

## CHAPTER 17 - IN-FLIGHT CATERING

### CREW ENTITLEMENTS

1701. **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) and are applicable worldwide. Additional instructions for multi-engine RAF aircraft are provided by HQ Air Command for the following situations.

- a. Airborne refreshments for VIPs.
- b. Feeding plans.
- c. Flight catering at civil airfields.
- d. Galley capabilities of specific aircraft types.
- e. Cabin services (including bar).
- f. RAF transit accommodation. Instructions for other In-Flight transit accommodation are issued by the appropriate Service chain of command.

1702. **General.** Airborne entitlements are calculated from the estimated length of flight, as listed in Annex A, set against the in-flight 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 messing 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.

1703. **Flight Catering Plans.** In the interests of economy and to avoid waste, entitlements should be modified whenever possible, e.g. for night flights when passengers are normally sleeping. Where there is considerable variation in local time between the departure and destination points, the catering schedule should provide for the gradual adjustment of stomach/meal times as the flight progresses. When feeding plans are prepared for multi-sector flights, the entitlement for each individual sector may be varied providing the total entitlement for the complete flight is not exceeded.

1704. **Crews.** The pattern of aircrew feeding may be organised within the overall permitted entitlement to suit operational factors and is not to be dictated by administrative expediency. No separate entitlements exist for the provision of meals on the ground before or after flights. However, in consultation with A4 Cat Ops if such meals are deemed necessary because of the timing of the flight, they are to be provided from the flight entitlement and the rations provided for consumption in the air reduced accordingly. Meals taken in the mess at normal ground meal times before or after a flight should not be confused with those provided from the flight entitlement.

1705. **QRA Crews.** For QRA crews the unit caterer is entitled to claim the DMR 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.

1706. Spare

1707. **Aircrew on a Continuous 24 hours Standby Duty.** For Aircrews on a continuous 24 hour Standby Duty the unit caterer is entitled to claim the DMR 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 at Annex C.

**1708. 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 2 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 Table 17.1. There can be no increase to flight entitlements for ground delays.

**1709. 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.

**1710. 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.

**1711. Aircrew Embarked in Ships, on Exercise and Operations.** The respective DMR for each of these scenarios includes a consolidated supplement which includes the full daily Drinks Supplement (Chapter 6 para 0608 refers). Aircrew may claim their entitlement in the form of dry rations.

**1712. Retrospective Flight Beverage Entitlements<sup>1</sup>.** 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) 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 catering office staff. No accounts are to be maintained; any entitlement not spent is to be surrendered and not carried forward to the following period.

**1713. 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.

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<sup>1</sup> The previous entitlement to high energy snack food has been withdrawn and replaced with aircrews preordering a packed meal to cover those occasions when they are airborne over a recognised meal period.

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.

1714. **Supplementary Crew.** Supplementary crew members are personnel who have been authorised by HQ 2 Gp to travel as crew in pursuance of duties closely allied to AT or AAR operations. Wherever possible, supplementary crew are to be seated and fed in areas separate from passengers. Where this is not possible, supplementary crew are to be served the same meals as passengers. For the purpose of catering, they can be subdivided as follows:

a. **Staff Crew.** Staff crew are those personnel who are detailed to fly on, or position for, training, examination or other crew monitoring duties. They are entitled to the same airborne catering scales as operating crew.

b. **Support Crew.** Support crew are those personnel who are not directly concerned with the in-flight operation, but who have duties to perform directly related to the AT or AAR task on the ground or at a later stage of the task. They are entitled to the same airborne catering scales as operating crew and include:

- (1) 1 AMW personnel.
- (2) Aircraft ground engineering personnel.
- (3) ATSy personnel.
- (4) Aeromedical staff when caring for patients.

c. **Supernumerary Crew.** Supernumerary crew are those personnel who are required to travel in AT or AAR ac to perform or witness duties closely associated with the efficient conduct of the flight. They are to be rationed as passengers, except in the following circumstances, when they are entitled to crew meals:

- (1) Slip crews on the sector immediately prior to or subsequent to becoming operational.
- (2) MOD couriers on all aircraft.

1715. **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 F, supported by the Duty Air Movements Officer's (DAMO) certificate.

c. Delayed ground feeding matrix, Table 17.1.

**Table 17.1**

<b>Delayed Ground Feeding Matrix</b>		
<b>Known Delay Period</b>	<b>Entitlement</b>	<b>Scale</b>
Up to & Inc 1 hr	No entitlement	N/A
Over 1 hr up to & Inc 2 hr	Beverage & biscuit	1 & 2
Over 2 hr up to & Inc 3 hr 30 mins	Beverage & hot snack meal	1 & 4
Over 3 hr 30 plus	Main meal	11 or 12 & 1
24 hrs +	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 allows then a hot snack meal will be issued at the air terminal or APOE.

1716. As a general rule, normal meals and beverages are to be provided for passengers on the ground, while they are within the control of Movements staff. However, refreshments for consumption immediately before the flight are only to be provided from public funds, if no alternative cash buffet facility is available.

1717. To meet the normal ground or airborne feeding pattern, passengers resting or night stopping at hotels/staging posts or delayed for more than 2 hours are to be provided with ground meals. In all other circumstances beverages are only to be provided at public expense if there is no non-public facility available at the staging airfield.

1718. The interval between main meals is not normally to exceed 5 hours, but this period may be extended to 7 hours to meet flight schedules, providing, a snack meal is served between the main meals. The interval between dinner and breakfast is not to exceed 11 hours. Due consideration is to be given to the time of the last meal on the ground, when preparing flight catering schedules.

1719. Except for flights of less than 1 hour, beverages, (hot or cold according to climate), are to be served as soon as possible after take-off and before the descent for landing. Fruit squash should be freely available to children throughout the flight. Passenger airborne meals are to be provided in accordance with the numbers on the passenger manifest, which is produced by the Movements Officer and take account of special diets where possible. In the exceptional circumstances of no firm number being demanded, meals are to be provided for the maximum seat-fit of the particular flight concerned.

1720. Passengers who will be undertaking active Service operations immediately on landing are to be classed as 'special case passengers' for the purpose of claiming flight feeding entitlements and rationed to crew scales.

1721. **Ration Accounting - In-Flight Catering Scales.** The entitlement to be claimed in messing accounts is the evaluation of a scale of commodities, detailed at Annex D; the cash value of these scales is published quarterly by Defence Logistics. These ration scales are reproduced in the Flight Catering Staff Instructions and bills for in-flight catering are to be submitted on Form 7038R at Annex G.

1722. **Demanding In-Flight Catering.** Demands should normally be submitted on Form 7037 at Annex D to the Catering Manager at least 24 hours in advance. To ensure that rations are provided to as accurate a demand as possible, it is the responsibility of the captain of the aircraft or, in the case of passenger carrying aircraft, the DAMO to update the demand as necessary, up to the time of aircraft rationing.

**1723. Flight Feeding/Transit Messing Accounts.** The catering regulations contained in JSP 456 Pt.2 Vol 2 apply to all accounting procedures. Where a separate transit mess account is operated, entitlements and expenditure are to be credited and debited accordingly, and a separate messing income and expenditure account is to be maintained. Items of Service supply are to be obtained from the Catering Manager and the total value debited to the income and expenditure account. On all other units all transactions are to be incorporated into the unit messing account. In either case a summary of entitlements is to be completed and a copy, with supporting requisition forms and machine-totalled lists, is to be retained with the account and kept for audit.

**Allergen and Dietary Requirements.** In-flight catering provided by the MOD is clearly labelled with allergen information and also available on request through the crew via an information pack. Although every effort will be made to cater for dietary requirements, it is important to note that the meals provided cannot be guaranteed to be free from the 14 major food allergens (JSP 456 Pt.2. Vol 1, Chapter 5 Annex A). Individuals with severe allergies and intolerances may prefer to bring their own food with them however, this is at the individuals own risk. If individuals make their own arrangements this will be at their own expense and there will be no entitlement from public funds.

**1724. Recovery of Unconsumed Rations.** Rations issued to aircraft are for consumption in the air only. At the end of each flight the ac captain is responsible for the return of all unconsumed rations to the in-flight kitchen. The principle of returning all unconsumed rations applies to flights that are curtailed, delayed or cancelled as well as those that continue up to, or beyond, the planned duration. However, in the case of 32 (The Royal) Squadron, VIP flights or when an aircraft has been rationed through to the selected destination, recovery is only to be carried out on arrival at the final or selected destination. Form 7032 at Annex H is to be used for non-perishable rations returned from flights. In all cases, the rations returned are to be absorbed into in-flight kitchens/messes whilst ensuring compliance with food hygiene legislation.

**1725. 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 H refers. A new flight requisition form is to be raised for the meals for a subsequent flight. Where necessary, the airborne feeding plan is to be amended by the Air Load Master (ALM), on the advice of the senior catering specialist. In these circumstances, a signal is to be sent by the ALM to the airfield to which the aircraft is bound, advising the amended arrangements.

**1726. Staging through non-RAF Airfields.** When aircraft are required to stage through non-UK military airfields, the provision or purchase of meals for crew and passengers are to be an economy class standard, which is approximate to the standard permitted by the scales authorised by Defence Logistics.

**1727. Division of Staff Responsibility.** The division of responsibility between catering and movements for ground and airborne catering is shown in Table 17.2. The supply of water, deep chlorination of water tanks and cleaning of cabins remains an engineering responsibility.

**Table 17.2**

<b>Division of Responsibility between Catering and Movements Staff.</b>	
<b>Movements Staff</b>	<b>Catering Staff</b>
1. Notifying airborne and ground meal requirements to catering staffs.  2. Advising catering staffs of amendments to passenger and crew complements.  3. Advising flight timings and amendments to timings to catering staffs.  4. Liaising between civil airline crews and catering staffs.	1. The provision of all ground and airborne meals and cabin service requirements for all transients (including VIPs) in accordance with information provided by air movement staffs.  2. Delivery of airborne meals and cabin services requirements to aircraft at the time advised or required by the loading schedule.  3. The loading on to aircraft and preparation of all catering supplies before flight and the reverse after flight.  4. The observance of all medical requirements relating to the provision of meals in general and of airborne in particular.

**1728. Disposal of Waste Food and Unconsumed Perishable Rations.** Refer to JSP 456 Pt.2 Vol 3 Ch 3.

**1729. Accounting for In-flight Rations at Detached Locations.** In locations where normal messing is on DMR and food supply is issued by the Deployable Food Programme i.e. Afghanistan, South Atlantic and Germany, all flight catering entitlements for both Aircrew and Passengers are to be calculated using the table shown at Annex A. In-Flight rates will be promulgated quarterly by Defence Logistics. In countries where there are no In-Flight rates promulgated, meals/snacks are to be funded as follows:

- a. For Brunei where messing is based Exercise (Field) DMR (E(F)DMR), units are to use the percentages detailed in Table 17.3 to calculate their in-flight claim using the E(F)DMR.
- b. Locations where normal messing is on CILOR, i.e. some overseas training exercises, percentages of the CILOR rate shown at Table 17.3 are to be used.
- c. Locations where messing is supplied by other nations and the scales below are not provided, then authority is granted for the food to be purchased from Imprest. In-flight catering is to be billed to RA Code PAA002 Local Project Code S900574300 using percentages of the CILOR rate shown at Table 17.3.

**Note:** Foodstuffs may be procured within the limits of table 17.3. These allowances are only to be used for the purchase of food to meet authorised entitlements.

**Table 17.3**

<b>Equivalent CILOR/E(F)DMR Percentages of In-Flight Scales</b>										
<b>Scale</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>9</b>		<b>4</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>1A</b>
Percentage of CILOR/E(F)DMR	36%	52%	21%	83%		33%	10%	72%	3%	8%

1730. **Payment.** The costs of in-flight rations are to be met from the Imprest, ePC and are to be supported by itemised receipts, except where rations are provided by a civilian catering contractor under contract. The phrases 'food and beverages' or 'rationed to scale' are not acceptable. Under no circumstances are crews to be paid individual cash allowances for in-flight rationing, unless exceptional circumstances warrant it and the payments are subsequently supported by submission of receipts and any unexpended balance is recovered.

1731. **Abatement of Allowances for Ground Meals.** Crews may not receive messing or subsistence allowances for ground meals, for periods spent in the air when main meal in-flight rations are available. However, they may be issued with messing or subsistence allowances for ground meals taken before or after a flight, provided that they are on the ground for 3 hours or more. The maximum entitlement to ground meals is 3 in any 24 hour period and is not to be exceeded.

1732. **Cancellation or Extension of Flight.** If a flight is cancelled but the aircraft has already been rationed for that flight, the aircraft captain or purser is to assess whether the in-flight rations are fit for consumption on the ground. If so, the crew are to consume the rations as a ground meal and will not be entitled to an additional messing or subsistence allowance for a ground meal. If the rations are not fit for consumption on the ground, the aircraft captain is to certify the same, in which case the issue of messing or subsistence allowances for the requisite ground meal may be authorised. If a flight is extended after take-off, there is no entitlement to cash in lieu of the additional rations to which the crew would have been entitled, had the full duration of the flight been known prior to take-off.

1733. **Meal Charges to be Levied.** The only charges to be made to living-in or living-out Service personnel for meals are for those meals in excess of their entitlement or when they are travelling as indulgence passengers where the rules for meals on repayment apply. When living-in aircrew fly from and return to their parent base on the same day, the DMR of the parent mess is to be abated by the appropriate percentage of the DMR (15, 35 or 50%) for those meals that could not be taken in the mess, because the flight spanned that meal period. Likewise, if a ground meal is taken other than in the parent mess and in lieu of a meal in the parent mess, then the mess is to be abated by the appropriate DMR percentage. However, if the mess is claiming ground meals, then the abatement is to be 35% of the DMR for each ground meal not provided.

1734. **Meals on Repayment (Casual Meals).** In addition to ground meals supplied to passengers and crews, meals may also be supplied on repayment to other categories of personnel. Examples might include meals supplied to indulgence passengers, relatives and friends awaiting the arrival or departure of an aircraft, or to passengers where meals in excess of the entitlements are requested due to premature arrival or delayed departure. Categories of Entitled and Non-Entitled personnel can be found in Chapter 5. When cash is to be collected for casual meals the following procedure is to be adopted:

- a. A record of the sale of each casual meal is to be made in a locally produced casual meal register, and a meal ticket is to be issued as a receipt for the money taken. At the end of each day a copy of the casual meal register is to be sent to the Accounts office with the cash received and the other copy of the meal register is to be sent to the Catering Office.
- b. Recovery charges are to be raised at the current rates promulgated quarterly on the DMR Letter. VAT is to be charged at the current rate for meals provided in the UK.
- c. Catering Office staff, on receipt of the casual meal register, are to make a single entry per messing period in the messing account for the type of each casual meal sold, at the current scales published by Defence Logistics.

1735. **Recovery of Extra Messing Charges from Personnel in Transit.** In Officers' and Sergeants' Messes, where the total value of the DMR plus the extra messing charge

exceeds the daily total value of the ground meal scales, recovery of the difference may be made by the mess from aircrew and passengers. Recovery for single meals is to be made pro rata.

1736. **Issues to Other than British Military Aircraft.** When items are issued on repayment, by MoD units, to ac operated by other British Government departments, (Exchequer customers), Commonwealth, foreign air forces or civilian airlines, (non-Exchequer customers), charges are to be raised against the agency requiring food supplies, as follows:

- a. **Meals.** In-flight meals and ground meals are to be charged at the repayment prices published quarterly on the DMR Letter. The recovery rate for airborne meals includes the cost of the appropriate cutlery pack. If additional cutlery packs are required, these should be charged for at the appropriate repayment rate for main meal or snack meal packs.
- b. **Bulk Supplies.** Foodstuffs supplied in bulk are to be charged at the Public Funded Messing Price together with a 32% charge for departmental expenses (on costs). Bulk supplies on repayment are only to be issued when local recovery can be affected.
- c. **ORP.** On occasion it may be necessary to issue ORP to aircraft. Defence Logistics publishes rates for all types of ORP on an annual basis. The issue price is the actual cost of food, sundry items, packaging and VAT where appropriate. The issue price is the one to be used for MOD needs. The repayment price is the issue price plus 35%, and is the selling price to all non-MOD customers.
- d. **VAT.** VAT is to be charged at the standard rate on the total cost of meals and or bulk supplies for internal flights within the UK. VAT is only to be applied for commodities issued, when both the embarkation and disembarkation points of the flight leg are within the UK.

1737. **Cash Recovery Action.** The signature of the aircraft captain is to be obtained on the bill as having received the rations. Normally recovery is to be made on delivery of the rations. The only exceptions to immediate cash recovery are for meals issued on repayment to crews / passengers where it has previously been agreed in writing that recovery can be made at a later date. The procedure for recovery would also be detailed in this written notification. If payment is to be made in the currency of the nationality of the aircraft, it should be at the Fixed Forces Rate (FFR). Charges are not to be recovered from MOD civilian aircrew in respect of airborne meals.

1738. **Messing Account Action.** The entitlements to be claimed in the messing accounts are:

- a. **Meals.** Ground and airborne meals are to be claimed at the appropriate scale value published quarterly on the DMR letter.
- b. **Bulk Supplies.** Bulk supplies are to be claimed at messing rate prices, not including Departmental Expenses.

1739 – 1799. Reserved.

**CHAPTER 17 Annex A – AIRCREW AND PASSENGER ENTITLEMENTS**

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 Cold Snack <sup>2</sup>	2	Scale 1	Beverage Biscuit
	1	Scale 3		1	Scale 2	
Over 3 and up to 5	5	Scale 1	Beverage Cold Snack <sup>2</sup> Main Meal <sup>1</sup>	4	Scale 1	Beverage Main Meal <sup>1 &amp; 4</sup>
	1	Scale 3		1	Scale 9	
	1	Scale 9				
Over 5 and up to 7	8	Scale 1	Beverage Hot Snack <sup>3</sup> Main Meal <sup>1</sup>	6	Scale 1	Beverage Cold Snack <sup>2</sup> Main Meal <sup>1 &amp; 4</sup>
	1	Scale 4		1	Scale 3	
	1	Scale 9		1	Scale 9	
Over 7 and up to 9	11	Scale 1	Beverage Biscuit Main Meal <sup>1</sup>	8	Scale 1	Beverage Hot Snack <sup>3 &amp; 5</sup> Main Meal <sup>1 &amp; 4</sup>
	1	Scale 2		1	Scale 4	
	2	Scale 9		1	Scale 9	
Over 9 and up to 10	13	Scale 1	Beverage Cold Snack <sup>2</sup> Main Meal <sup>1</sup>	10	Scale 1	Beverage Cold Snack <sup>2</sup> Main Meal <sup>1 &amp; 4</sup>
	1	Scale 3		1	Scale 3	
	2	Scale 9		2	Scale 9	
Over 10 and up to 13	15	Scale 1	Beverage	12	Scale 1	Beverage
	3	Scale 9	Main Meal <sup>1</sup>	3	Scale 9	Main Meal <sup>1 &amp; 4</sup>

**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 & 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 Defence Logistics.
- 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 & / C-17 flights.

### Fast Jet and Helicopter Crews Retrospective Flight Beverage Entitlements

FLIGHT TIME IN HOURS	FAST JET AND HELICOPTER AIRCREW		
	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 17 Annex B - IN-FLIGHT CATERING SCALES**

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

**CHAPTER 17 Annex C - GROUND MEALS - AIRCREW ON 24 HOUR STANDBY – F7038**

**PART 1 – For completion by Duty Ops Officer/Flt Cdr**

Ground meals are required for the under-mentioned personnel of \_\_\_\_\_ Sqn who are on continuous 24 hour standby duty.

From  hours on  (date)

To (date)  hours on

**Crew List:**

Living-in Personnel		Living-out Personnel	
Rank	Name	Rank	Name

Name (Duty Ops Officer/Flt Cdr)	<input type="text"/>	Signature
Rank	<input type="text"/>	
Date	<input type="text"/>	

**PART 2 – For Cat Sqn/Flt Use**

The following scales are applicable and have been claimed

Breakfast      \_\_\_\_\_ @ \_\_\_\_\_ = \_\_\_\_\_

Third Meal      \_\_\_\_\_ @ \_\_\_\_\_ = \_\_\_\_\_

Main Meal      \_\_\_\_\_ @ \_\_\_\_\_ = \_\_\_\_\_

\_\_\_\_\_ Total amount claimed = \_\_\_\_\_

The following abatements have been made in the appropriate Mess accounts:			
Mess	15%	35%	50%
Officers			
SNCOs			

Actioned on Spreadsheet	
Voucher No	<input type="text"/>
Adjust No	<input type="text"/>
Input by	<input type="text"/>
Date	<input type="text"/>

Name (Catering Accountant)	<input type="text"/>	Signature
Rank	<input type="text"/>	
Date	<input type="text"/>	



Voucher No			Input by			Date			Total £		

MULTI SECTOR RATIONING									
AIRCREW									
Leg	Destination	Duration	Flight	Times	Meals	Rank		Rank	
1									
2									
3									
PASSENGERS									
Leg	Destination	Duration	Meals	Snack	Lt Sqn	Scale 1		Scale 3	
1									
2									
3									
4									
5									
6									
7									

Special Case Flight Authority
I certify that:
a. The flight was rationed as a round trip/through intermediate stops
b. The flight time is calculated from a series of short flights plus ground times
c. Scale 5 has been claimed where boxed main meals have been provided.
d. All claims and abatements have been actioned in the messing account
Signature: ..... Name:..... Rank:.....Date: .....
Management Check
Signature: ..... Name:..... Rank:.....Date: .....
Management Voucher Check

**CHAPTER 17 Annex E - RETROSPECTIVE FLIGHT BEVERAGE CLAIMS (F7035)**

<b>PART 1</b> (For completion by Duty Ops Officer/Flt Cdr) Sqn _____						
Flight feeding entitlements are requested for <b>aircrew/passengers*</b> (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						
<b>Totals</b>						
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.

<b>PART 2 (for Cat Sqn/Flt use) – The following scales are applicable and have been claimed:</b>							
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							
<b>Total Amount Claimed</b>							
Signature: _____		Name _____	Post _____				
		Rank _____	Date _____				
Actioned on Spreadsheet: _____		Voucher No _____	Adjust No _____				
		Input By _____	Date _____				



**CHAPTER 17 Annex G - BILL FOR IN-FLIGHT CATERING (F7038R)**

Unit: _____  Govt/Civil Airline Operating Aircraft _____  Country/Base from which Aircraft Operates _____  Type of Ac & Reg No. _____ Persons on Board: Total _____ Crew _____ Pax _____  Date of Issue of Supplies _____  Destination _____  (VAT only chargeable when embarkation and destination point are within the UK)	<b>For Catering Office Use</b> The supplies listed above were issued as shown. Net values of bulk supplies together with in-flt/ground meals have been credited to the account at the appropriate value	
	Actioned on Spreadsheet:  Voucher No _____  Adjustment No _____  Input By _____  Date _____  Cash Value _____	I certify that the meals/ bulk supplies listed below have been received and that the cost is the liability of:  Name _____  Signature _____  Rank/Name of CO  _____ Date _____

**BREAKDOWN OF MEAL SCALES/BULK SUPPLIES PROVIDED**

Meal Scales and/or Bulk Supplies Provided on Repayment	Number Issued	Price	Cost to Customer (£)	Exchange Rate Value
Cup Beverage (Hot or Cold) (Scale 1)				
330ml Commercial Beverage (Scale 1A)				
Biscuit (Scale 2)				
Cold Snack (Scale 3)				
Hot Snack (Scale 4)				
Boxed Meal (Scale 5)				
Breakfast Meal (Scale 6)				
Main Meal (Scale 9)				
Cutlery Packs				
Sub Total Flight Meals				
Add VAT				
Total Cost For Flight Meals				
Ground Main Meal (Scale 11)				
Ground Breakfast (Scale 12)				
Biscuit (Scale 2)				
Cup Beverage (Hot or Cold) (Scale 1)				
Sub Total For Ground Meals				
Add VAT				
Total Cost For Ground Meals				
Cost Of Bulk Supplies				
Add Departmental Expenses (DE)				
Total Bulk Supplies +DE				
Add VAT				
Total Cost For Bulk Supplies				
Total Cost To Be Recovered				

**CHAPTER 17 Annex H - 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 \_\_\_\_\_