

LETTER XX

Subject: B777 and B767 Cabincrew Bunk Facilities
Reference: Section 8 – International

LETTER OF AGREEMENT

between

DELTA AIR LINES, INC.

and

FLIGHT ATTENDANTS

in the service of

DELTA AIR LINES, INC.

as represented by

ASSOCIATION OF FLIGHT ATTENDANTS – CWA, AFL-CIO

This AGREEMENT is entered into by and between Delta Air lines, Inc., a Georgia Corporation (the “Company”) and the Flight Attendants in the service of Delta Air Lines, Inc., as represented by the Association of Flight Attendants–CWA, AFL-CIO (the “Union”).

WHEREAS, the current Agreement contains language related to acceptable locations and conditions of cabincrew bunks on the B747-400, A330-200, and the A330-300. The current Agreement stipulates a minimum number of bunks and their location for the B787 aircraft, if delivered.

WHEREAS, the Company began assigning international flights – both extended duty and non-extended duty – to flight attendants covered by the current Agreement on B767 and B777 aircraft in May 2010.

WHEREAS, the Company operates several configurations of B767 aircraft without cabincrew bunk facilities.

WHEREAS, the current Agreement stipulates that in the event a new aircraft type or configuration is introduced into operation on international flights, the Company shall meet and confer with the Union to determine the appropriate number and location of required crew rest seats or bunks prior to the introduction of a new aircraft type.

NOW, THEREFORE, it is agreed that:

On extended duty flights equipped with bunked B777 and B767 aircraft, the following crew rest facilities shall be provided:

- (a) There shall be at least six (6) crew bunks on B777 aircraft for Flight Attendants.

(b) There shall be at least six (6) crew bunks on B767-400 aircraft for Flight Attendants.

(c) There shall be at least five (5) crew bunks on B767-300ER aircraft for Flight Attendants.

Within ninety (90) days of the execution of this LOA, the Company and the Union shall meet and determine the location of cabincrew bunk facility and a timeline for its installation on B767 aircraft.

Until such time as the Company has outfitted B767 aircraft deployed for extended duty flights with bunk facilities, six (6) first class (a/k/a "Business Elite") seats on the 400 variant shall be blocked for resting crew members, and five (5) first class seats on the 300ER variant shall be blocked for resting crew members. Such seats shall be marked "Reserved for Flight Attendant Crew rest" and be in a no smoking section. The Company will continue to follow the compensation provisions of Section 8.C.3 when crew bunks are not provided.

NOTE: Current B747-200, B747-400, B777, A330-200/300, and B767-400 (on aircraft with crew rest facilities already installed) are acceptable.

Agreed to on this XX day of XXXX, 2010

FOR DELTA AIR LINES, INC.

FOR THE ASSOCIATION OF FLIGHT ATTENDANTS-CWA, AFL-CIO
