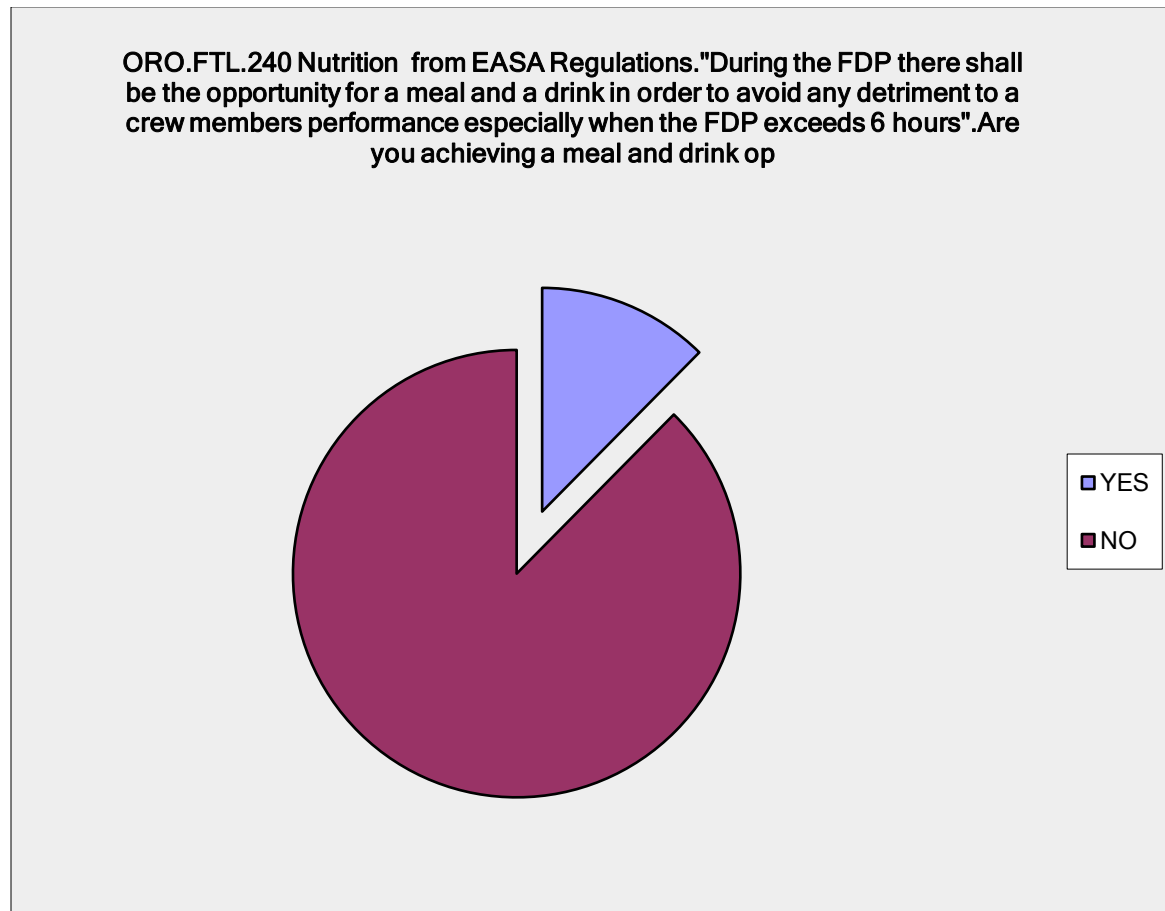


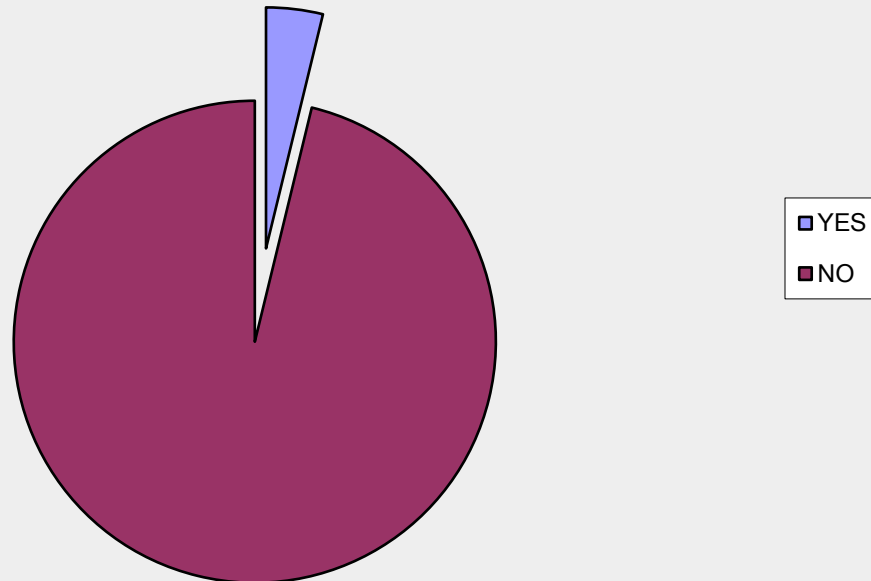
We would like to thank all members who completed the recent survey with regards to rest breaks. We had an overwhelming response and will be presenting the results to easyjet at our next meeting.

This issue has been a standing item on our agenda with senior management for well over a year, we refuse to close it off as you, our members, are telling us that you do not feel confident being able to achieve breaks under the current guidance given in the CSPM. This is confirmed by the results of question one in the recent survey:



We are now looking for more guidance from the company, and a commitment from them that they give as much positive attention to rewarding CM's for managing breaks according to EASA rules as they give to encouraging them to focus on OTP, including complying with the requirement that a rest break is taken free from all duties, as you have overwhelmingly shown in your survey responses that this is currently not happening:

In the OMA Section 7.1.2.5 it states the following, "Break, means a period of time within a flying duty period shorter than a rest period, counting as a duty and during which a crew member is free of all tasks". If you do achieve a break, do you feel you are



If we cannot come to an agreement with the company on putting in plans to improve your ability to take rest breaks, we will use other means to fight this issue. In the mean time we have spoken to senior management who have agreed to send out a communication to all crew with regards to taking a break. Our aim is for FA's to feel confident that they know they are entitled to ask for a break, plus help CM to be confident in making the right decisions with regard to managing that break time; and that both can do this without fear of retribution.

For example, the vast majority of responses to question two of the survey - *Please give examples of duties where you have not been able to take a meal and drink opportunity*-reported the inability to take breaks on short sectors, often double domestic flights or short sectors involving AMS/CDG combinations.

So you should be confident on these flights that you can decide that only 2 crew will carry out services and there will be no come back -provided this is correctly managed under EASA, **and** documented on the CFR. It is also important that all crew take responsibility to document if they did not get a break at all on their duty, by filling in a CSR. The more CSR's that go in about not achieving rest breaks from FA's and CM's, the more effort the company have to put in to ensuring you get them.

Thank you once again for taking part in the survey, we hope to be able to update you on progress with this issue shortly.