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## **Air France protocol for an immediate end to the crisis**

Air France today presented pilot representatives with a protocol to end the conflict.

This protocol follows the withdrawal of the Transavia Europe project on 24 September 2014, meeting the demands of the Air France pilots' unions, and the multiple appeals to striking pilots to return to work.

The terms of this protocol to end the conflict are as follows:

- The withdrawal of the Transavia Europe project is confirmed;
- The provision of the agreement to set up Transavia France, signed in 2007, limiting the fleet to 14 aircraft, is deleted;
- The principle of a single fleet of Boeing 737 is confirmed for Transavia;
- The development of Transavia France beyond 14 Boeing 737 will take place as from summer 2015 to capture a bigger share of the buoyant leisure market, to create 1,000 jobs, including 250 pilots, and strengthen the Air France-KLM group's position as leader at Paris-Orly;
- Pilots flying for Transavia will be employed under Transavia France operating and remuneration conditions, to ensure the latter's competitiveness as well as its development in conjunction with the Air France network;
- Two co-existing contracts (Transavia France and Air France) will be set up for Air France pilots who volunteer to fly for Transavia France. The terms of use and remuneration will be those in effect at the company where the pilot works and where he or she is paid. This measure will also give rise to dynamic and integrated career development, including a single seniority list. These are the pilots' most specific expectations.

The talks are continuing.

Air France believes that this balanced solution to develop Transavia France should be enough to end this strike which is extremely costly and damaging to the Company, its customers and its staff.

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