

AFI No 49/66 Terms and Conditions of service of Airmen of Aircrew Trade Group.

1. The terms and conditions of service of airmen of aircrew trades (Group No. 24) will be as given in this Instruction.

2. Ranks. – Ranks of airmen of aircrew trade group will be as follows : -

- (a) Corporal (Aircrew).
- (b) Sergeant (Aircrew).
- (c) Flight Sergeant (Aircrew).
- (d) Warrant Officer (Aircrew).
- (e) Master Warrant Officer (Aircrew).

3. Recruitment.–No direct recruitment will be made till further orders. The vacancies in this trade group will be filled by remustering of airmen from allied trades in accordance with para. 7.

4. Qualifications.–Duties and responsibilities of airmen of various trades under trades group No. 24 are laid down in the Appendix to this Instruction.

5. **Training.**–Training will consist of squadron and operational training.

6. Pay. – Aircrew will receive the same rates of pay and allowances and flying as admissible to them from time to time except as provided in para. 7 below.

7. Remustering.–Airmen of allied trade groups may be remustered to the trades under the aircrew trade group under the following rules : -

(a) Rank on Remustering.–All **airmen** of the allied trades from Cpl. to **Wrt Off.** Selected for remustering as aircrew will be given the rank of Cpl. (Aircrew) while under training. On successful completion of training their ranks will be determined as follows : -

(i) All airmen from Cpl. to Warrant Officer will, on successful completion of training. be promoted to the rank of sgt. (Aircrew).

(ii) An airmen who is holding the rank of F/Sgt. at the time of commencement of training will be promoted to the rank of Flight Sergeant (Aircrew) after completion of six months service as Sergeant (Aircrew) on recommendation of his Commanding Officer and subject to passing the proficiency test as laid down by Air H.Q.

(iii) An airmen who is holding the rank of Warrant Officer at the time of commencement of training will be promoted to the rank of Flight Sergeant (Aircrew) after completion of six months' service as

Sergeant (Aircrew) on recommendation of his Commanding Officer and subject to passing the proficiency test laid down by Air HQ. After six month's service as Flight Sergeant (Aircrew), he will be promoted to the rank of Warrant Officer (Aircrew) provided he passes the proficiency test laid down by Air HQ and is recommended by his Commanding Officer.

(b) Seniority—On remustering as Sergeant (Aircrew) and on attaining the equivalent rank held before detailing for training as aircrew, an airmen will not be placed at the bottom of the seniority roster but will be allowed to count the whole of previous seniority in the rank held immediately before remustering as aircrew towards further promotion.

(c) Pay and Allowances.-(i) An airman while undergoing training as Cpl. (Aircrew) will continue drawing pay and allowances of his previous rank and trade.

(ii) An airman who qualifies for remustering will retain the rate of pay and allowances he was already drawing until such time he qualifies for higher rate in the new trade. He will also be eligible for increments of pay in that scale until such time he qualifies for a higher rate in the new trade. However, on receipt of higher rate of pay he will not count any service prior to remustering towards increments of pay in the new trade.

(d). Remustering within Aircrew Trade Group.-Airmen of Aircrew trades may also be remustered within the same trade group. Such airmen who qualify for remustering from one trade to another within Aircrew trade group will retain their rank and seniority on remustering.

8. Promotion.-Except as laid down in para. 7(a) promotion of airmen in Aircrew trade group will be regularised as follows:-

(a) Promotion from Sergeant (Aircrew) to Flight Sergeant (Aircrew) will be subject to passing the proficiency test and completion of 3 years service as Sergeant (Aircrew). (b) Promotion from Flight Sergeant (Aircrew) to Warrant Officer (Aircrew) will be subject to passing the proficiency test and on completion of 3 years' service as Flight Sergeant (Aircrew). (c) Promotion from warrant Officer (Aircrew) to Master Warrant Officer (Aircrew) will be subject to completion of 2 years' service as Warrant Officer (Aircrew). (d) Outstanding aircrew will however, be eligible for promotion to higher ranks earlier than the minimum prescribed time limits subject to the following provisions:-

(i) Such promotion will be by one stage at a time.

- (ii) Approval of the Government of Pakistan will be required for all accelerated promotions.

Note :-Thirty-three percent of the authorised establishment of Warrant Officers (Aircrew) will be treated as Master Warrant Officers (Aircrew). Remustering and Promotion to all ranks is subject to establishment vacancy.

9. Reversions.-If an aircrew becomes unfit for flying duties due to medical reasons, or failure to come up to the required standard, he will be disposed of as follows:-

- (a) A Cpl. (Aircrew) will be reverted to his basis rank in the ground trade.
- (b) Other aircrews will be reverted to their original ground trades. On reversion, they will be granted the rank equivalent to their substantive rank in the Aircrew trade provided vacancies exist in those ranks and they fulfill the following conditions : -
 - (i) They must have passed necessary qualifying courses, i.e., S. T. & M. and Integration course either before remustering to Aircrew trade or within 18 months from the date of his reversion to the ground trade. This condition is applicable to Flight Sergeant (Aircrew) and above only.
 - (ii) They are considered suitable by their Commanding Officers to hold such ranks.

10.A. F. Is. 18/50 and 58/65 are hereby cancelled.

Case No. Air HQ/15007/157/Regs. III/AF/D-7(A); D.F.A. (A.F.)'s Dy. No. AF/PA-2320 of 1966.

APPENDIX TO A. F. I. 49/66
BASIC QUALIFICATION FOR AIRCREW

(a) Flight Engineers. – He should be proficient in the following duties : -

- (i) Manning the Flight Engineer Station in an aircraft according to the prescribed procedures.
- (ii) Advising the Captain of the aircraft on the functioning of the aircraft systems (except the wireless and radar systems) during an aircraft sortie.
- (iii) Maintaining liaison between the Captain of the aircraft and the ground servicing staff.
- (iv) Carrying out pre-flight and post – flight servicing of the aircraft and practicable repairs to the aircraft during flight.
- (v) Having broad knowledge of airmanship and ability to cope with emergencies during flight.

(b) Signalers (Air). – He should be proficient in the following duties : -

- (i) Operating the airborne W/T, R/T and navigational radar equipment and using the relevant procedures and codes.
- (ii) Carrying out pre-flight and post-flight servicing of airborne W/T, R/T and navigational radar equipment and practicable rectification/repairs on the equipment during flight.
- (iii) Having broad knowledge of airmanship and ability to cope with emergencies during flight.

(c) Loadmaster. – He should be capable of : -

- (i) Operating the air delivery systems, loading and unloading the aircraft according to the prescribed procedures, maintaining the centre of gravity of aircraft within prescribed limits.
- (ii) Preparing weight check bills and loading forms, handling and operating paratroop equipment.
- (iii) Operating and checking the serviceability of mechanism and equipment installed for loading/unloading.

(iv) Operating various aircraft systems, viz. doors, hatches, flaps, landing gear, air conditioning and pressurisation.

(v) Having broad knowledge of airmanship and ability to cope with emergencies during flight.