

deadhead flights to and from CRAF assignments, a Flight Attendant(s) will be allowed to upgrade to Business Class in accordance with Deadheading, Section 16.

7. A Flight Attendant awarded a CRAF sequence has the option to meet the CRAF sequence at the first live segment and is not required to deadhead or ferry to or from her/his crew base. She/he will be released after the last live segment with full pay, credit, and Per Diem as published in the CRAF posting.

F. FLIGHT ASSIGNMENTS

1. Sequence and Line Construction/Awards

- a. The Company will construct sequences that consist solely of CRAF flight segments, including any deadhead or ferry flights.
- b. Line Awards
 - i. The Company will construct CRAF lines if such flying is known and firm at the time of bid line construction.
 - ii. Such lines shall consist of pure CRAF flying.
 - iii. Bid line awards in the CRAF operation will be in accordance with system seniority.
 - iv. Any CRAF sequence which remains unawarded at the completion of the bid line award will be placed on the appropriate CRAF List for Daily and Future processing.

2. Post Line Sequence Assignments

- a. Sequences that become known after line construction will be awarded on a single sequence basis in accordance with Charters, Section 18.B.
- b. A CRAF sequence may only be traded for another CRAF sequence.

G. DUTY TIME/CREW REST

1. Duty Time and Rest provisions provided in the applicable FARs will apply to CRAF sequences. CRAF flying will be scheduled in accordance with Hours of Service, Section 11.C. At the Flight Attendant's option, the twenty-four (24) hours may be taken out of crew base. However, as an exception to International Flying, Section 14, (duty limitations), the two (2) flight segments restriction shall be waived for CRAF Operations only.
2. Crew rest seats will be provided for Flight Attendants on all CRAF flights exceeding eight (8) hours of total flight time in a duty period or any CRAF flights where pilots are provided crew rest seats.
3. Crew rest seats will be provided as follows: On all CRAF flights exceeding eight (8) hours of total flight time in a duty period, crew seats will be as provided in International Flying, Section 14. On B767 troop movement flights for CRAF or military charters scheduled over fourteen (14) hours, two (2) Business Class crew rest seats in addition to at least one (1) seat in Economy will be provided. On A330 troop movement flights for CRAF or military charters scheduled over fourteen (14) hours, there will be two (2) Business Class crew rest seats in addition to at least two (2) seats in Economy.
4. When a crew is required to work all flights in a duty period, i.e., the duty period does not consist of any deadhead/ferry flying, the Company will have procedures in place that will