



A MESSAGE FROM YOUR COMPONENT CREW REST COMMITTEE

Component Crew Rest Committee - LOU28 - June 2019

(This applies to AC Mainline only)

In this bulletin we would like to focus on B5 overseas flights covered under LOU28. This article has had many changes and additions over the years, and as such the article can be difficult to navigate. The following is a "simplification" of LOU28.01, note 1, note 2, and note 3. Crews are permitted to sleep on their break under the following conditions:

Flights scheduled or re-forecasted on day of departure of **7:01hrs-8:00hrs** gate to gate

- Cabin Crew may sleep for up to one (1) hour
- Cabin Crew may sleep in last sold seats if available
- If Crew Rest Unit (CRU) is available crew may only sleep in the CRU/OFAR
- The service sequence may not be modified
- Bunk kits will **not** be provisioned on aircraft with a CRU/OFAR

Flights scheduled or re-forecasted on day of departure of **8:01hrs-11:29hrs** gate to gate

- Cabin Crew may sleep for one (1) hour
- Cabin Crew may sleep in last sold seats if available
- If Crew Rest Unit (CRU) is available crew may only sleep in the CRU/OFAR
- The service sequence may be modified to provide the crew their full break period
- Bunk kits will be provisioned on aircraft with a CRU/OFAR for the flight(s) within the pairing that are 8:01hrs-11:29hrs

Should there be issues in regards to the CRU, crew bunk kits etc, we encourage members to fill out both the CRU Failure Report and In-Flight Service Report (retain copies) and to contact their Local.

Flights operated on B767 that meet the criteria of LOU51 are entitled to two (2) seats blocked for crew use. However, only those flights that are listed in the monthly LOU51 bulletin and/or have been identified by the company and verified by the Union, will have the two (2) dedicated crew seats. All other B5 flights operated on the B767, will be covered under LOU28.

In Solidarity,

Component Crew Rest Committee

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A MESSAGE FROM YOUR COMPONENT CREW REST COMMITTEE

Crew Rest Flash Bulletin - June 2019 Long Range Flights

(This applies to AC Mainline only)

This bulletin is to clarify a few rules applicable to long range flights, namely Article B14, LOU18, LOU22A, and LOU22B.

- Once bidding is closed, the Company cannot for any reason change the designated article/LOU
- The designation of a pairing as B14, LOU18, LOU22A, or LOU22B is based on the duration of the longest leg within that pairing
- All the conditions (such as onboard rest, duty day limitations, crew complement, layover rest period etc.) of the designated article/LOU apply to the entire pairing

**** For greater clarity regarding onboard rest: if a pairing has been designated as LOU22B (for example YVR-DEL-YVR) the negotiated onboard rest periods of 5hrs or 5.5hrs for LOU22B, apply for both the outbound and the return flights.**

The Service Director is responsible to manage and coordinate the onboard crew rest. When the service specifications need to be modified to obtain the contractual rest times, an In-Flight Service Report (ACF623A) is to be filled out and submitted to the Company.

A monthly chart containing the flights and the designated article/LOU can be found in Aeronet (In-Flight Service/Crew Scheduling & Planning/Bidding Tools & Information/Duty Summary). Members may also contact their Local or the Component Crew Rest Committee.

In Solidarity,

Component Crew Rest Committee

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