

(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 (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 authorising the flight is to satisfy himself that it has been approved accordingly.

**739. Non-Passenger Flights for Commonwealth or Foreign Service Personnel in British Service Aircraft and for British Service Personnel in Commonwealth or Foreign Service Aircraft.** *Sponsor: STC LP 3(Movs)*

(1) When it is considered that the flight or flights would serve a definite British Service interest, a CO not below the rank of Captain RN, Colonel or Group Captain, may, at his 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.
- (b) Authorize suitably qualified members of his 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:
  - (i) death or injury
  - (ii) loss, of, or damage to, uniform and personal equipment
- (b) The Government owning the aircraft will accept full financial liability for:
  - (i) 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
  - (ii) loss of or damage to its own equipment and property.

(3) Before granting permission under clause (1)(a), the CO concerned is to obtain from a responsible authority of the Commonwealth or Foreign Government or Service concerned a written acceptance of the conditions laid down in clause (2)(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 clause (2)(b). Before authorizing flights under clause (1)(b) the CO is to obtain written acceptance of the conditions laid down in clause (2)(b) and may, if necessary, give an assurance regarding reciprocal facilities.

(4) Member countries of NATO 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. MOD 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. The Officer authorising the flight is to satisfy himself that it has been approved accordingly.

**740.** (Omitted)

**J741. Passenger Flights for VIPs.**

*Sponsor: STC LP 3(Movs)*

The persons who are to be accorded VIP treatment when flights in Service aircraft are authorized are listed in [Appendix 44](#).

**742-749.** (Omitted)

**750. Meteorological Services - General.**

*Sponsor: Air Cmd A3 OPs*

Meteorological services are provided to the RAF by the Joint Operational Meteorology and Oceanography Centre (JOMOC), the UK Met Office and the Royal Navy Warfare (HM) Branch. JSP 847 should be consulted for further details'

**751. Duties and Responsibilities of Meteorological Officers.**

*Sponsor: Met O/FD(DP)*

(1) It is the duty of the meteorological staff to describe the weather - past, present and future - promptly and as accurately as possible, but the responsibility for deciding its significance in relation to the planned operations and the safety of material and personnel rests solely with the CO.

(2) The responsibility of the meteorological officer does not end with the issue of routine forecasts, warnings and forecasts on request. He is to keep weather reports, and other information received, under constant review in relation to the programme of operations, exercises or training and is to take prompt action to pass relevant information and advice to the appropriate authority.

(3) When a meteorological officer is forecasting for a particular operation, he is to frame his forecast with relevance to that operation.

(4) To enable a meteorological officer to carry out these duties efficiently, the CO is to ensure that the meteorological officer is given adequate warning of the operations scheduled to take place, the progress of these operations, and of the factors involved. In particular meteorological officers acting as advisers to Cs in C, or other senior officers, should be afforded facilities to acquaint themselves with the factors involved in operational planning.

**752. Warnings of Adverse Weather Conditions.**

*Sponsor: Met O/FD(DP)*

The meteorological officer will be responsible for informing the CO (or officers designated by him) whenever a warning of weather conditions which may affect the safety of material or personnel has been received from a higher authority, or should he forecast the development of such conditions when no special warning has been received.

**753-824.** (Omitted)