SECTION 15 - *DRAFT*

HOURS OF SERVICE

A. Flight Time Limitations

1. At the start of the month Tthe monthly designated maximum bidline average for regularly scheduled pilots shall not exceedbe seventy-eight (78)eighty-two (82) scheduled hours (SPROJ) or the scheduled hours derived from the application of Supplement M in a calendar year for any 2-part bid status (i.e. seat and equipment), (including credits under E., F. and G. of this Section). The monthly maximum for reserve pilots shall be eighty-five (85) credited scheduled hours (SPROJ). [See Q&A #50,. #79]

2. For determining compliance with the monthly maximum during the course of a month, a regularly scheduled pilot's scheduled projection (SPROJ) will be increased or decreased only as a result of the following:

   a. underfly, on a leg by leg (block to block) basis, [See Q&A #112]

   b. an assignment or reassignment,

   c. an award or assignment of open flying at the pilot's base (through SEP, make-up, reserve, VJA or trip trading with open time),

   d. trip trading (with another pilot or with open time), [See Q&A #95]

   e. fly through time into the month from a trip sequence which originated in the previous month.

   f. an uncredited removal from all or part of a scheduled trip sequence which results in less time than was originally scheduled.

3. a. A regularly scheduled pilot, for purposes of make-up, SEP and trip trading may elect to be scheduled to fly up to a voluntary maximum of five (5)eighty-seven (87) hours above theeach monthly based on the pilot's scheduled projection (SPROJ).
   bidline average, maximum based on the pilot's scheduled projection (SPROJ), provided the pilot's credited projection (PROJ) does not exceed eighty-five (85) hours at the time such flying is awarded. The monthly limitation on the make-up maximum for each bid status shall be established by the Company, and included in the bidsheet for each contractual month.When a pilot performs such flying, scheduled time up to the monthly maximum, measured against the pilot's scheduled projection (SPROJ), will be paid, and the greater of scheduled or actual time above the monthly maximum will be placed in the pilot's CPA at the rate of one (1) for one (1). [See Q&A #46, #49, #86]

   b. The Company has the option to increase the voluntary maximum to ninety-two (92) hours for any 4-part bid status in any given month based on the pilot's scheduled projection (SPROJ).

   b.c. A regularly scheduled pilot, for purposes of VJA, may be scheduled to fly, in accordance with Section 18.D.2.k., up to five (5) hours above the monthly

maximum based on the pilot's scheduled projection (SPROJ), provided the pilot's credited projection (PROJ) does not exceed eighty five (85) hours at the time such flying is awarded or assigned. Scheduled time up to the monthly maximum, measured against the pilot's scheduled projection (SPROJ), will be paid, and the greater of scheduled or actual time above the monthly maximum will be placed in the pilot's CPA at the rate of one and one-half (1 1/2) for one (1).

c.d. A regularly scheduled pilot, scheduled as provided in A.1. above, shall, except as provided in (12) below, fly and complete such scheduled or rescheduled trips.

(1) For a reassignment, scheduled time up to the monthly maximum measured against the pilot's scheduled projection (SPROJ), will be paid at the rate of one (1) for one (1), and the greater of scheduled or actual time above the monthly maximum will be paid at the rate of two (2) for one (1).

(2)(1) A pilot who, as a result of an assignment or reassignment, is scheduled to fly more than the monthly maxmimum (87 or 92 hrs, as applicable) five (5) hours above the monthly maximum based on the pilot's scheduled projection (SPROJ), or whose credited projection (PROJ) exceeds eighty-five (85) hours, will have such over projection adjusted in accordance with Section 18.E. (Reassignment).

3. For purposes of compliance with A.3. above, regularly scheduled pilots will be considered legal to fly their last scheduled trip or trip sequence of the month, if their credited projection (PROJ) accumulation, when added to the scheduled flight time of such last trip or trip sequence within the contractual month, including applicable credits under Section 15.E., 15.F., and 15.G. exceeds eighty-five (85) hours.

4. A pilot having once embarked on the last trip sequence of the month may, for operational reasons, be rescheduled away from base to exceed eighty-five (85) credited projection (PROJ) on any trip sequence which returns the pilot to base.

5. Credit Plan Account (CPA) time shall be used as follows: [See Q&A #55, #56, #80, #113]

a. Fill up. At the end of the contractual month CPA time will be used to automatically fill up a pilot's pay projection (PPROJ) for that month to the monthly maximum for that month. All such fill up shall be applied after the provisions of Sections 4.A. and B. (Minimum Guarantees) and 6.C.2. (Apportionment) and any applicable pay-no credit provisions, if applicable, have been satisfied.

b. Spill back. CPA time remaining will then be used to automatically fill up the pilot's prior month's pay projection (PPROJ) to the monthly maximum for that month.

c. CPA In Excess of Fifty (50) Hours

If more than fifty (50) hours exist in a pilot's CPA at 0400 Central Time of the first business day following the tenth (10th) calendar day of the month, such time in excess of fifty (50) hours shall be paid out in the following pay period.

d. Pilot trip drop.

A pilot may make an election during the month to debit CPA for the scheduled value of a trip sequence dropped or exchanged for a lesser time trip through the trip trade with open time system. The scheduled value of such trip will be applied to the pilot's credited projection (PROJ), scheduled projection (SPROJ), pay projection (PPROJ) and the pilot's guarantee.

e. CPA time not used in a., b., c., or d. above will remain in the pilot's CPA for use in subsequent months.

f. The provisions of a. b. and c. above shall apply to reserve pilots.

g. Fill up and CPA pay out time shall be paid at day rates for the category and highest equipment contained in the pilot's trip selection award for that month.

h. For a. (fill up) and d. (pilot trip drop) above, a pilot may elect to use CPA time which will create a negative CPA balance, provided such balance does not exceed a negative twenty-five (25) hours. [See Q&A #113]

i. The CPA of a pilot who will be removed from payroll will be adjusted to zero (0) in accordance with the following:

(1) Paying the pilot if the pilot's CPA balance is positive.

(2) Debiting the pilot's final pay, including pay for current and accrued vacation, if the pilot's CPA is negative.

(3) Such adjustment will be at day rates for the category and equipment in which the pilot last served.

(a) However, a pilot who will be removed from payroll may elect to retain a CPA balance, provided that if such balance is negative the pilot must have sufficient accrued vacation to cover the negative balance.

6.

4. Fly Through Time

A pilot who flies a trip sequence that originates in one (1) month and terminates in the subsequent month shall have such fly-through time applied to the pilot's credited projection (PROJ), for line construction purposes, and pay projection (PPROJ), and scheduled projection (SPROJ) for the month in which the sequence terminates., in accordance with the following: [See Q&A #57] Upon completion of line construction, fly through time shall revert to uncredited.

7.

a. At the start of the month, such time shall be applied to any regularly scheduled pilot who is scheduled to miss a trip sequence or sequences due to training for which pay but not flight time credit is applicable; but only to the extent such flight time replaces any uncredited time as provided for in Section 6.D.1.a.

b.

c. At the start of the month, such time shall be applied to any regularly scheduled pilot who is scheduled to miss a trip sequence or sequences due to approved absences for which neither pay nor flight time credit is applicable,

~~but only to the extent such flight time replaces any uncredited time due to such unpaid and uncredited absence.~~

~~d.~~

~~e. At the start of the month, such time shall be applied, after all appropriate applications of paragraphs a. and b. above have been made, in order to increase such pilot's credited projection (PROJ), pay projection (PPROJ), and scheduled projection (SPROJ) up to but not beyond the monthly maximum.~~

~~f. All fly-through time not used in the application of a., b., and/or c. above will be placed in the pilot's fly-through CPA (FTCPA) and at month's end will be added to the pilot's CPA balance.~~

~~8.~~5. A pilot cannot be scheduled for more than eight (8) hours duty aloft in a single duty period. [See Q&A #58]

~~9.~~6. No pilot shall be assigned any duty with the Company during any rest period.

~~10.~~7. Duty aloft includes the entire period during which a pilot is assigned as a member of an airplane crew during flight time.

~~11.~~8. Scheduled for duty aloft means the assignment of a pilot on the basis of the flight time established in the operations schedules rather than actual flight time.

~~12.~~9. Flight time is the time from the moment the airplane first moves for the purpose of flight until it comes to rest at the next point of landing (block-to-block time). However, when the Captain elects to delay starting engines due to quoted takeoff delays, flight time will, at the option of the Captain, be considered to begin at the time the aircraft would normally have departed, and such delay time shall apply for pay and credit purposes and monthly credited time, but will not be included in duty aloft time.

~~13.~~10. The Company will maintain a computer tracking and alert system in order to provide prospective notification to crewmembers who require a twenty-four (24) hour break to avoid seven (7) consecutive days on duty.

B. Notification

1. The Company shall maintain a standard method of notifying pilots of the scheduled departure time of their trips. When the scheduled departure time is appreciably delayed, pilots shall be notified as far in advance as is practicable, consistent with the circumstances. At originating stations, every effort shall be made to promptly notify pilots of any cancellation, delay or deferment of their trips.

2. Recording of Phone Calls

The parties agree that the intent of recording phone calls between crewmembers and Crew Schedule/Tracking is to improve conversations, relationships and professionalism within and between the parties, as well as to assist in the resolution of pay claims~~.~~

Where such recordings are permissible with applicable legal and/or regulatory requirements, the Company shall create and maintain recordings of telephone calls between pilots and Crew Schedule/Tracking. Conversations shall be recorded and stored digitally.

The recording shall run continuously for the duration of the call. There shall be no ability to selectively start and stop such recording.

The Company shall retain the recorded phone calls for a period not to exceed ninety (90) days.

A specific recorded conversation will be reviewed only when a complaint is lodged by or against either party to the call. Such tape may be reviewed, on-site at Crew Schedule, by the parties involved in the conversation, in the presence of either their Supervisor or their APA representative.

Any recorded conversation may only be copied or transcribed to hard copy, with the mutual consent of all parties involved. Transcripts or copies of a recorded conversation may not be used as evidence in any disciplinary proceeding.

3.

a. ~~a.~~ Monthly ~~trip selections and~~ allocations shall be available via electronic means prior to the opening of primary bidding. Monthly bidding for ~~primary~~ trip selections shall open at 0001 on the twelfth (12th) calendar day of the contractual month and close no earlier than 0600 Central Time on the seventeenth (17th) calendar day of the contractual month. Trip selection awards shall be made available on the nineteenth (19th) calendar day of the contractual month prior to the month for which trip selections are effective.

b. Changes to the ~~bid sheet~~allocations shall be made available to all pilots via electronic means. The Company may make changes to the ~~bid sheet~~allocations up to twenty-four (24) hours prior to the actual time of bid closing. Changes made ~~during the twenty-four (24) hours prior to the actual time of bid closing, other than the complete elimination of a trip selection~~after this time~~,~~ shall be ~~treated as a reassignment and are~~ subject to the provisions of Section ~~18~~4 (Sequence Cancellation Protection)~~.E. or Supplement I Section 7, as applicable~~.

~~c. The Company shall make available projected crew assignments on all regularly scheduled trips not less than five (5) days in advance of the departure of such trips, except when prevented by circumstances beyond the control of the Company. In any event all pilots shall be furnished with adequate notification of the departure time of their trips. A pilot on a regularly scheduled sequence of trips shall not be removed from such sequence except in cases of irregularity of scheduled operations or unforeseen contingencies which necessitate such removal.~~

~~2.~~4. Pilots shall not be required to keep the Company advised of their whereabouts on days off, while on vacation or while on layover.

~~3.~~5. It shall be the responsibility of pilots who are unable to report for duty to notify, as far in advance as possible, the controlling Chief Pilot or a designated representative of this fact, giving the reason for their inability to report for duty.

~~4.~~6. This Agreement contemplates that pilots shall devote their entire professional flying service to the Company, except that nothing in this Agreement shall be construed to prevent any pilot from affiliating with the military service of the United States.

C. On duty Time

1. The following on duty limitations shall apply: [See Q&A #109]

Sign-In Time	Ldgs	Schedule	Re-Schedule	Maximum
~~0600-1759~~		~~12-1/2 Hrs.~~	~~13 Hrs.~~	~~14 Hrs.~~
~~*1800-2059~~		~~11 Hrs.~~	~~12 Hrs.~~	~~13 Hrs.~~
~~*2100-0559~~		~~10 Hrs.~~	~~11 Hrs.~~	~~12 Hrs.~~
0000 0329	(1)	9:30	11:00	12:00
*0330 0629	(4)	9:30-12:30	11:00–13:00	12:00-1400
0630 1359	(5)	12:30	13:00	14:00
**1400 1659	(5)	12:30-11:00	13:00-12:00	14:00-13:00
1700 1959	(5)	11:00	12:00	13:00
**2000 2259	(4)	11:00-9:30	12:00-11:00	13:00-12:00
2300 2359	(1)	9:30	11:00	12:00

~~*On a block-to-block basis, if the duty period has a break of at least five (5) hours or twice the number of hours of duty aloft preceding the break, whichever is greater, then the twelve and one-half (12-1/2) hour schedule applies.~~Scheduled duty period increases one (1) minute for every one (1) minute elapsed. Rescheduled and Maximum duty periods increases one minute for every one and a half minutes elapsed.

** Scheduled duty period decreases one (1) minute for every two (2) minutes elapsed. Reschedule and Maximum duty periods decrease one (1) minute for every three minutes elapsed.

Notwithstanding the above flight duty limitations, each pilot has the option to remain on duty beyond the maximum duty time. Any decision not to remain on duty beyond the maximum duty time will be accepted without question by Crew Schedule/Tracking.

2. The determination of on duty periods shall be based on home base time.

3. a. A pilot's scheduled or rescheduled on duty period shall commence:

(1) One (1) hour prior to the scheduled or rescheduled departure time for a pilot flying the first flight of a duty period, or thirty (30) minutes prior to the scheduled or rescheduled departure time for a pilot deadheading on the first flight of a duty period, and shall continue until fifteen (15) minutes after the scheduled arrival time of the duty period's last flight assignment. [See Q&A #59, #60, #61]

(2) Such scheduled or rescheduled on duty period shall run continuously unless broken by a scheduled or rescheduled rest period in accordance with the following:

SCHEDULED ALOFT WITHIN 24 HOURS	HOURS OF SCHEDULED REST
(a) less than 8 hours aloft	10:00*
(b) 8 hours or more but less than 9 hours aloft	10:00
(c) 9 hours or more aloft	11:00
(d) Home base	12:00

~~*The Company may schedule and must identify as such, in the monthly trip allocation, up to eighteen (18) monthly rest periods of not less than nine hours thirty minutes (9:30) at non-crew base stations. All eighteen (18) rest periods may be scheduled at the same station, eighteen (18) different stations or any combination thereof. Any or all eighteen (18) stations may be changed from month to month or within the month. [See Q&A #33, #62]~~

If other requirements of this Agreement necessitate a longer or shorter rest period, such provisions shall govern.

b. In actual operations, an on duty period shall commence at the required reporting time, but in any event not less than one (1) hour before departure or as provided in C.3.a. above and shall run continuously unless broken by a reduced rest period as provided below where sleeping accommodations are provided at or near the airport.~~; or nine hours and thirty minutes (9:30) as provided in C.3.a.(2) above. In any case,~~ ~~t~~The pilot will be provided, in addition to reduced rest, normal round-trip travel time to the rest facility.

Where the Company provides reduced rest as stipulated below, the pilot shall also be scheduled for compensatory rest after the on duty period following the reduced rest period. Such compensatory rest period shall commence no later than twenty-four (24) hours from the beginning of the reduced rest period:

SCHEDULED ALOFT WITHIN 24 HOURS	HOURS OF REDUCED REST*	HOURS OF COMPENSATORY REST
Less than 8 hours	8:00	10:00
8 hours or more but less than 9 hours	8:00	11:00
9 hours or more	9:00	12:00

*Plus normal round-trip travel time to the rest facility.

(1) In no case will the off duty period be less than twelve hours (12:00) at the pilot's base.~~, except those off duty periods immediately following a training duty period outlined in Section 6, in which case such off duty period shall not be less than ten hours (10:00) at the pilot's base.~~

(2) The required reporting times of one (1) hour, or thirty (30) minutes, and the fifteen (15) minutes debriefing time, are to be considered a part of all on duty periods.

~~c. If termination at the pilot's base is at a co-terminal other than the original point of departure, there shall be added one (1) hour to the on duty period for the purpose of allowing for the use of Company furnished transportation as set forth in Section 24.I. of this Agreement. However, this hour shall not be construed to be a part of the on duty period as specified in C.1. above.~~

~~d.~~c. A pilot deadheading shall be considered on duty, provided that the Company may approve such pilot's request to exceed fourteen (14) consecutive hours on duty for the purpose of deadheading to the pilot's base. [See Q&A #63]

D. Off duty Time (moved to Section 18)

~~1. Regularly scheduled pilots shall receive not less than five (5) separate periods of forty-eight (48) consecutive hours free from all duty with the Company at their base during each contractual month. However, at the option of the Company, one (1) of the said forty-eight's (48's) may be:~~

~~a. combined with another forty-eight (48) to produce a duty free period of ninety-six (96) consecutive hours, or~~

~~b. split into two (2) separate duty free periods of twenty-four (24) consecutive hours each, or~~

~~c. split into two (2) twenty-four's (24's), each of which is combined with a forty-eight (48) to produce two (2) duty free periods of seventy-two (72) consecutive hours, or~~

~~d. split into two (2) twenty-four's (24's), one of which is combined with a forty-eight (48) to produce a duty free period of seventy-two (72) consecutive hours, and the other scheduled separately or~~

~~e. The Company may combine the five (5) forty-eight's (48's) to produce two (2) separate duty free periods of ninety-six (96) consecutive hours each, and an additional forty-eight (48) scheduled separately.~~

~~f. Such scheduled duty free periods shall be pre-planned and indicated on the monthly selection sheet and shall be separated by not less than twenty-four (24) hours.~~

~~g. Any regularly scheduled pilot may request a change in any scheduled duty free period by giving the Company notice prior to the beginning of the duty free period to be changed. Such duty free period, once begun may not be interrupted by either the pilot or the Company. The Company may change a regularly scheduled pilot's scheduled duty free period only if it is necessary for~~

~~the purpose of keeping the airline in operation, provided that with such pilot's consent the Company may change one (1) duty free period prospectively for purposes of assigning such pilot to simulator training. [See Q&A #29, #64]~~

~~h. A regularly scheduled pilot may voluntarily drop a single forty-eight (48) hour duty free period (DFP) during the course of a contractual month. However, the Company cannot require such pilot to forfeit a DFP. [See Q&A #64]~~

~~2. a. Reserve duty free periods shall be scheduled to run from midnight to midnight.~~

~~b. A reserve pilot's duty free periods (DFP's) shall be scheduled on the bid sheet in accordance with the following: [See Q&A #37]~~

~~(1) Ten (10) immovable DFP's [twenty -four (24) hours each] in a thirty (30) day contractual month and eleven (11) immovable DFP's [twenty -four (24) hours each] in a thirty-one day contractual month.~~

~~(2) One (1) additional moveable DFP [twenty-four (24) hours] in a contractual month.~~

~~(3) A moveable DFP (as defined in 2. above) shall be designated and scheduled contiguous to immovable DFP's.~~

~~(4) A moveable DFP shall not be scheduled in the middle of immovable DFP's.~~

~~(5) A maximum of five (5) separate groups.~~

~~(6) One golden seventy-two (72) or, if manning permits, one golden ninety-six (96).~~

~~(7) No free standing twenty-four (24).~~

~~c. A reserve pilot's moveable DFP shall only be adjusted during the contractual month by the Company in accordance with the following:~~

~~(1) A pilot must always be given notice at least twelve (12) hours prior to the start of a DFP, if such DFP is to be moved, or if a moveable DFP is to be added to or removed from such DFP.~~

~~(2) Once a DFP has begun, no moveable DFP may be added to or removed from such DFP.~~

~~(3) Notice must be given by noon (1200) if the movement of a reserve pilot's DFP will change the pilot's days of availability. However, if a trip sequence becomes available after noon (1200) and there is no pilot available for such trip sequence, the Company may move a reserve pilot's moveable DFP in order for such pilot to fly the trip, provided the movement of such DFP is in compliance with (1) and (2) above.~~

~~(4) The moveable DFP may only be moved one (1) time.~~

~~(5) The moveable DFP may only be placed contiguous to another DFP.~~

However, the Company may, if necessary by moving the DFP, schedule one (1) free standing twenty-four (24) hour DFP.

Note: The bidsheet cannot include a free standing twenty-four (24) hour DFP for a reserve pilot. Once the month begins, the Company may either move a movable DFP and place it contiguous to an existing DFP, leaving twenty-four (24) hours of the original DFP as a stand alone twenty-four (24), or move a movable twenty-four (24) and place it as a free standing twenty-four (24), leaving a minimum of forty-eight (48) hours in the original DFP. In no case may the Company create more than one free standing twenty-four (24) hour DFP in any one (1) contractual month by the movement of a movable DFP.

(6) No moveable DFP shall be placed in the middle of a trip sequence or during any planned absence.

d. Golden DFPs cannot be moved without the reserve pilot's consent. Reserve pilots will not be involuntarily scheduled for flight assignment, company business or training during any golden DFP(s). [See Q&A #54]

e. With the Company's consent, a reserve pilot may move any scheduled DFP prospectively if the flying to be proffered/assigned is to fly beyond 1200 local time on the first day of such DFP.

f. Except for a golden DFP, the Company may require a pilot to change any scheduled DFP prospectively, but only in the event that such pilot is scheduled to fly a trip that is scheduled to terminate at the pilot's base no later than 1200 local time on the first day of the DFP involved in accordance with Section 18.D.2.h. This provision may only be exercised by the Company twice for each reserve pilot during a contractual month. However, a reserve pilot may exercise this option at any time during the contractual month. [See Q&A #66, #114, #120]

g. By mutual agreement between a pilot and the Company, a reserve pilot may be scheduled to fly beyond noon of the first day of a DFP.

h. A reserve pilot who flies into a DFP in accordance with f. or g. above shall have the required off duty break and then commence a DFP equal to that which was originally scheduled. [See Q&A #65]

i. By mutual agreement between the reserve pilot and the Company, DFP's may be moved in any combination. [See Q&A #119]

j. Reserve pilots shall be allowed to trade with other reserve pilots equal numbers of Duty Free Periods (DFPs) under the following conditions: [See Q&A #87]

(1) The trade is submitted to the Company as soon as possible but no later than three (3) days prior to the first day involved in the trade.

(2) Trades submitted by the deadline shall be processed by the Company as soon as practicable but no later than the earlier of five (5) calendar days after submission of the trade or twenty-four (24) hours prior to the first day involved in the trade.

~~(3) The trade does not create, for either pilot, a period of seven (7) or more consecutive reserve available days, or less than four (4) consecutive reserve available days, exclusive of planned absences.~~

~~(4) Multiple pilot trades, that include more than two (2) pilots, may not be submitted. Any trade which inhibits the Company's ability to maintain a pilot's qualifications shall not be accepted.~~

~~(5) DFPs may not be traded into or out of any planned absences, or in front of or behind a movable DFP.~~

~~(6) A movable DFP may not be traded.~~

~~3. In no case shall any pilot's scheduled duty free period be changed retroactively.~~

~~4. A pilot who is temporarily assigned to a base other than the pilot's home base for purposes other than training will be entitled to scheduled duty free periods in accordance with paragraphs 1. and 2. above, except that such scheduled duty free periods as are normal to the trip selection or reserve flying assignment to which such pilot is assigned will be taken at the base of temporary assignment. When such temporary assignment is for more than one (1) trip or trip sequence but less than a full month, the duty free periods will be those in the reserve flying assignment which was awarded the pilot at such pilot's base. Such pilot shall be given priority pass privileges to the pilot's base, or the American Airlines station closest to the pilot's residence, to be used at the pilot's option during any scheduled duty free period of forty-eight (48) hours or more taken at the base of temporary assignment.~~

E. Minimum Pay and Credit

1. A pilot who reports for any flight duty period (including deadheading) shall receive the greatest of the following:

   a. Flight time pay and flight time credit actually earned.

   b. One (1) minute flight time pay and flight time credit for each two (2) minutes of a scheduled or rescheduled on duty period as set forth in paragraph C.3.a. of this Section.

   c. One (1) minute flight time pay and flight time credit for each two (2) minutes of an actual on duty period as set forth in paragraph C.3.b. of this Section.

   The difference between flight time pay and flight time credit earned during such on duty period and the minimum flight time pay and flight time credit provided above shall be computed as an extension of the trip which brings the pilot to a station for an off duty break as set forth in paragraph C.3.a. and C.3.b. of this Section.

   A flight which lands at a co-terminal for the airport of departure as the result of a mechanical interruption shall be paid and credited under this paragraph.

2. Duty periods with scheduled sit times greater than two (2) hours shall receive one (1) minute of pay for every two (2) minutes for sit time in excess of two (2) hours.

[insert example]

2. Notwithstanding the provisions of paragraph H.1. of this Section, the provisions of E.1. above shall apply, except that the minimum set forth in paragraph G. of this Section shall be two (2) hours' flight time pay and flight time credit if:

   a. a return to the airport of departure is required after takeoff by a mechanical air interruption, provided that the pilot does no other flying or deadheading during the same on duty period, or [See Q&A #67]

   b. a pilot performs or reports to perform any flying between co-terminals which is not contained in a regular publication prepared by the Company in conjunction with each reselection of pilot flying assignments, or [See Q&A #15]

   c. a pilot performs or reports to perform flying as set forth below, when such flying is confined to a single airport or co-terminals:

      (1) engine, instrument, plane, and radio test flights,

      (2) experimental and airway aid test flights,

   d. a pilot performs or reports to perform flying as set forth below, when such flying is confined to a single airport:

      (1) charter, contract, or scenic,

      (2) courtesy or publicity.

   When no flying is performed under E.2.b., E.2.c. or E.2.d. above, flight time pay and flight time credit shall be based on the equipment type involved in the assignment for which the pilot was required to report, at day rates.

3. Miscellaneous Taxi

   a. An aircraft movement which is not part of, and not in conjunction with, a pilot's specific flying assignment shall be termed miscellaneous taxi. Such miscellaneous taxi shall be performed by the required crew complement for the respective aircraft.

   b. A pilot assigned to a miscellaneous taxi shall be notified of such taxi assignment(s) in the same manner as are pilots who are notified for flying assignments. (Section 18.D.1.)

   c. A pilot assigned to miscellaneous taxi will be provided with a written release to operate each taxi so assigned.

   d. A pilot performing a miscellaneous taxi assignment(s) will be covered, if applicable, for the duration of such taxi assignment(s), under the following provisions of the Basic Agreement:

(1) the on duty provisions provided under Section 15.C.3.b.

(2) The pay and credit provisions provided under Section(s) 15.E., 15.F., and/or 15.G.

(3) The reassignment provisions of Section 18.E.

e. The provisions of Section 15.H. shall be applicable to any pilot who reports for, but does not perform, a miscellaneous taxi assignment.

f. Actual taxi time involved in miscellaneous taxi assignment shall be considered as if it were flight time as defined in Section 15.A.13. (block-to-block time), but shall not be considered flight time for the application of Section 15.A.11.

F. Time Away From Base

1. A pilot who reports for any flight duty (including deadheading) which involves two (2) or more on duty periods broken by at least one (1) off duty period away from such pilot's base, shall receiv:~~e the greater of the following:~~

a. one (1) minute pay and flight time credit for each three and one- half (3-1/2) minutes for the greater of scheduled, ~~or~~ rescheduled or actual time away from such pilot's base;

b. ~~one (1) minute pay and flight time credit for each three and one- half (3-1/2) minutes of actual time away from such pilot's base.~~one (1) minute pay for each three and one-quarter (3-1/4) minutes for the greater of scheduled, rescheduled or actual time away from such pilot's base for sequences with more calendar days than duty days (excludes single duty period sequences).

The difference between flight time pay and flight time credit earned during such period of time away from base and the minimum flight time pay and flight time credit provided above shall be computed as an extension of the trip which brings the pilot back to the pilot's base for legal rest.

2. For purposes of paragraphs F.1. and G. of this Section, on duty periods and off duty periods shall be as set forth in paragraphs C.3.a. and C.3.b. of this Section.

G. Duty Period - Average and Minimum

A pilot who reports for any flight duty (including deadheading) shall receive a minimum of five (5) hours flight time pay and flight time credit multiplied by the number of duty periods contained in such pilot's trip sequence, provided however, that a pilot who performs two (2) or more on duty periods broken by at least one (1) off duty period away from such pilot's base shall receive, for each duty period provided in E.1. above, a minimum of three (3) hours flight time pay and flight time credit.

H. Application of Minimum Flight Time Pay and Flight Time Credit

1. The minimum flight time pay and flight time credit provided under E.1., F.1., and G. of this Section shall not be applicable when a pilot reports for a duty period

which begins at such pilot's base but completes no takeoff or does no deadheading. [See Q&A #69]

In lieu thereof, such pilot shall be guaranteed:

a. Two (2) hours' flight time pay. Pay under this provision shall be on the basis of day rates of pay as provided in Section 4.A. or B., as applicable.

b. One (1) minute flight time pay for each two (2) minutes of an actual on duty period as set forth in paragraph C.3.b. of this Section. [See Q&A #70]

c. A pilot shall not remain on duty beyond the limitations of Section 15.C.

The above pay provision shall not be applicable if the pilot is notified prior to reporting for duty. If the Company attempts to notify the pilot three (3) or more hours prior to the original departure time of the trip, but is unsuccessful, the pilot shall be considered notified.

2. Deadheading covered under the provisions of E.1., F.1. and G. of this Section shall include:

   a. all deadheading by Company assignment, except in connection with route checks and training under Section 6.D.;

   b. deadheading at the pilot's request to pick up the next trip in a sequence when such action does not trigger a double deadhead;

   c. deadheading at the pilot's request as set forth in paragraph C.3.d. of this Section. Duty time spent in the accomplishment of such deadheading shall be considered an extension of the pilot's on duty period. [See Q&A #63]

   Except as noted above, deadheading at the pilot's request shall not be covered under the provisions of E.1., F.1. and G. of this Section.

3. For purposes of E.1.b. and F.1.a. of this Section, the rescheduled on duty period shall apply whenever a pilot has been rescheduled as set forth in H.4. below.

4. A pilot is considered to be rescheduled any time there is a change or cancellation in such pilot's flying assignment, including deadheading.

5. The provisions of E.1. and F.1. of this Section shall not be applicable to excess duty hours or excess time away from base resulting from the pilot's request to be rescheduled to deadhead on a flight other than that for which such pilot is legally scheduled or rescheduled by the Company.

6. The provisions of E.1.b., F.1.a., and G. of this Section shall apply, under Sections 5, 6.B., 6.C., 6.D.3. and 18.D. of this Agreement, to pilots who hold trip selection awards.

7. Computation of flight time pay and flight time credit applicable under Section 18.E. of this Agreement shall include all flight time pay and flight time credit due under the provisions of Section 15.E., 15.F. and 15.G.

8. When a pilot's arrival at such pilot's base or scheduled layover station is by way of surface transportation, the arrival time, for purposes of C.2., C.3., E.1., F.1. and G. of this Section, shall be considered to be the scheduled departure time of the surface transportation to be used, plus the normal air time and debriefing time.

   In this case, an off duty period under C.3.b. of this Section shall start at the scheduled arrival time of the surface transportation used.

~~9. When a pilot performs or reports to perform flying set forth in E.2.b., E.2.c. and E.2.d. of this Section, before, during or after an on duty period involving flying not covered under E.2.b., E.2.c. or E.2.d., or while on layover involving an off duty break between such on duty periods, such pilot shall receive:~~

   ~~a. flight time pay and flight time credit in accordance with E.1., F.1. or G. of this Section, as applicable, for the on duty periods not involving flying covered under E.2.b., E.2.c. or E.2.d., plus,~~

   ~~b. one (1) minute flight time pay and flight time credit for each two (2) minutes of actual on duty time for the period involving flying covered under E.2.b., E.2.c., or E.2.d., but not less than the flight time pay and flight time credit actually earned and, in any event, not less than two (2) hours minimum flight time pay and flight time credit.~~

~~10.~~9. If a pilot flies from A to B, and due to the hourly limitation set forth in this Section, must be scheduled to layover and then deadhead from B to A, such pilot may request under Section 15.C.3.d. to be permitted to deadhead home in the first duty period, and the Company may, if it chooses, permit such deadheading. However, the pilot shall be paid and credited for the scheduled second duty period in lieu of the extension of the first duty period. [See Q&A #63]

I. Maximum Flight Time Pay and Flight Time Credit

1. Except as set forth in H.9. of this Section, flight time pay and flight time credits provided in paragraphs E., F. and G. of this Section are not cumulative, but only the greater will apply.

2. A pilot shall be entitled to only the flight time pay and flight time credit for scheduled or rescheduled time away from base, as provided in F.1. of this Section, when the pilot's return to base is delayed by a strike or work stoppage which substantially affects the operation of the Company; provided, if the pilot is returned to base by the Company, in this specific case, the return deadhead transportation to the pilot's base is called "pilot's convenience", and no reschedule is involved.

3. The provisions of F.1. of this Section shall not apply beyond the first twenty-four (24) hours of excess time away from base resulting from the delay in a pilot's return to base due to an official NOTAM which closes, for a period of twenty-four (24) hours or more, the airport at which such pilot is laying over or at which such pilot is forced to layover as the result of such airport closing, provided that such pilot is assigned by the Company to deadhead to base via the first available deadhead transportation, or assigned by the Company to deadhead to base via air transportation within six (6) hours after the first American Airlines flight operates into or out of the airport at which such pilot is laying over. In this

instance, excess time away from base shall be the difference between the time such pilot actually arrives at base and the time such pilot would have arrived had there been no airport closing.

In the circumstances set forth above, when such pilot is assigned by the Company to remain at the layover station, the normal provisions of E.1., F.1. and G. of this Section shall be applicable