

BREAKS UPDATE & MEETINGS



During the last weeks, your TWU team met with Virgin and the Fair Work Commission to find a better pathway to provide breaks. The FWC put Virgin on notice that there is more work to be done to address the lack of breaks, however, the company has still found no resolution.

We have received many questions on what can be done if you are feeling unsafe due to a lack of breaks.

To address all questions and to update you on the negotiation, we are holding **joint meetings with pilots and discuss your options.**

**Make your voice heard and be informed!
Register to attend the meetings below**



THURSDAY 6 OCTOBER
9 AM AEDT

[> REGISTER NOW](#)



Click to register on
6/9/2022



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FRIDAY 7 OCTOBER
4 PM AEDT

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Click to register on
7/9/2022



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FAQ

Keep reading for Frequent Asked Questions

BREAKS' FREQUENT ASKED QUESTIONS

IF I HAVEN'T HAD A BREAK CAN I JUST GO AHEAD AND TAKE IT?

You need to consult with your relevant supervisor/Virgin on when to take your break so it does not impact operations. However, if you have not had a break and feel it is an immediate and serious health and safety risk, you may have other options under Work Health and Safety legislation (WHS). **Continue reading for more info.**

SOMETIMES I AM SO FATIGUED BECAUSE I HAVEN'T HAD A BREAK THAT I THINK I MIGHT MAKE A MISTAKE, WHAT SHOULD I DO IF I AM FEELING THIS WAY?

For employees in all states (excluding Victoria) individual workers have a right to cease work for health and safety reasons. If you have not had your break and you feel like continuing your duty could lead to a serious safety issue, you have the right to cease work. You would first need to consult with your relevant supervisor/manager to explain what is going on and what your options are. You must also make yourself available for alternative duties as long as they don't pose the same health and safety risk.

WE KNOW THAT PILOTS HAVE SAFETY OBLIGATIONS TO THEIR FLIGHT CREW, BUT WHAT ABOUT CABIN CREW?

There are obligations that pilots have to the fitness of all crew as per CASA and company policy.

VAA Policy

VAA Volume A1 – Operating Policies and Procedures – General, 3.14.4.1

The pilot in command of a flight must make sure, “prior to taxiing, the required operating crew are onboard and are in a fit state to perform their duties.” This would extend to Cabin Crew.

CASA

CASR 1998 REG 91.215 – Authority and responsibilities of pilot in command

(2) The pilot in command of the aircraft:

(a) has final authority over:

(i) the aircraft; and

(ii) the maintenance of discipline by all persons on the aircraft; and

(b) must ensure:

(i) the safety of persons on the aircraft; and

(ii) the safety of cargo on the aircraft; and

(iii) the safe operation of the aircraft during the flight.

TOGETHER, WE ARE STRONGER.
JOIN NOW FOR A BETTER FUTURE.

