

SCOPE

AA	APA	CONSIDERATIONS
<p>Modernize Scope Clause</p> <p><i>Highlights</i></p> <ul style="list-style-type: none"> • Allow the operation of 76-seat jets and a maximum gross takeoff weight of 89,000 pounds. (Current contract mandates a 50 passenger seat jet and 64,500 lb. weight limit with an exception for a limited number of 70-seat aircraft) • Utilize chartered aircraft to allow the transfer of passenger baggage that can't be flown on the same flight as the passenger • Eliminate the distinction between owned and non-owned commuter air carriers that now limits AA's ability to obtain feed for mainline flights 	<p>Expanding Scope Clause</p> <p><i>Highlights</i></p> <ul style="list-style-type: none"> • All flying performed by or on behalf of the Company or an Affiliate would be performed by AA pilots • Single seniority list for American Airlines, American Eagle and Executive Airlines, with negotiated work rules and pay rates phased in under a single operating certificate • APA to make the determination whether or not a Scope exception is to be granted 	<ul style="list-style-type: none"> • AA's current scope provision is among the most restrictive in the industry. The company's proposals would bring it more in line with the other mainline carriers. • Scope limits the company's ability to obtain feed for its flights and to pursue more international routes and flying opportunities like its competitors. • Under APA's proposal, the company would have to adopt all AA pilot salaries, benefits and work rules and apply them to its regional and codesharing operations at tremendous cost and risk to many routes. • Eliminating codesharing could reduce revenues, force schedule reductions and reduce job opportunities