

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.