - **Local or Station Time:** Actual Time at Destination
  - **PBS (Preferential Bidding System):** An electronic system used to create Lineholder and Reserve lines of flying.
  - **PPO:** Pay Purposes Only
  - **Red Flag:** Crew schedule may “red flag” a sequence/position in open time. Red flagged sequences shall be paid at the rate of one hundred and fifty percent (150%), and credited at one hundred percent (100%). Replaces Critical Coverage.
  - **RSV:** Reserve
  - **Station or Local Time:** Actual Time at Destination
  - **TAFB:** Time Away from Base
  - **TBS (Training Bidding System):** An electronic system to bid for CQ, awarded and assigned in seniority order.

- **TTS (Trip Trade System)**: Seniority based automated system that allows Lineholders to adjust their monthly schedule.
  - TTS allows a Lineholder to submit a bid (“request”) to drop, trade or pick up future sequences, current and/or next month.
  - These transactions are between Flight Attendant trips and open Company time.
  - The system’s optimizer processes the requests Nightly in seniority order.
  - Replaces: LUS - Iterative Schedule Adjustment Process (ISAP)
  - Replaces: LAA - Trip Trade with Open Time (TTOT)
  - Provides Flight Attendants flexibility in changing their schedule
  - Ability to bid (“request”) more desirable positions on the sequence
  - Provides a reason report
  - Flight Attendants will only be awarded from their ballot. NEVER assigned open time.
- **UBL( Unsuccessful Bidder’s List)** : Seniority based automated system that allows Lineholders to pick up open time the day prior or day of departure.
  - Replaces: LAA – MU and Option 2
- **VE**: Voluntary Duty Extension Pay
- **VEX (Vacation Extension Day)**: A Flight Attendant with at least 7 days of vacation may extend their vacation by 4 days, no pay, no credit. Please check the contract for additional information.
- **VLOA**: Voluntary Leave of Absence
- **VMS (Vacation Management System)**: An electronic system that allows Flight Attendants to view and modify their vacation throughout the year.
- **WBT**: Web based training

#### Reserve specific

- **Aggressive**: Any bid submitted in ROTD (Daily) is called Aggressive.
- **Flex Day**: A day off a Reserve can be awarded or assigned into. There are 4 Flex Days scheduled in each Reserve month. (not to be confused with AA’s “Moveable Days”)
- **Golden Day**: A day off a Reserve can be awarded a sequence, but may not be flown into. There are 8 Golden Days scheduled in each Reserve month.
- **RAP**: Reserve Availability Periods scheduled for 12 hour.
- **ROC**: Remain on Call – A bid to be excluded from sequences award/ assignment during future processing. If you are awarded a ROC you will be awarded a RAP based on your ballot.

- **ROTA (Reserve Open Time Assignment)**: The processing of sequences in open time for the following day. The Flight Attendant has the option of bidding for generic sequences, specific sequences, Remain on Call (ROC), Standby and RAP preferences
- **ROTD (Reserve Open Time Daily)**: The processing of sequences in open time during day of operations. Day of operations is considered as the time during your RAP.
  - A Flight Attendant has the option of bidding for generic sequences, specific sequences and Standby shifts during day of processing.
- **Standing Bids**: Flight Attendant can input a “standing” bid which shall act as default bids should the FA fail to enter a bid.

## Sequence terms

- **Double Up Sequence**: 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. No FAR rest required.
- **Multiple Sequences**: Two sequences operating within the same calendar day that are separated by contractual rest plus 45 minutes. At the Flight Attendants option, contractual rest may be waived to FAR rest.
- **ODAN ( On Duty All Nighter )** : Sequence consisting of a single duty period that includes all of the on-duty hours between 0100 and 0500 Home Base Time (HBT).
- **Red Eye Sequence** : A duty period scheduled to touch 0100 through 0101 HBT, is classified as a Red-Eye sequence.
- **Release**: After the aircraft blocks in at the gate or the originally scheduled block-in, whichever is later. 15 minutes for domestic, 30 minutes for international.
- **Report/ Sign-in**: 1:00hr domestic and NIPD, 1:15hr for IPD prior to the scheduled departure time (interchangeable with the term “Sign-In”)
- **RON (Remain Over Night)**: Layover - Period of time between duty periods within a trip sequence.
- **Extended Long Range Flying** : Any international duty period which has a scheduled international segment in excess of fourteen (14) hours and thirty minutes (30) block.
- **IPD (International Premium Destination)**: Any operating or deadheading flight to/from Europe, Asia, and destinations in Deep South America that have a premium level of service comparable to European destinations.
- **Long-Range Flying** : 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.

- **Mid-Range Flying:** 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.
- **NIPD (Non-International Premium Destination):** International flying that does not meet the definition of International Premium Destination Flying.
- **Non- Long Range Flying:** 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.