

CHAPTER 44

AVIATION

(MOD Sponsor: NCHQ ACOS(CSAV))

This chapter has been diversity and inclusion impact assessed by the sponsor in accordance with Departmental policy. No direct discrimination or adverse impact was identified. This chapter is due for review at the next routine amendment exercise.

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CHAPTER 44

AVIATION

SECTION I - GENERAL

(See also Chapter 24 and the Military Aviation Authority Regulatory Publications (MRP))

4401. General Responsibilities

1. The Commanding Officer of a ship or air station is responsible for the general command, discipline, efficiency and safety of the air units under their command. In particular they are responsible for the preservation of airworthiness of individual aircraft by ensuring that personnel under command operate and maintain aircraft within the requirements and limits specified in the Release to Service and the Airworthiness Documentation Set. The Commanding Officer is also to ensure that the correct procedure is carried out for the custody, maintenance and reporting of all aircraft and air equipment held by air units under command until they are properly transferred to another authority.
2. Detailed regulations relating to the operation and maintenance of British Service aircraft and other associated air matters are contained in the MRP, MAP-01 and MAP-02 supplement.

4402. (Navy only) Rescue Services

1. The Commanding Officer of a ship, or RN air station, is to ensure that aircraft under their command remain within the area of cover of rescue services capable of recovering aircrew before their survival is endangered by exposure. BR767 NAO 2130 provides guidance on the wearing of Aircrew and passenger equipment.
2. The minimum rescue facilities required to be available in the cases shown are as follows:
 - a. Embarked flying at sea. Seaboat or SAR helicopter (organic or otherwise).
 - b. Embarked flying in harbour. Safety boat.
 - c. Live wet winching exercises. Safety boat or SAR helicopter in immediate attendance.
3. Commanding Officers have the authority to determine the level of rescue facilities where operational requirements so dictate. Further guidance for rescue services is detailed in BRd 766.

4403. Spare

4404. Training Areas

1. Proposals for low-flying routes and areas are to be submitted through the administrative authority as detailed in the MRP (RA2330 and the UKLFHB noting a 30 day lead time required for submissions). Proposals for armament practice areas and general training areas are to be submitted to the Ministry of Defence through the administrative authority. The Ministry of Defence will ensure that the proposed areas do not conflict with the interests of other services or of other Government departments. When final agreement is reached, the Ministry of Defence will authorize the use of the areas proposed and will promulgate the details of any restrictions to be observed in their use.
2. Abroad, proposals for training areas are to be submitted, through the administrative authority, to the Fleet Commander for approval.
3. Detailed instructions relating to armament practice areas are contained in AP110A-0005-1, *Manual of Air Weapon Training*.

4405. Aircraft Being Ferried

1. When aircraft and aero engines are ferried in Her Majesty's ships, the Captain is responsible for the maintenance of the state of preservation.

4406. Guarding Landed Aircraft

1. When aircraft are landed at naval establishments from HM ships for collection by a salvage party, the ship landing an aircraft is to turn it over to the local naval authority, who will be responsible for the security of the aircraft or portion thereof, providing a guard if necessary, until it has been entirely removed by the salvage party.

J.4407. Customs and Health Regulations

1. Commanding Officers are to ensure that Customs, Immigration, Finance and Public Health regulations are observed in accordance with the current instructions.
2. Service aircraft may not carry:
 - a. Any goods whose importation is prohibited.
 - b. Any dutiable goods, except when they are being landed under the regulations promulgated in:
 - (1) DINs, Defence Instructions and Notices.
 - (2) BR 1990, HM Revenue and Customs for the Royal Navy.
3. Customs examinations of classified documents carried in Service aircraft 'by safe hand of Air Captain (SHOAC)' are to be in accordance with AP 1990, *Manual of Protective Security for Aircraft Systems and Air Transportation Security: Annex E to Part 2 and JSP 440, Defence Manual of Security: Chapter 3*.

J.4408. Reporting of Aircraft Accidents and Noteworthy Incidents

1. The MoD is to be advised without delay of accidents, and noteworthy incidents likely to generate interest from the Press, involving the following:
 - a. UK military aircraft or any aircraft on charter or lease to MoD, regardless of location.
 - b. Foreign military aircraft anywhere in UK and at or near Service establishments abroad.
 - c. Civil aircraft at or near Service establishments in UK and abroad.
2. Procedures for the reporting and investigation of accidents and incidents to military aircraft are detailed in MRP: RA 1430 (Aircraft Post Crash Management and Significant Occurrence Management).
3. RAF Procedures for reporting civil and foreign aircraft accidents and incidents are detailed in MRP RA1430.
4. Casualties resulting from an aircraft accident are to be reported immediately in accordance with JSP 751, Joint Casualty and Compassionate Policy and Procedures.

J.4409. Action by a Commanding Officer after the Report of an Aircraft Accident or Forced Landing

1. **Charge of the Aircraft.** The Commanding Officer of a ship or unit to whom an aircraft commander has reported an accident or forced landing is to take charge of the aircraft forthwith and is to issue such orders to the aircraft commander as may be necessary.
2. **Instructions.** The Commanding Officer of the ship or unit to which the aircraft commander belongs is, until such time as the latter reports to them, to issue any necessary instructions with regard to the aircraft commander through the officer temporarily in command of the aircraft commander.
3. **Regulations.** The Commanding Officer of the ship or unit to which the report of the forced landing or accident has been made is responsible for taking action under relevant orders in the MRP, AP 1269 LFLT 12-05 and 12-06: *Management of Aircraft Accidents and Incidents*, AP 100V-10 *Post Crash Management - Aircraft - General*, DINS and JSP 751 *Joint Casualty and Compassionate Policy and Procedures*.
4. **Guarding of Wreckage.** The Commanding Officer responsible for the aircraft (whether it be the Commanding Officer of the parent unit or the Commanding Officer to whom the accident has been reported) is responsible, until formally relieved, for the following:
 - a. Guarding the wreckage, as detailed in the MRP until it is released by the President of the Service Inquiry (SI) or ACOS (CSAV)/HQ DAAvn as appropriate. RAF specific instructions concerning guarding are contained in AP 100V-10.

- b. Ensuring that wreckage is not disturbed, except to save life or at the specific request of the Police.
- c. Cordon off the wreckage pending the arrival of Service Inquiry personnel [for RN - MAAIB]. The Service Inquiry President, Aircraft Recovery Officer (ARO) or MAAIB may specify additional cordon measures when they arrive on site.
- d. Controlling access to the site to prevent hazard from unexpended ordnance or crash products.

J.4410. Use of Privately-Owned Aircraft for Air Displays

1. **Single Aircraft.** In accordance with MRP RA 2335 (Flying Displays and Special Events) Service personnel may fly a private aircraft at an air display, provided that they have obtained permission of their Commanding Officer, who must not be below the rank of Captain RN, Colonel or Group Captain.
2. **Teams of Aircraft.** In accordance with MRP RA 2335 (Flying Displays and Special Events) Service personnel may fly a private aircraft at an air display as part of a team, provided that all the Service members of the team have received the specific permission of their Flag Officer, GOC-in-C or AOC-in-C as appropriate.

J.4411. Use of Privately-Owned Aircraft for Duty Journeys

1. Subject to JSP 752, Service personnel who own private aircraft and who are in possession of a current civil pilot's licence for the aircraft type may be granted permission by their Commanding Officers to fly their private aircraft on approved duty journeys instead of using other means of transport. Such permission is not to be given unless the following conditions are fulfilled:

- a. **Insurance.** The use of the aircraft must be covered by a comprehensive insurance against accidents to the assured, against bodily injury to, or death of, third parties including passengers, and against damage to the property of third parties including passengers. The pilot must also ensure that the insurance policy covers the use of the aircraft on official business and that it is not held to be invalidated by the carriage of official passengers in respect of whom an additional allowance is admissible. The policy must be suitably endorsed to this effect or on appropriate assurance in writing obtained from the insurers. (Loss of or damage to the aircraft is to remain the responsibility of the owner and no claim on that account against the Ministry of Defence is to be admitted.)

- b. **Undertaking.** A signed undertaking must be obtained from the pilot in the following terms:

"To the Secretary of State for Defence: I understand and agree that the following are conditions of my being granted permission to use a private aircraft in the course of my employment as a person in the service of the Crown and of my being eligible to claim an allowance for such use of a private aircraft:

(1) That in the event of a claim being made (whether by legal proceedings or otherwise) that the Crown is liable to any person for injury (including death), loss or damage sustained directly or indirectly in consequence of such use of a private aircraft:

(a) will indemnify the Crown against all compensation, damages, costs, charges and expenses paid or incurred by the Crown in respect of that claim, and

(b) will accordingly repay to the Crown any sums the Crown may disburse by reason of the claim and will pay the Crown all costs and expenses incurred by the Crown in dealing with the claim, including the costs and expenses of legal proceedings.

(2) That my liability by virtue of the foregoing conditions shall be covered by a policy or policies of insurance in terms approved by the Ministry of Defence (Claims 4B).'

- c. **Insurance Company Undertaking.** An undertaking must be obtained from the insurance company that it will indemnify the Crown in the event of a claim being made against the Crown as the insured's employer, to the same extent as the pilot has agreed to indemnify the Crown, on the understanding that the insurers are allowed to retain control of the claim. The policy holder must, therefore, ensure that the insurance company includes a paragraph embodying this additional undertaking in any endorsement placed on the policy to cover risks when using the aircraft on official business.

- d. **Inspection and Certification.** The aircraft and its installations must be inspected and certified as in all respects airworthy by a competent person within 24 hours before the flight. Certification by the appropriate tradesman, either AIS qualified or an engineer not lower in rank than Petty Officer RN or Sergeant, is to be regarded as satisfying this condition.

2. **Form of Permission.** Permission under Clause 1 above is to be given by the Commanding Officer before each particular flight is undertaken, in the following form:

'I hereby give permission to fly their private aircraft on a duty journey on..... from..... to, I hereby certify that this is an approved duty journey and the nature of the duty is as follows

*I have satisfied myself that the pilot's private aircraft is insured and that the Ministry of Defence has approved the insurance requirements covered by Para 1 sub para a and sub para c. I have further satisfied myself that the aircraft has been properly maintained and inspected as required by BR 2, The Queen's Regulations for the Royal Navy, **Para J.4411 1 sub para d**.*

The completed document and also the signed undertaking required by *Para 1 sub para b* are to be retained by the Commanding Officer. A copy of the signed undertaking is to be forwarded to the Ministry of Defence (Claims 4B) for retention.

3. **Borrowed Aircraft.** Under no circumstances is permission to be given to pilot borrowed aircraft on a duty journey.

4. **Service Passengers.** Permission to pilot private aircraft on duty journeys is to be confined to Service personnel qualified as pilots under the terms contained in MRP RA 2101 (Initial qualifications for Aircrew) Subject to the MRP however, permission may be granted by Commanding Officers in suitable cases for Service personnel of any branch to be carried as duty passengers. No passengers other than Service personnel travelling on duty are to be carried on duty journeys. In such cases, the certificate in Clause 2 above is to be extended as follows:

'I further give permission for the following Service passengers to be carried on the flight the nature of their duty being as follows:

5. **Mileage Allowance.** Mileage allowances as for private motor vehicles may be claimed for private aircraft used for duty journeys, as laid down in DINs.

6. **Charges.** The use of private aircraft for duty journeys is not to entitle the owner to the free use of petrol, oil or other stores, or to the maintenance of the aircraft at public expense. Charges for landing, navigation and parking may be made under the terms of the relevant DINs. No charge, however, is to be made for the inspection referred to in *Para 1 sub para d* above, provided that this involves no extra expense to public funds.

7. **Conditions.** In order not to prejudice claims in respect of disability or death arising from an accident occurring during a duty journey, or in respect of claims for retired pay and pension, widows' or dependants' awards, sick leave and medical treatment, it is essential that:

- a. All the conditions laid down in the MRP and Clauses 1, 2 and 3 of this Article, are fulfilled;
- b. The accident was not due to the faulty maintenance of the aircraft;

BRd 2

- c. The journey was one for which mileage allowance is admissible.
8. **Type of Flight.** For the purposes of a duty journey, the provisions of this regulation are to apply to flights within Great Britain or Northern Ireland or within a station or Command abroad. They are not necessarily to apply to flights from the British Isles to a station or Command abroad or vice versa, nor to inter-station or inter-Command flights abroad. Special conditions are to be laid down for such flights according to the special circumstances and they are normally to be undertaken at the Serviceman's own risk.
9. For the purposes of this regulation, a flight is not to be regarded as a duty journey if Service personnel are proceeding between their home and their normal place of duty.
10. **Insurance.** It should be noted that:
- a. The cover for third-party risks where called for in this Article must be for a minimum of £250,000 in respect of any one incident.
 - b. The following exclusions usually contained in third-party insurance policies may be allowed:
 - (1) Any person in the employment of the insured.
 - (2) Any member of the household or family of the insured.
 - (3) Injury (fatal or non-fatal) to any person whilst entering into, being carried in, or alighting from the aircraft.
 - (4) Pilot or member of the aircraft, or any person working in, on, or about the aircraft.
 - (5) Spectators at an aerodrome or flying ground at public aviation meetings, unless attendance at such meetings in a private aircraft is on duty, when this risk must be specially covered.

J.4412. Civil Flying Use of MOD Airfields

1. Civil aircraft may use MOD airfields only in the circumstances and under conditions laid down in JSP 360 unless otherwise authorized by the Ministry of Defence.

J.4413. Parachute Descents

1. Parachute descents, other than forced descents, are to be made only by:
- a. Trained parachutists whose duties require it.
 - b. Service personnel on authorized parachute-training courses at No. 1 Parachute Training School, or at Foreign or Commonwealth Military Parachute Schools with the authority of MOD(ATF4).

2. Experimental parachute descents are to be made only on the authority of the Ministry of Defence (MAP 12d or ATF4).
3. The prior approval of the Commanding Officer concerned is required for all cases under Clauses 1 and 2 above.
4. This regulation relates to duty parachute descents from Service aircraft. It does not refer to sport parachuting or adventurous training free-fall parachuting at Joint Service Parachute Centres; the orders and instructions for these activities are given in Defence Council Instructions.

4414–4450. Unallocated

SECTION II - SPECIAL AND PASSENGER FLIGHTS



Notes:

1. In this Section the term 'naval aircraft' includes aircraft, whether or not belonging to the RN, which are operated by the RN for Service purposes. 'Service aircraft' means British Service aircraft with a similar qualification. Flights in civil aircraft under contract for trooping purposes are dealt with in JSP 760, Regulations for Leave and other types of Absences.
2. Passenger Flying Rules in QRRNs should be read in conjunction with MRPs and BRd 767/766.

J.4451. Spare

J.4452. Passenger Flights for Members of the Regular Services, the Auxiliary Services and the Reserves

1. Members of the Armed Services and Nursing Services (including the Reserves and the Auxiliaries of any of these Services) and Commonwealth or foreign Service personnel on exchange duties may be flown as passengers in British Service aircraft:
 - a. On duty.
 - b. When proceeding on or returning from leave, provided that the flight has already been arranged for a Service purpose, or would have been arranged irrespective of the request, and that the passenger uses a seat which would otherwise have been unoccupied. Carriage in these circumstances must be approved by a Commanding Officer¹ not below the rank of Commander RN, Lieutenant-Colonel or Wing Commander. The officer authorizing the flight is to satisfy themselves that it has been approved accordingly.

J.4453. Passenger Flights for Members of the Cadet Forces

1. Members of all sections of the Combined Cadet Force, the Sea Cadet Force, the Army Cadet Force, the Air Training Corps and such officially recognised organizations as detailed in DINs and single-Service regulations may fly as passengers in Service aircraft at the discretion of Commanding Officers, provided that:
 - a. The flights are training flights that present no unusual hazard.
 - b. The Cadets are deemed to be on duty at the time.
 - c. The flight does not extend beyond the United Kingdom or the territorial boundaries of a station or command abroad, unless approved under specific single-Service regulations, or by the Ministry of Defence.

1. Includes Force Commanders and Commanders (Air)

- d. Flights in single-engined aircraft do not proceed over the sea;
 - e. Each cadet has a certificate giving the written consent of their parent or guardian. Cadets not in organized parties and who are still at school must also have the written permission of their headmaster.
 - f. Sports teams of cadets are not carried without prior approval from the Ministry of Defence.
2. Cadets are to wear parachutes if required by single-Service regulations and are to be briefed on flying clothing and survival equipment.

J.4454. Spare

J.4455. Flights for Civilians

1. **Policy.** Commanding Officers² not below the rank of Commander RN, Lieutenant-Colonel or Wing Commander may approve a passage for any civilian in a British Service aircraft provided they are satisfied that the Service or the British national interest is furthered by the flight. Where a passage is not justified in the Service or national interest, but other good reasons exist, prior Ministry of Defence approval must be obtained,³ except where a standing authority already exists. There are, however, special arrangements for certain categories of flights which are detailed below. The officer authorizing the flight is to satisfy themselves that it has been approved accordingly.
2. **National Interest.** Passages for civilians in the British national interest must be reported to the Ministry of Defence, if possible in advance.
3. **Duty Journeys.**
 - a. **Crown Servants - Duty Journeys.** Passages for Crown Servants on duty may be approved in accordance with Clause 1 on production of written authority in the form as given in Clause 5 from the employing department concerned.
 - b. **(Navy only) Duty Flights in Helicopters Attached to RFAs.** The Commanding Officer of an RFA may, in consultation with the Flight Commander, approve flights for crew members and civilian stores staff when required to fly on duty, such as transferring to HM ships to advise on VERTREP operations etc. Air experience flights may also be approved for RFA personnel in support of this requirement. All air experience flights are to be strictly controlled and are not to be conducted on operational sorties.
4. **Crown Servants - Crew Duties.** When there is a requirement for scientific, technical or meteorological civilian staff to fulfil specified crew duties in Service aircraft, they are to have written authority in the form given in Clause 5, signed by a Commanding Officer, Director or Superintendent, not below the rank of Commander RN, Lieutenant-Colonel or Wing Commander, or the master of a Royal Fleet Auxiliary.

2. Includes Force Commanders and Commanders (Air)

3. ACNS (A&C), as ODH for the Navy Command Aircraft Operating Authority, is to be informed in this situation.

5. **Duty Certificate.** Written authority under Clauses 3a and 4 above is to be given in the following terms:

*The Commanding Officer,
Service unit.....
Mr who is a member of the.....
(Department, etc.) of the Ministry of Defence is required to fly on duty for the purpose
of.....*

*Signature.....
Rank or Grade.....*

6. **Contractors' Staffs - Flights Which may be Approved.** Flights for MOD contractors and their staff who are employed directly on the repair maintenance, modification or support of Service aircraft or Ships (including RFAs) may be approved by an officer of the rank of Commander, Lieutenant Colonel or Wing Commander. The carriage of contractors' staff deemed essential to support detachments for the recovery of diverted aircraft or for the recording of technical data during flight tests, would automatically qualify for approval. Where the purpose of the flight does not adhere strictly to these categories, the approving officer should satisfy themselves that it is nevertheless within the Service interest and that such flights are only undertaken on an opportunity/spare capacity basis at no extra cost to the public.

7. **Police, Fire Services and Civilian Rescue Agencies.** Commanding Officers of Service establishments may authorize the use of helicopters and fixed-wing aircraft under their control to carry police, local authority fire service personnel and members of recognized civilian rescue agencies in an emergency or for training in this role where approved by the Ministry of Defence.

8. **Ambulance Services.** In exceptional circumstances, helicopters or fixed-wing aircraft may be used to carry hospital civilian patients who are seriously ill and for whom no other suitable form of transport is available. Arrangements between the Ministry of Defence and the Department of Health and Social Security for dealing with requests by local health authorities in the United Kingdom are published in MRP RA 2340 (Carriage of Passengers on Military Aircraft). Arrangements for carriage of non-entitled patients in RAF aircraft, other than under the Department of Health and Social Security scheme, are contained in AP 3394, *The RAF Aeromedical Evacuation Service Section 1*.

9. **Aid to the Civil Community.** Flights by Service aircraft may be authorized to assist the civil community in cases of emergency. Detailed instructions are contained in IJDP 02: Operations in the UK: The Defence Contribution to Resilience. The Ministry of Defence is to be informed of all such flights as soon as possible.

10. **Representatives of the Press, Radio and Television.** Passages for representatives of the Press, radio or television may be approved, provided there is a Service interest in the subject being reported which would bring beneficial publicity to the Services by the following authorities:

- RN Commanding Officers not below the rank of Commander.⁴
- Army The Public Relations staff at Command or Formation Headquarters.
- RAF Ministry of Defence (Director of Public Relations (RAF)).

Requests for passages in other circumstances are to be referred to the appropriate Director of Public Relations, Ministry of Defence, for prior approval.

11. **Conveyance of Civilians in Aircraft Allotted for Personal Use.** Civilians properly sponsored by an appropriate British Government authority, or any other person whose passage is approved by the senior officer concerned as being in the Service or British national interest, may be transported in Service aircraft personally allotted to or, if held on a pool basis, used by Fleet Commanders, Flag Officers, General Officers Commanding and Air Officers Commanding or in aircraft fully chartered to the Services. Responsibility for the passenger list of such aircraft rests with the senior officer or charterer concerned.

12. **Wives of Senior Officers.** Applications for wives of senior officers to accompany their husbands who are travelling on duty in Service aircraft are to be dealt with in accordance with the instructions issued to all Fleet Commanders.

J.4456. Passenger Flights by Commonwealth or Foreign Service Personnel in British Service Aircraft or by British Service Personnel in Commonwealth or Foreign Service Aircraft

1. Commanding Officers⁵ not below the rank of Commander RN, Lieutenant-Colonel or Wing Commander, may give permission for members of Commonwealth or foreign naval, military or air forces whose conveyance is in the interests of the British Services to fly as passengers in British Service aircraft under their command.

2. Commanding Officers⁶, not below the rank of Commander RN, Lieutenant-Colonel or Wing Commander may authorize British Service personnel to accept invitations to fly as passengers in Commonwealth or foreign Service aircraft. Personnel carried in Commonwealth or foreign Service aircraft with due authority under this regulation will, in the event of injury or death, be dealt with for purposes of non-effective benefits as if the aircraft had been a British Service aircraft. An assurance to this effect may be given, if required, by the officer authorizing the flight.

3. Permission for members of the British Forces to accept invitations to travel on duty in Service aircraft of the countries participating in the North Atlantic Treaty Organization may be given by the Senior British Officer in a recognized group or division of that Organization, provided that they are not below the rank of Commander RN, Lieutenant-Colonel or Wing Commander. Indemnities are not required for passages in Service aircraft of NATO countries.

4. Includes Force Commanders and Commanders (Air)

5. Includes Force Commanders and Commanders (Air)

6. Includes Force Commanders and Commanders (Air)

4. The following arrangements for permitting persons attending NATO exercises to fly in aircraft of nations other than their own have been agreed by all NATO countries:

- a. Persons acting as observers or liaison officers, or in other similar capacities, may be permitted to fly in aircraft of nations other than their own during the period of the exercise when this would assist the performance of their duties as observers, etc.
- b. Subject to national security regulations, the persons referred to in Para 4 [sub para a](#) may be allowed to fly in any aircraft participating in the exercise. The authority to approve such passages rests with the Exercise Commanders who may, at their discretion, delegate it to local naval, military or air commanders. The officer authorizing the flight is to satisfy themselves that it has been approved accordingly.

J.4457. Non-passenger flights for Commonwealth or Foreign Service Personnel in British Service Aircraft and for British Service Personnel in Commonwealth or Foreign Service Aircraft

1. When it is considered that the flight or flights would serve a definite British Service interest, a Commanding Officer not below the rank of Captain RN, Colonel or Group Captain, may, at their discretion, and subject to the conditions laid down in Clause 2 below:

- a. Grant permission to suitably qualified members of Commonwealth or foreign naval, military and air forces to fly British Service aircraft; and
- b. Authorize suitably qualified members of their own Service to fly Commonwealth or foreign Service aircraft.

2. Flights are not to be authorized unless:

- a. The Government of the country to which the aircrew belong will accept full financial responsibility for its own members in respect of:
 - (1) Death or injury.
 - (2) Loss of, or damage to, uniform and personal equipment.
- b. The Government owning the aircraft will accept full financial liability for:
 - (1) Injury to the person or damage to the property of third parties irrespective of the nationality of the pilot or the precise circumstances in which the injury or damage was caused.
 - (2) Loss of or damage to its own equipment and property.

The officer authorising the flight is to satisfy themselves that it has been approved accordingly.

3. Before granting permission under Para 1 sub para a, the Commanding Officer concerned is to obtain from a responsible authority or the Commonwealth or foreign government or Service concerned a written acceptance of the conditions laid down in Para 2 sub para a and an understanding that reciprocal facilities will, should occasion arise, be afforded to members of the British Forces to fly corresponding types of aircraft in the service of the Commonwealth or foreign government concerned, with acceptance by that government of the risks involved provided for in Para 2 sub para b. Before authorizing flights under Para 1 sub para b, the Commanding Officer is to obtain written acceptance of the conditions laid down in Para 2 sub para b and may, if necessary, give an assurance regarding reciprocal facilities.

4. Member countries of the North Atlantic Treaty Organisation may ask that, instead of making the arrangements at Clause 2 above, it should be agreed that the flights will be covered by the NATO Status of Forces Agreement. Ministry of Defence guidance should be sought in these cases and in any other case in which difficulty is encountered in securing agreement to the conditions set out above, or in which special considerations are thought to arise.

4458. Flights for Commonwealth and Foreign Service Personnel in British Service Aircraft

1. Form S.1245K has been removed.