Revised AA Proposal 4/26/2010

Commuter Policy – Supplement G

The following sets forth the Commuter Policy for all (regular and reserve) pilots when circumstances prevent them from reporting for duty as previously planned or scheduled:

1. Pilots are expected to exercise prudent judgment and planning to avoid commuting problems, and are responsible for reporting for all assigned trip sequences with sufficient time and with adequate rest prior to beginning scheduled duty.

2. The pilot will notify Crew Schedule as soon as possible when it is known that a scheduled sign-in is no longer possible.

3. Pilots who commute by other means (e.g. automobile, train, bus, etc.) shall also be covered under this policy for unforeseen events, provided they notify Crew Schedule as soon as such events become known, and the scheduled sign-in is no longer possible. Examples of such events include but are not limited to severe unforecasted weather conditions, vehicular accidents and mechanical breakdowns.

4. Commuting pilots who arrive at their domicile after the first flight of their sequence has departed, or another pilot has been assigned to cover the flight, shall be subject to any of the following, at the discretion of Crew Schedule:

    a. Deadheaded down line to rejoin his/her scheduled sequence, or
    b. Assigned to any sequence by mutual agreement between the pilot and Crew Schedule, or
    c. Assigned to another sequence which is scheduled to terminate no later than the same calendar day, or first available the following day, or
    d. Removed from the scheduled sequence, or available day if on reserve, without pay.

5. For pay purposes under this Policy, the following shall apply:

    a. Flight time missed will be unpaid and uncredited (see Paragraph 9).
    b. Deadhead flights to join a new sequence, or the original sequence, will be unpaid (except for scheduled sequences that begin with a deadhead).
    c. Flying assigned other than as scheduled on the original sequence will be treated as a reschedule.

6. A pilot scheduled to fly a trip sequence which originates with a deadhead must request permission from Crew Scheduling to deviate from the scheduled deadhead no later than three hours prior to the originally scheduled sign-in time at the domicile. Permission for a deadhead to the station of actual flying origin will not be unreasonably withheld. The deadhead will occur under the same travel pass classification as the originally scheduled deadhead. The current reassignment practices for pilots deadheading from home to a station of actual flying origin other than their domicile will remain in effect

7. A Commuter who is scheduled to deadhead to base on the last leg of a trip sequence may request permission from Crew Scheduling to be released for purposes of deviating from the scheduled deadhead, utilizing the appropriate

Business travel pass classification. Such permission will not be unreasonably withheld.

8. Deviations from scheduled deadheads per 7. and 8. above shall be to/from domestic locations only on American and/or any Company owned affiliate.

9. It is expected that a pilot will utilize the provisions of this Policy on a rare basis. Each event involving the use of this Policy will be considered independently and judged on its own unique circumstances. However, repeated use of this Policy may be considered in evaluations of a pilot's overall attendance/reliability and may require flight documentation going forward. Such documentation may include, but not limited to, the following:

    - Adequate actual seat availability within twenty-four (24) hours of departure for online flights, or
    - Scheduled to operate twenty-four (24) hours prior to departure for off line flights, and/or
    - Flight scheduled to arrive at the pilot's domicile at a reasonable time before scheduled sign-in.

Additionally, the flight time lost may be changed to credited if the Chief Pilot determines that the intent of this Policy was not followed.

10. Nothing in this Supplemental Agreement shall be construed or interpreted as a change or modification to the past practice of a reserve pilot being "reasonably available by surface transportation" to the airport.

11. In the event the FAA amends its policies to treat commuting time as a break in a pilot's rest period:

    a. This Commuter Policy shall be suspended on the effective date of such change, and
    b. The Company and the Association shall seek agreement on a suitable amendment to, or replacement for, this Commuter Policy, and
    c. Such meetings shall commence promptly upon the announcement by the FAA.