



Ministry
of Defence

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Mr J Grafton
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11 May 2017

Dear Mr Grafton,

Release of Information

Thank you for your correspondence of 12 April 2017 requesting the following information:

- '1. What, if any, charges are levied for the provision of the following: hangarage and office/technical accommodation space in the former Sea Harrier facilities for their assets - Sea Vixen FAW2 (G-CVIX, XP924) and others.*
- 2. If this real estate was required for future military use or a contracted air support provision would it be identified in DIO's Estate Rationalisation work enabling it to be offered up and Navy Wings/FNHT being asked to vacate?*
- 3. What fuel have they uplifted from MoD supplies in 2015 and 2016? Please provide total litres and costs invoiced to Navy Wings/FNHT.*
- 4. What, if any, landing and navigation charges have been invoiced to Navy Wings/FNHT.*
- 5. In relation to the Sea Vixen display pilot, Cdr Hargreaves RNR, how many Hawk Tmk1 hours have been used to keep him current to deem him SQEP whilst being classed as 'on-duty' whilst displaying the aircraft?*
- 6. If Hawk Tmk1 hours were used then which CFS accredited refresher and examination courses/syllabi were used?*
- 7. If Hawk Tmk1 hours were used, how can this be justified at a time of hours reduction across the fleet at the expense of operational training requirements?'*

Your enquiry has been considered to be a request for information in accordance with the Freedom of Information Act 2000.

I can confirm that the Department does hold the information you have requested and it is attached at Annex A to this letter.

If you are not satisfied with this response or you wish to complain about any aspect of the handling of your request, then you should contact me in the first instance. If informal resolution is not possible and you are still dissatisfied then you may apply for an independent internal review by contacting the Information Rights Compliance Team, Ground Floor, Zone D, 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 on which the attempt to reach informal resolution has come to an end.

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>.

Yours sincerely

Navy Command Secretariat – FOI Section

Q1. What, if any, charges are levied for the provision of the following: hangarage and office/technical accommodation space in the former Sea Harrier facilities for their assets - Sea Vixen FAW2 (G-CVIX, XP924) and others.

A1. There are no charges, provision of hangarage and accommodation is covered by a Memorandum of Understanding between Navy Command and Fly Navy Heritage Trust (FNHT).

Q2. If this real estate was required for future military use or a contracted air support provision would it be identified in DIO's Estate Rationalisation work enabling it to be offered up and Navy Wings/FNHT being asked to vacate?

A2. As is routine should future Estate Optimisation work indicate a higher Defence or operational priority, then a Business Case that included relocation of existing activity, would be raised as appropriate.

Q3. What fuel have they uplifted from MoD supplies in 2015 and 2016? Please provide total litres and costs invoiced to Navy Wings/FNHT.

A3. Fuel uplifted for the period 2015 and 2016 was AVTUR and AVGAS. The fuel is supplied free of charge as long as the aircraft are being used solely in support of Naval Heritage, in accordance with the signed Memorandum of Understanding between the MOD and FNHT

Q4. What, if any, landing and navigation charges have been invoiced to Navy Wings/FNHT.

A4. None. A MOD waiver exists.

Q5. In relation to the Sea Vixen display pilot, Cdr Hargreaves RNR, how many Hawk Tmk1 hours have been used to keep him current to deem him SQEP whilst being classed as 'on-duty' whilst displaying the aircraft?

A5. Under section 40(5) the Ministry of Defence neither confirms nor denies whether any information within the scope of this part of your request is held. This is because of the duty under the Data Protection Act 1998 to protect the personal data of individuals. Section 40 is an absolute exemption and therefore not subject to a public interest test.

Q6. If Hawk Tmk1 hours were used then which Central Flying School accredited refresher and examination courses/syllabi were used?

A6. All sorties were flown in accordance with the extant Defence Systems Approach to Training compliant syllabi. The 2015 sorties were with the RN Naval Flying Standards Flight Fixed Wing Pilot; the 2016 sorties were flown with the Squadron Commanding Officer and SP both of whom are current Qualified Flying Instructors.

Q7. If Hawk Tmk1 hours were used, how can this be justified at a time of hours reduction across the fleet at the expense of operational training requirements?

A7. All sorties were flown as part of routine training and tasking of the pilot in command either for currency or as part of a transit sortie to pre-position the aircraft; therefore the hours allocated did not detract from the allocation for Operational Training.