

SECTION 38 - 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 in-flight rest in accordance with the following provisions.

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

Although in-flight rest periods will vary depending on the schedule flying time, a Flight Attendant will be permitted to take in-flight rest in 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 in-flight rest when in-flight rest is available and appropriate. This includes, for 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 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 inflight rest periods for each working Flight Attendant. The Purser/Lead Flight Attendant will schedule 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 Δ (L-29)

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 Cockpit Jumpseat Customer seat (last row of M/C, aisle if avl)	No
Domestic and International turn-around flights w/ one or more legs departing after 2100 with 12 hour duty day and overnight flight <7 hours	1	:30	Yes	No	Cabin Jumpseat Cockpit Jumpseat Customer seat (last row M/C, aisle if avl) Crew F/A bunks or crew rest seat (if avbl)	No
7:00 – 11:59	Up to 4, Purser's 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's discretion	2 hours*	Yes	Yes	Designated crew rest seats or FA bunks	Assigned seats if no bunks
14:30 +	Up to 4, Purser's discretion	3 hours**	Yes	Yes	Designated crew rest seats or FA bunks	Assigned seats if no bunks

*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, in-flight rest on the segment that is less than twelve (12) hours may be reduced to one (1) hour and thirty (30) minutes.

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

C. CREW REST SEATS

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
757	As specified in Paragraph E	Privacy curtain Last row of Main Cabin
767-200	Seats C, D, and E in the last row of "B" or "C" Zone	Standard features as equipped in current fleet as of date of signing
767-300	Crew Rest Seats – 17AB and 17HJ	Standard features as equipped in current fleet as of date of signing
A330	Seats A,B, G, and H at the 3L/R exit	As described in Paragraph I
777	FA Bunks	As described in Paragraph G
787	FA Bunks	As described in Paragraph H

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. INTERNATIONAL 777 CREW BUNKS

777 Flights Seven (7) Hours or Greater

Crew Bunk Parameters the Company has committed to install on all 777 aircraft to be flown in International missions of seven (7) hours or greater shall include, at a minimum, the following 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. INTERNATIONAL 787 CREW BUNKS

The 787 shall include, at a minimum, the following 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. INTERNATIONAL A330 CREW REST SEATS

1. Seats A, B, G, and H at the 3L/3R exit;
2. Placarded;
3. Reclining seats of the type provided to passengers in that class of service with individual reading lights and air vents;
4. Curtained;
5. An ottoman for leg rest.

J. 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 twelve (12) hours scheduled flying time, one (1) regular Main Cabin passenger seat will be provided on a one-for-one basis for each Crew Rest Seat which is unusable.
2. For flights over ten (10) hours scheduled flying time on 777/787 aircraft configured with bunks, one (1) regular Business Class passenger seat will be provided on a one-for-one basis for each bunk which is unusable, if a Business Class passenger seat is available. Should a Business Class passenger seat be unavailable, a Main Cabin Extra (MCE) passenger seat will be made available. If a MCE passenger seat is unavailable, a Main 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 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.
5. 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. CREW REST ACCOMODATIONS

1. The Company and the APFA 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.