

1. All existing rules relating to the goodwill payment cease on the 31st March 2017
2. From the 1st April 2017 where a crew member is made aware on report that they are not required to operate the first sectors, but are required to remain at the airport in order to operate the final sectors (e.g. 3 and 4), then they will be placed on ADTY (which attracts variable pay).
 - a. Note that as they are on ADTY they may be called to operate a different duty
 - b. Note also that this is not a qualifying change for the purpose of the below (point 3)
3. From the 1st April 2017 a £35 (RDP - roster disruption payment) is applicable for changes on report, or during the course of operations, which result in;
 - a. A duty being delayed by 2 or more hours
 - b. A duty ending earlier by 2 or more hours
 - c. A night stop where the duty at report was not a night stop
4. Exceptions to the above include:
 - a. When reporting for or from any form of standby duty
 - b. When the change is a result of the crew members own situation (e.g. NSO, SIRP, OFLD, LATE, etc.)
5. The measurement of qualifying duties is:
 - a. A confirmed change notified at, or after, report
 - b. An off duty time that is greater than two hours earlier or greater than two hours later compared to the planned roster before report
 - i. The automated trigger for payment is a time difference between planned off duty and actual off duty time greater than 120 minutes. To clarify, off duty time is on chocks plus 30 minutes post brief time
 - ii. If for some reason a crew member requests an extension to the 30 minutes post duty time that would generate a RDP then this would need to be a manual claim
6. Where a crew member has travelled to the airport and is advised on report that the whole duty has been cancelled and an ADTY is not required, a disruption payment can be claimed via the Base Management
7. Where the off duty time is 2 or more hours later than planned, and this results in the individual working into a day off no disruption payment is applicable, instead the agreed DDO and IDO rates are payable

Examples

The following are not part of the agreement but are a reference document for easyJet and Unite to ensure and demonstrate that we share the same understanding of the intent of this agreement.

Planned at report time	Actual	Payable?	Why
0600 report and 1530 final chocks (in base)	0600 report and 1830 final chocks (in base)	Yes £35	More than 2 hours off duty
0600 report and 1530 final chocks (out of base)	0600 report and 1830 final chocks (out of base)	Yes £35	More than 2 hours off duty
0600 report and 1530 final chocks (in base)	0600 report and 1530 final chocks (out of base)	Yes £35	Un-planned night stop
1100 report and 2030 final chocks (in base)	1100 report and 2225 final chocks (in base)	No	Less than 2 hours late
1100 report and 2030 final chocks (in base)	1100 report and 2225 final chocks (in base), extended de-brief to complete paperwork, off duty at 23:10	Yes £35 (manual)	More than 2 hours late
1200 report and 2200 final chocks (in base)	1200 report and 1600 final chocks (in base)	Yes £35	More than 2 hours early
1200 report and 2200 final chocks (in base)	1200 report and 2200 final chocks (out of base)	Yes £35	More than 2 hours early and out of base Note, despite ending out of base, only one disruption payment due. This also covers scenarios where crew do not night stop, but may position back as PAX or in a taxi.
1500 report and 2300 final chocks (in base). Next day is a day off	1500 report and 0115 final chocks (in base). Next day is now a DDO	No	Although the actual end is greater than 2 hours after the planned end time, the disruption payment is not payable as it is superseded by the larger DDO payment.