

CHAPTER 19 - IN-FLIGHT CATERING

1901. **Introduction.** The following instructions detail the entitlements for the ground and airborne feeding of crews and passengers of all types of UK military aircraft (ac) at Crown expense. A more detailed explanation of in-flight regulations can be found in JSP 456 Pt.2 Vol 2 Ch 17 and in Flight Catering Staff Instructions.

1902. **General.** Airborne entitlements are calculated from the estimated length of flight set as listed in Annex A against the ration scales detailed in Annex B. For this purpose, the length of flight is to be taken as the estimated “chock to chock” time. The entitlements are to be claimed against the Crown Account and not paid in cash to individuals. All in-flight allowances can only be claimed up to the previous month’s account and no other entitlement to rations or allowances are to be claimed concurrently.

1903. **QRA Crews.** For QRA crews the Industry Partner (IP) is entitled to claim the DFC plus Night Duty Meals (NDM) Supplement at 35% and the full allocation of the Drinks Supplement (a maximum of 6 drinks in any 24 hour period) for each crew member. It is recommended that the NDM Supplement is provided in the form of a packed meal and utilised as a “grab and go bag” allowing crews a more flexible and dynamic feeding solution.

1904. Spare.

1905. **Aircrew on a Continuous 24 hours Standby Duty.** For Aircrews on a continuous 24 hour Standby Duty the IP is entitled to claim the DFC plus NDM Supplement at 35% and the full allocation of Drinks Supplement for each crew member under the following criteria:

- a. On a state of operational readiness at a generation time of 30 minutes or less.
- b. Required to live in and occupy accommodation set aside for an operational crew.

Claims are to be submitted on Form 7038.

1906. **Duty Aircrew and Ground Crew (Issued with Prepared Cooked Meals).** Nominal roll of Duty Aircrew and Ground Crew personnel on a continuous 24-hour standby duty, authorised by the Flt Cdr, are to be retained with the Crown Account for audit to support the claim for each Trading Period. Only actual Core Meals issued are to be claimed by the IP.

1907. **Aircrew and Ground Crew (Preparing and Cooking Own Meals).**

- a. **Meal Entitlement.** Meal entitlement is the cost of the food ingredients issued, up to the value of the DFC per person, for each 24-hour period of standby duty. The food ingredients issued should cover a maximum of 3 meals (e.g. lunch and dinner on the first day of duty and breakfast the next day *or* dinner on the first day of duty and breakfast and lunch on the following day). For personnel entitled to night duty meals refer to Chapter 5.
- b. **Accounting.** The IP is to keep an auditable record of all food ingredients issued to personnel who are preparing and cooking their own meals. Nominal rolls of personnel on a continuous 24-hour standby duty, authorised by the Flt Cdr, are to be retained with the Crown Account for audit to support the claim for each trading period.

Note: VAT is not charged on raw ingredients (see Chapter 17).

1908. **Aircrew Staging Whilst En Route.**

- a. Aircrew resting, night stopping or delayed at hotels are to be provided with appropriate meals to meet the normal ground feeding pattern. A maximum of one Breakfast and two Main Meals may be claimed for each crew member in any 24 hour period.

b. Aircrew resting or night stopping at service units are only entitled to meals in their respective messes, subject to normal payment regulations and are not to be treated as Crown Feeders or rationed by the unit's in-flight catering section.

c. Aircrew delayed at service units and unable to leave the aircraft are to be treated as Crown feeders and are to be rationed by the unit's in-flight section as per the delayed ground feeding matrix at para 1913c and are to be submitted on Form F7032 at Annex D. There can be no increase to flight entitlements for ground delays.

1909. **Provision of Different Meals for Specific Aircrew.** Different meals are to be provided for pilots and co-pilots or, in two seat aircraft, for the pilot and navigator/observer, both on the ground and in the air.

1910. **Aircrew in Simulators.** This regulation is to help combat the effects of dehydration on aircrew in simulators. Aircrew undergoing simulator training continuously for 5 hours or more are to be rationed in accordance with Annex A. Additionally, the drink element only (Scale 1) may be claimed for periods of simulator training that are less than 5 hours duration. However, if drinks are provided through the service provider (i.e. PFI contract) then no claims are admissible.

1911. **Retrospective Flight Beverage Entitlements.** This entitlement is to help combat the effects of dehydration on pilots and aircrew of single or two seat, short range fighter or training aircraft, or helicopters. The entitlement is set at the drink element (Scale 1), in accordance with Annex A, and claimed using the Retrospective Flight Beverage Catering Claim (Annex E). All claims are to be supported by the Flight Plans and are limited to the previous month's accounts only. Nominated flying Squadron representatives are to order commodities, limited to those products that constitute the makings of a drink from the IP. No accounts are to be maintained; any entitlement not spent is to be surrendered and not carried forward to the following period.

1912. **Aggregation of Flying Times for Aircrew**

a. **AT.** AT aircrews flying two or more sorties in one day, with less than two hours between sorties, may claim the in-flight entitlement based on the total flying times for the day. This principle may also be applied when crews of transport ac are programmed to fly a series of short flights in one day.

b. **Fast Jet & Helicopter Crews.** Crews flying two or more sorties in one day, with less than two hours between sorties, may claim the beverage flight entitlement based on the total flying times for the day. When crews of short-range aircraft are required to take 'stage' long transit flights their in-flight meal requirements will need to be aggregated accepting the limited storage space available for fast jets.

1913. **Passengers.**

a. Passengers night stopping or delayed at hotels are to be provided with appropriate meals to meet the normal ground feeding pattern. A maximum of one Breakfast and two Main Meals may be claimed for each passenger in a 24 hour period.

b. Passengers night stopping or delayed at service units with the exception of APOE RAF Brize Norton are to be provided with appropriate meals to meet the normal ground feeding pattern. All claims for ground meals are to be made on the daily ground meal register at Annex C, supported by a Duty Air Movements Officer's (DAMO) certificate, and charged against the Crown Account.

c. Delayed ground feeding matrix, Table 19.1.

Table 19.1

Known Delay Period	Entitlement	Scale
Up to & Incl 1hr	No entitlement	N/A
Over 1hr up to & Incl 2hr	Beverage & biscuit	1 & 2
Over 2hr up to & Incl 3hr 30 mins	Beverage & hot snack meal	1 & 4
Over 3 hr 30 plus	Main meal	11 or 12 & 1
24hrs +	Meals to be served as per normal ground feeding schedule	

Note: Should a main meal ground feed not be achievable due to rolling delays or ATSy clearance or where crews are unable to leave the ac and where the operational conditions allow, then a hot snack meal will be issued at the air terminal or APOE.

1914. **Curtailed Delayed and Cancelled Flights.** When flights are curtailed, delayed or cancelled, unconsumed rations are to be returned to the in-flight kitchen/mess for checking and proper storage. If the delay is such that the meals deteriorate and are not fit for issue, action is to be taken as for cancelled flights except that the requisition form is to be annotated 'Delayed flight'; Annex D refers. A new flight requisition form is to be raised for the meals for a subsequent flight.

1915. **Aircrew In-Flight Provision Purchasing from Unit Industry Partner.** There may well be occasions when it is more economic to procure through the Unit Industry Partner, smaller quantities of food products for Aircrew in-flight meals than those listed on the Core Price List. On those occasions authority is to be sought from A4 Cat Ops to source those commodities from the unit Industry Partner (IP). The IP is to provide an invoice and recover the costs through the unit Crown account as a miscellaneous credit.

1916 – 1999. Reserved.

CHAPTER 19 Annex A – AIRCREW AND PASSENGER ENTITLEMENTS**Air Transport Crew and Passengers**

FLIGHT TIME IN HOURS	AT CREW AND SPECIAL CASE PASSENGERS			AT PASSENGERS (PAX)		
	Qty	Scale	Description	Qty	Scale	Description
0 - 1	2	Scale 1	Beverage	1	Scale 1	Beverage
Over 1 and up to 3	2	Scale 1	Beverage	2	Scale 1	Beverage
	1	Scale 3	Cold Snack ²	1	Scale 2	Biscuit
Over 3 and up to 5	5	Scale 1	Beverage	4	Scale 1	Beverage
	1	Scale 3	Cold Snack ²	1	Scale 9	Main Meal ^{1 & 4}
	1	Scale 9	Main Meal ¹			
Over 5 and up to 7	8	Scale 1	Beverage	6	Scale 1	Beverage
	1	Scale 4	Hot Snack ³	1	Scale 3	Cold Snack ²
	1	Scale 9	Main Meal ¹	1	Scale 9	Main Meal ^{1 & 4}
Over 7 and up to 9	11	Scale 1	Beverage	8	Scale 1	Beverage
	1	Scale 2	Biscuit	1	Scale 4	Hot Snack ^{3 & 5}
	2	Scale 9	Main Meal ¹	1	Scale 9	Main Meal ^{1 & 4}
Over 9 and up to 10	13	Scale 1	Beverage	10	Scale 1	Beverage
	1	Scale 3	Cold Snack ²	1	Scale 3	Cold Snack ²
	2	Scale 9	Main Meal ¹	2	Scale 9	Main Meal ^{1 & 4}
Over 10 and up to 13	15	Scale 1	Beverage	12	Scale 1	Beverage
	3	Scale 9	Main Meal ¹	3	Scale 9	Main Meal ^{1 & 4}

Notes:

- Scale 6 (Breakfast) can be used in lieu of Scale 9 (Main Meal) when appropriate.
- Scale 3 (Cold Snack) can be Individual Snacks or Tray(s) of Sandwiches calculated on the total number of crew.
- Scale 4 (Hot Snack) can be a Panini, Hamburger or Portion of Chicken Wings (4-5 pieces) etc.
- Scales 6 or 9 (Breakfast or Main Meal) can be made available to Pax on C-130, A400M and C-17 ac where appropriate.
- Outbound flights from UK to Operational Theatres – Pax are to receive a Scale 9 (Main Meal) in lieu of Scale 4 (Hot Snack).

General Notes:

- The cash evaluation of these scales is published quarterly by ACDS (Log Ops).
- When a Box Main Meal is issued, Scale 5 can be claimed in lieu of Scale 9. Scale 5 is **not** to be used for provisioning bulk rations.
- Scale 1A (Bottled Water – 330 ml) may be issued to crew on Helicopters and passengers on C-130, A400M and C-17 aircraft in lieu of the normal Scale 1 beverage (Hot or Cold) entitlement. Scale 1A is to be issued in accordance with the following table.

Flight Time in Hours	No. of Scale 1A
1 – 3	2
3 – 5	3
5 – 7	4
7 - 9	5
9 - 10	6
10 - 13	7

Refer to Flight Catering Staff Instructions - Chapter 11, for rationing of C-130, A400m and C-17 flights

Fast Jet and Helicopter Crews Retrospective Flight Beverage Entitlements

Duration	Qty	Scale	Description
0 - 1	2	Scale 1	Beverage
Over 1 and up to 3	2	Scale 1	Beverage
Over 3 and up to 5	5	Scale 1	Beverage
Over 5 and up to 7	8	Scale 1	Beverage
Over 7 and up to 9	11	Scale 1	Beverage
Over 9 and up to 10	13	Scale 1	Beverage
Over 10 and up to 13	15	Scale 1	Beverage

CHAPTER 19 Annex B - IN-FLIGHT CATERING SCALES

Scale	Description	Notes
1	Cup Beverage (Hot or Cold)	
1A	Commercially Purchased Beverage	330ml Bottled Water
2	Biscuit	
3	Cold Snack	Scale includes Crew sandwich
4	Hot Snack Meal	
4A	Hot Snack Entrée	Entrée only:
4B	Hot Snack Meal TLU	TLU only
5	Box Main Meal	Scale to include variants to type
6	Breakfast Meal	Entrée and TLU complete
6A	Breakfast Entrée	Entrée only
6B	Breakfast TLU	TLU only
7	Obsolete	
7A	Obsolete	
7B	Obsolete	
8	Obsolete	
8A	Obsolete	
8B	Obsolete	
9	Main Meal	Entrée and TLU complete
9A	Main Meal Entrée	Entrée only
9B	Main Meal TLU	TLU only
9C	Crew Main Meal Salad	For Use when a locally produced salad is requested.
10	Obsolete	
11	Ground Feed Main Meal	
11A	Ground Feed Main Meal	For Use With Contracted Meals Only – see note 1
12	Ground Feed Breakfast	
12A	Ground Feed Breakfast	For Use With Contracted Meals Only – see note 1

Notes:

1. RAF Brize Norton APOE are authorised to claim scales 11A and 12A only when providing contracted frozen meals e.g 'Frozen Bricks'. All other units are to use the appropriate ACDS (Log Ops) published Core Meal Rate.

CHAPTER 19 Annex D - CANCELLED/DELAYED FLIGHTS (F7032)

Date of Flight _____ Flight Number _____

Notes:

1. This form is to be used for returning non-perishable items to kitchen larder.
2. This form should be raised in duplicate. The original copy is to be kept with the messing account for audit whilst the copy is to be given to the Sqn representative to support the entry in F1575B (Flt Authorisation Sheet).
3. This certificate is to be signed by a JNCO or above.

Item	D of Q	Quantity	Price	Value (£)
Total				

Certified that the above non-perishable items have been absorbed into the kitchen larder and the total value debited against the messing account.

Date: _____ Signature: _____

Name: _____

CHAPTER 19 Annex E - RETROSPECTIVE FLIGHT CATERING CLAIMS (F7035)

PART 1 (For completion by Duty Ops Officer/Flt Cdr) Sqn _____						
Flight feeding entitlements are requested for aircrew/passengers* (note 1) who flew sorties during the week ending _____ as per list of names and times taken from log books shown below.						
Rank	Name	LI / LO	No of Sorties Flown During Week (see note 3)			
			0 - 1 hr	1 - 3 hrs	Aggregate 3 - 5 hrs (see note 2)	No. single flights of 3 - 5 hrs
Aircrew						
Totals						
Signature:			Name		Post	
			Rank		Date	

Notes:

1. A separate form is to be used for crew and passengers (annotate accordingly in Part 1)
2. The total flight times of a number of short sorties daily aggregated for a 3 - 5 hr claim.
3. The total number of sorties flown in the various qualifying bands during the week is to be entered in respect of each crew member.

PART 2 (for Cat Sqn/Flt use) – The following scales are applicable and have been claimed:							
Flight Time	No. of Sorties	Scale 1	Scale 2	Scale 3	Scale 4	Scale 9	Value
0 -1 hr							
1 - 3 hrs							
3 - 5 hrs							
Total Amount Claimed							
Signature:		Name		Post			
		Rank		Date			
Actioned on Spreadsheet:		Voucher No		Adjust No			
		Input By		Date			