

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.