

AA Proposal

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Date: 11/09/2011

Time: 10:00

Subject: Crew Rest Seats

Version:

Proposal Reference(s):

Contract Reference(s): Supplement I

The company proposes the following Crew Rest Seats:

- 777-300ER & 787 – Pod Only, No Cabin seats
- Aircraft that offer business class seats with 100% aisle access, one Business Class seat
- Aircraft that have business class seats without 100% aisle access, one Business Class center aisle seat
- 757/737 – 1 Business class seat, aisle; for flights over 9 hours 2 adjoining Business Class seats
- CKA on augmented crew – No change to current practice

This crew rest proposal is tied to the company's acceptance of the APA Deadhead proposal dated 10/27/2011

Crew Rest Seats Proposal

The company's changes to the crew rest seat section of the contract will afford the company greater opportunity to improve revenue by making more premium seats available to customers for purchase. Additionally, the changes proposed will not negatively impact the quality of crew rest. In exchange for these modifications, the company has enhanced the proposal on deadheading.

We believe the changes included in the attached Crew Rest Seat proposal and Training/Deadhead proposal will provide benefit to both pilots and the company.

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Date: 3/24/2011

Time:

Subject: International Longhaul Flying

Version:

Proposal Reference(s):

Contract Reference(s): Supplement I, Section 7.C, LOA 05-08

International Long Haul Flying:

• In order to accommodate future Long Haul flying opportunities, the Company proposes to modify the Scheduled, Rescheduled and Actual On-Duty Time limits found in Supplement “I”, Section 7 (Hours of Service), Paragraphs C. 1. and 2. for basic crews augmented by two (2) pilots. Specifically, the proposal is to incorporate the provisions of LOA 05-08 ORD-DEL into Supplement I for all international flying:

- o Scheduled, Rescheduled and Actual On-Duty Time limits found in Supplement “I”, Section 7 (Hours of Service), Paragraphs C. 1. and 2. for basic crews augmented by two (2) pilots will be changed to a maximum of 18 hours scheduled on duty time, 18 hours maximum rescheduled on duty time, and 20 hours maximum on duty time. Additionally, at the discretion of the Captain, the twenty (20) hours maximum on duty time may be extended up to 3 hours in the event of an en-route diversion.
- o Expenses Away From Base, Section 7.A.5.a.(1) will be modified to include the following sentence: “The Company and the Association commit to jointly and carefully evaluate four-pilot long haul flying layover transportation, rest and nutrition facilities on an ongoing basis.”
- o Expenses Away From Base, Section 7.B.5.c. (“Minimum Meal Guarantee”) will be modified to read: “Depending on the length of the duty period, the total number of crew meals plus sufficient ground time opportunities to eat will be at least:

(1) Duty time > 16:00 3 meals

(2) Duty time > 13:30 2 meals and 1 snack

NOTE: This meal minimum will also apply to all Far East flying.

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