SECTION 2 - *DRAFT*

DEFINITIONS

A. Air Freight Feed Operation

A freight operation conducted with non-turbojet aircraft whose primary purpose is to "feed" the Company's aircraft and which is flown with active or furloughed pilots of the Company or under contract.

B. Calendar Month

"Calendar month", as used herein, shall mean the period from the first day of, to and including the last day of each calendar month of the year, except that for pilot scheduling and pay purposes January, February and March will each be considered a thirty (30) day month through the addition of January 31 and March 1 to the month of February. Leap year will make February a thirty-one (31) day month.

The Company may, at its option and prior to the annual vacation bidding for a given year, declare that up to any other four (4) months containing thirty-one (31) calendar days be deemed thirty (30) day contractual months by taking the first or last day of each such month and adding it to each or all of the other thirty (30) calendar day months.

C. Captain

"Captain" means a pilot who is in command of the aircraft and is responsible for the manipulation of, or who manipulates the flight controls of an aircraft while under way, including takeoff and landing of such aircraft, and who is properly qualified to serve as, and holds a current airman's certificate authorizing service as a Captain and who holds a Captain bid status.

D. Changeover pairings / prior removal sequence

Pairings on the next month allocation for trip sequences originating in the current contractual month. They may be longer or shorter which show a commitment for that particular month. Pay protection for any changes are limited to the current month’s flying.

E. Classification date

A pilot’s Classification Date is assigned concurrent with such pilots occupational date and shall continue to accrue during such period of duty except as provided in Sections 11, 12, and 17 of this Agreement. Classification seniority is used to determine pay level and the timing of advancement to succeeding pay levels.

F. Company date

In most cases it is the same as your date of hire since it is based on continuous service with AMR. A current AMR employee hired as an AA pilot will retain his/her original Company date. It is adjusted due to furloughs and leaves of absence as provided for in Sections 11 and 17.

G. Co-terminals as used in this Agreement shall mean:

1. Kennedy/Newark/LaGuardia
2. Midway/O'Hare
3. Dallas/Fort Worth International Airport/Love Field
4. Washington/Dulles International
5. Tampa/St. Petersburg
6. Miami/Fort Lauderdale

All co-terminal sequences shall originate and terminate at the same airport.

The above shall become and remain in effect when crew bases are maintained in the respective cities.

H. Contractual Month

"Contractual month" as used herein, shall mean the period of time, for pilot scheduling and pay purposes, during which allocated flying and the associated trip selections shall be effective, when the thirty (30) day provision of Section 2.B. (calendar month) is utilized.

~~I. Credited Projection (PROJ)~~

~~A pilot's total time for the month, including fly through time credited at the beginning of the month, the greater of scheduled or actual for flying already performed, scheduled time for flying yet to be performed, credits as provided in Section 15 Hours of Service (E.- minimum pay and credit for an on duty period, F. - minimum pay and credit for time away from base, and G.- minimum and average pay and credit for an on duty period), and credit for scheduled flight time when relieved of flying duties as provided in Section 5, [trips missed due to paid sick leave, a training program of more than five (5) days, vacation, jury duty, and Association leave] and credited time for any credit/no pay removals (for example, unpaid sick). Credited Projection (PROJ) is used in conjunction with Scheduled Projection (SPROJ) to determine a regularly scheduled pilot's legality in accordance with Section 15 Hours of Service.~~

~~J.~~I. Crew Tracking Trip Sequence(s)

Any pairing or repairing of a trip or trip sequence by Crew Tracking, or any flying that is not planned in advance to permit inclusion in a pilot's monthly trip selection, shall be called a "Crew Tracking Sequence".

~~K.~~J. Date of hire

The first day as an AA pilot. This date does not change for furloughs or leaves of absence.

~~L.~~K. Day Flying

"Day flying" shall include all flying between the hours of 0600 and 2259 pilot's Home Base Time (HBT).

~~M.~~L. Diversion

When a crew makes an unscheduled or scheduled landing at a destination other than planned, generally due to operational reasons such as (weather, mechanical, pick-up passengers, passenger emergency).

~~N.~~M. Domicile

A common location where a group of pilots are based.

~~O.~~N. Duty day

A calendar day (0000-2400) in which any duty is performed for the company including sign-in and debrief.

~~P.~~O. Duty period

The elapsed time between sign-in time and release time;

1. Sign-in time – shall not be less than one hour prior to scheduled or rescheduled departure time for a pilot flying the first flight of a duty period or thirty (30) minutes prior for a pilot deadheading.

2. Release time – shall apply to all scheduled flying and deadheading and shall be fifteen (15) minutes after the scheduled or actual block in time, whichever is later. (30 minutes for International trip sequence).

3. Deadheading to and from training does not require a thirty (30) minute sign-in or a fifteen (15) minute debrief.

~~Q.~~P. First Officer

"First Officer" means a pilot who is second in command of the aircraft and any part of whose duty is to assist or relieve the Captain in the manipulation of the flight controls of the aircraft while under way, including takeoff and landing of such aircraft, and who is properly qualified to serve as, and holds a current airman's certificate authorizing service as a First Officer and who holds a First Officer bid status. On any international flight requiring more than a two (2) pilot cockpit crew, the First Officer(s) shall also be required to possess an ATPC and a type rating on the equipment flown.

~~R.~~Q. Flight Time

1. Actual – 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.

2. Scheduled - the time published publicly by the Company from flight departure to flight arrival of the flight.

~~S.~~R. Fly-through

Time resulting from a trip or trip sequence which spans two contractual months and refers to the flight time including P&C for which a pilot is credited in the succeeding contractual month.

~~T.~~S. Furlough

"Furlough" means the removal of a pilot from active duty as a pilot with the Company without prejudice, due to a reduction in force, or the period of time during which such pilot is not in the active employ of the Company as a pilot due to such reduction in force.

~~U.~~T. Greater Time to Date (GTD)

A running accumulation of a pilot's credited hours to date, including time credited for a crew schedule error affecting a reserve pilot (as provided in Section 18.D.2.), but not including credit for future flying, relief from future flying, or reserve proficiency displacement flying (as provided in18.G.2.). Greater Time to Date (GTD) includes all time credited to date. Greater Time to Date (GTD) is used to determine reserve variances and assignments (as provided in Section 18.

~~V.~~U. International Officer

"International Officer" means a pilot who is assigned to international flights and who holds, in addition to a First Officer qualification, an ATPC and a type rating on the equipment flown, and whose duties as specified by the Company and as directed by the pilot in command, include the assistance or relief of the Captain or First Officer.

~~W.~~V. Last trip of the month

The last active scheduled trip sequence in a pilot’s contractual month, other than make up, regardless of when it was added to the pilot’s schedule.

~~X.~~W. Management pilot

A pilot who occupies a management position in the Flight Department.

~~Y.~~X. Midnight cutoff

When a change in a contractual month occurs en route, pay and credit for the time flown before midnight shall be paid and credited to the month in which the pilot involved originated the flight. Midnight shall be determined on the basis of local time at the point of last takeoff.

~~Z.~~Y. Misconnect

Misconnect means that a particular segment, including deadhead, of a pilot's sequence operates sufficiently late into a station so as to cause such pilot to miss the next segment of such pilot's sequence. [See Q&A #105, #106]

~~AA.~~Z. Night Flying

"Night flying" shall include all flying between the hours of 2300 and 0559 pilot's HBT.

~~BB.~~AA. Occupational date

Generally occupational seniority shall begin to accrue from the date a pilot is first scheduled to complete initial new hire training with the Company and shall continue to accrue during such period of duty except as provided in Sections 11 and 12 of this Agreement. Occupational seniority is used for determining placement on the Pilot System Seniority list and for bidding purposes. Any references to seniority in this Agreement are to Occupational Seniority, unless otherwise specified.

BB. Operating Experience (OE) Displacement

A pilot who is displaced from his/her sequence in order for the Company to perform OE activity will be paid and credited for the sequence from which displaced.

Should the Company subsequently determine that it will not need the sequence for which the pilot has been displaced, the Company may assign the displaced pilot back onto his/her original sequence. Such assignment must occur prior to the earlier of:

1) the end of the DOTC period ***(specified time to be determined)***, or
2) two hours after displacement notification.

If, after the earlier of 1) or 2) above, the Company determines that it will not use the sequence for OE, the displaced pilot will then be paid but uncredited for the displaced sequence. In this case, the Company will attempt to notify the displaced pilot of the uncredited status, and notify the Association of this occurrence.

CC. Pay or Compensation

"Pay" or "compensation", for purposes of this Agreement, means longevity, hourly, gross weight, mileage and, if applicable, international override pay.

DD. Pay Projection (PPROJ)

A pilot's total paid time for the month based on fly through time applied to the Credited Projection (PROJ) at the beginning of the month, the greater of scheduled or actual for flying already performed, scheduled time for flying yet to be performed, credits as provided in Section 15 Hours of Service (E. - minimum pay and credit for an on duty period, F. - minimum pay and credit for time away from base, and G. - minimum and average pay and credit for an on duty period), for scheduled time when relieved of flying duties as provided in Section 5, [trips missed due to paid sick leave, a training program of more than five (5) days, vacation, jury duty, and Association leave], and for any pay/no credit applications [for example, trips missed due to a training program of five (5) days or less as provided in Section 6.D.1.a.]. Pay adjustments will be made at the end of the month for training pay (Section 6.D.), minimum guarantee (Section 4), apportionment pay (Section 6.C.2.), CPA fill up (Section 15.A.6.a.), CPA spill back (Section 15.A.6.b.) and CPA pay out.

EE. Pilot

"Pilot" shall include and mean Captain, First Officer, and International Officer.

FF. Proficiency Displacement

A qualified pilot about to lose a qualification may request to displace another pilot for proficiency flying. The displaced pilot, once removed from the trip, is no longer obligated for such trip. The displacing pilot assumes the obligation to cover the displaced pilot's trip. (See Q&A #28)

GG. Reassignment

A pilot who is legal in all respects for such pilot's next regularly scheduled flight/sequence, but is assigned by the Company to perform other flying instead of such regular flight/sequence or any modification to a pilot's schedule not associated with a disruption to the pilot's original schedule.
The pilot shall be paid for whichever of the two (2) flights/sequences produces the higher pay. Any reassignments outside the footprint of a sequence will be paid at a rate of 1.5 times the applicable hourly rate.

HH. Recurrent training

Training and any associated proficiency check(s) for a category in which the pilot is qualified and is for the purpose of retaining qualification before becoming non-current.

II. Reschedule

Any modification within the footprint of a sequence as a result of a disruption to the pilot's original sequence. Disruptions include but are not limited to cancellations, misconnects and illegalities. ~~A pilot shall be deemed rescheduled if, (1) following a cancellation, the pilot flies or is deadheaded on the first available flight to base or flies or is deadheaded to pick up the next leg of the pilot's original flight sequence; or (2) following a misconnect or illegality, the pilot flies or is deadheaded on the first available flight to base. The "first available flight to base" is the flight that arrives at the base the earliest. This flight may be direct or indirect.~~

JJ. Requalification training

Training (ground and/or flight) and any associated proficiency check(s) for a category for which the pilot was qualified but is no longer currently qualified.

KK. Satellite Base

A satellite base is a station where pilots domiciled at a certain crew base as specified herein, may be scheduled to originate and terminate trip sequences. All satellite trip selections must contain only sequences which are scheduled to originate and terminate at the same satellite for the entire contractual month, unless excepted below. The following satellites shall become and remain in effect when crew bases are maintained in the respective cities:

Crew Bases	Satellites
Los Angeles	Ontario (ONT) / Santa Ana (SNA) / Long Beach (LGB)
San Francisco	Oakland (OAK)/San Jose (SJC)
Washington	Baltimore (BWI)
Tampa/St. Petersburg	Sarasota (SRQ)
Miami/Fort Lauderdale	West Palm Beach (PBI)

Any Los Angeles based reserve pilot who originates and terminates a trip sequence at a Los Angeles satellite will have the off duty periods immediately preceding and immediately following such trip sequence extended by one hour (1:00) each.

Up to three (3) times per year per bid status (Base, Equipment, Division), or more often by mutual agreement, and coincident with a schedule change, lines may be constructed with more than one sequence that originate from different airports. The maximum number of sequence origination airports in any line is two (2), with a single transition during the month. This does not relieve the requirement to start and end a sequence from the same airport.

In any contractual month up to thirty-five percent (35%) of the total trip selections for the satellites of Long Beach (LGB), Santa Ana (SNA), Ontario (ONT), Baltimore (BWI), and West Palm Beach (PBI), only, may, at the Company's option, be constructed subject to the following exceptions:

1. or Long Beach (LGB), one (1) trip sequence for each trip selection may originate and terminate at Santa Ana (SNA), or one (1) trip sequence for each trip selection may originate and terminate at Ontario (ONT), or one (1) trip sequence for each trip selection may originate and terminate at Los Angeles (LAX).

2. or Ontario (ONT), one (1) trip sequence for each trip selection may originate and terminate at Santa Ana (SNA), or one (1) trip sequence for each trip selection may originate and terminate at Long Beach (LGB), or one (1) trip sequence for each trip selection may originate and terminate at Los Angeles (LAX).

3. or Santa Ana (SNA), one (1) trip sequence for each trip selection may originate and terminate at Long Beach (LGB), or one (1) trip sequence for each trip selection may originate and terminate at Ontario (ONT), or one (1) trip sequence for each trip selection may originate and terminate at Los Angeles (LAX).

4. for Baltimore (BWI), one (1) trip sequence for each trip selection may originate and terminate at Washington (DCA).

5. for West Palm Beach, (PBI), one (1) trip sequence for each trip selection may originate and terminate at Fort Lauderdale (FLL), or one (1) trip sequence for each trip selection may originate and terminate at Miami (MIA).

LL. Schedule

"Schedule" means the operating schedule used by the Company in its operations.

MM. Scheduled Projection (SPROJ)

A pilot's total scheduled time for the month, based on the pilot's trip selection award after adjustment for fly through time. Scheduled Projection (SPROJ) includes credits as provided in Section 15 Hours of Service (E. - minimum pay and credit for an on duty period, F. - minimum pay and credit for time away from base, and G. - minimum and average pay and credit for an on duty period), and credit for scheduled time when relieved of flying duties as provided in Section 5 [trips missed due to paid sick leave, a training program of more than five (5) days, vacation, jury duty, and Association leave]. Scheduled Projection (SPROJ) is adjusted only for underfly on a leg by leg (block to block) basis, an assignment or reassignment (~~domestic:~~ at base or away from base~~; international: at base only~~), an award or assignment of open flying at base (through make-up, reserve~~, VJA~~ or trip trading with open time), trip trading (with another pilot or with open time), an uncredited removal from all or part of a scheduled trip sequence which results in less time than was originally scheduled (for example, a cancellation). Scheduled Projection (SPROJ)is used ~~in conjunction with Credited Projection (PROJ)~~ to determine a regularly scheduled pilot's legality in accordance with Section 15 Hours of Service.

NN. Scheduled Trip or Trip Sequence

A "scheduled trip or trip sequence" is a published pairing of flying and/or deadheading, consisting of two or more flight segments, which originates and terminates at a crew base.

OO. Sequence Protection

A pilot shall be pay protected for all sequences on such pilot's trip selection, including trips picked up during the month but excluding trips dropped at the initiative of the pilot. Sequences dropped as a result of an illegality will be pay protected provided the pilot was originally legally scheduled with a one hour buffer for all contractual and FAR legalities for sequences added subsequent to the pilot's initial monthly schedule. A pilot may pick up a sequence that provides less than the one hour buffer, however, such pilot shall not be pay protected for any subsequent illegality that may result.

PP. Sequence Footprint

Defined as the end of the calendar day of the last scheduled leg of a sequence, or, if unable, the first available flight/deadhead to base. The "first available flight to base" is the flight that arrives at the base the earliest. This flight may be direct or indirect.

~~OO.~~QQ. Service

"Service" means the period of time assigned to active duty as a flight deck operating crewmember or supervisor with the Company.

~~PP.~~RR. Sick if needed

A reserve pilot who is sick may call and so notify the Company. The pilot will not be charged sick leave until such pilot is assigned to fly. At the time the pilot is needed to fly (by assignment – not by proffer) such pilot will be so notified and will be placed on sick leave effective that date. ~~At the beginning of each subsequent month of reserve, the pilot will convert back to a sick-if-needed status.~~

~~QQ.~~SS. Stand in stead displacement

A senior pilot can proffer to stand instead of a junior pilot being displaced from their respective bid status. In doing so, the senior pilot will be awarded a job from his/her bid preference list using the seniority number of the pilot who is most junior in such bid status at that point in the process. Once in the new bid status, pilots will use their own seniority number. The pilot is subject to a lock-in per Section 17L.

~~RR.~~TT. Supervisory displacement

When a crewmember is replaced on a whole or partial sequence by a Supervisory Pilot. Crewmember is paid schedule for displacement plus greater of schedule/actual time flown. If crewmember is scheduled to deadhead on displaced leg, the greater of scheduled or actual is paid.

~~SS.~~UU. Supervisory Pilot

Any pilot listed on the American Airlines Pilot Seniority List who is serving in a managerial or instructional capacity and has not been awarded a monthly trip selection, except that a pilot may be utilized as a temporary supervisory pilot under the provisions of Supplement O, or may be appointed to a supervisory position during the course of the month.

~~TT.~~VV. Trip Selection

"Trip selection" means any monthly regular~~, relief, secondary~~ or reserve flying assignment.

~~UU.~~WW. Trip selection denial

When a Captain or First Officer cannot be awarded a trip selection of choice due to minimum experience requirements. Such pilot will be awarded another selection, in accordance with that pilot's seniority and choice, and will be pay protected for the trip selection that such pilot could have held.

~~VV.~~XX. 32 hour legality

FAR legality where an international crewmember of a two man unaugmented crew cannot be scheduled to fly over 32 hours in a seven day period.

FAR legality where a crewmember must be given a period of 24 hours free from all duty within a 7 calendar day period. This relief of duty may be given in the form of a calendar day off, a 24 hour period commencing at any time during the day and terminating 24 hours later (including a period free from all duty of 24 hours or more contained within a sequence), or by moving a reserve's movable duty free period in accordance with Section 15.D.2.c..