

CHAPTER 17 - IN-FLIGHT CATERING

CREW ENTITLEMENTS

1701. **Introduction.** The following instructions detail the arrangements for the ground and airborne feeding of crews and passengers of all types of UK military aircraft (ac) and are applicable world-wide. Additional instructions for multi-engined RAF ac are provided by A4 Flt Cat Ops for the following situations:

- a. Airborne refreshments for VIPs.
- b. Feeding plans.
- c. Flight catering at civil airfields.
- d. Galley capabilities of specific ac types.
- e. Cabin services (including bar).
- f. RAF transit accommodation. Instructions for other in-flt transit accommodation are issued by the appropriate Service chain of command.

1702. **General.** The entitlement to airborne rations is to be calculated from the estimated length of flight at the various ration scales set out in Annex A. DFS IPT publishes the values of these scales monthly. For this purpose, the length of flight is to be taken as the estimated 'chock to chock' time. The entitlements are to be claimed in the messing account and not paid in cash to individuals. They are designed to give adequate nutritional intake and are to be regarded as the maximum for normal flying operations. No other entitlements to rations or allowances are to be claimed concurrently. All airborne rations are to be prepared in an attractive and appetising way using functional contemporary wrappings and containers.

1703. **Flight Catering Plans.** A4 Flt Cat Ops is responsible for the promulgation of flight catering plans for all Air Transport (AT) and Air to Air Refuelling (AAR) ac operations, to accord with their operational requirements and/or operating schedules. In the interests of economy and to avoid waste, entitlements should be modified whenever possible, e.g. for night flights when passengers are normally sleeping. Where there is considerable variation in local time between the departure and destination points, the catering schedule should provide for the gradual adjustment of stomach/meal times as the flight progresses. When feeding plans are prepared for multi-sector flights, the entitlement for individual sector may be varied providing the total entitlement for the complete flight is not exceeded.

1704. **Special Requirements.** In exceptional circumstances, the entitlements authorised in Annex A may be considered inappropriate or inadequate for a particular task. If this is the case, application should be made to DFS IPT, through the chain of command (A4 Flt Cat Ops), for a variation to be made to the entitlements to meet the needs of the crew and/or passengers. If approved, a brief explanation of the particular circumstances together with the authorisation is to be annotated on the requisition; this is to be certified by the Catering Manager or, at civil airports, the ac captain.

1705. **Crews.** The pattern of aircrew feeding may be organised within the overall permitted entitlement to suit operational factors and is not to be dictated by administrative expediency. No separate entitlements exist for the provision of meals on the ground before or after flights. However, if such meals are necessary because of the timing of the flight, they are to be provided from the flight entitlement and the rations provided for consumption in the air reduced accordingly. Meals taken in the mess at normal ground meal times before or after a flight should not be confused with those provided from the flight entitlement. Where it is necessary to provide crew meals before or after a flight, adequate feeding facilities are to be made available.

1706. Aggregation of Flying Times for Flight Catering Entitlements. Crews flying 2 or more sorties in one day, with less than 2 hours between sorties, may claim a flight entitlement based on the total flying times for the day. This principle may also be applied when crews of transport ac are programmed to fly a series of short flights in one day and when crews of short-range ac are required to undertake 'stage' long transit flights.

1707. Aircrew on a Continuous 24 hours Standby Duty. Aircrew are entitled to a maximum of one Scale 6 and three Scale 7 entitlements in a continuous 24 hour period of standby duty, subject to being:

- a. On a state of operational readiness, which specifies a generation time of 30 minutes or less.
- b. Unable to take a meal between tasking for an individual sortie and take-off.
- c. Required to live in and occupy accommodation set aside for an operational crew.

1708. Aircrew Staging Whilst En Route. Aircrew resting or night stopping or delayed at hotels are to be provided with ground meals using Scales 6 (breakfast), 7 (main meal) and 27 (beverage) as appropriate, to meet the normal ground feeding pattern. A maximum of one Scale 6, two Scales 7 and two Scales 27 may be claimed for each crew member in a 24 hour period. All claims for ground meals are to be made on the daily ground meal register shown at Annex B.

1709. Provision of Different Meals for Specific Aircrew. Different meals are to be provided for pilots and co-pilots or, in two seat ac, for the pilot and navigator/observer, both on the ground and in the air.

1710. Aircrew in Simulators. Aircrew undergoing simulator training continuously for 5 hours or more are to be rationed in accordance with Annex A. Shorter or broken periods of simulator training may not be aggregated for the purpose of claiming an entitlement. Additionally, the drink element only (Scales 27 and 28) may be claimed for periods of simulator training that are less than 5 hrs duration. This regulation is to help combat the effects of dehydration on aircrew in simulators.

1711. Aircrew Embarked in Ships. The Afloat CONSUP (detailed in Chapter 6) includes an element for in-flt catering. Thus, aircrew embarked in ships are not eligible to claim additional in-flt catering.

1712. Retrospective Flight Catering Entitlements. It is normally impractical for the aircrew of single or two seat, short-range fighter or training ac, or helicopters to take meals or beverages in the air; an exception could be a long-range transit flight, where cold drinks or cold snacks are carried in the cockpit and consumed on an opportunity basis. Therefore, the claims for 'high energy' flight catering entitlements, generated during routine flying operations, are to be submitted retrospectively to reflect the Flight Plans.

1713. Nominated flying Sqn reps are to order appropriate commodities from the PFM contract via catering office staff. The cost of these commodities is to be debited against the Sqn account. Sqn accounts are not allowed to go into debit so care must be taken by catering office staff to ensure that there are sufficient funds in the account to meet the cost of commodities ordered. The range of commodities available to be ordered is limited to those products that constitute a snack or the makings of a drink.

1714. **Supplementary Crew.** Supplementary crew members are personnel who have been authorised by HQ 2 Gp to travel as crew in pursuance of duties closely allied to AT or AAR operations. Wherever possible, supplementary crew are to be seated and fed in areas separate from passengers. Where this is not possible, supplementary crew are to be served the same meals as passengers. For the purpose of catering, they can be subdivided as follows:

- a. **Staff Crew.** Staff crew are those personnel who are detailed to fly on, or position for, training, examination or other crew monitoring duties. They are entitled to the same airborne catering scales as operating crew.
- b. **Support Crew.** Support crew are those personnel who are not directly concerned with the in-flight operation, but who have duties to perform directly related to the AT or AAR task on the ground or at a later stage of the task. They are entitled to the same airborne catering scales as operating crew and include:
 - (1) MAMS personnel.
 - (2) Ground engineering personnel.
 - (3) ATSy personnel.
 - (4) Aeromedical staff when caring for patients.
- c. **Supernumerary Crew.** Supernumerary crew are those personnel who are required to travel in AT or AAR ac to perform or witness duties closely associated with the efficient conduct of the flight. They are to be rationed as passengers, except in the following circumstances, when they are entitled to crew meals:
 - (1) Slip crews on the sector immediately prior to or subsequent to becoming operational.
 - (2) MOD couriers on all ac.

1715. **Passengers.** The entitlements for ground meals for passengers are Scales 6 (breakfast), 7 (main meal) and 27 (beverages). Claims for ground meals, up to a maximum of one Scale 6, two Scales 7 and two Scales 27 for each passenger during a 24 hour period, are to be made on the daily ground meal register shown at Annex B. Wherever possible, claims for ground meals are to be supported by a copy of the ac manifest. However, if no manifest is available, such claims are to be supported by a DAMO's certificate.

1716. As a general rule, normal meals and beverages are to be provided for passengers on the ground, while they are within the control of Movements staff. However, refreshments for consumption immediately before the flight are only to be provided from public funds, if no alternative cash buffet facility is available.

1717. To meet the normal ground or airborne feeding pattern, passengers resting or night stopping at hotels/staging posts or delayed for more than 2 hrs are to be provided with ground meals. In all other circumstances beverages are only to be provided at public expense if there is no non-public facility available at the staging airfield.

1718. The interval between main meals is not normally to exceed 5 hours, but this period may be extended to 7 hours to meet flight schedules, providing a snack meal is served between the main meals. The interval between dinner and breakfast is not to exceed 11 hours. Due consideration is to be given to the time of the last meal on the ground, when preparing flight catering schedules.

1719. Except for flights of less than 1 hour, beverages, (hot or cold according to climate), are to be served as soon as possible after take-off and before the descent for landing. Fruit squash should be freely available to children throughout the flight. Passenger airborne meals are to be

provided in accordance with the numbers on the passenger manifest, which is produced by the Movements Officer and take account of special diets where possible. In the exceptional circumstances of no firm number being demanded, meals are to be provided for the maximum seat-fit of the particular flight concerned.

1720. Passengers who will be undertaking active Service operations immediately on landing are to be classed as 'special case passengers' for the purpose of claiming flight feeding entitlements, and rationed to crew scales.

1721. **Ration Accounting - Scales/Cash Entitlements.** The cash entitlement to be claimed in messing accounts is the evaluation of a scale of commodities maintained by DFS IPT and issued monthly. These ration scales are reproduced in the Flight Catering Staff Instructions.

1722. **Demanding In-Flight Catering.** Demands should normally be submitted to the Catering Manager at least 24 hours in advance. To ensure that rations are provided to as accurate a demand as possible, it is the responsibility of the captain of the ac or, in the case of passenger carrying ac, the Duty Air Movements Officer subsequently to update the demand as necessary, up to the time of ac rationing.

1723. **Flight Feeding/Transit Messing Accounts.** The provisions of JSP 456 Volume 2 apply to all accounting procedures. Where a separate transit mess account is operated, entitlements and expenditure are to be credited and debited accordingly, and a separate messing income and expenditure account is to be maintained. Items of Service supply are to be obtained from the Catering Manager and the total value debited to the income and expenditure account. On all other units all transactions are to be incorporated into the unit messing account. In either case a summary of entitlements is to be completed and a copy, with supporting requisition forms and machine-totalled lists, is to be sent with the account for audit.

1724. **Recovery of Unconsumed Rations.** Rations issued to aircraft are for consumption in the air only. At the end of each flight the ac captain is responsible for the return of all unconsumed rations to the in-flight kitchen. The principle of returning all unconsumed rations applies to flights that are curtailed, delayed or cancelled as well as those that continue up to, or beyond, the planned duration. However, in the case of 32 (The Royal) Sqn, VIP flights or when an ac has been rationed through to the selected destination, recovery is only to be carried out on arrival at the final or selected destination. Form 7032 (see Chap 20 Annex E) is to be used for non-perishable rations returned from flights. In all cases, the rations returned are to be absorbed into in-flight kitchens/messes whilst ensuring compliance with food hygiene legislation.

1725. **Curtailed Delayed and Cancelled Flights.** When flights are curtailed, delayed or cancelled, unconsumed rations are to be returned to the in-flight kitchen/mess for checking and proper storage. If the delay is such that the meals deteriorate and are not fit for issue, action is to be taken as for cancelled flights except that the requisition form is to be annotated 'Delayed flight'. A new flight requisition form is to be raised for the meals for a subsequent flight. Where necessary, the airborne feeding plan is to be amended by the ALM, on the advice of the senior catering specialist. In these circumstances, a signal is to be sent by the ALM to the airfield to which the ac is bound, advising the amended arrangements.

1726. **Staging through non-RAF Airfields.** When ac are required to stage through non-UK military airfields, the provision or purchase of meals for crew and passengers are to be an economy class standard, which is approximate to the standard permitted by the scales authorised by DFS IPT.

1727. **Division of Responsibility.** The division of responsibility between catering and movements personnel for ground and airborne catering is shown in Table 17.1. The supply of water, deep chlorination of water tanks and cleaning of cabins remains an engineering responsibility.

1728. Disposal of Waste Food and Unconsumed Perishable Rations.

- a. **In-bound Flights to the UK.** Waste food and unconsumed perishable foodstuffs are to be double bagged and sealed before being disposed of.
- b. **In-bound Flights to Overseas Countries.** Waste food, and unconsumed perishable foodstuffs if off-loaded, are to be disposed of in accordance with the health regulations of the country in which the ac is staging.

Table 17.1: Division of Responsibility Between Catering and Movements Staff

Movements Staff	Catering Staff
1. Notifying airborne and ground meal requirements to catering staffs.	1. The provision of all ground and airborne meals and cabin service requirements for all transients (including VIPs) in accordance with information provided by air movement staffs.
2. Advising catering staffs of amendments to passenger and crew complements.	2. Delivery of airborne meals and cabin services requirements to ac at the time advised or required by the loading schedule.
3. The issue of meal tickets when necessary to passengers requiring ground meals, and recoveries for meals supplied to non-entitled passengers.	3. The loading on to ac and preparation of all catering supplies before flight and the reverse after flight.
4. Advising flight timings and amendments to timings to catering staffs.	4. The observance of all medical requirements relating to the provision of meals in general and of airborne in particular.
5. Liaising between civil airline crews and catering staffs.	

1729. Accounting for In-flight Rations at Detached Locations. In countries where there are no in-flt rates promulgated, meals/snacks are to be funded as follows:

- a. Locations where normal messing is on DMR, i.e. Belize, Canada and Brunei, then percentages of the DMR shown at Table 17.2 are to be used.
- b. Locations where normal messing is on CILOR, i.e. and some overseas training exercises, then percentages of the CILOR rate shown at Table 17.2 are to be used. The up-to-date rates of CILOR can be obtained from DFS IPT.
- c. Locations where messing is supplied by other nations and the scales below are not provided, then authority is granted for the food to be purchased from Imprest. In-flt catering is to be billed to RA Code PAA002)Local Project Code ZP1G21121 using percentages of the CILOR rate shown at Table 17.2.

Foodstuffs may be procured within the limits of table 17.2. These allowances are only to be used for the purchase of food to meet authorised entitlements.

Table 17.2 – Equivalent CILOR Percentages of In-Flt Scales

Scale	6	7	21	22	23	24	25	26	27	28
Percentage of CILOR	36%	52%	21%	83%	100 %	33%	10%	72%	2%	1%

1730. Payment. The costs of in-flt rations are to be met from the Imprest and are to be supported by itemised receipts, except where rations are provided by a civilian catering contractor under

contract. The phrases 'food and beverages' or 'rationed to scale' are not acceptable. Under no circumstances are crews to be paid individual cash allowances for in-flight rationing, unless exceptional circumstances warrant it and the payments are subsequently supported by submission of receipts and any unexpended balance is recovered.

1731. Fast Jet and Helicopter Crews. The foregoing regulations apply equally to fast jet and helicopter crews, who are not to be paid cash allowances in lieu of energy snacks unless proof of expenditure is produced. Without such proof, of expenditure, fast jet crews are to be advised to submit claims retrospectively to their parent unit no later than one month after the generation of the entitlement.

1732. Abatement of Allowances for Ground Meals. Crews may not receive messing or subsistence allowances for ground meals, for periods spent in the air when main meal in-flight rations are available. However, they may be issued with messing or subsistence allowances for ground meals taken before or after a flight, provided that they are on the ground for 3 hrs or more. The maximum entitlement to ground meals is 3 in any 24 hr period and is not to be exceeded.

1733. Cancellation or Extension of Flight. If a flight is cancelled but the aircraft has already been rationed for that flight, the ac captain is to assess whether the in-flight rations are fit for consumption on the ground. If so, the crew are to consume the rations as a ground meal and will not be entitled to an additional messing or subsistence allowance for a ground meal. If the rations are not fit for consumption on the ground, the ac captain is to certify the same, in which case the issue of messing or subsistence allowances for the requisite ground meal may be authorised. If a flight is extended after take-off, there is no entitlement to cash in lieu of the additional rations to which the crew would have been entitled, had the full duration of the flight been known prior to take-off.

1734. Meal Charges to be Levied. The only charges to be made to living-in or living-out Service personnel for meals are for meals in excess of their entitlement or when they are travelling as indulgence passengers where the rules for meals on repayment apply. When living-in aircrew fly from and return to their parent base on the same day, the DMR of the parent mess is to be abated by the appropriate percentage of the DMR (15, 35 or 50%) for those meals that could not be taken in the mess, because the flight spanned that meal period. Likewise, if a ground meal is taken other than in the parent mess and in lieu of a meal in the parent mess, then the mess is to be abated by the appropriate DMR percentage. However, if the mess is claiming ground meals scales, then the abatement is to be 33% of the DMR for each ground meal not provided. The ground meals for aircrew operating on a continuous 24 hr standby duty are to be reduced by one ground main meal (Scale 7) for every airborne main meal (Scale 22) provided from the airborne entitlement.

1735. Meals on Repayment. In addition to ground meals supplied to passengers and crews, meals may also be supplied on repayment to other categories of personnel. Examples might include meals supplied to indulgence passengers, relatives and friends awaiting the arrival or departure of an ac, or to passengers where meals in excess of the entitlements are requested due to premature arrival or delayed departure. When cash is to be collected for casual meals the following procedure is to be adopted:

- a. A record of the sale of each casual meal is to be made in a locally produced casual meal register, and a meal ticket is to be issued as a receipt for the money taken. At the end of each day a copy of the casual meal register is to be sent to the Accts office with the cash received and the other copy of the meal register is to be sent to the Catering Office.
- b. Recovery charges are to be raised at the current rates promulgated every 6 months by DFS IPT. VAT is to be charged at the current rate for meals provided in the UK.
- c. Catering Office staff, on receipt of the casual meal register, are to make a single entry per messing period in the messing account for the type of each casual meal sold, at the current scales published by DFS IPT (Scale 6 or 7).

1736. **Recovery of Extra Messing Charges from Personnel in Transit.** In Officers' and Sergeants' messes, where the total value of the DMR plus the extra messing charge exceeds the daily total value of the ground meal scales, recovery of the difference may be made by the mess from aircrew and passengers. Recovery for single meals is to be made pro rata.

1737. **Issues to Other than British Military Aircraft.** When items are issued on repayment, by MOD units, to ac operated by either other British Government departments, (Exchequer customers), or Commonwealth, foreign air forces or civilian airlines, (non-Exchequer customers), charges are to be raised against the agency requiring food supplies, as follows:

- a. **Meals.** In-flight meals and ground meals are to be charged at the repayment prices notified every 6 months by DFS IPT. The recovery rate for airborne meals includes the cost of the appropriate cutlery pack. If additional cutlery packs are required, these should be charged for at the appropriate repayment rate for main meal or snack meal packs.
- b. **Bulk Supplies.** Foodstuffs supplied in bulk are to be charged at the Public Funded Messing Price together with a 10% charge for departmental expenses (on costs). If SFO items are included within the bulk supplies, there is no requirement to add the 10% departmental expenses to the SFO items only. Bulk supplies on repayment are only to be issued when local recovery can be effected.
- c. **ORP.** On occasion it may be necessary to issue ORP to aircraft. DFS IPT publishes 2 rates for all types of ORP on an annual basis. The issue price is the actual cost of food, sundry items, packaging and VAT where appropriate. The issue price is the one to be used for MOD needs. The repayment price is the issue price plus 35%, and is the selling price to all non-MOD customers.
- d. **VAT.** VAT is to be charged at the standard rate on the total cost of meals and or bulk supplies for internal flights within the UK. VAT is only to be applied for commodities issued, when both the embarkation and disembarkation points of the flight leg are within the UK.

1738. **Cash Recovery Action.** The signature of the ac captain is to be obtained on the bill as having received the rations. Normally recovery is to be made on delivery of the rations. The only exceptions to immediate cash recovery are for meals issued on repayment to crews/passengers where it has previously been agreed in writing that recovery can be made at a later date. The procedure for recovery would also be detailed in this written notification. If payment is to be made in the currency of the nationality of the ac, it should be at the fixed forces rate (FFR). Charges are not to be recovered from MOD civilian aircrew in respect of airborne meals.

1739. **Messing Account Action.** The entitlements to be claimed in the messing accounts are:

- a. **Meals.** Ground and airborne meals are to be claimed at the appropriate scale value notified monthly by DFS IPT.
- b. **Bulk Supplies.** Bulk supplies are to be claimed at messing rate prices, not including Departmental Expenses.

1740 – 1799. Reserved.

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ANNEX A - AIRCREW AND PASSENGER ENTITLEMENTS

Flight Time in Hours	Crew and Special Case Passengers		Passengers	
0-1	Scale 25 2 x Scale 27	Airborne Snack 2 Beverages (hot)	Scale 27	1 Beverage (hot)
Over 1 and up to 3	Scale 21 2 x Scale 27	Airborne Aircrew Supplement 2 Beverages (hot)	Scale 25 3 x Scale 27	Airborne Snack 3 Beverages (hot)
Over 3 and up to 5	Scale 22 Scale 21 4 x Scale 27 1 x Scale 28	Airborne Main Meal Airborne Aircrew Supplement 4 Beverages (hot) 1 Beverage (cold)	Scale 22 3 x Scale 27 1 x Scale 28	Airborne Main Meal 3 Beverages (hot) 1 Beverage (cold)
Over 5 and up to 7	Scale 22 Scale 24 6 x Scale 27 2 x Scale 28 Scale 28B	Airborne Main Meal Airborne Light Meal 6 Beverages(hot) 2 Beverages (cold) 1 Beverage (cuplet)	Scale 22 Scale 24 4 x Scale 27 2 x Scale 28 Scale 28B	Airborne Main Meal Airborne Light Meal 4 Beverages (hot) 2 Beverages (cold) 1 Beverage (cuplet)
Over 7 and up to 9	2 x Scale 22 Scale 25 8 x Scale 27 3 x Scale 28	2 Airborne Main Meals Airborne Snack 8 Beverages (hot) 3 Beverages (cold)	Scale 22 Scale 24 Scale 25 6 x Scale 27 2 x Scale 28 Scale 28B	Airborne Main Meal Airborne Light Meal Airborne Snack 6 Beverages (hot) 2 Beverages (cold) 1 Beverage (cuplet)
Over 9 and up to 10	2 x Scale 22 Scale 24 10 x Scale 27 3 x Scale 28 Scale 28B	2 Airborne Main Meals Airborne Light Meal 10 Beverages (hot) 3 Beverages (cold) 1 Beverage Cuplet	2 x Scale 22 Scale 24 6 x Scale 27 2 x Scale 28 Scale 28B	2 Airborne Main Meals Airborne Light Meal 6 Beverages (hot) 2 Beverages (cold) 1 Beverage (cuplet)
Over 10 and up to 13	3 x Scale 22 11 x Scale 27 3 x Scale 28	3 Airborne Main Meals 11 Beverages (hot) 3 Beverages (cold)	3 x Scale 22 6 x Scale 27 3 x Scale 28	3 Airborne Main Meals 6 Beverages (hot) 3 Beverages (cold)

Notes

- Two Airborne Main Meals in lieu of one Airborne Main Meal and one Airborne Snack may be provided when flight terminates at airfields where meals may not be available on arrival.
- The cash evaluation of these scales is published periodically by DCG.
- Scale 26 (Airborne Breakfast) is to be used in lieu of Scale 22 (Airborne Main Meal) when appropriate.
- When an Airborne Box Main Meal is issued, one Scale 23 can be claimed in lieu of Scale 22. A Scale 23 is not to be used for provisioning bulk rations.
- Scale 28A (Commercial Cold Beverage). This drink is exclusively for any helicopter crew and , as well as passengers on Hercules and C17 ac. It is to be used in lieu of the usual beverages in Scales 27 and 28 at the following scale.

Table 17.1

Flight Time in Hours	Scale 28A
0 – 1	1
1 – 3	2
3 – 5	3
5 – 7	4
7 – 9	5
9 – 10	6
10 – 13	7

6. When beverages are round rationed by RAF Brize Norton, other units concerned are not to claim any of the beverage scales. In these circumstances, units with CARAFE will need to manually enter claims for meals only.
7. Where Scales 22A and 26A are issued, an additional Scale 28B may be issued for each Scale.
8. An additional Airborne Main Meal (Scale 22) may be claimed for passengers on Hercules flights of 7-9 hours duration, in lieu of an Airborne Light Meal Box (Scale 24) and an Airborne Snack (Scale 25).

ANNEX B – DAILY GROUND MEAL REGISTER

Ser No: _____ Unit: _____

Mess/Transit Mess: _____

[illegible]

Notes:

- (1) Ground meals are to be provided to normal ground feeding pattern.
- (2) A maximum of one Scale 6, two Scales 7 and two Scales 27 may be claimed in a 24 hour period.

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