

<p><b><i>Can I refuse a duty?</i></b></p>	<p>Any crew member can refuse any duty at any time for any reason.</p> <p><b>However, to ‘refuse’ a duty or part of a duty at easyJet is considered to be a failure to operate when contractually obliged.</b></p>	<p><b>‘Can I refuse a duty’</b> Unite the Union at easyJet EASA Guide 2022 [XVI]</p>
<p><b><i>Is my duty legal?</i></b></p>	<p>Fatigue Risk Management Principles are guidelines ONLY and therefore CAN be legally rostered</p>	<p><b>‘Fatigue Risk Management Principles’</b> Unite the Union at easyJet EASA Guide 2022 [I]</p> <p><b>‘Duties’</b> Unite the Union at easyJet EASA Guide 2022 [VI]</p> <p><b>‘Transitions’</b> Unite the Union at easyJet EASA Guide 2022 [VIII]</p>
<p><b>Commander’s Discretion</b></p>	<p>The captain may use commander’s discretion to increase the FDP by no more than <b>2 hours</b></p> <p><b>Whether or not you will work into discretion is <u>not</u> a decision for <u>you</u> to make.</b> <b>It is at the <i>Commander’s discretion</i> - having taken into account the alertness levels of the crew.</b></p> <p><b>If you feel that you are unfit to operate safely then you should not rely on the commander <i>not</i> to exercise their discretion but should take personal responsibility for your actions and follow the correct procedure/process.</b></p> <p>The fact that there is the potential to work into discretion does not mean that you will not or cannot operate the duty.</p>	<p><b>‘Commander’s Discretion’</b> Unite the Union at easyJet EASA Guide 2022 [XIII]</p>
<p><b>Commander’s Discretion – Extended Duty Period (‘e’)</b></p>	<p>As the <i>planned</i> FDP has already been extended by <b>one hour</b> commander’s discretion can only be used to extend the FDP by a maximum of <b>one hour</b></p>	<p><b>‘Commander’s Discretion’</b> Unite the Union at easyJet EASA Guide 2022 [XIII]</p>

<b>Can I be called from an early standby to do a late duty?</b>	Yes.	<b>'Standby'</b> Unite the Union at easyJet EASA Guide 2022 [VIII]
<b>Can Crewing ask me to report in under 90 minutes?</b>	<b>Crew are entitled to 90 minutes call out from home standby.</b>  A crewing officer may ask you how long you need to get to the airport – the reasons for this are to assist with planning next steps, minimising disruption and keeping passengers and your fellow crew informed.	<b>'Standby'</b> Unite the Union at easyJet EASA Guide 2022 [VIII]
<b>18 hours awake time</b>	easyJet's rostering and operations procedures are designed to ensure that your FDP does not lead to more than 18 hours <b>awake time</b>	<b>'Standby'</b> Unite the Union at easyJet EASA Guide 2022 [VIII]
<b>Changes on Report</b>	It is permissible for easyJet to change you on report.  <b>*You may be able to claim a RDP for this</b>	<b>'Can I refuse a duty'</b> Unite the Union at easyJet EASA Guide 2022 [XVI]  <b>* RDP Guide on base pages</b>
<b>Delayed Reporting</b>	Crewing can contact you at or under <b>120 minutes</b> before scheduled report time in order to have our report time delayed <b>at your place of rest</b>	<b>'Delayed Reporting'</b> Unite the Union at easyJet EASA Guide 2022 [XIV]
<b>Do I have to answer a call from crewing prior to my report time?</b>	No. You are not obliged to answer the phone should crewing contact you <b>before</b> your duty start time.	<b>'Delayed Reporting'</b> Unite the Union at easyJet EASA Guide 2022 [XIV]
<b>Extended Duty Periods ('e')</b>	For extended duty periods ('e') the company are allowed to extend <i>planned</i> FDP by up to <b>one hour</b> .  When this is rostered: your rest before and after the duty will be extended by <b>2 hours</b> <b>OR</b> The post-flight rest will be extended by <b>4 hours</b>  You <b>CAN</b> be called from standby or changed on report to operate an extended FDP	<b>'Extended Duty Periods'</b> Unite the Union at easyJet EASA Guide 2022 [X]
<b>Hotel Accommodation</b>	To avoid fatigue risk while commuting home the offer of hotel accommodation at home base is	<b>'Fatigue Risk Management Principles'</b> Unite the Union at easyJet EASA Guide 2022 [I]

	recommended following the operation of a duty period <b>in excess of 14 hours</b>	
<b>Working into a Day Off</b>	easyJet's <i>expectation</i> is that a crew member should agree to work up to 0130, including debrief time.  <b>However, you are not obliged to work into your day off</b>	<b>'Days Off'</b> Unite the Union at easyJet EASA Guide 2022 [V]
<b>Assessing Fitness to Fly</b>	crew are expected to discharge their personal responsibilities and ensure that they have attempted to gain adequate rest before assessing whether they are in a fit state to operate	<b>'Assessing Fitness to Fly'</b> Unite the Union at easyJet EASA Guide 2022 [III]
<b>Reporting Fatigued</b>	<b>FTGD</b> – fatigue due to roster related factors <b>UNFT</b> – fatigue due to non-roster related factors  <b>*You are required to submit a fatigue report form within 72 hours of absence</b>	<b>'Reporting Fatigued'</b> Unite the Union at easyJet EASA Guide 2022 [III]  <b>*SafetyNet</b>
<b>Post Flight Duty</b>	It is a requirement for all crew to check and acknowledge future roster changes at the end of every flight duty.  <b>You are not obliged to answer a call from crewing outside of the post flight duty phase.</b>	
<b>Roster Disruption Payment (RDP)</b>	You may be able to claim an RDP payment where you experience roster disruption.  Please familiarise yourself with the RDP Guide	RDP Guide on base pages
<b>Short Notice Changes</b>	Short Notice Changes are a BALPA agreement, similar to the way that Roster Disruption Payments are to Unite.  They are <b>NOT</b> applicable to UK based cabin crew. You are <b>NOT</b> permitted to 'decline' a change to your roster on short notice in the same way that pilots are.	<b>'Can I refuse a duty'</b> Unite the Union at easyJet EASA Guide 2022 [XVI]