



# Ministry of Defence

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Ref: FOI2015/10988

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E-mail address: [REDACTED]

Dear [REDACTED]

Your correspondence dated 13 November 2015 has been considered to be a request for information in accordance with the Freedom of Information Act 2000. You requested the following information:

- *Military aviation accident statistics showing overall accident rates (fixed wing and rotary) with a breakdown by aircraft type, main causal factor etc.*
- *The report into an accident involving an Apache helicopter (XJ177) on 4 Sep 08 in Afghanistan.*
- *The Nimrod Review - were all the recommendations accepted and implemented and how long did it take before the new regime was declared operational?*
- *Which recommendations made in the Haddon-Cave report were rejected or not implemented?*

Following further communications on 2 December 2015 the request was clarified to be:

*"Military aviation accidents on a yearly basis over the ten year period 2005 to 2015 where the aircraft damage has been category 4 or higher. Please include fixed wing and rotary wing aircraft (please distinguish between fixed wing and rotary wing) and all accidents, regardless of cause but clearly showing those accidents that were CFIT (other causal factors can be amalgamated, the main requirement is total number of accidents per year and total CFIT accidents per year. Please could you also indicate the number of fatalities (fatalities resulting from non-CFIT can be amalgamated, CFIT fatalities should be shown separately).*

A search for the information has now been completed within the Ministry of Defence, and I can confirm that some of the information in scope of your request is held.

In the first part of your request you ask for Military aviation accident statistics showing overall accident rates. This information is attached. The data has been extracted from the Air Safety Information Management System (ASIMS) which is the platform on which military Air Safety occurrences are recorded. Accidents reported on ASIMS are defined as 'a person being killed or suffering a major injury or an aircraft sustaining Category 4 or 5 damage.'

ASIMS is a live system which is used by the Military aviation community to report incidents at the time of occurrence. ASIMS records the severity of an occurrence based on the perception of the person reporting the incident, therefore the categorisation of incidents may change after further investigation. The data extracted includes CFIT statistics from 1 Jan 05 to 31 Dec 15 and is correct as at 5 Jan 16. ASIMS was set up in Apr 09, legacy data prior to this date is not held in an appropriate electronic format to differentiate accidents from all other occurrences. Data for

occurrences which are subject to an ongoing Service Inquiry is not yet available as the cause of the accident will not yet be known until the investigation has completed.

You requested a copy of the report into an accident involving an Apache helicopter (XJ177) on 4 Sep 08 in Afghanistan. The report can be found attached. Some of the information within the report falls entirely within the scope of the absolute exemptions provided for at sections 32 (Information held as part of court records) and 40 (Personal Data) and qualified exemptions provided for at sections 26 (Defence).

Section 32 has been applied to some information which was created for the purposes of a statutory Service Inquiry. Section 40(2) has been applied to some of the information in order to protect personal information as governed by the Data Protection Act 1998. Section 32 and Section 40 are absolute exemptions and there is therefore no requirement to consider the public interest in making a decision to withhold the information.

Section 26(1)(b) has been applied to some information because it contains details relating to training, tactics and procedures used in Theatre which are operationally sensitive. The balance of public interest was found to be in favour of withholding this information as its release would provide tactical advantage to our enemies and prejudice the security of UK personnel serving abroad.

Section 26 is a qualified exemption and is subject to public interest testing which means that the information requested can only be withheld if the public interest in doing so outweighs the public interest in disclosure.

Page 2-1 of the report contains a line of text which is partially legible. This is not a redaction but has been caused by highlighting and scanning of the original document which is no longer held in an electronic format.

You ask whether all the recommendations in the Nimrod Review were accepted and how long it took before the new regime was declared operational. You also ask which recommendations were not accepted. The Nimrod Review made 84 recommendations, of which Secretary of State accepted 62 in full and 18 accepted in principle. 4 recommendations were rejected, these were:

- Release To Service Authority (RTSA) function to undertaken by the MAA.
- Renaming of "DG Change" post.
- Professional body for safety experts.
- "Safety Cases" to be renamed as "Risk Cases".

In response to the report the Military Aviation Authority (MAA) was formed on 01 April 2010 and reached full operational capability on 20 Feb 12. Further information regarding the formation of the MAA can be found in the MAA Air Safety Report 2011–2012 <https://www.gov.uk/government/publications/defence-air-safety-annual-reports>.

Further information regarding progress against those recommendations which fell to the MAA to implement and details of the 4 rejected recommendations can be found at the MAA external audit panel report 2012 <https://www.gov.uk/government/publications/military-aviation-authority-maa-external-audit-panel-meap-report>.

If you are not satisfied with this response or you wish to complain about any aspect of the handling of your request, then you may apply for an independent internal review by contacting the Information Rights Compliance team, 1st Floor, MOD Main Building, Whitehall, SW1A 2HB (e-mail CIO-FOI-IR@mod.uk). Please note that any request for an internal review must be made within 40 working days of the date of this letter.

If you remain dissatisfied following an internal review, you may take your complaint to the Information Commissioner under the provisions of Section 50 of the Freedom of Information Act.

Please note that the Information Commissioner will not investigate your case until the MOD internal review process has been completed. Further details of the role and powers of the Information Commissioner can be found on the Commissioner's website, <http://www.ico.org.uk>.

Regards

DSA Secretariat