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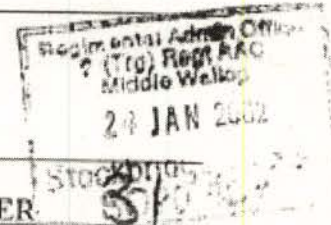
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See Distribution

Reference: D/AAvn/31/2

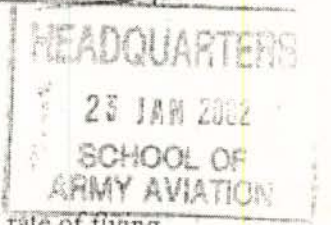
Date: 21 Jan 02



FLYING PAY - TRANSITION FROM PILOT TO AIRCRAFT COMMANDER

References:

- A. D/SPPoIP+C/7/11B dated 23 Feb 01.
- B. D/DSPS(A)/166/RA dated 14 Sep 01.



1. Confusion has arisen regarding the progression from the middle 'pilot (P2)' rate of flying pay to 'aircraft commander (P1)' rates of flying pay. The current rules contained at Reference A ('2001 Pay Review - Revised Pay Rates and Charges for the Regular Army and R IRISH') are contradictory and difficult to interpret.
2. Reference A allows progression from the initial to middle 'pilot (P2)' rate after 9 years' total service, subject to the completion of 3 years' productive aircrew service. Reference A also allows progression from the initial to middle aircraft commander rate once the initial rate has been in issue for 4 years. This is the point at which confusion rears, the rates overlap - the middle rate of flying pay is higher than the initial aircraft commander rate but lower than the middle aircraft commander rate.
3. Currently it is possible for a pilot on the middle rate to be granted the status of aircraft commander after 3 years productive aircrew service (qualifying him for the middle rate (P2)) but before he has served on an initial rate (be it a combination of aircrewman, pilot (P2) or aircraft commander (P1)) for 4 years. Depending on interpretation - any of 1 of 3 options could be adopted:
 - a. Move to the initial commander rate - a drop in flying pay of £1.47p per day.
 - b. Move to the middle aircraft commander rate - a rise in flying pay of £5.91p per day. The problem with this option is that this has been achieved within 4 years, potentially up to 1 year sooner than an aircraft commander serving on the initial rate.
 - c. Remain on the pilot middle rate until 4 years productive service are complete and then move to the aircraft commander middle rate.
4. Reference B promulgated Option 3c above as the most logical and fair solution.


(Distribution to P310)



Many Regts are unaware of the existence of Reference B therefore; we have now reached a stage where aircraft commanders are on top rate (P1) in under 8 years and enhanced rates (P1) in less than 12 years.

5. Authoritative guidance to the interpretation of these rules can be sought from the undersigned, however with immediate effect this letter, and in accordance with Reference A, no aircraft commander will be entitled to move between middle, top and enhanced rates of aircraft commander (P1) flying pay till s/he has completed the following productive aircrew service whether it be a combination of P2, P1 or aircrew flying pay from the award of wings:

- a. - Middle rate - 4 years
- b. Top rate - 8 years
- c. Enhanced rate - 12 years


Maj
for DAAvn

Enclosures:

- 1. Reference A.
- 2. Reference B.

Distribution:

External:

Action:

List A - less serial 21

Information:

PS10a*

Internal:

Information:

DCOS