**Rest/Break guide**

Firstly, lets define a break and how long you should be getting. The working times directive states that:

A worker is entitled to an uninterrupted break of 20 minutes when daily working time is more than six hours.

It should be a break in working time and should not be taken either at the start, or at the end, of a working day.

It must be stated that this is the bare legal minimum and should you or other crew feel you need a bit more during the day to be fully alert to continue your duty or you require a few minutes to have a bottle of water or a hot drink then you should do so.

Uninterrupted means exactly that, you should be completely free of all duties, this means sat away from the passengers and gash bags with a galley curtain across you, sat on an appropriate seat (crew seats only, never a canister or the floor), not answering call bells, being handed rubbish, getting sandwiches or extra stock for other crew members on services etc.

We appreciate this can be challenging to achieve in our line of work, therefore we recommend staggering breaks so at least 2 crew members are on active duty to answer call bells etc. leaving 2 crew members to have an uninterrupted break.

**Now, some tips to help you achieve an uninterrupted break.**

Just remember if you do any of the following then make sure its justifiable, for example you can’t really justify having a break on the ground after an extra-long sector with 15 passengers on it, the following should only be used when you feel you have no other option in order to achieve a proper uninterrupted break. Also, report your actions on both your CFR and via safetynet using the descriptor “not followed SOP” to cover yourselves.

• Did you know you can delay the passengers boarding and have a short break or even a full break (min of 20 mins) whilst on the ground? This could be especially useful after a really busy or disruptive flight where the crew could really benefit from a bit of peace and quiet, or when an uninterrupted break is impossible in the air due to a lack of a galley curtain or a medical incident on board for example, or even when you’re doing 4 or 6 really short sectors such as a triple Belfast and you will find it really challenging to achieve a break in flight due to the short flight times.

• Another option is to stagger breaks on board, for example on a long/busy 4 sector day where the third sector is the ideal time to eat on, 2 crew members could start the bistro service from the front whilst the remaining 2 crew members sit in the rear galley with the curtain around them and have an uninterrupted break (again a min of 20 mins), once that 20 mins is up, the 2 crew members doing the service can then go down the back to have a 20 min break while the 2 rested crew take over the same trolley and continue serving. This is a good option when the 2nd or 3rd sector falls between traditional dinner times and you are worried about trying to try and fit in breaks somewhere else, this way everybody is guaranteed an uninterrupted break without having to have dinner at an inappropriate time such as in the early afternoon or late evening.

• You can also adjust the service loop, if you feel you have to cancel a boutique service, charity collection, second service etc. on a particular flight in order to achieve an uninterrupted break for everybody this is completely fine as long as you can justify it and report it on your CFR.

• Cabin managers can also include rest/breaks in their pre-flight briefing, it’s a good opportunity to plan when you can have a break on board whilst you have the whole crews attention, especially if the duty looks to be a particularly busy one or you have 4 or 6 short sectors, you can also use this time to ask if any crew have anything to be cooked in the oven so you can plan when to cook your hot options better. For example, if your duty is a triple Belfast, one option could be to say you will all have a break on the ground, delaying boarding between the 4th and 5th sector. Or plan for the number 2 and 3 to sit out of the service on the 4th sector and have a break and the CM and 4 sit out of the service and have a break on the 5th sector.

• EasyJet has also made a guide for CMs on how to manage your breaks on board effectively and this can be found in the online learning academy.

Even with these tips you still find you don’t get sufficient rest/breaks on board then please continue to report on safetynet each and every time and report this to your local reps, we are unable to act without evidence to back up our claims.

We also recommend printing off this mini guide for your PA books so you can refer to it whenever you feel your struggling to achieve a break.