

## SECTION 38 ~~– IN-FLIGHT–~~ CREW REST

When time permits during a flight, provided all scheduled in-flight services are completed, passenger needs are met and all zones monitored, a Flight Attendant will be permitted to take ~~crew in-flight~~ rest in accordance with the following provisions.

### A. GUIDELINES FOR USE OF PASSENGER SEAT(S) DURING ~~CREW IN-FLIGHT~~ REST

Although ~~crew in-flight~~ rest periods will vary depending on the ~~scheduled schedule~~ flying time, a Flight Attendant will be permitted to take ~~crew in-flight~~ rest in ~~designated areas as defined in Paragraph B, a Flight Attendant or cockpit jumpseat, or, if available, a passenger seat, aisle side, in the last row of Coach class provided that there are no passengers seated in the row.~~

1. The following parameters shall apply to the use of a passenger seat(s) for ~~crew in-flight~~ rest when ~~there in-flight rest is not an assigned passenger seat or Flight Attendant crew bunk. (See Paragraph B available and appropriate. This includes, for exceptions): example:~~
  - a. Occupying only one seat;
  - b. Remaining awake;
  - c. Refraining from enclosing seat(s) with blankets or similar items;
  - d. Using discretion while engaging in personal activities in order to remain accessible to the passengers and available to perform Flight Attendant duties;
  - e. Reflecting a professional and appropriate image to the passengers; and,
  - f. Eating, drinking or reading during the designated ~~crew in-flight~~ rest period. (See Paragraph B for exceptions)
2. The Purser/Lead Flight Attendant will be responsible for the coordination and scheduling of specific ~~crew inflight~~ rest periods for each working Flight Attendant. The Purser/Lead Flight Attendant will schedule ~~crew in-flight~~ rest periods taking into consideration the services scheduled.
3. On flights of less than seven (7) hours if a passenger is either assigned or requests to move to a crew rest seat, prior to takeoff, the passenger's request will be accommodated. After takeoff, if a passenger requests to move to a crew rest seat, the passenger will be accommodated at the discretion of the Purser/Lead Flight Attendant.
4. It is understood that agents may not be requested to provide crew rest seats when these seats are otherwise available or needed for passengers.

**B. CREW REST GUIDELINES**

Flight Segment (Block)	# of F/As who can take crew rest at a time	Break Duration	Sleeping Permitted	Permitted to watch video/listen to music	Location of Rest	Blocked or Assigned Seats
≤ 6:59	1	:15	No	No	Cabin Jumpseat  <del>Flightdeck</del> <del>Cockpit</del> Jumpseat  Customer seat (last row of M/C, aisle if avbl)	No
Domestic or International turn-around flights  • w/ one or more legs departing after 2100; and  • with a minimum 12 hour duty day; and  overnight flight <7 hours	<u>1 on Narrowbody</u>  <u>Up to 2 on widebody</u>  <u>Purser/Lead discretion<sup>4</sup></u>	:30	Yes	<u>No, except in pax seat or crew bunk</u>	Cabin Jumpseat  <del>Flightdeck</del> <del>Cockpit</del> Jumpseat  Customer seat (last row M/C, aisle if avbl)  Crew F/A bunks or crew rest seat (if avbl)	No <sub>1</sub>
7:00 – 11:59 <sup>1</sup>	Up to 4  <u>Purser/Lead Discretion</u>	45 minutes	Yes	Yes	Designated crew rest seats or FA bunks	Assigned seats if no bunks
12:00 – 14:29	Up to 4  <u>Purser/Lead Discretion</u>	2 hours <sup>2±</sup>	Yes	Yes	Designated crew rest seats or FA bunks	Assigned seats if no bunks
14:30 +	Up to 4  <u>Purser/Lead discretion</u>	3 hours <sup>2&amp;3**</sup>	Yes	Yes	Designated crew rest seats or FA bunks	Assigned seats if no bunks

<sup>1</sup> On an IPD/NIPD trip sequence, if either the inbound or the outbound IPD/NIPD segment of such sequences is greater than seven (7) hours' scheduled flying time, the above crew rest will apply on both segments.

~~2\*~~ On a long-range trip sequence, if either the inbound or the outbound segment of such long-range sequence is less than twelve (12) hours scheduled flying time, ~~crew in-flight~~ rest on the segment that is less than twelve (12) hours may be reduced to one (1) hour and thirty (30) minutes.

~~3\*\*~~ The Purser may extend the ~~crew in-flight~~ rest according to the available time and service requirements of the flight.

**C. CREW REST SEATS / CREW REST FACILITY**

On long or extended long range flying as defined in International Flying, Section 14, the following minimum standards must be met:

1. On 777 and 787 aircraft, four (4) crew bunks;
2. On other aircraft, four (4) curtained reclining/sleeper seats\*

~~\*Note: This provision does not apply to the A330 aircraft, which will continue to be governed by the provisions of Paragraph I.~~

**D. TYPE OF CREW REST FACILITY**

Aircraft Type	Facility	Features
<del>757</del>	<del>As specified in Paragraph E</del>	<del>Privacy curtain Last row of Main Cabin</del>
<del>767-200</del>	<del>Seats C, D, and E in the last row of "B" or "C" Zone</del>	<del>Standard features as equipped in current fleet as of date of signing</del>
<del>767-300</del>	<del>Crew Rest Seats — 17AB and 17HJ</del>	<del>Standard features as equipped in current fleet as of date of signing</del>
<del>A330</del>	<del>Seats A, B, G, and H at the 3L/R exit</del>	<del>As described in Paragraph I</del>
<del>777</del>	<del>FA Bunks</del>	<del>As described in Paragraph E</del>
<del>787</del>	<del>FA Bunks</del>	<del>As described in Paragraph F</del>
<del>A321XLR</del>	<del>Row 33, seats A-B-C and Row 34, seats D-E-</del>	<del>As described in Paragraph G</del>
<del>737/A319/A320/A321</del>	<del>Seats D-E-F in last row of Main Cabin, unless the last row does not meet standards outlined in Paragraph I, then second to last row of Main Cabin</del>	<del>As described in Paragraph H</del>

~~E. INTERNATIONAL 757 CREW REST SEATS~~

~~1. On B-757 aircraft used in International Operations of seven (7) to seven hours fifty nine minutes (7:59), the crew rest will be provided row 36, seats D-E-F (LAA aircraft) and last row A-B-C (LUS aircraft) and consistent with the following features:~~

~~a. For Flight Attendant rest only;~~

~~b. Placarded;~~

~~c. Reclining seats of the types provided to passengers in that class of service with individual reading lights and air vents; and,~~

~~d. Curtained.~~

- ~~2. On B-757 aircraft equipped with hydro-lock seats prior to the effective date of this Agreement which are used in International Operations of eight (8) hours or more (scheduled), except for International routes to and from Charlotte and Philadelphia, which will be provided three (3) curtained off Main Cabin Extra (MCE) seats, the crew rest will be provided at row 35, seats D-E-F and row 36, seats D-E-F and will have the following features:~~

~~Note: If three (3) curtained off MCE seats are not provisioned on International routes to and from Charlotte and Philadelphia, existing hydro-lock crew rest seats will be provided.~~

- ~~a. A hydro-lock that allows the seats to be reclined to seventy (70) degrees when used for crew rest;~~
- ~~b. Adjustable headrest;~~
- ~~c. Combination leg rest and footrest; and,~~
- ~~d. Privacy curtain and curtaining mechanism.~~

~~Note: Crew rest seats on B-757 aircraft not so configured prior to the date of this Agreement will be provided three (3) seats in the last row as specified in Paragraph E.1.~~

#### ~~F. INTERNATIONAL 767 CREW REST SEATS~~

- ~~1. Parameters for Design, Location, and Amenities for the 767-200~~

- ~~a. Placarded;~~
- ~~b. Reclining seats of the types provided to passengers in that class of service with individual reading lights and air vents;~~
- ~~c. Curtained; and,~~
- ~~d. Seats C-D-E in the last row of B zone or C zone.~~

- ~~2. Parameters for Design, Location and Amenities for 767-300ER~~

- ~~a. Crew rest seats for flights seven (7) hours or more scheduled flying time but not exceeding twelve (12) hours scheduled flying time, the following parameters in the design, location and amenities for Crew Rest Seats will be established.~~
- ~~b. There will a total of four (4) crew seats (two (2) crew rest doubles). The crew rest seats will include the standard mechanisms of the current 767 Business Class seats, including:
  - ~~i. Seats 17A-B and 17-H-J.~~
  - ~~ii. A minimum of sixty (60) degrees recline from vertical;~~
  - ~~iii. A footrest which can be extended and adjusted to a minimum of sixty (60) degrees;~~
  - ~~iv. Audio capability;~~~~

~~v. Additional seat cushioning;~~

~~vi. Leather or cloth material, at the APFA's option.~~

~~c. There will be a fixed "floor to overhead bin" partitions forward and aft of the crew rest seats. There will also be a partial "wrap-around" privacy shell that will be used in conjunction with a partial curtain along the side of the outboard crew rest seats to provide additional privacy.~~

~~d. Each crew rest seat double will be located in an area that will have seventy-one (71) inches of total space to accommodate the recline and footrest, and will have a non-detachable, full-length, weighted privacy curtain with noise and light inhibiting features. Curtains will not require Flight Attendant assembly or set-up.~~

#### G.E. **INTERNATIONAL 777 CREW BUNKS**

~~The 777 aircraft will be equipped with the following features: 777 Flights Seven (7) Hours or Greater Crew Bunk Parameters the Company has committed to install on all to flown in International missions of seven (7) hours or greater shall include, at a minimum, components and characteristics:~~

1. At least four (4) bunks exclusively for Flight Attendant use contained wholly within a single bunk module unit;
2. Interior bunk height (maximum head room in the bunk) of no less than thirty-four inches (34");
3. Interior bunk length of no less than seventy-six inches (76");
4. Interior bunk width of no less than twenty-seven inches (27");
5. Individual reading lights in each bunk;
6. Individual audio capability in each bunk;
7. Individual temperature control in each module;
8. Individual air vents in each bunk;
9. Vanity mirror in each module;
10. Closet for storage of clothing in each module.

#### H.F. **INTERNATIONAL 787 CREW BUNKS**

~~The 787 will be equipped with shall include, at a minimum, the following features: components and characteristics:~~

1. At least four (4) bunks exclusively for Flight Attendant use contained wholly within a single bunk module unit;
2. Interior bunk heights will vary depending on bunk location within the bunk module. Middle bunk height is thirty-two (32) to thirty-six (36) inches;
3. Interior bunk length of no less than seventy-nine (79) inches;

4. Interior bunk width of no less than twenty-seven and one-half (27.5) inches;
5. Area and task lighting;
6. Individual service outlets;
7. PC power outlets in each bunk;
8. Personal air outlets in each bunk;
9. Compartment humidification;
10. Stowage pouch for personal belongings in each bunk.

#### I.G. INTERNATIONAL ~~A321XLR~~ ~~A330~~ CREW REST SEATS

The A321XLR aircraft will be equipped with the following features:

1. ~~Seats A, B, G, and H at the 3L/3R exit; For Flight Attendant rest only;~~
- 4.2. ~~Placarded or head rest cover; and~~
3. ~~Curtained; and~~
4. ~~Row 33 ABC and Row 34 DEF with couch function and sleeper pad.~~

#### H. INTERNATIONAL 737/A319/A320/A321 CREW REST SEATS\*

On a B-737 and Airbus 319/320/321 aircraft used in operations requiring assigned crew rest seats, the crew rest will be provided in the last row of the respective aircraft, in seats D-E-F consistent with the following features. If the last row does not meet the standards outlined Paragraph 3. below, then the second to last row of main cabin will be provided.

1. ~~For Flight Attendant rest only;~~
2. ~~Placarded or head rest cover; and~~
3. Reclining seats of the types provided to passengers in that class of service with individual reading lights and air vents.

\*Note: This provision does not apply to the A321 XLR aircraft which will be governed by the provisions of Paragraph G - Crew Rest Accommodations.

~~4. ~~An ottoman for leg rest.~~~~

#### J.I. CREW REST SEATS/BUNKS – PROCEDURES FOR SIGNIFICANT MALFUNCTIONS

In the event one (1) or more Bunks/Crew Rest Seats become unavailable for use due to a significant malfunction, the Company will provide substitute Crew Rest Seats as follows:

1. For flights seven (7) hours or more scheduled flying time, but not exceeding ~~ten (10) twelve (12)~~ hours scheduled flying time, one (1) Premium Economy (PE) ~~regular Main Cabin passenger~~ seat will be provided on- a one-for-one basis for each Crew Rest Seat/bunk which

is unusable, up to a maximum of four (4), if available. If a PE seat is unavailable, a Main Cabin Extra (MCE) passenger seat will be provided on a one-for-one basis for each crew rest seat/bunk which is unusable, if available. If a MCE passenger seat is unavailable, one (1) Main Cabin passenger seat will be provided on a one-for-one basis for each crew rest seat/bunk which is unusable.

2. For flights over ten (10) hours scheduled flying time on 777/787 aircraft configured with crew rest seat/bunks, one (1) regular Business Class passenger seat will be provided on a one-for-one basis up to a maximum of five (5) for each bunk which is unusable, if a Business Class passenger seat is available. Should a Business Class passenger seat be unavailable, a Premium Economy (PE) Main Cabin Extra (MCE) passenger seat, up to a maximum of five (5), will be provided on a one-for-one basis for each crew rest seat/bunk which is unusable, if made available. If a Premium Economy (PE) MCE passenger seat is unavailable, a Main Cabin Extra (MCE) passenger seat will be provided on a one-for-one basis for each crew rest seat/bunk which is unusable, if available. If an MCE passenger seat is unavailable, a Main Cabin passenger seat will be provided on a one-for-one basis for each crew rest seat/bunk which is unusable. ~~Cabin passenger seat will be made available.~~

3. Further, when the provisions above apply, and when a known significant malfunction exists on an aircraft, blocking of the appropriate passenger seats shall be accomplished twenty-four (24) hours in advance of scheduled departure time.

4. For aircraft with Premium Economy (PE) seating and/or Main Cabin Extra (MCE) seating, aisle seats in these sections will be made available. Should aisle seats be unavailable, the last row of the Main Cabin will be made available.

- 4.5. For the purposes of this provision, "significant malfunction" will mean a lack of functionality. Examples of significant malfunctions will include:

- a. the crew rest seat has no recline or the seat cushion is missing; or
- b. there is no oxygen access to a bunk/seat.

c. infestation with insects or other pests.

- 5.6. Examples which do not constitute a significant malfunction include:

- a. a lack of a reading light or missing curtain; or
- b. an inoperative footrest.

#### K.J. CREW REST ACCOMMODATIONS

1. The Company and the APFA President or their designee will meet to discuss the design of crew rest accommodation for existing and future aircraft falling within International crew rest parameters.
2. The Company will provide comparable accommodations for any future aircraft brought into the fleet. The rest provisions in the prior collective bargaining agreement for the 757 and the 767 will continue to be considered in determining comparable accommodations.