### **Aviation Incentive Pay (AvIP)**

#### **Overview**

#### Introduction

This guide provides guiding principles and procedures for processing Aviation Incentive Pay (AvIP) in Direct Access (DA).

#### References

- (a) Coast Guard Pay Manual, COMDTINST M7220.29 (series)
- (b) <u>Aviation Incentive Pay (AvIP) and Bonus (AvB) Program,</u> COMDTINST 7220.20 (series)
- (c) Officer Accessions, Evaluations, and Promotions, COMDTINST M1000.3 (series)
- (d) <u>Coast Guard Air Operations Manual, COMDTINST M3710.1H</u> (series)

## **Important Information**

Do <u>NOT</u> attempt to input, correct, or delete an AvIP transaction until reviewing the references provided above. This guide provides the procedures for entering and deleting AvIP in DA. It does not dictate policy.

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## **Glossary of Acronyms**

This section provides an explanation of the acronyms and terminology used throughout this guide. Introduction

**Procedures** See below.

Acronym	Meaning
ACIP	Aviation Career Incentive Pay (discontinued use as of 31 Dec 17)
ASD	Aviation Service Date
ASED	Aviation Service Entry Date
AvIP	Aviation Incentive Pay
DIFDEN	Duties Involving Flying Denied (assignments that are not DIFOPS or
	DIFPRO)
DIFOPS	Duties Involving Flying Operations (also known as Operation Flying Duty
	(OPFLY))
DIFPRO	Duties Involving Flying Proficiency (also known as Proficiency Flying
	Duty (PROFLY))
OSD	Officer Service Date
YAS	Years of Aviation Service

### **Guiding Principles**

#### Introduction

This section provides the guiding principles for AvIP.

#### Maximum 25 Years of Aviation Service (YAS)

AvIP automatically stops at 25 years of aviation service. If the member is authorized to continue AvIP past 25 years, a new entitlement row must be created with the Change Type of "Continue AvIP Past 25 Years".

#### **PCS** and AvIP

AvIP will **not** stop automatically on the day of PCS departure. PCS orders for aviators shall specify the duty either involves:

- operational flying (orders indicate DIFOPS)
- proficiency flying (orders indicate DIFPRO)
- does not involve flying (orders indicate DIFDEN). All aviator billets are coded DIFOPS, DIFPRO, or DIFDEN.

When an aviator reports to a new PCS duty station, and their flight status at the new duty station is different from the old duty station (i.e., was DIFOPS but is now DIFPRO), the Reporting P&A **must** add a new row to the Aviation Data (AvIP) page indicating the new AvIP Type.

#### Recalled to Active Duty (AD) from Retirement

- For Officers recalled to AD from retirement with a break in service: Time spent in retired status is **not** used when determining an aviator's longevity for AvIP.
- the ASD, ASED, and OSD must be reset when the retired aviator is recalled to AD with a break in service.
- Construct the ASD, ASED, and the OSD by adding time spent in in a retired status to the officer's original dates.

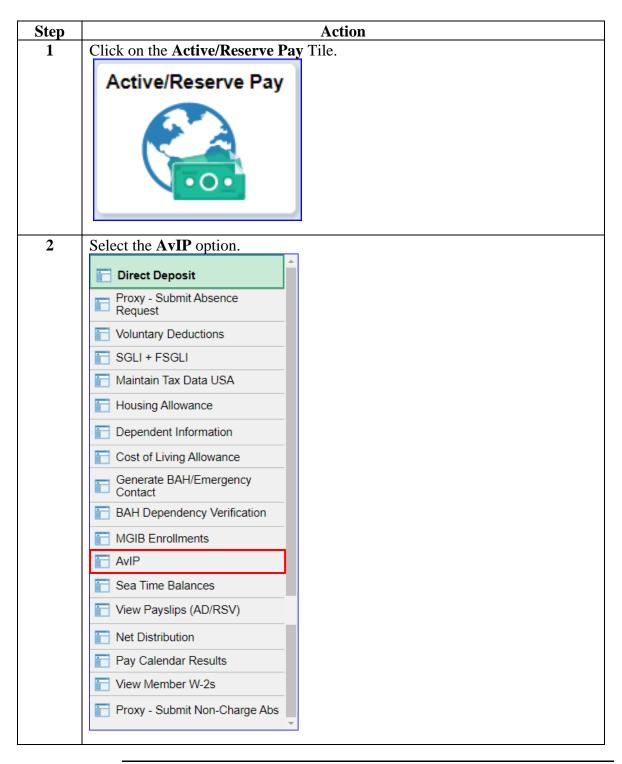
For example, if an aviator's ASD, ASED, and OSD was 15 July 1999. The aviator had retired on 1 Sep 2020 but was then recalled to AD on 1 Feb 2021, then their new ASD, ASED, and ASD will become 15 Dec 1999 (5 months were added to the original date of 15 July 1999).

### Establishing an Officer as an Aviator and Starting AvIP

**Introduction** This section provides the procedures for a P&A to establish an officer as

an aviator and start AvIP in DA.

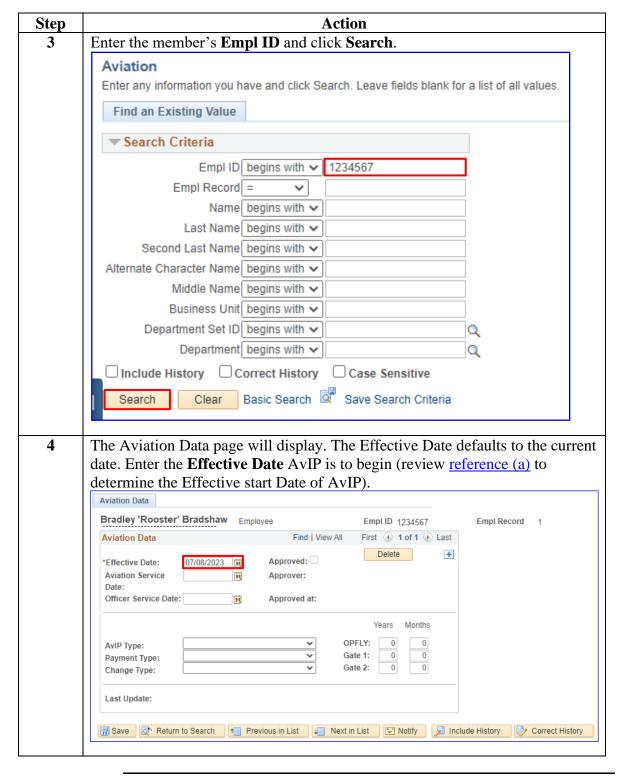
**Procedures** See below.



## Establishing an Officer as an Aviator and Starting AvIP,

Continued

## Procedures, continued



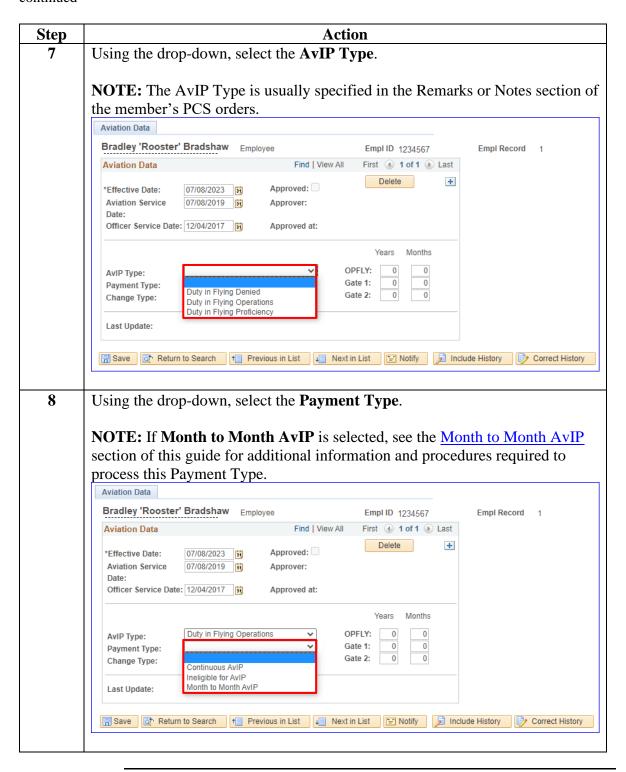
# Establishing an Officer as an Aviator and Starting AvIP, Continued

## Procedures, continued

Step	Action	
5	Enter the member's <b>Aviation Service Date</b> (ASD). Ensure this date is entered to the service of	tered
	correctly; once entered and approved, this date cannot be changed by the	SPO.
	See <u>reference (a)</u> for guidance on determining the member's ASD.	
	Aviation Data	
	Bradley 'Rooster' Bradshaw Employee Empl ID 1234567 Empl Record 1	
	Aviation Data Find   View All First 1 of 1 1 Last	
	*Effective Date: 07/08/2023 Approved:   Delete	
	Aviation Service 07/08/2019 Approver:  Date:	
	Officer Service Date: Approved at:	
	Years Months	
	AviP Type:   Payment Type:   Gate 1: 0 0	
	Payment Type:         ✓         Gate 1:         0         0           Change Type:         ✓         Gate 2:         0         0	
	Last Update:	
	Save   Return to Search ↑ Previous in List   Next in List   Notify   Include History   Correct I	History
6	Enter the member's <b>Officer Service Date</b> (OSD). Ensure this date is ente	red
Ü	correctly; once entered and approved, this date cannot be changed by the	
	See <u>reference</u> (a) for guidance on determining the member's OSD.	
	Aviation Data	
	Bradley 'Rooster' Bradshaw Employee Empl ID 1234567 Empl Record 1	
	Aviation Data Find   View All First (1) 1 of 1 (2) Last	
	*Effective Date: 07/08/2023 Approved: Delete +	
	Aviation Service 07/08/2019 Approver:	
	Date: Officer Service Date: 12/04/2017   131	
	Years Months	
	AvIP Type:       V       OPFLY:       0       0         Payment Type:       V       Gate 1:       0       0	
	Change Type:	
	Last Update:	
	Save Return to Search Previous in List Notify Include History Correct H	istory

## Establishing an Officer as an Aviator and Starting AvIP, Continued

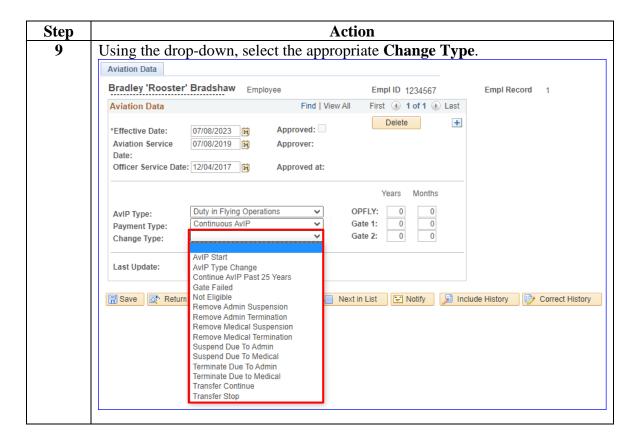
## Procedures, continued



### Establishing an Officer as an Aviator and Starting AvIP,

Continued

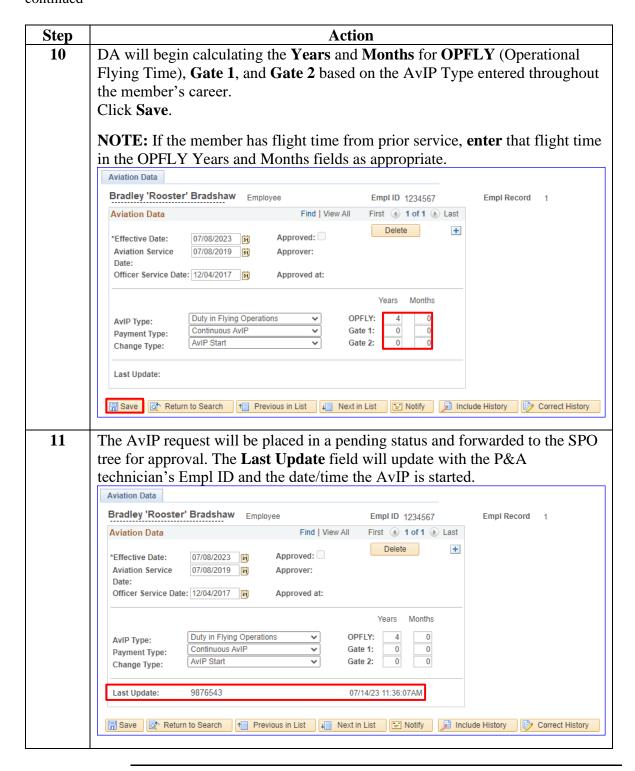
## Procedures, continued



### Establishing an Officer as an Aviator and Starting AvIP,

Continued

## Procedures, continued

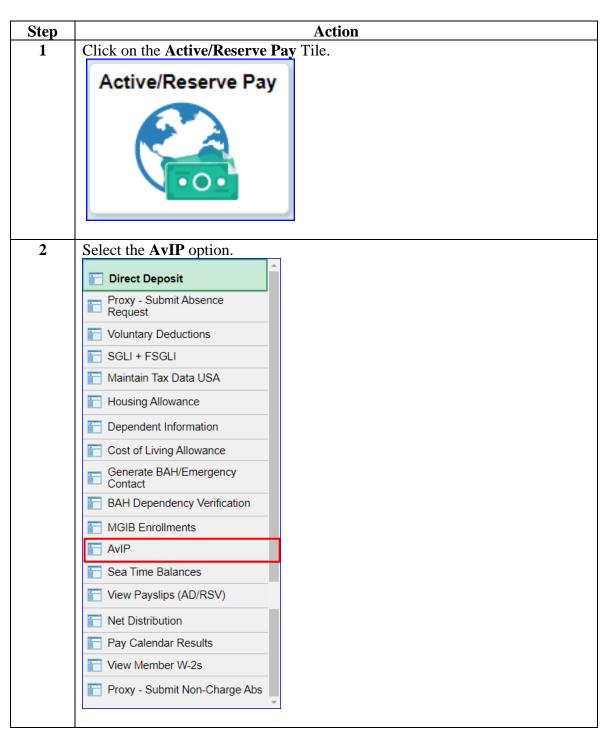


### **Suspending or Terminating AvIP**

**Introduction** This section provides the procedures for a P&A to suspend or terminate

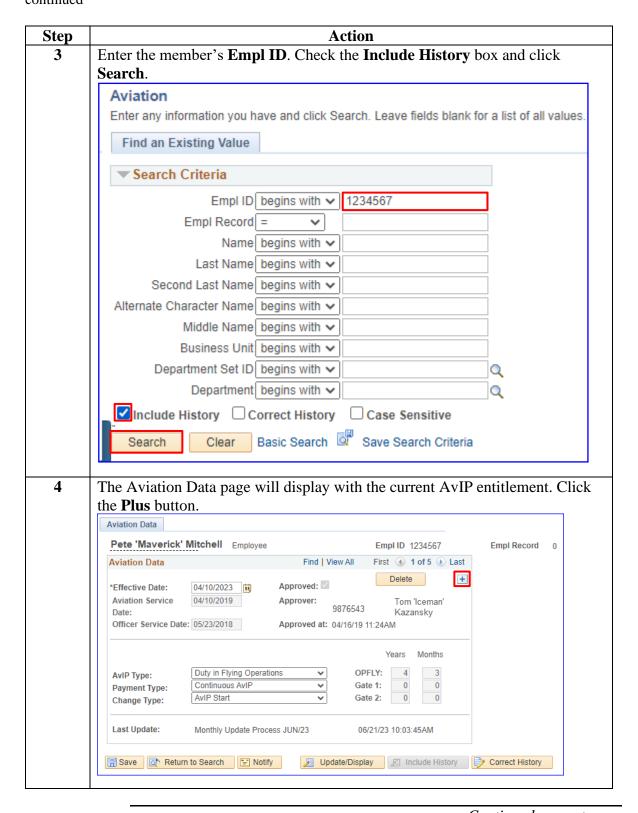
AvIP in DA.

**Procedures** See below.



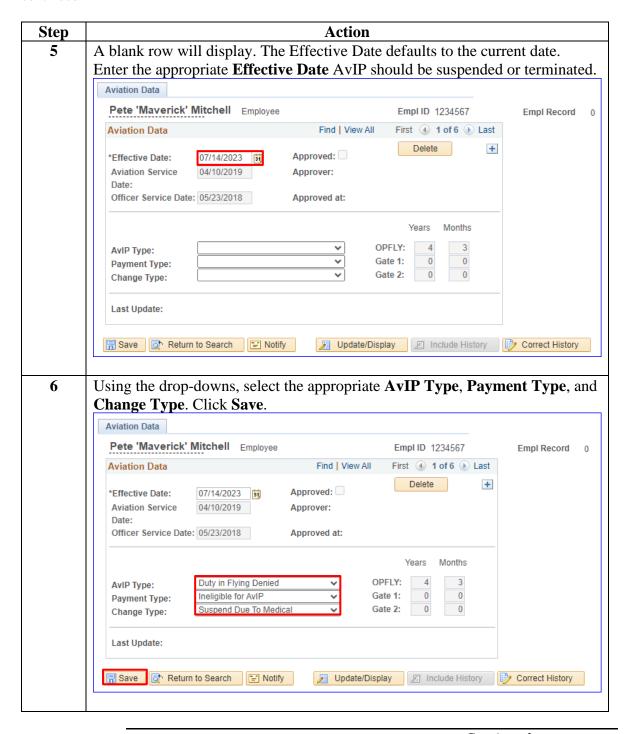
### Suspending or Terminating AvIP, Continued

## Procedures, continued



### Suspending or Terminating AvIP, Continued

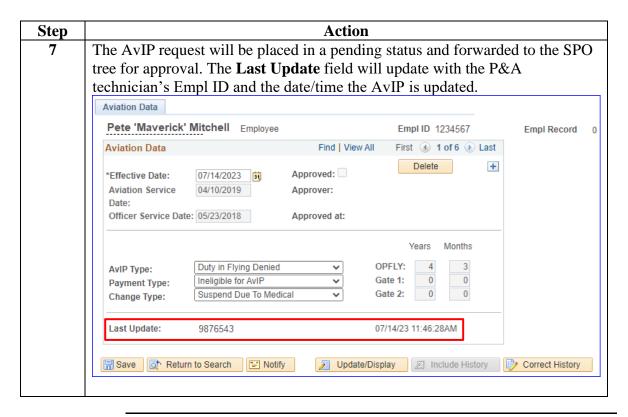
## Procedures, continued



### Suspending or Terminating AvIP, Continued

#### Procedures,

continued



#### Month to Month AvIP

#### Introduction

This section provides the procedures for a P&A to enter Month to Month AvIP in DA.

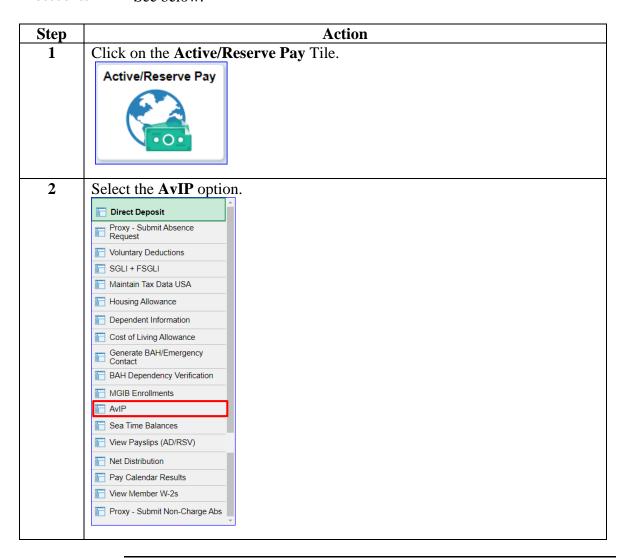
#### Scenario: Month to Month AvIP

It is necessary to process **two rows** because the AvIP page does not provide an option to enter a Stop Date.

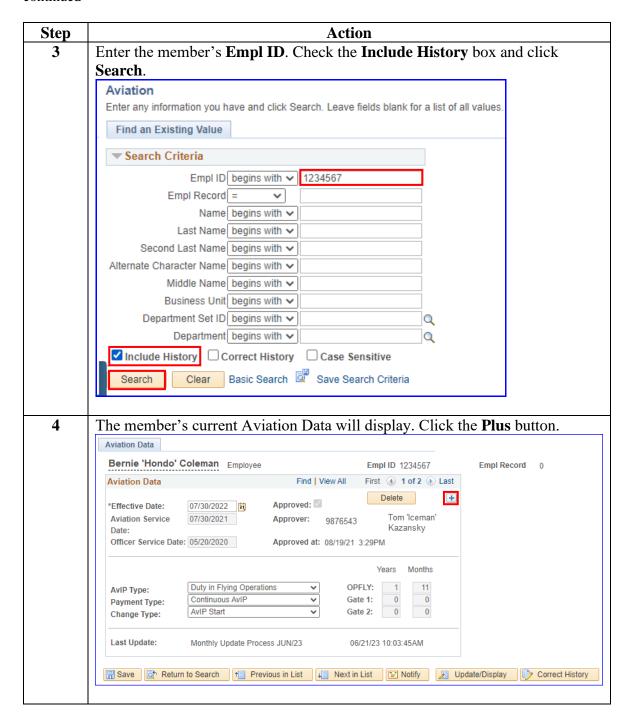
If an aviator (not authorized Continuous AvIP) receives flight orders for the period of 02/01/23 through 02/28/23 during which they will fly for at least 4 hours (see <u>reference (a)</u> for flight requirements), an AvIP row should be created with an effective date of 02/01/23. A second AvIP row will also need to be created with an effective date of 03/01/23 to stop the AvIP.

#### **Procedures**

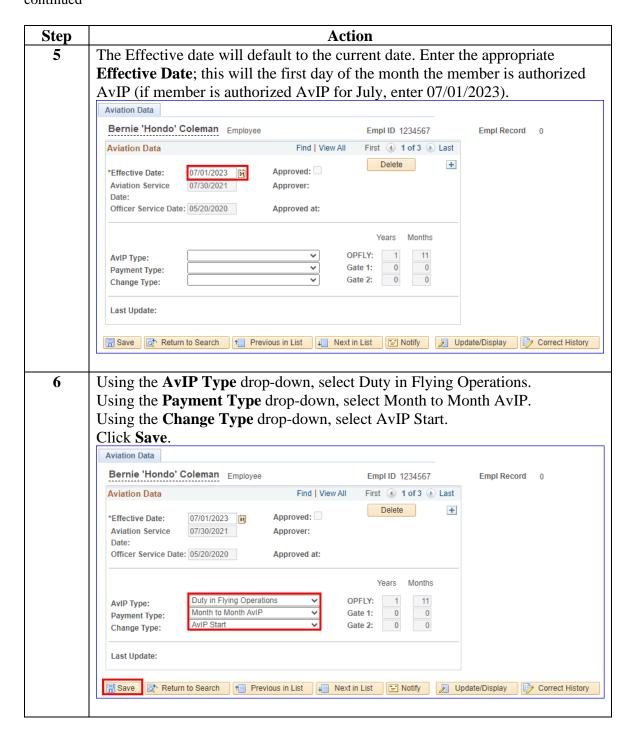
See below.



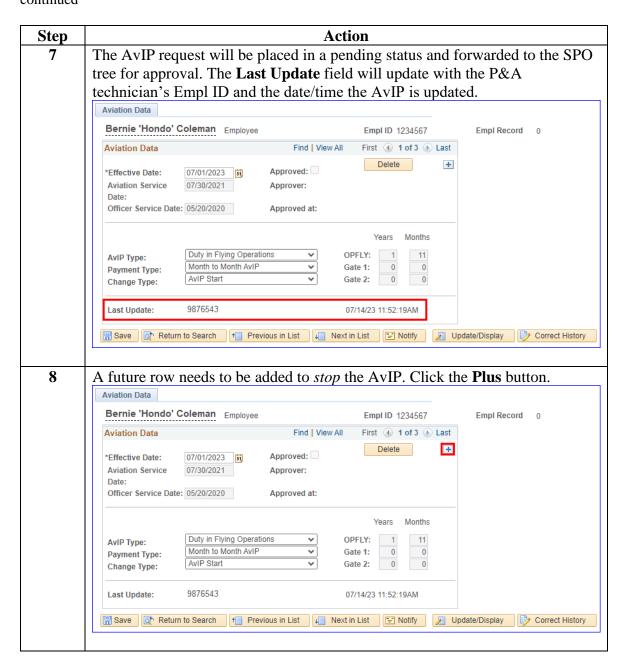
## Procedures, continued



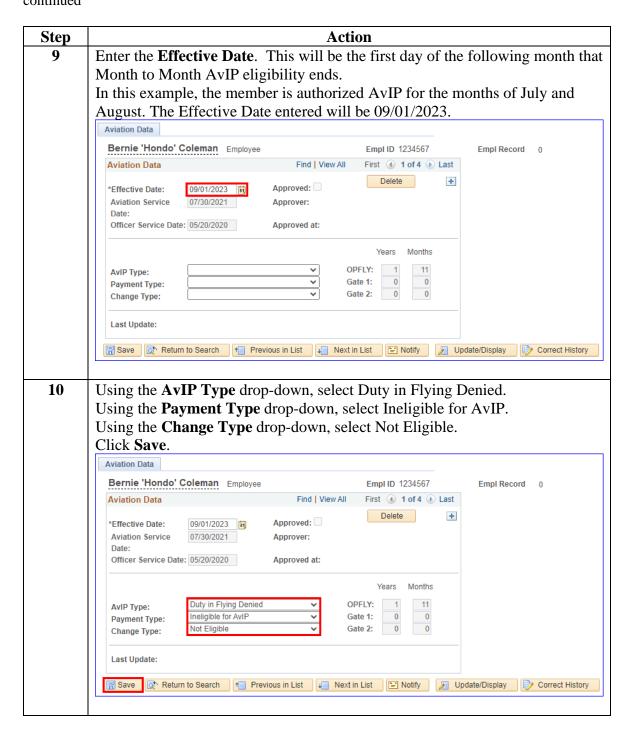
## Procedures, continued



## Procedures, continued

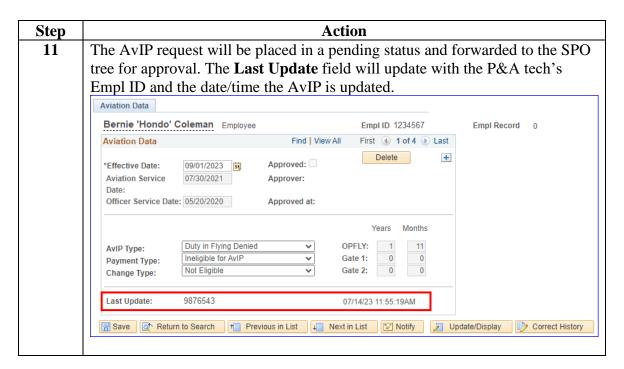


## Procedures, continued



#### Procedures,

continued



### **Deleting AvIP**

#### Introduction

This section provides the procedures for a P&A to delete AvIP from a member's record in DA.

## Corrections and Timing

- Ensure you have the correct member before deleting AvIP.
- If the deletion is being entered to correct a previous entry, ensure the **corrected entry is entered within 10 minutes of the deletion**. All monies paid to the member for AvIP will be recouped upon approval of the AvIP deletion. If the new row is not submitted within the SAME pay period, this will result in significant overpayments to the member. Once the recoupment begins, it cannot be stopped.
- PPC (MAS) RECOMMENDS COMPLETING THE ENTIRE PROCESS WITHIN 10 MINUTES. FAILURE TO COMPLETE CORRECTIVE ACTIONS IN PROPER SEQUENCE AND TIMING MAY RESULT IN OVERPAYMENTS/UNDERPAYMENTS.

#### First, **delete** the AvIP row(s) from **newest to oldest**:

- 1. Delete the NEWEST incorrect AvIP row.
- 2. Approve the deletion.
- 3. Repeat steps 1 and 2 until the entire affected period is deleted.

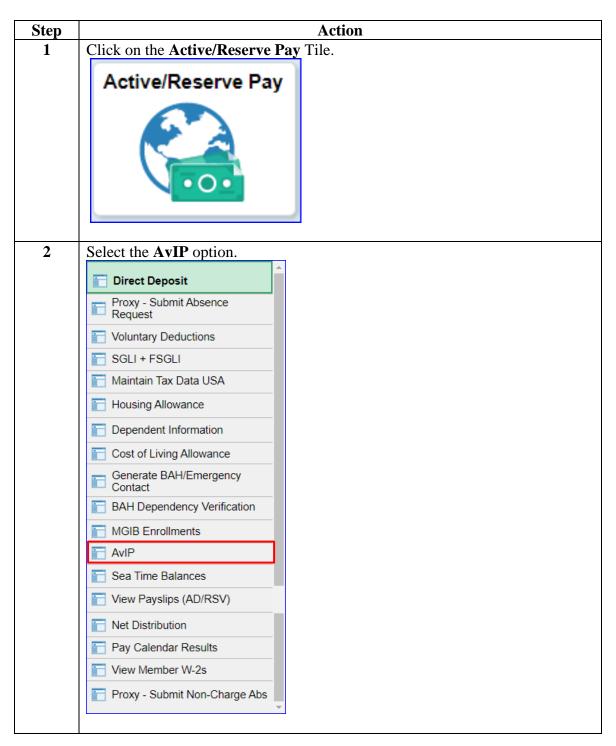
#### Then, add AvIP row(s), from oldest to newest.

- 1. Add the oldest AvIP row with the correct information.
- 2. Approve the addition.
- 3. Repeat steps 1 & 2 until the entire period is added.

**NOTE:** If the correction is **Out-of-Range** (any part of the affected period is older than 24 pay periods or 1 year): once all the corrections/changes have been approved, all corrections/changes MUST be reported to **PPC Customer Care** to be processed manually.

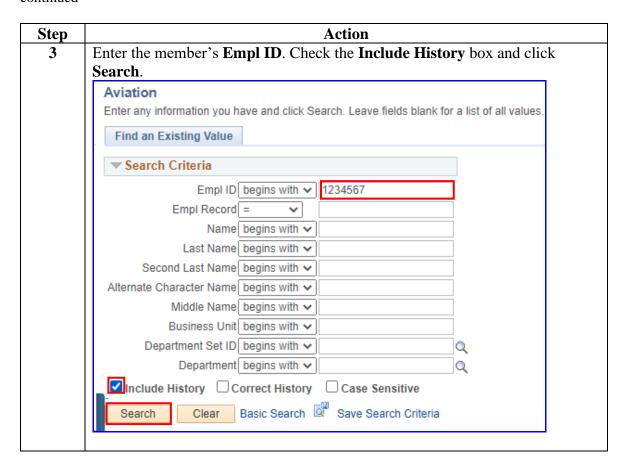
### **Deleting AvIP**, Continued

**Procedures** See below.



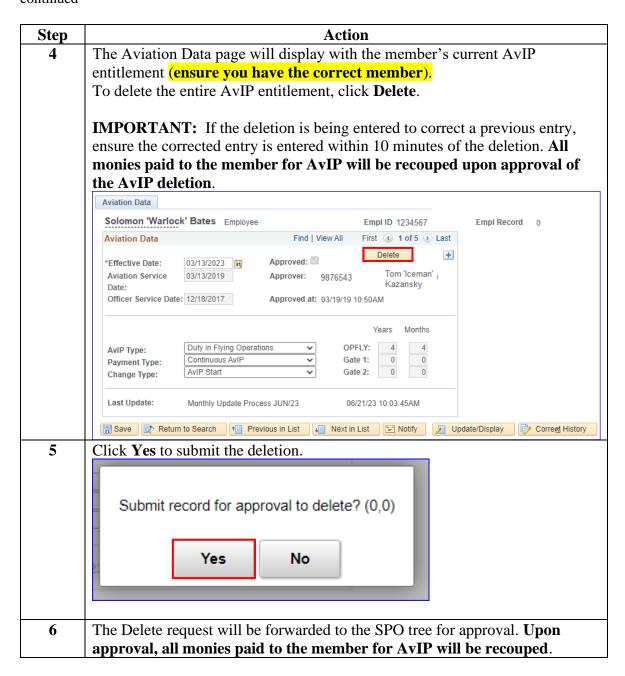
## Deleting AvIP, Continued

## Procedures, continued



### **Deleting AvIP, Continued**

## Procedures, continued



### **AvIP Change Request**

#### Introduction

This section provides the procedures for a SPO to request adjustments or status changes to an Aviator's Officer Service Date (OSD), Aviation Service Date (ASD), Duty Involving Operational Flying (DIFOPS), Duty Involving Proficiency Flying (DIFPRO), Duty Not Involving Flying (DIFDEN), and/or Operation Flying Time (OPFLY).

#### **Information**

Prior to requesting an adjustment or status change, it is important to review the references and ensure any required documentation (e.g., CG Memo, DD-214, Aviation Calculation Worksheet, any prior service documentation showing inclusive dates) is attached to the PPC Customer Care ticket.

#### Helpful Links (via SharePoint)

- Aviation Calculation Worksheet
- <u>Sample Memo</u> requesting an Adjustment or Status Change

#### **Procedures** See below.

Step	Action
1	The Aviator submits a request to their Senior Flight Officer for a specific
	<b>period of time or discrepancy</b> to any of the following:
	Officer Service Date (OSD)
	Aviation Service Date (ASD)
	• Duty Involving Operation Flying (DIFOPS)
	• Duty Involving Proficiency Flying (DIFPRO)
	Duty Not Involving Flying (DIFDEN)
	Operational Flying Time (OPFLY)
2	The Senior Flight Officer verifies the requested changes for the <b>period of time</b>
	or discrepancy in question are valid IAW policy and provides supporting
	documentation to the SPO for review.
3	The SPO Auditor (YN1 or above) will review the documents for accuracy for
	the <b>period of time or discrepancy in question</b> and then complete the
	Aviation Calculation Worksheet.
4	The SPO will forward the Aviation Calculation Worksheet and all supporting
	documentation to the Commanding Officer for review/approval.

## AvIP Change Request, Continued

#### Procedures,

continued

Step	Action
5	Via a CG Memorandum, the Commanding Officer will identify which dates
	and/or times are incorrect and what the corrected dates and/or times should be
	for the <b>period of time or discrepancy in question</b> . The Memorandum <b>MUST</b>
	include all supporting documentation.
	NOTE: The Commanding Officer CANNOT delegate this authority.
6	The SPO will submit the CG Memorandum and all supporting documentation
	to PPC via a PPC Customer Care Ticket for the <b>period of time or</b>
	<b>discrepancy in question</b> . SPO should provide a brief description specifying
	the requested changes.
	Examples of supporting documentation include:
	• DD-214(s)
	• SPO Excel Spreadsheet Computations for ASD, OSD, types of flying
	statuses DIFOPS, DIFDEN, DIFPRO, and OPFLY Time (Aviation
	Calculation Worksheet)
	Prior Service documentation showing inclusive dates
7	PPC will review the provided documentation and make any adjustments as
	appropriate.