

Did you know?

The Air Force currently doesn't have a FY 2000 budget. We're operating under a continuing resolution authority that expires Oct. 29.

Airlift DISPATCH

Vol. 38, No. 41

Friday, October 22, 1999

Charleston AFB, SC

Charleston facts

Charleston AFB is the largest contributor to the Combined Federal Campaign and United Way in the Lowcountry.

Enlisted flight pay offers long-term incentive

The signing of the fiscal 2000 National Defense Authorization Act Oct. 5 ushers in a new incentive pay program for career enlisted aviators.

The career enlisted flyer incentive pay program began Oct. 1. It was developed to compensate career enlisted aviators for the hazardous nature of their job as well as to provide an incentive to attract individuals to aviation specialties and retain them throughout their career, according to Air Force officials.

The program enables military members in specific career enlisted aviator specialties, designated by the service secretary, to receive continuous flight incentive pay as long as they meet prescribed operational flying requirements. CEFIP will be paid in place of certain other pays such as hazardous duty incentive pay and special duty assignment pay. Unlike HDIP and SDAP, the new incentive pay continues when a member is assigned to nonflying duties. Ultimately, this provides enlisted flyers increased compensation over the course of a career.

"The benefits of CEFIP for 25 years of aviation service far outweigh the benefits of temporary award of special duty assignment pay or even hazardous duty incentive pay and is a significant improvement for our career enlisted

See **Flight pay**, page 2



Senior Airman Corey Clements

Airman 1st Class Lance Moon, an Aircraft Maintenance Journeyman in the 437th Equipment Maintenance Squadron, C-17 Home-Station Check Element, is performing an inspection on the left wing aileron Integrated Flight Control Module. This inspection is performed every 120 days during the HSC process. For more on the HSC element, see page 11.

CMSAF comes to Charleston

By **Tech. Sgt. Daniel Murphy**
437 AW Public Affairs

Charleston AFB was the host to a visit by Chief Master Sergeant of the Air Force Jim Finch Friday and Saturday. The 13th CMSAF was here to talk with and hear the thoughts of the enlisted and to be the guest speaker at the Charleston AFB enlisted dining-out.

The chief had many things to say about a variety of issues that affect the enlisted corps.

The Expeditionary Aerospace Force had its start on Oct. 1 and is progressing as planned. "We are right in the middle of the beginning and are optimistic that this is a better way," said CMSAF Finch. "It's a good thing for the Air Force at large."

The EAF will bring some stability to the lives of those deploying by letting them know when they will be going.

The enlisted personnel just want to know when they will be deploying so they can plan their lives, Finch said.

"It (EAF) is designed to bring more stability to the force, not reduce deployments," said Finch. "It will help us identify where our shortfalls lie so we can better articulate our needs to the nation, Congress, and the DOD."

As part of Air Mobility Command, Charleston AFB will be fully involved in the EAF.

"AMC provides airlift, which is a vital part in deploying people," Finch said. "They

See **CMSAF**, page 3



Chief Master Sgt. of the Air Force Jim Finch talks to attendees of the 1999 Charleston AFB Enlisted Dining-out Oct. 15.

Air Mobility Command brings humanitarian relief to the world

By **Tech. Sgt. Karen Pettit**
Air Mobility Command Public Affairs

Every day in every newspaper there's a photograph of grief, loss and disaster. Every day there's a report of suffering, misfortune and pain. And every day there are people in Air Mobility Command responding to someone's need through humanitarian airlift.

When tragedy strikes, Americans are quick to gather medical supplies, clothing and food, and if they're not working through a private foundation, they oftentimes turn to the military for assistance in getting those goods delivered.

Delivering those humanitarian goods is one aspect of the AMC mission. After disaster relief items are earmarked for delivery, AMC has several avenues in which supplies can be moved using military resources. Those avenues depend on who's requesting help and the nature of the response effort. Material are flown stateside for natural disasters under the umbrella of the Federal Emergency Management Agency, and overseas as part of a contin-

gency response or on a space-available basis through the Denton Admendment.

Responding to our own

There are times when AMC can fly relief assistance to locations within the United States if the president declares a natural disaster or crisis, and the military works in support of the Federal Emergency Management Agency.

For instance, after the April 19, 1996, bombing of the Alfred P. Murrah Federal Building in Oklahoma City, AMC transported 1,359 passengers and 3,864 tons of cargo to the site by May 4, which included Phoenix-area firefighters, and urban search and rescue teams from Sacramento, Calif.

If an area is hit by hurricane, for example, the governor determines if the disaster is too large to respond to and requests a presidential declaration of disaster. At that point, FEMA gathers support from civilian agencies. If military support is needed, a request for assistance is generated at the Joint Chiefs of Staff level at the Pentagon.

Pentagon military and civilian coordina-

See **Humanitarian**, page 2