

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 rest in accordance with the following provisions.

A. GUIDELINES FOR USE OF PASSENGER SEAT(S) DURING CREW REST

Although crew rest periods will vary depending on the scheduled flying time, a Flight Attendant will be permitted to take crew rest in designated areas as defined in Paragraph B.

1. The following parameters shall apply to the use of a passenger seat(s) for crew rest when there is not an assigned passenger seat or Flight Attendant crew bunk. (See Paragraph B for exceptions):
 - 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 rest period. (See Paragraph B for exceptions)
2. The Purser/Lead Flight Attendant will be responsible for the coordination and scheduling of specific crew rest periods for each working Flight Attendant. The Purser/Lead Flight Attendant will schedule crew 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 Flightdeck Jumpseat Customer seat (last row of M/C, aisle if avbl) | No |
| Domestic or International turn-around flights <ul style="list-style-type: none"> • w/ one or more legs departing after 2100; and • with a minimum 12 hour duty day; and • overnight flight <7 hours | 1 on Narrowbody Up to 2 on widebody Purser/Lead discretion | :30 | Yes | No, except in pax seat or crew bunk | Cabin Jumpseat Flightdeck Jumpseat Customer seat (last row M/C, aisle if avbl) Crew F/A bunks or crew rest seat (if avbl) | No, |
| 7:00 – 11:59 ¹ | Up to 4 Purser/Lead Discretion | 45 minutes | Yes | Yes | Designated crew rest seats or FA bunks | Assigned seats if no bunks |
| 12:00 – 14:29 | Up to 4 Purser/Lead Discretion | 2 hours ² | Yes | Yes | Designated crew rest seats or FA bunks | Assigned seats if no bunks |
| 14:30 + | Up to 4 Purser/Lead discretion | 3 hours ^{2&3} | Yes | Yes | Designated crew rest seats or FA bunks | Assigned seats if no bunks |

¹ 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 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 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*

D. TYPE OF CREW REST FACILITY

| Aircraft Type | Facility | Features |
|----------------------|---|-----------------------------|
| 777 | FA Bunks | As described in Paragraph E |
| 787 | FA Bunks | As described in Paragraph F |
| A321XLR | Row 33, seats A-B-C and Row 34, seats D-E-F | As described in Paragraph H |
| 737/A319/A320/A321 | 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 | As described in Paragraph I |

E. INTERNATIONAL 777 CREW BUNKS

The 777 aircraft will be equipped with the following features:

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.

F. INTERNATIONAL 787 CREW BUNKS

The 787 will be equipped with the following features:

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.

G. INTERNATIONAL A321XLR CREW REST SEATS

The A321XLR aircraft will be equipped with the following features:

1. For Flight Attendant rest only;
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 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 L-Crew Rest Accommodations.

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) hours scheduled flying time, one (1) Premium Economy (PE) 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) 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 available. If a Premium Economy (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 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.
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.
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.
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.

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.