**Rest/Break guide from ezyUnite**

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, especially since the introduction of the 3 crew operation on the A319-150 aircraft. Therefore, we recommend staggering breaks so at least 2 crew members are on active duty to answer call bells etc. leaving 1 or 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, 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 cabin manager duty form and/or via safetynet using the descriptor “not followed SOP” to cover yourselves.

• One 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 food and drink 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, the 2 crew members doing the service can then go down the back to have a 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 any service (food, shop, duty free, charity 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 cabin manager duty form and/or via safetynet.

• Cabin Managers can also include rest/breaks in their brief, 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.

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.