

desider

the magazine for defence equipment and support

July 2012 Issue 50



MINISTRY OF DEFENCE

Foxhound makes its debut in Afghanistan



DVD2012 - See inside



Logistics is
on the way up



Carrier hull
takes shape



Safety
comes first



New reactor
cores



Hercules support
deal agreed

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cover image

The agile and versatile light protected patrol vehicle Foxhound has been undergoing final hot weather testing in Afghanistan before operational deployment later this year. Foxhound is at the cutting edge of vehicle technology and provides unprecedented levels of blast protection for its size and weight.

desider

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A modification of an existing vehicle maintenance capability has been given the thumbs up in Afghanistan by Army Vehicle Mechanics.

JULY 2012

Picture: Andrew Linnett

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Bernard Gray

Chief of Defence Materiel

'Working better together will make us stronger and improve our ability to deliver the equipment the Armed Forces need'



I was very pleased to speak again to several hundred staff at town hall events at Abbey Wood last month and give those of you able to attend an update on continuing progress on The Materiel Strategy.

As I explained during the briefings, Ministers will make a decision on the way ahead in due course. But one of the most important underlying features of the Materiel Strategy as it has been developing is the ever-sharper focus it has thrown on the importance of the relationships between all of us in DE&S and our partners in the MOD – Head Office, the Military Capability Customer and the Front Line Commands.

During the town hall events I explained that as the professionalism and capabilities of DE&S improve as it develops to meet the challenges of the future, the strengths of our customers will need to grow in step with us.

DE&S, while a large and diverse organisation in its own right, is part of a much wider system whose activities flow right across the MOD. The ongoing work of the Materiel Strategy team has demonstrated very clearly that working better together will make us stronger, help us work to avoid the delays and cost overruns of the past and improve our ability to deliver the equipment the Armed Forces need.

Improving the ways that we can work together for the benefit of defence as a whole is part of the wider Transforming Defence initiative and matches the

Defence Vision, recently launched by Secretary of State Philip Hammond.

I was very pleased to see that MOD Director General Finance Jon Thompson spoke recently at an additional town hall session at Abbey Wood on the wider Transformation agenda and how its many elements fit together to deliver the Defence Vision.

Another underlying factor in The Materiel Strategy is the importance of the relationship between DE&S and industry.

We know that we lack some of the skills we need to work more effectively with our industrial partners. Independent, structured analysis shows a clear gap between where we are now and the best in class capabilities that we need to work towards if we are to deliver the improvements in performance that will be required of us.

Increasing the skills of existing staff will be part of the solution, but we also need an infusion of fresh talent and we need to have the freedom and flexibility to retain our best people.

As I've said to you before, people in DE&S have fewer freedoms to do the jobs they need to do compared with their counterparts in industry.

This debate about business capabilities can sometimes seem rather dry but it's hugely important. It is often characterised, incorrectly in my view, as just about processes, skills, training and tools. I would put it more simply - it's actually about empowerment for all of us in DE&S.

First Foxh

The 'agile and versatile' Foxhound is undergoing final hot weather testing in Afghanistan before operational deployment later this year

THE FIRST of the British Army's new Foxhound vehicles have arrived in Afghanistan.

Foxhound is at the cutting edge of protected patrol vehicle technology and provides unprecedented levels of blast protection for its size and weight.

After being flown out from RAF Brize Norton in a C-17 aircraft, these patrol vehicles are currently undergoing final testing in the dusty and hot conditions of the Helmand desert before being deployed on operations later in the year.

Foxhound has been specifically designed and built in Britain to protect against the threats troops face in Afghanistan. However, this is an agile and versatile vehicle that will be a mainstay in the Army for years to come.

Being lighter and smaller than other protected vehicles such as Mastiff and Ridgback, Foxhound brings a whole new capability to the Army and is ideal for soldiers operating in mentoring and partnering roles as it makes it easier for them to engage with Afghan National Security Forces and the local Afghan population.

General Dynamics Land Systems: Force Protection Europe (GDLS:FPE), who produce Foxhound, have worked with engineers from the World Rally Championship, McLaren F1, Ricardo and BMW to incorporate Formula One racing technology so it has a top speed of 70mph (113km/h), but can still protect against improvised explosive devices thanks to its v-shaped hull.

A £90m contract for an additional 100 Foxhounds has also been signed. It means a total of 300 vehicles will now be delivered to the Army as part of a deal with GDLS:FPE worth £270m that is sustaining around 750 highly-skilled jobs across the UK.

Other innovative design features mean that the Foxhound's engine can be removed and replaced in just 30 minutes and it can drive away from an ambush on only three wheels.

Defence Secretary Philip Hammond said: "Foxhound's arrival in Afghanistan is great news for our soldiers. This Government has spent £270m on 300 of these hi-tech, British-built vehicles to

ounds arrive in Afghanistan



Above: Foxhound arrives in a C-17

help keep our troops properly protected. Our servicemen and women deserve the best protection we can get them."

Chief of the General Staff, General Sir Peter Wall, said: "Foxhound gives the British Army the very latest level of protection on operations. This has been a well-run programme that will play a key role in equipping the Army of 2020."

DE&S Protected Mobility Team Deputy Team Leader and Foxhound Project Manager Nick Fox said: "I'm pleased that Foxhound is now deployed to Afghanistan and that a further tranche will be joining the wide range of vehicles

'Foxhound's arrival in Afghanistan is great news for our soldiers'

in use by the Armed Forces.

"Foxhound incorporates cutting edge design and its capabilities make it ideal for use on current and future operations, giving our troops on the front line the very best protection."



Above: Foxhound is lighter and smaller than other protected vehicles and incorporates Formula One racing technology

'Industry has a genuine interest in helping us' - CDM

SOFT-MARKET testing of options for the future management of DE&S had produced genuine and significant interest from industry, Chief of Defence Materiel (CDM) Bernard Gray told hundreds of DE&S staff at town hall briefings.

Mr Gray told staff at DE&S headquarters at Abbey Wood, Bristol on 11 June that 37 companies had come forward and of them about 15 had been selected to take part in the exercise.

He said: "We asked industry what they could do for us and how they would help with the work of DE&S. They thought they could help, they were interested in helping and there was a significant appetite out there to help us."

CDM told staff that the exercise had shown that industry recognised the past pressure on DE&S from over-programming which led to deliberate programme delays and changes of specification. Industry agreed that DE&S needed improved skills and processes to enable it to work more effectively with its contractors.

To tackle these issues, The Materiel Strategy was developing options to improve the interface between the military customer and DE&S and increase the organisation's business capabilities in areas such as project management, finance, cost estimating and contracting. As part of these improvements, DE&S needed the freedom to recruit the staff it needed to carry out its functions and be able to pay the market rate to secure them.

He highlighted that Human Resources (HR) processes were insufficiently agile and the extended time taken at present to recruit senior staff into the organisation was a perennial frustration. The Materiel Strategy aimed to deliver enhanced operational freedoms and increasing HR agility would be a clear benefit so the right people could be brought in without undue delay.

Referring to The Materiel Strategy options, Mr Gray told staff that whatever the outcome, more stability was needed and that staff should be able to make decisions for themselves, without endless processes.

He told staff that there would be a further Defence Board discussion on which option to take forward towards the end of June.

He said that he wanted staff to be proud of where they worked and for the outside market to recognise that DE&S was a desirable place to work.

"We do a lot of impressive things here and we should be proud of that. In how



CDM: soft-market testing of future options for DE&S has produced results

Picture: Andrew Linnett

'We do a lot of impressive things here and we should be proud of that'

many other jobs can you go home and tell your family 'I helped build a carrier today'?"

In answer to a question about uncommitted projects on the "Whiteboard", CDM said work within MOD was in progress to prioritise projects into those that were ready for quick action, those likely to come forward in a reasonable timetable and those for which the prospects were distant.

Work was also continuing on plans to reduce the DE&S headcount to 14,400, consistent with the requirements of staff reductions set out in the Strategic Defence and Security Review and involving the Departmental Voluntary Early Release Schemes and military drawdown and redundancy. He hoped the way ahead on this would be settled over the next few months.

PUS moves on to Ministry of Justice

TOM MCKANE, the MOD's Director General for Security Policy, has become the acting MOD Permanent Secretary (PUS) following the departure of Ursula Brennan.

Mrs Brennan moved on 2 July to take up the post of PUS at the Ministry of Justice (MOJ). A competition to appoint Mrs Brennan's replacement will now be held.

Mrs Brennan was appointed PUS to the MOD in November 2010 having worked as the Department's 2nd PUS since October 2008. During her time she has been a key driver in reforming and reshaping Defence so that the department can continue to take on future challenges.

In a message to staff, Ursula Brennan said: "I have been proud to lead the MOD as its Permanent Secretary and Accounting Officer through a period of remarkable change. It has been a privilege to work with so many talented and dedicated people here at the Ministry of Defence. I extend my thanks to all of those military personnel and civil servants who have worked tirelessly to deliver on operations and to modernise the Department."

Tom McKane added: "I congratulate Ursula and wish her well as she moves to the MOJ. I look forward to continuing her work as the acting PUS until her substantive replacement is appointed."

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NEWSREEL**Nuclear capability**

THE Nuclear Weapons Capability Sustainment Programme (NWCSP) which included Project Hydrus is kept under regular review. Since the decision to cancel Project Hydrus, neither the Atomic Weapons Establishment nor MOD have conducted a specific review of the decision, MPs were told.

Promotion reform

THE MOD Human Resources Directorate is looking at reforming processes for promotion to Band B and the Senior Civil Service to reflect the improved leadership aims of Transforming Defence. As a result, there will be no Assessment Centres in their current format in 2012 while this work is carried out.

Unmanned Air Vehicles

MOD requirements for airborne surveillance are met mainly by the Sentinel system which has been in service since 2009 and provides a capability comparable to the NATO Alliance Ground Surveillance (AGS) system. Sentinel has been accepted by NATO as a contribution in kind to its wider surveillance requirements and MOD has not elected to join the 14-nation consortium that is acquiring AGS.

Hard-headed finance vision shared at Abbey Wood

IN ORDER to achieve a balanced budget and meet the needs of Future Force 2020 it was essential to develop a credible financial plan that supported an affordable long term strategy, Director General Finance Jon Thompson told hundreds of DE&S staff in a town hall session.

Mr Thompson visited DE&S headquarters at MOD Abbey Wood as part of a series of staff briefings by the Head Office senior leadership at Commands and TLBs following the conclusion of the Planning Round and launch of the new Defence Vision. He explained that MOD's budget was now in balance and laid out the vision for Defence.

He told DE&S staff that it was important to strike the right balance between finance and strategy for the equipment plan, to ensure MOD committed to providing equipment needed by the front line, with £160bn to be spent over the next ten years.

Mr Thompson described a radically new prioritised approach to how MOD invests in equipment capability while creating a £4bn provision for risk against current commitments.

He said: "The Defence Board, through a strengthened Investment Approvals Committee, will review all new projects to assess their relative priority and value for money. The Defence Board will only commit to new programmes when they know that we have the funding to complete them."



Jon Thompson, Director General Finance, has visited DE&S headquarters

As well as balancing the Equipment Plan, Mr Thompson explained MOD needed a simpler, more effective operating model to achieve significant reductions in running costs and provide greater freedom and flexibility for TLB Holders and Commands.

Service Chiefs would be empowered to deliver their Command Plans, clearly defining what TLBs would deliver with the funding they received, covering all Defence Lines of Development and held to account by the PUS if they were not achieved.

Mr Thompson said MOD needed to ensure it had the right leadership, encouraged cross-defence thinking and adopted better business practices.

For the future MOD needed to take a more hard headed approach to resources to keep the budget in balance.

He said: "This will result in increased budgetary responsibility and the removal of sub optimal controls.

"But we also need to be innovative. We have made good progress introducing and developing key future capabilities and equipment acquisition along with a range of estate improvements underpinning military capability. There has also been significant progress on establishing new private sector partnership arrangements with the Defence Infrastructure Organisation and Defence Business Services."

Mr Thompson concluded by saying there were many challenges ahead and in answer to question from staff said MOD was working on the best blend of civilian, military and contractors to maximise outputs.

Civil Service Reform Plan sets out practical actions for change

THE CIVIL Service Reform Plan has been published, setting out a series of specific and practical actions to address long-standing weaknesses and build on existing strengths. Priorities for action are listed in the box on the right.

On publication of the plan, Prime Minister David Cameron wrote to all civil servants: "I have worked with civil servants, both as an adviser and as Prime Minister, and I know how good the best can be. So, before anything else, let me say thank

you," he said. "The sheer scale of the challenges that still face us - and the need to hold our own in a competitive world - mean that we need to change the way government works.

"Put simply, it needs to be sharper and quicker. We need the whole machine to be more agile, more focused on delivery and on getting results.

"The core of the Civil Service Reform Plan is this: harnessing the world-beating talents of those who work in our Civil Service and making sure

The Plan will deliver:

- more rigorous performance management
- strengthening capability
- sharpening accountability
- policy linked to implementation
- new ways of delivering services
- creating a modern employment offer for staff
- a unified Civil Service

they aren't held back by a system that can be sclerotic and slow."

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NEWSREEL**Propulsion contract**

BAE Systems Maritime Services has awarded TÜV SÜD Product Service a contract to develop an electromagnetic compatibility test programme for the Machinery Control and Surveillance system being installed on the Royal Navy's eight Hunt Class Mine Counter Measures Vessels (MCMVs). The work is part of a six-year contract worth £15m, which was awarded to BAE Systems to replace propulsion systems on the Royal Navy's MCMV fleet.

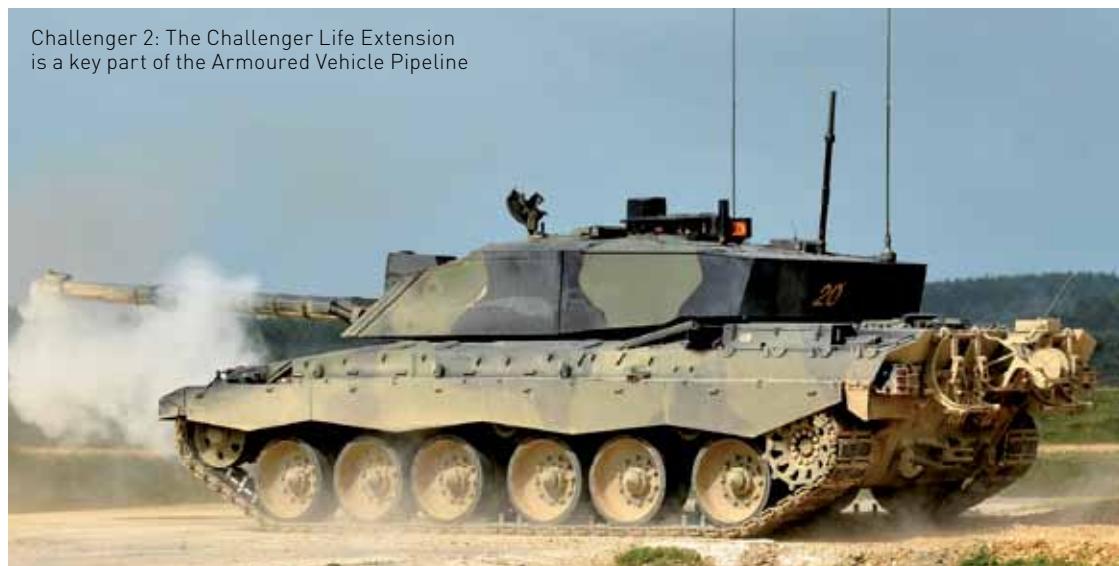
Paveway bomb order

MORE Paveway IV laser guided bombs are on the way to replenish UK stocks. Raytheon UK will supply the extra bombs by next spring in a £16.8m purchase by DE&S' International Guns Missiles and Rockets team. The latest buy comes on the back of another earlier this year which guaranteed hundreds of UK jobs at Raytheon as well as a number of other suppliers across the country including Thales UK.

GPS symposium

THE annual UK Defence Global Positioning System (GPS) Symposium is being held on the 19 July in the Abbey Wood CFB Lecture Theatre. The symposium will provide an update on technology and focus on the requirement and utility of GPS/NavWar in UK Defence.

Challenger 2: The Challenger Life Extension is a key part of the Armoured Vehicle Pipeline



Picture: Cpl Steve Blake RLC [Phot]

Balanced budget puts equipment programme on a firm footing

BALANCING THE budget is a key part of transforming Defence and making sure MOD had a Defence Equipment Programme based on firm foundations, Minister for Defence Equipment, Support and Technology Peter Luff (right) told a conference on the strategic challenges of defence acquisition.

The Minister, told delegates to the RUSI-Cranfield event: "I'm well aware there may be some here who may be sceptical that this vast programme of change - the root and branch reform of something as large and complex as defence - will succeed. Or indeed actually happen at all.

"Why should it work this time? Well - there are four reasons. The first of these is the economic imperative, and a series of events which have led us to this moment. In the foreword to the SDSR the Prime Minister said that bringing the defence budget back to balance is a vital part of how we tackle the national deficit.

"The second is political will - a determination and commitment which comes from the very top. Third - this is a process which is gathering momentum on a daily basis - the winds of change are blowing across Defence and across the Armed Forces.

"And fourth, there is a growing recognition that everyone has a part to play in this process. And a universal wish - in fact, a real drive - to succeed and see MOD taken off 'special measures'."



The Minister said a failure to act now would mean a toxic legacy for the future and would threaten both the security and prosperity of the nation.

Two of the building blocks for the future were already in place. The White Paper 'National Security Through Technology' set out MOD's principles on an open approach to procurement.

This meant buying off the shelf where possible, a commitment to opening up more business to Small and Medium Enterprises (SMEs) and building in exportability at an early stage.

The conclusion of PR12 meant MOD could now plan for the future with a certainty that had not been possible in the past.

Mr Luff said: "Our announcement guaranteed the delivery of a number of projects for the Navy, Army and RAF. I'm delighted also to be able to confirm the establishment of an Armoured Vehicle Pipeline, which provides significant

funding for the Warrior Upgrade, Challenger Life Extension, a Utility Vehicle and the Scout programme.

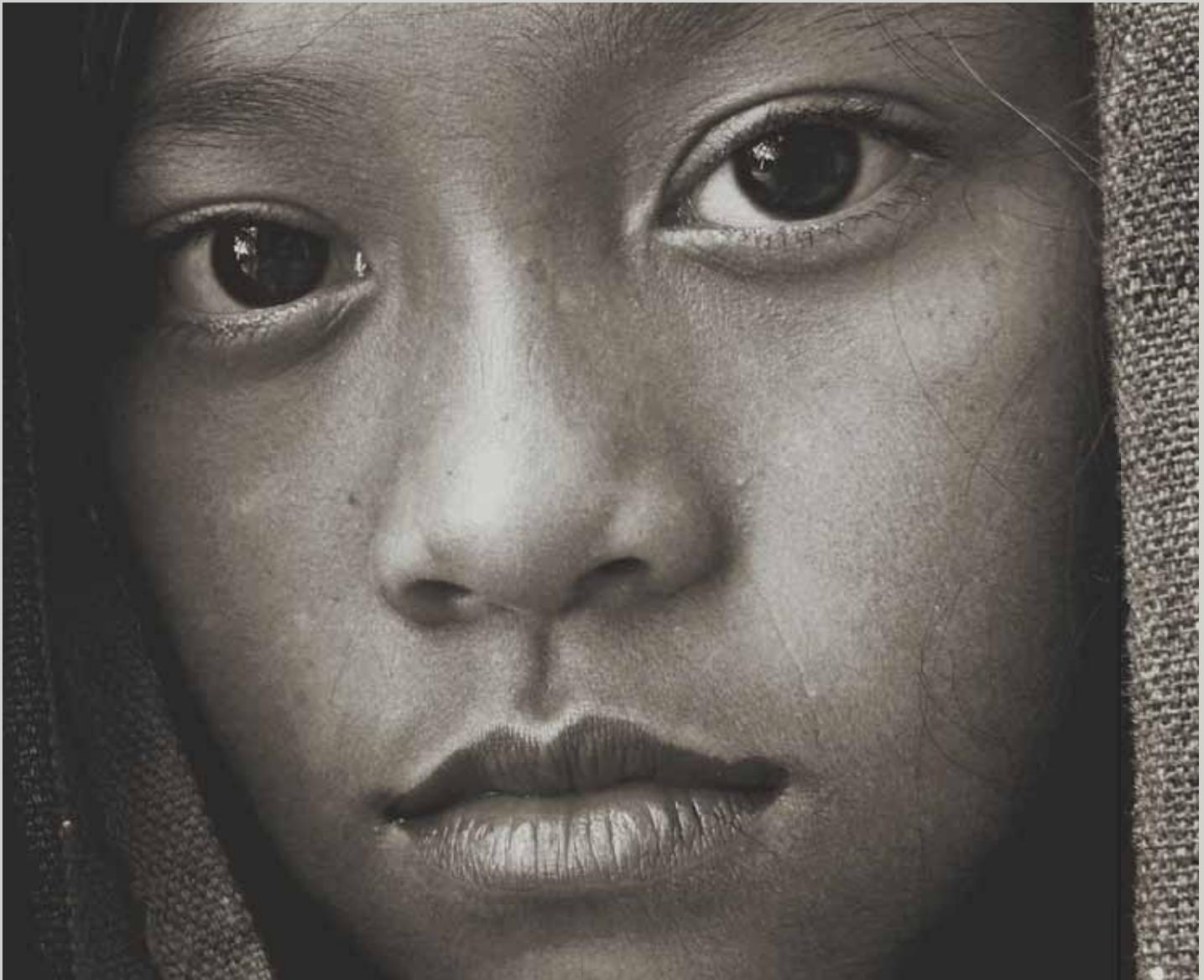
"This pipeline approach enables us to keep a firm control of costs, numbers, performance and sequencing in order to remain within the allocated profile. The Army, as the end user, will be intimately involved in this process."

There were three final building blocks of success - Defence Transformation, The Materiel Strategy and the publication of the Equipment Plan. Lord Levene's Defence Reform recommended devolving most capability planning and resourcing to Front Line Commands (FLCs) and in turn a smaller, more strategic and stronger Head Office.

He said delegates from industry would be aware that MOD intended to be a more demanding customer - improving skills and processes at Abbey Wood would ensure the Department was able to deliver on that.

MOD would also announce its 10 Year Equipment Plan this year following careful scrutiny from the National Audit Office.

The Minister challenged UK prime contractors to do more to engage with SMEs and said one of the ways he would evaluate companies would be on the quality of their engagement with the SME supply chain, because to him that flagged up innovation and value for money.



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 **AIRBUS MILITARY**



HMS Vigilant returns to the Clyde

ROYAL NAVY submarine *HMS Vigilant* has returned to her home in Scotland following a multi-million pound, three-year overhaul.

The vessel, one of the UK's four Vanguard Class nuclear submarines, was officially handed back to the Navy for operational use on 21 June.

More than 100,000 people and around 2.2 million man hours were involved in the overhaul under a £350m contract with Babcock Marine at Devonport Dockyard in Plymouth.

Work carried out on the boat included the installation of improved strategic weapons equipment and the integration of the tactical weapons submarine command system.

A new reactor core – which provides the power for the 15,000 tonne vessel – was also refitted meaning that *HMS Vigilant* will be able to function until the end of her operational life without ever having to refuel again.

Rear Admiral Simon Lister, DE&S Director of Submarines said: "A project of this size and complexity introduces many demanding challenges and the highly sophisticated nature of the work involved in the deep maintenance of these magnificent vessels is testament to the experience and skills of all those involved.



HMS Vigilant has returned to Scotland after her major three-year overhaul in Devonport

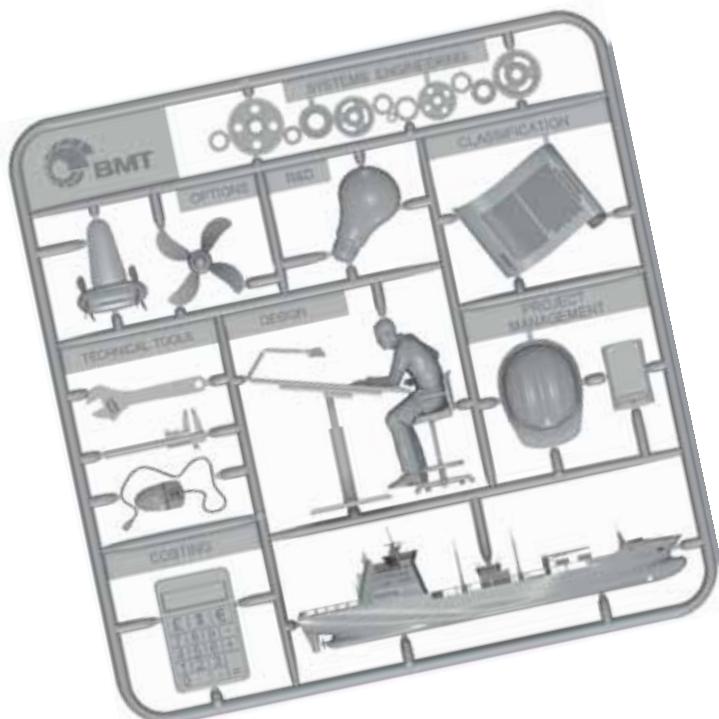
The dedication, determination and synergy of Team Vigilant has ensured that she has been returned to full operation in excellent condition in the shortest of timescales."

Commander Mark Lister, the Commanding Officer of *HMS Vigilant*, said: "It has been a huge privilege to have worked with the dedicated and highly skilled members of the joint project team that have delivered *HMS Vigilant* back

to the Royal Naval fleet to such a high standard. The submarine's crew and I are thrilled to have *HMS Vigilant* back under our watch and are looking forward to getting on with the job in hand."

Work to overhaul the fleet of submarines, which carries the UK's nuclear deterrent Trident, began in February 2002. Work has already begun on the last of the boats, *HMS Vengeance*, which is expected to be completed in 2015.

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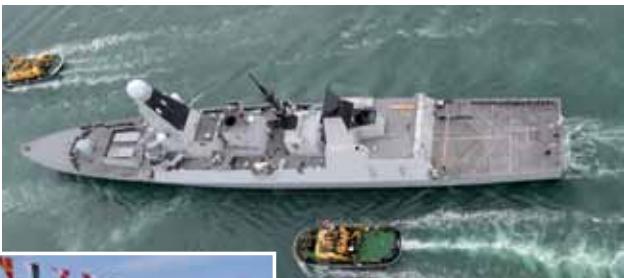
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 **BMT** Defence Services

"Where will our knowledge take you?"

Work sees HMS Diamond fit for the Queen



Members of the Type 45 Class Output Management team (left) celebrate HMS Diamond's Jubilee appearance in Portsmouth

HMS DIAMOND took top billing in June's Jubilee celebrations, following the successful completion of a routine maintenance period.

During the scheduled engineering works BAE Systems gave *HMS Diamond* the finishing touches to allow her to carry out a key ceremonial role in Portsmouth Harbour before she deploys on operations.

The work was completed to a demanding schedule by the BAE Systems Type 45 Class Output Management (COM) and Ship Delivery Teams based at Portsmouth Naval Base.

Captain Ian Shipperley, Head of the MOD's Destroyers Strategic Class Authority, said: "This was a significant package of work, completed in a tight timescale. It was delivered successfully and on time and *HMS Diamond* was ready for both the Jubilee and her intended future operations."

More jets fitted out for air transport operations

TWO BAE 146-200QC(Quick Change) aircraft, purchased by the MOD, have arrived at Hawker Beechcraft in Broughton for conversion from civilian to military specification.

"The two aircraft will be used by the RAF's 32 (The Royal) Squadron at Northolt to transport operational passengers and freight, once they are handed over next spring.

Already painted in RAF colours, further conversion work will include fitting military communications equipment and defensive aids.

This will enable the aircraft to augment the current hard-worked fleet of RAF tactical airlifters, particularly during future operations.

The work is being carried out on behalf of BAE Systems Regional Aircraft, who have been contracted by the MOD to undertake and manage the programme of work under an Urgent Operational Requirement.

Hawker Beechcraft has previously undertaken conversion and upgrade of the BAe 146-100s currently operated by 32 Squadron.



DE&S Chief of Materiel (Air) Air Marshal Sir Kevin Leeson, at top of steps, left, is shown around one of the BAE 146-200s at Broughton

NEWSREEL

Commercial group

THE Commercial Management Information Steering Group (CMISG) has been re-established. The primary role of the CMISG is to develop the effective provision of Commercial Management Information (CMI) to meet the requirements of the Commercial community and other stakeholders.

Goalkeeper costs

THE Goalkeeper close-in weapons system entered service with the Royal Navy in 1989. The total purchase price of the Goalkeeper weapon system that is now carried on the Albion class of vessels was around £33m, according to figures released in Parliament.

AWE valuation

THE total net book value of assets at the Atomic Weapons Establishment sites at Aldermaston and Burghfield, as at 31 March 2012, was £2.172bn. Of this amount, it is assessed that £1.707bn relates to assets at Aldermaston, and £465m at Burghfield, MPs were told.

Diamond deploys

HMS Diamond has sailed from Portsmouth for her maiden operational deployment to the Middle East for their next six months.

NEWSREEL**New science adviser**

A new MOD Chief Scientific Adviser has been appointed to oversee the Department's science and technology programme. Professor Vernon Gibson replaced Professor Sir Mark Welland on 2 July.

Olympic insight

SIR John Armitt, Chairman of the Olympic Delivery Authority (ODA), has presented at a Materiel Strategy Open Forum session in Corsham, discussing the challenges his team faced in preparing for the 2012 Olympics. He emphasised that an openness and transparency with the media underpinned the successful building of Olympic Park in East London. Staff were able to ask questions and understand what it was like to work in an Executive Non-Departmental Public Body (ENDPB).

F35B pilot decision

DECISIONS on which pilots will participate in sea trials on the F35B aircraft will be taken nearer the start of the trials, according to Minister for Defence, Equipment, Support and Technology Peter Luff. The pilots will be drawn from a joint Joint Strike Fighter force of Royal Navy and Royal Air Force personnel.



The Scout Specialist Vehicle Mobile Test Rig has been rolled out at a General Dynamics facility in Vienna, Austria. The vehicle is seen here with the additional armour pack for Theatre Entry Standard levels of ballistic protection

New trials rig to be tested to destruction

THE SCOUT SPECIALIST Vehicle (SV) programme has taken a major step forward with the roll out of the programme's first Mobile Test Rig (MTR) at a General Dynamics facility in Vienna.

General Dynamics UK has delivered the MTR, which will play a key role in reducing risk and maximising the reliability of the SV platform and its components through a rigorous series of 'testing to destruction' trials over the next year.

Six prototypes are also in late design; three Scout, one Repair, one Recovery and one Protected Mobility Recce Support (PMRS).

These will progressively join the MTR as the acceptance and reliability trials ramp up.

The MTR is similar in design to the basic PMRS variant of SV, which is capable of carrying a crew of two and a complement of soldiers.

Scout SV mobile test rig to be joined by six prototype vehicles for trials

It will be used to de-risk the automotive components of SV which so far have been individually tested on static rigs and will be installed in the prototype vehicles delivered to the customer for the final acceptance and reliability trials before Main Gate 2.

It also will be used to identify any automotive early life failures in order that all components on the prototypes can be fully tested and deemed reliable ahead of acceptance and reliability trials.

Common components/sub systems for SV that will be tested on the MTR include the engine and gearbox, cooling group,

running gear, suspension system and track system.

Ultimately, these tests will contribute towards final MOD trials for the full prototypes which have some of the most demanding reliability targets for an armoured fighting vehicle.

Once those targets are achieved, users will benefit from the key advantages of the SV's common base platform approach.

These advantages will include a lower cost of ownership and smaller logistics footprint thanks to the commonality of its components across the fleet. It will also result in a reliability that will allow the Army to use SV far from its base for long periods of time.

DE&S Scout Specialist Vehicles Team Leader Roddy Malone said: "Twenty-three months after contract award a considerable amount of hardware now exists to support maturity and risk analysis.

"This is allowing early system engineering examination and critical user review of the overall architecture balance before commitment to the final system designs.

"Most importantly, this takes the project off the drawing board and into reality, demonstrating real progress to the British Army and to the departmental capability and equipment transformation plans as part of Future Force 2020."

Technology set to reduce upgrade cost

NEW TECHNOLOGY that can reduce the cost of upgrades on tri-service platforms has been demonstrated.

E1553, an open architecture enabling electronic card, sits between equipment and the platform wiring loom. With the card in place platform wires become a high speed data pipe, capable of carrying sensor data images and video. Easy to install and maintain, and economical to

run, E1553 can move data on the same wiring 100 times faster than a standard card. It is much like running broadband over a home telephone and vastly increases the speed at which upgrade data can be transmitted. The capability can also be used to provide baseline platforms for export, reducing the cost of making products exportable. For more information, contact Nick Hales, DES PTG-TD-AIR2

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Carrier hull takes shape

WORK IS continuing apace on the construction of the first Queen Elizabeth class carrier, with 23,000 tonnes of HMS Queen Elizabeth in the dock at Babcock's Rosyth facility.

Over one weekend in June, Super Block 03, the centre section of the ship, was floated up for the first time, then manoeuvred out of its dock.

It was taken across the basin and moored near Lower Block 02. LB02 was then moved to Babcock's No 1. dock for the first time.

Super Block 03 was then returned to the dock and, with both blocks in place, the dock was drained and both blocks docked down. A few days later, the bulbous bow was lifted into the dry dock, next to the others.

DE&S Director Ship Acquisition Rear Admiral Steve Brunton said: "It's tremendously encouraging to see the first ship now beginning to come together in the dry dock."

"The successful lowering of Lower Block 1 - the first bow unit - into place was another significant milestone.

"Construction of these immensely powerful warships is a team effort involving all of us in the MOD team and our colleagues in the Aircraft Carrier Alliance and beyond that in the UK defence industries that are contributing

to the project. It's a team that adds up to several thousand people.

"We expect to see much more visible evidence of progress as this year progresses, with all the principal hull elements in the dry dock by the end of this year."



From top: The bulbous bow is moved into dry dock for the first time
Super Block 03 is safely in place and operations to move Lower Block 02 get underway
Lower Block 02 is in place in dock

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Picture: Aircraft Carrier Alliance





Apache: The helicopter will be one of the four core rotary wing fleets planned for the future

Review into helicopters confirms core fleet plan

A REVIEW into the rotary wing requirement for the land, sea and air environments has been completed, with no major deviations from current plans, the Minister for the Armed Forces Nick Harvey has told Parliament.

Commissioned to ensure the MOD has the right plans in place to meet the demands on helicopter capability in the future, the study largely confirmed existing plans.

The work sought to ensure that the MOD is working as efficiently as possible to deliver the plans for Rotary Wing Capability as outlined in the Strategic Defence and Security Review.

Encompassing all helicopter roles: attack, lift, reconnaissance and search and

rescue, the study was broken into six strands covering Future Force structure, training and simulation, support, specialist roles, basing, and search and rescue.

As a result of the comprehensive review, opportunities have been identified to make better use of simulated training and adopt a simpler approach to procurement and alternative models for support.

Alternative ways of organising helicopters were also considered but the study concluded that Joint Helicopter Command should continue to command land-based helicopters and Navy Command should continue to command maritime helicopters.

The study also confirmed

The Rotary Wing Capability Study confirmed plans:

- to move the MOD's rotary wing capability to four core fleets, the Chinook, Wildcat, Merlin and Apache helicopters
- to complete the Puma Life Extension Programme, which extends the out of service date for Puma Mk2 to 2025; this offers resilience to the Department's lift capability as it transitions to the four core fleets
- to transfer the Merlin Mk 3/3a to the Royal Navy's Commando Helicopter Force.

the end of MOD provision of Rotary Wing Search and Rescue once Sea King has been withdrawn in 2016.

MOD and BT work together to defeat cyber attacks

THE MOD and BT have announced a major extension to their cyber security agreement.

Work has already begun on the seven-year arrangement that builds on the success of an existing service and gives the MOD a wider and deeper defence capability across its global IT network.

BT will deliver and integrate a range of new capabilities for the cutting-edge service, which is designed to deter, react to and recover from cyber attacks or exploitation.

Air Commodore Tim Bishop, Head of ISS Service Operations, said: "Our forces depend on computer networks, both in the UK and in operations around the

world. Over the last five years we've seen a significant rise in the number of threats to the UK's national security through cyberspace, so it's crucial we look to constantly improve our defence mechanisms to meet those threats."

"BT has already delivered a world-leading solution, so it makes sense to develop our relationship further."

Neil Rogers, President, Global Government, BT Global Services, said: "This agreement is a huge achievement for BT and it is testament to the success and strength of our collaboration with the MOD. The service has already delivered a range of benefits – not just in terms of security but also financial and operational efficiencies – this deal will boost those gains further."

NEWSREEL

Electronic warfare

THE threat from electromagnetic pulse (EMP) has been assessed by Government, with full engagement from the MOD. EMP from nuclear devices falls within the boarder category of a risk of nuclear attack. Such an attack constitutes a tier 2 risk to national security. The Government is keeping the risk of acquisition or use of non-nuclear EMP by State or non-state actors under review, MPs were told.

Chinook costs

THE approved level of funding for the planned 14 Chinook Mk 6 aircraft (excluding support costs) is £841m inclusive of VAT, according to figures released in Parliament. This includes the contract with Boeing for the development and manufacture of the aircraft and other contracts, for example, to support test and evaluation activities and the safe introduction to service of the aircraft. The total value of the procurement, including the first five years of support costs, is approximately £1bn.

Giraffe radar acquired

GIRAFFE Agile Multi Beam Radar (G-AMB) radars have been procured at a total cost of £34.7M (excluding VAT). MPs have been told in Parliament.

NEWSREEL**Type 26 assessment**

THE MOD current planning assumption is for the construction of 13 Type 26 Global Combat Ships (GCS) Minister for Defence Equipment Support and Technology Peter Luff told MPs. The Type 26 GCS programme is currently in its assessment phase, with the results of this phase expected by the middle of this decade, he said.

SME contract awards

DURING the financial year 2011-12, approximately 41 per cent of new contracts were awarded to small and medium-sized enterprises. This represented approximately thirteen percent of the value of all new contracts placed in the year, MPs were told.

Carrier expenditure

THE Ministry of Defence has spent £2,450m to the end of April 2012 on the Queen Elizabeth Class Aircraft Carrier programme, Minister for Defence Equipment Support and Technology Peter Luff told MPs. Of this, £111m was for Assessment Phase work, £175m for Demonstration Phase and £2164m on the Manufacturing Phase. Over the period May 2010 to end April 2012, MOD spent £1,262m, all of which was Manufacturing Phase expenditure.

Team delivers new in-flight protective helmet system

A NEW don-in-flight chemical biological and radiological protective mask and integrated helmet system (right) has been delivered into service.

Under a project managed by DE&S' Chemical Biological Radiological and Nuclear (CBRN) Delivery Team, the system is capable of providing higher levels of protection than current systems, with other benefits in terms of reduced mass, improved wearer comfort and lower thermal burden.

The system has been shown to integrate with the target platforms and to enable UK operations to be undertaken safely and effectively.

The capability need was identified in September 2010 and, since then, the team has worked closely with a core team of SMEs and contractors from Dstl, QinetiQ, Crew Systems Corporation, the Aircraft Test and Evaluation Centre, Frazer Nash and other stakeholders to deliver the project.

The key challenge was to qualify the equipment



for use on four rotary wing platforms within a year of the first prototypes being delivered. A full equipment assessment and qualification programme was conducted to ensure compliance with user and system requirements, and regulations.

The system has been delivered with a full support solution to maintain the capability in service until 2015.

Ocean limbers up for her Olympic support tasks

HMS OCEAN is undergoing a programme of work to prepare the amphibious assault ship for her military support role to the London Olympics.

The ship, pictured above, will be moored at Greenwich and will act as a maritime hub in support of police-led maritime security operations during the Olympic Games.

Part of the work by Babcock to prepare Ocean for her London role is the installation of a 'London berthing arrangement' to allow the ship to berth in the Thames and accept the 'London Brow' (a large pontoon moored alongside the ship with

Vessel will be maritime hub to help security operations

gangways providing access to the ship). This includes installing pontoon mooring eye plates and access platforms in the landing craft bays.

Other work being undertaken includes upgrades to fuel stowages, improvements to flight deck communication to support flying operations,

an extensive habitability package (including installation of more than 2,000 items) to accommodate additional personnel during the Olympics, a galley and laundry package, painting of the weatherdecks and superstructure, and maintenance to critical systems including aircraft lifts and the chilled water and salt water systems.

During the games, HMS Ocean will accommodate military personnel including some of the Venue Security Force working at a variety of Olympics locations, and will also be hosting public events.

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New Director Materiel Strategy named by CDM

CHIEF OF Defence Materiel Bernard Gray has announced that Barry Burton is to be appointed on promotion as Director Materiel Strategy in July 2012 in succession to Major General Chris Deverell, who is moving into the DE&S Chief of Materiel (Land) post on promotion to Lieutenant General.

Mr Burton, currently Principal Private Secretary to the Secretary of State for Defence, said: "I am very much looking forward to returning to DE&S, particularly so in the Material Strategy role at a time of major change for DE&S. The work being taken forward by The Materiel Strategy team is a key part of Defence Transformation and is at the very centre of delivering and sustaining future success in defence acquisition and support.

"On a more personal note it will be a real pleasure to work again in DE&S and with many of the people I came to know during my last appointment in Abbey Wood as Head of Secretariat and Communications."

Mr Gray said: "Barry's career has taken him all over the Department both in the UK and overseas as well as in DE&S. He has huge experience of the

MOD that he will be able to put to very good use as he leads The Materiel Strategy team during these challenging times."

Barry spent his early years in the MOD in financial and commercial roles before moving to work for Defence Exports. He was posted to Washington in 1990 where he spent four years supporting British Industry in their efforts to export to the US, working closely with US Military Forces.

He also worked on strategic resources issues in Main Building being promoted to Deputy Command Secretary at Land Command where he was responsible for civilian Human Resources (HR), secretariat and organisational change.

On promotion to the SCS, he completed his second overseas posting as the Political Adviser for the Deputy Force Commander/Senior British Military Representative in Bagdad covering the period of handover from the Coalition Provisional Authority to the Interim Iraq Government.

He graduated from the Royal College of Defence Studies in 2005 before becoming the Director of Secretariat and Communications within DLO in 2006, continuing in that role through its merger to form



Barry Burton

DE&S. After a short period of temporary promotion to 2* he returned to London as a Head of Policy in the MOD's Operations Directorate before moving to his current position in the Defence Secretary's office in 2010.

In addition to an MA in International Studies, Barry also has post graduate qualifications in management and marketing, has an MBA and is a member of the Chartered Institute of Marketing. Prior to his current role he also Chaired the Board Governors at a Hampshire Secondary School.

Barry is married to Deborah, has two daughters and lives near Andover in Hampshire.

Next generation of firearms training begins

MILITARY PERSONNEL and MOD Police have a top-of-the-range facility at their disposal with the opening of HM Naval Base Clyde's brand new Firearms Training Centre.

The £3.8m facility is the jewel in the crown of military firearms training – a purpose-built centre to give Royal Navy, Royal Marines, MOD Police and Reservists the best possible instruction available.

Equipped with a giant firearms simulator – known as a Dismounted Close Combat Trainer or DCCT – the centre can replicate a variety of different scenarios, allowing trainees to practice their responses in a safe environment.

Projectors beam the simulation onto one wall of the giant room, with the trainees taking up positions at the opposite end with their specially adapted firearms.

What follows is akin to the world's largest games console, with students firing at the simulation and adapting as the scenario plays out.

Sophisticated software measures elements such as breathing and trigger squeeze and even recreates factors like wind speed, temperature and humidity – all of which can make a vital difference to accuracy.

The centre, which took 16 months to construct, is even fitted with cinema style seating meaning students can watch the other trainees' performance and learn



MOD Police's Deputy Chief Constable Gerard McAuley and Commodore Michael Mansergh of the RN's Maritime Warfare School officially open the facility

from their mistakes.

Chief Petty Officer Stephen MacLennan, the officer-in-charge of the centre, said: "In my twenty-four years as a Gunner this is quite simply the best firearms training facility I have come across.

"The results speak for themselves; we now have a fully equipped facility which is ideal for purpose and a huge asset to military training."

The project was managed by Naval Base staff from the Defence Infrastructure Organisation (DIO). The building work was awarded to Turner Estates Solution who sub-contracted to Henry Brothers Scotland.

A400M 'rough' tests go smoothly

THE AIRBUS Military A400M – the next-generation air transport for the RAF – has completed its first set of unpaved runway tests at Cottbus-Drewitz airfield in Germany. The aircraft performed a series of ground runs on the grass surface including maximum-braked rejected take-offs. Analysis of the data and examination of the runway are now underway and the aircraft will return in due course for further trials.



MegaVoice reaches Afghanistan

DOZENS OF new 'MegaVoice' public address systems have been delivered to Afghanistan.

Under a £500k contract with the Defence Support Group (DSG), STG Media Systems, a small British company, has delivered 87 of the loudspeaker systems to Camp Bastion for use at checkpoints, gatherings and for training. The contract was awarded in March 2012.

The ability to hear intelligible speech at 1km allows the user to distance himself from danger and warn the public about imminent actions being taken by, for example, IED clearance teams.

STG Media Systems Managing Director, Suzanne Coop, said: "From contract award we were able to deliver on schedule just eight weeks later, thanks to our flexible and highly focused team here at STG. During the same period we worked in partnership with the MOD to deliver a complete logistics support package to allow DSG to undertake all repairs in Camp Bastion, with our customer commenting that we had



MegaVoice: Following contract award in March, the public address system has been delivered to Afghanistan

delivered the best service manuals they had ever seen. Our view is that this support philosophy provides best value for MOD and the UK taxpayers."

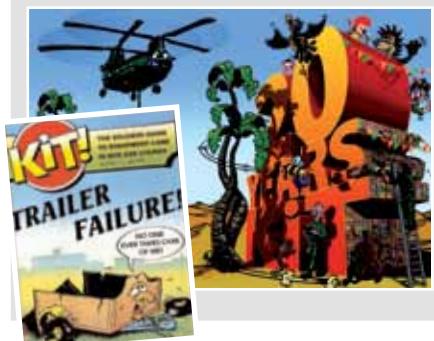
Twenty years of KiT!

KIT! MAGAZINE, the guide to equipment care, is celebrating its 20th year of circulation.

Launched in 1992 and still going strong, KiT! provides technical information and important messages about equipment care, use, maintenance and safety issues to users of land equipment.

The information contained in KiT! is driven by submissions from individual project teams. Equipment users can also submit information based on their experience. The aim is to improve the standard of equipment care and safe use throughout the land environment.

KiT! is published quarterly by DE&S Director Land Equipment Principal Engineer Team. For more information contact 03067 700287 or email DESLE-KiT@mod.uk



'Balancing the books means we can afford £5.5 billion armoured vehicle'



The British Army will be one of the primary beneficiaries of MOD's newly balanced budget, Minister for Defence Equipment, Support and Technology Peter Luff told delegates at Defence Equipment and Support's (DE&S) annual land equipment stakeholder event, DVD.

Speaking to delegates and media at the biennial event, at the Millbrook proving ground in Bedfordshire, Mr Luff said: "Balancing the books has enabled us to move forward to plan and deliver an armoured vehicle programme over the next decade which will deliver a fleet of state of the art, high tech and easily deployable fighting vehicles.

"A £5.5 billion pipeline of funding has been secured for Armoured Fighting Vehicles.

"This sum guarantees funding for an upgrade for Warrior and the Challenger life extension, a new fleet of Utility vehicles to come on stream from the mid 2020s as a replacement for Bulldog, support costs for Foxhound beyond operations in Afghanistan and, of course, the Scout programme - a new family of reconnaissance vehicles.

"The programme is now well into its demonstration phase and is on display here today. On Scout, we will first need to reset the programme in order to remain within the pipeline profile. We will then drive hard to a Main Gate 2, at which point production numbers will be finalised."

The Minister said that all of these fleets were now all lined up and accounted for in the Armoured Vehicle Pipeline - a highly disciplined approach which would enable MOD to keep firm control every step of the way when it came to costs, numbers, performance and sequencing.

The Army had paid a very high price for the overheated programme of the past because its projects had shorter lead times and were easier to cancel, postpone or reduce. MOD's new careful planning would put an end to this.

The Minister said that at the heart of this Armoured Vehicle Programme was the development of a Land Open Systems Architecture – or LOSA – which was the central theme of DVD

He said: "Open systems – and the flexibility they provide – are a central principle of the White Paper we published earlier this year. It means that from day one modularity, interoperability and the ability to upgrade are key factors of the design process."

Mr Luff went on to praise the Foxhound vehicle – newly introduced into Afghanistan – as a great example of this new generic architecture structure.

"Foxhound's arrival in theatre has been highly anticipated and I'm not in the least



bit surprised. I have driven it, I know just how good it is and just how easy it is to drive.

"Progress is also being made on Terrier. Initial production vehicles are undertaking acceptance trials and training at a bespoke facility has commenced," he said.

Mr Luff told contractors at the event that their role in facilitating and supporting operations would become ever more prominent as the Total Support Force concept was driven though.

He thanked industry for its responsiveness on Urgent Operational Requirements (UOR) and said they had done a magnificent job in getting essential kit to the troops.

"The UOR process in particular has been a driver of innovation. Great strides have been made when it comes to high



'We can deliver a pipeline' - Minister



Peter Luff, Minister for Defence, Equipment, Support and Technology, addresses delegates at DVD 2012

'Over the next decade we will deliver a fleet of state of the art, high tech and easily deployable fighting vehicles.'

tech adaptation and integration.

Small and Medium Enterprises have a particular role to play in this. Companies like Formaplex which has a background in luxury cars and Formula One vehicles, and which are currently producing the Foxhound vehicle pods.

Mr Luff said there would be challenges for the land sector as MOD's requirements diminish, but there would also be opportunities in overseas sales.

Promoting exports was now a central effort of the defence diplomacy drive.

MOD's core mission – to deliver military success on operations – remained alongside the requirement to ensure troops had the equipment they needed, when they needed it.

He told delegates: "All of you here today have a very important contribution to make to that requirement in the months and years ahead."

Foxhound showcase

DEFENCE MINISTER Peter Luff saw the unveiling of the British Army's new Foxhound vehicle for the first time since its arrival in Afghanistan

MOD has committed £270M for 300 Foxhound vehicles with General Dynamics Land Systems: Force Protection Europe and this investment has sustained around 750 UK jobs.

Foxhound's V-shaped hull helps it withstand explosions and provides unprecedented levels of blast protection for its size and weight. It is light and agile and designed to move freely through the narrow alleyways, tracks, bridges and culverts in Afghanistan.

Defence Minister Peter Luff said: "Foxhound is a great example of what can be achieved through the MOD and industry working closely together. I want to maximise the extent to which industry uses an open systems approach both domestically and in the global market, enabling us to buy off-the-shelf as far as possible.

Major General Carew Wilks, Director Land Equipment in the MOD Defence Equipment and Support organisation, said: "As well as showcasing current and future land equipment, DVD 2012 has given us a chance to work with our manufacturers and suppliers to see how we can improve our procurement processes by ensuring our equipment systems are easily connected with those of other suppliers. Such an approach allows us to quickly add, change or update sub-systems as needed.

"Foxhound is the first vehicle to enter service taking account of our new generic vehicle architecture standards, so I'm pleased to see it here at DVD giving visitors a tangible idea of how systems integration works."

DVD is one of the most important events in the defence diary for those involved in the equipment and support for the UK's Land Forces and is Defence Equipment and Support's (DE&S) annual stakeholder event. It brings together the acquisition community with military personnel and industry organisations for two days of informal discussion and briefings.



Foxhound at DVD 2012

RAF's eighth C17 records

DE&S' Command Support and C-17 team broke all records when it delivered the RAF's eighth C-17 to the RAF in just 70 days. This is how they did it

The UK's eighth C-17 has lifted off from the Boeing facility at Long Beach California, just 70 days after contract placement, making this the most rapid procurement of a C-17 to date.

But it was not a straightforward purchase, and the successful delivery of this aircraft, which arrived in Brize Norton on 23 May, represents a triumph of joint working between many parties.

Tim Rowntree, the DE&S Director Air Support, who attended the delivery ceremony, thanked the United States Air Force, Boeing, the US pricing and audit agencies and, of course, the DE&S C-17 project team for their joint working. "It was a remarkable case of mutual trust and knowing that everyone would do their bit on time" said Mr Rowntree.

"There was simply no time to do this as a series of sequential of activities, so everyone worked in parallel on a plan that would bring everything together. And this wasn't without risk."

"For the USAF, for example, they immediately started work to transfer ownership of the part-completed aircraft, and its key parts such as its engines, on the assumption that all other aspects of the deal would go through to time. In the event, the last major jigsaw piece, Congressional Approval, was received on 15 May, just two days before the fly-away."

The DE&S C-17 & Command Support Project Team (C-17CS) Project Team (PT) leader James Evans said: "At the outset it was made clear that we would have to buy it fast to maximise its contribution to operations in the period leading up to 2015.

"Traditionally, the average 'flash-to-bang' delivery time for an RAF C-17 is some two years, with the fastest UK delivery achieved to date being in just under 12 months for our seventh C-17."

In procuring the eighth C-17 the PT employed the proven approach of contracting with Boeing to take ownership of a part-built USAF-owned airframe on the production line, and actually paying for the replacement USAF aircraft at the end of the production line.

The PT and Boeing quickly identified a candidate USAF airframe to meet the eighth C-17 requirement. The questions were then whether this procurement approach could be compressed sufficiently to procure the aircraft inside three months and, indeed, whether the USAF was prepared to support such an endeavour given the very short notice.



None of the 30 or so international C-17 deliveries to date have been delivered in such an aggressive timescale – indeed not even close.

"When we first raised our plans with the USAF, their first response was "you want to do what?" But from then on they were absolutely fantastic.

The key challenge in contracting for a C-17 so close to its delivery date was that much of the equipment fitted to the aircraft, roughly a third of its financial value and including its four engines, already belonged to the USAF.

A method needed to be devised to transfer these items from USAF to UK ownership using US Foreign Military Sales arrangements, a problem which taxed the minds of many on both sides of the Atlantic before a solution was found.

"Preparatory work was a massive team effort" Mr Evans continued. "My UK based Programme and Commercial Team, with help from the Air Support Commercial Director, worked up the eighth C-17 Business Case through approval in under a month, developed a comprehensive procurement plan with Boeing and the USAF and undertook a large amount of pre-contract negotiation work with Boeing.

"My US-based C-17 PT, most ably assisted by USAF worked the US issues.

"The upshot of all this preparatory work was that over the Christmas period in 2011, we became confident that we could deliver the eighth C-17 when the call came."

Then there was the nervous wait, until MOD and HM Treasury gave the go-ahead at the start of February, reinforced by the Prime Minister's announcement to Parliament on 8 February.

Building on all its preparatory work and following price investigation the PT was able to sign a contract for the aircraft with Boeing at the start of March 2012 and accept the aircraft off-production and flight test some three weeks later.

Again, the US Department of Defense pricing and contracts management agencies were pivotal in helping the PT achieve these ambitious timescales.

At this point the PT effectively 'owned' a USAF-standard C-17 that needed to be re-configured to an RAF standard aircraft. The PT and Boeing had originally planned a three month re-work period to do this work.

However, this was undertaken in parallel with gaining US Congressional

is a first for DE&S



export approval for the aircraft, which also usually takes three months.

"It soon became clear that re-work was only going to take a month and we were faced with the dilemma of having a C-17 sitting on the ground at Boeing gathering dust waiting until Congressional approval came through." Mr Evans said.

Consequently, the pressure was back on the PT to work with Boeing and the British Defence Staff in Washington to accelerate the US export approval to meet a mid May delivery window.

Although it came right down to the wire the PT received US export approval just in time to enable formal aircraft delivery and RAF fly-away on 18 May.

"I'm mightily pleased to say that, with the help and hard work of the entire team in DE&S, ably assisted by our colleagues in Boeing, the USAF, BDS(US) the US Department of Defense and the RAF, we were able to deliver the aircraft to 99 Squadron at RAF Brize Norton, ready for routine tasking well ahead of when we planned." Mr Evans said.

"As always, an achievement of this type is a team effort and the whole team deserves the highest praise for accomplishing this demanding objective."

- The C-17A Globemaster is a long range, heavy logistic transport aircraft. Its design characteristics give it the capability to operate into and out of short runways and austere airfields carrying large and outsized payloads. It is planned to serve in the RAF into the 2030s.
- It can transport a variety of different equipment types. For instance it can carry a Chinook helicopter, three Apache helicopters, three Warrior infantry fighting vehicles, 13 Land-Rovers or even a Tornado fast jet. It can transport around 45 tonnes of freight over 4,500 nautical miles, flying above 30,000 feet.
- The aircraft has an integrated electronic flight-deck, allowing operation by a basic crew of just two pilots and one loadmaster.



Tim Rowntree, Director Air Support, accepts on behalf of DE&S, a picture of UK8's first flight from Bob Ciesla Boeing C-17 Programme Director, and Liz Pace, Boeing Australia and Middle East Programme Manager. They are accompanied by Tracy Schmidt USAF Security Assistance Programme Manager for UK and James Evans C17 and CS Team Leader

New deal for Hercules

Report: Tim Lewis

The Hercules Integrated Operational Support contract has been extended, assuring support of the aircraft until the end of 2015

The RAF's fleet of Hercules transport aircraft will continue to meet its demanding tasking under a £350m extension to the Hercules Integrated Operational Support (HIOS) contract.

The extension will help support operations in Afghanistan with greater resilience through continuing maintenance of the fleet.

Hercules are a vital part of the RAF's fleet, carrying troops, supplies and equipment in support of operations around the world. They also perform life-saving medical evacuation missions, transporting injured personnel home from Afghanistan.

The deal with Marshall Aerospace will sustain 500 UK jobs, with the majority based in Marshall Aerospace's facility at Cambridge Airport.

Work will also be undertaken by Lockheed Martin at sites in Havant, Stansted and Gloucester, and by Rolls-Royce and its sub-contractor Vector Aerospace in Filton, Hook, Croydon and Brize Norton. Lockheed Martin UK will look after supply chain management and Rolls-Royce will maintain the engines.

Marshall Aerospace is the prime contractor for the 24-year Hercules Integrated Operational Support contract which is worth £1.52bn and was signed in 2006 for engineering support the Hercules C-130J and K type aircraft.

This latest HIOS contract amendment saves the MOD £170m by replacing several short-term contracts with one agreement to provide the maintenance of the whole Hercules fleet until the end of 2015.

Minister for Defence Equipment, Support and Technology, Peter Luff, said: "The Hercules aircraft is a key part of our long-range RAF air transport force and supports thousands of troops on operations across the globe. This new agreement will not only save the taxpayer money but will also ensure the fleet has continued support to maintain aircraft availability, especially for Afghanistan."

"The announcement of this contract is just part of the comprehensive regeneration of our Armed Forces' equipment that has been made possible thanks to the Government's balancing of the defence budget for the first time in a generation."

Group Captain Nick Cox, leader of DE&S' Hercules TriStar team, said: "The HIOS contract will continue to play a crucial role in maintaining

aircraft availability as our Hercules fleet continues to meet the demands of our operations."

Industry has welcomed the new arrangement. Steve Fitz-Gerald, CEO of Marshall Aerospace, commented: "We are extremely proud of our role in supporting the Royal Air Force's fleet of C-130s and of the partnering arrangements we have in place with Lockheed Martin, Rolls-Royce and the MOD."

'This agreement will ensure the fleet has continued support to maintain aircraft availability' - Minister

George Shultz, Lockheed Martin's manager for C-130 programmes said that the RAF had set the standard in many areas of C-130 operations.

"No other aircraft can achieve the range of operational missions that the Hercules can," he said. "As the launch customer for the C-130J, the RAF continues to push the performance envelope of Super Hercules. HIOS transforms the way the Hercules fleet is supported and will guarantee more aircraft ready to fly at all times."

Rolls-Royce teams in the UK and Indianapolis in the US provide comprehensive servicing for the AE 2100D3 engine, which powers the C-130J aircraft and the T56 engine on the C-130K.

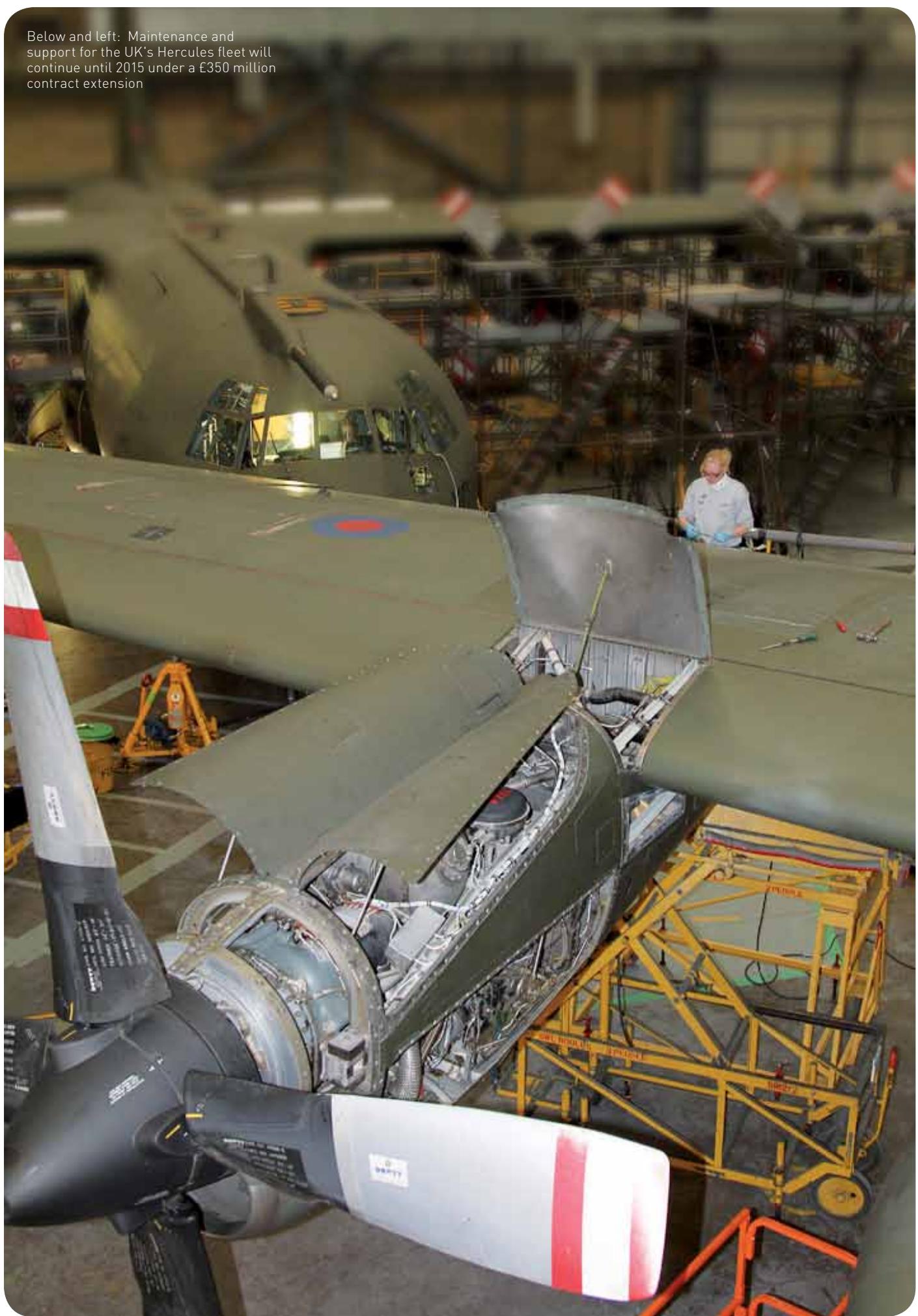
Paul Craig, Rolls-Royce, Executive Vice President Services - Defence, commented: "This contract amendment is testimony to the standard of service delivered to-date and reflects the value we offer to our customer. We take pride in supporting the Royal Air Force's fleet of C-130s and in our successful partnership with Lockheed Martin, Marshall Aerospace and the Ministry of Defence."

"It is particularly pleasing that we have continued to deliver high levels of aircraft availability at a time when both the C-130 and VC10 have recently been involved in high tempo operations. Our innovative approach, which continues to ensure availability for critical operations, has been greatly appreciated by the RAF."

Rolls-Royce has also secured an extension to the contract to provide technical support for Conway engines, which will power the VC10 tanker until it finishes service in 2013. The company provided around-the-clock support for Conway engines that powered the VC10 tanker aircraft during the UK's Operation Ellamy in Libya last year.



Below and left: Maintenance and support for the UK's Hercules fleet will continue until 2015 under a £350 million contract extension



£1 billion plan will retain UK sovereign capabilities

Report: Tim Foreman

The MOD has awarded Rolls-Royce a £1.1 billion contract to produce new reactor cores for the Royal Navy's nuclear submarines and upgrade the UK's core production plant

A £1.1bn contract to produce new nuclear reactor cores has been awarded to Rolls-Royce. The cores will be used to power the seventh and final Astute Class submarine and the first of the Royal Navy's next generation of nuclear deterrent submarines, known as the Successor Class.

The investment – which secures 300 jobs at Rolls-Royce – will also fund an eleven-year refurbishment of Rolls-Royce's plant at Raynesway in Derby, extending its operating lifetime by more than 40 years.

'This contract will secure hundreds of highly-skilled jobs for UK industry' - Defence Secretary

The contract will see construction of new buildings that will replace existing facilities that have reached the end of their useful life.

Replacing the existing infrastructure with state of the art nuclear reactor core production facilities will cost around £500m. A further £600m will be spent on producing new reactor cores for the Astute and Successor Class submarines.

Announcing the contract, Defence Secretary, Philip Hammond, said: "Having balanced the MOD's books we can now invest in vital strategic capabilities to meet the present and future defence needs of the UK."

"This contract will secure hundreds of highly-skilled jobs for UK industry, while retaining our sovereign nuclear capability."

"The Raynesway site has played a key part in the production and maintenance of our nuclear deterrent for more than 50 years. This regeneration will make sure it continues to do so for many years to come."

DE&S Director Submarines, Rear Admiral Simon Lister, said: "I am very pleased that this contract has been signed as it will ensure that our future submarines are powered with the very best reactor cores."

"Raynesway is a centre of excellence

for nuclear reactor core production and the site works to stringent health and safety practices.

"The site has an excellent safety record and this investment will make sure that the very highest standards of nuclear and conventional safety continue to be maintained."

Commodore Keith Beckett, Head of Nuclear Propulsion at DE&S, said: "The signing of this contract is a fantastic achievement and marks the end of a lot of hard work by both the DE&S project team and our counterparts at Rolls-Royce."

"The regeneration of the facility at Raynesway will provide the very latest and most efficient core production

capability for the UK's submarines and this is something to be proud of.

"We have reached a key milestone in this programme and are confident that we can continue to make good progress to maintain this vital capability."

Jason Smith, Rolls-Royce President Submarines and Chief Operating Officer - Nuclear said: "This is excellent news that demonstrates the high level of trust the MOD has in both our technology and the expertise of our highly skilled workforce."

"This new facility will deploy advanced manufacturing techniques to enhance our world leading nuclear manufacturing capability."



Astute: £600m will be spent on producing new reactor cores, alongside a £500m investment in state of the art core production facilities

**The Secretary of State for Defence
Philip Hammond told Parliament in a
Written Statement:**

"I wish to inform the House that the Ministry of Defence has signed a contract, worth approximately £1.1 billion, with Rolls-Royce Power Engineering for an 11-year programme of work at its nuclear reactor core facility in Raynesway, Derby, including a major programme of site regeneration to replace facilities that have reached the end of their life.

The site regeneration will cost approximately £500m and involve the progressive demolition of the existing buildings and their replacement with new facilities on the same site.

The remaining £600m will sustain reactor core production at the facility until March 2023. This will include production of reactor cores for the Astute class and the next generation nuclear deterrent Successor SSBN submarines if approved.

These contracts will allow us to maintain this vital capability that underpins the nation's long-term security, and will secure 300 jobs at Rolls-Royce."



The only way is up for logistics

The delivery and support of kit to the front line – the stock-in trade of DE&S – is undergoing a revolution

A new logistics information programme is seeing the MOD drive down support costs and improve the availability of essential information to support vital defence logistics activities.

The Future Logistic Information Services (FLIS) contract, which was signed with Boeing Defence UK in November 2010 and became operational on 1 March 2011, is being implemented by DE&S' Logistic Network Enabled Capability (Log NEC) team and will run until June 2021.

The team has appointed Boeing as a single Delivery Partner and the principal service provider for Logistic Information Services across defence. By doing so, the MOD benefits from Boeing's corporate purchasing power and holds them to account for providing the service to pre-agreed service levels. The agreement is underpinned by a financial model which incentivises improved service delivery.

Over time, further services will migrate to Boeing leading to the transformation of logistics information capability. Since DE&S core business is dependent on the provision of accurate and timely information, Log NEC is crucial to supporting wider DE&S transformation.

At the moment, DE&S relies on a large number of bespoke logistics systems, some of which are over 40 years old. The single services have historically all had their own ways of running their logistics business resulting in complexity and unnecessary costs.

One of these costs is the associated support of legacy single service systems, which sees LogNEC supporting more than a dozen data centres around the country. Many of these data centres lack adequate cooling or sufficient network capability, meaning that when there is a power failure, or unusually hot (or cold) days, the current data centres may not cope, and systems can be brought to a halt.

"This is about getting the right information to get the right kit to the right place at the right time and at the right price," said Lt Col Adam Ewell of LogNEC who is managing the migration of the first of a plethora of applications to the new arrangements.

"Our infrastructure has been failing," said Lt Col Ewell. "Bringing Boeing in was the right thing to do. They have plenty of street cred at this and the ability to deal with big third party IS providers."



The award of the contract to Boeing was based on the company's demonstrated experience of delivering the appropriate architecture, design, planning and migration of applications.

In fact Boeing has itself transformed the way in which logistics information is delivered through modernized data centres and application hosting environments. The same processes, tools and practices are being used to implement the technical solutions for LogNEC.

Stage one of the contract, discovering and identifying the scale of the task, is already complete. Just fewer than 1,000 different and unique software solutions were found, provided by 109 different suppliers. On the hardware side, more than 1,120 unique hardware types from 134 different manufacturers were identified, with many products bespoke

or supplied by companies no longer in business. In total more than 230 different systems are in operation across DE&S.

Boeing's solution involves migrating legacy systems from MOD's current data centres to two purpose built data centres, which are located in separate parts of the country.

The number of physical servers within the data centres has been reduced from more than 1,200 to about 300. With both data centres mirroring each other, the potential for users being denied access to service as a result of one of the centres failing is averted.

Systems migration from the various sites around the country is already underway, and is due to be completed in early 2013. Boeing will also consolidate 14 separate operating sites into two 'competency centres' at Bristol and Milton Keynes from where staff will operate.

Logistics information



The real transformation phase is yet to come as LogNEC and Boeing are in the process of introducing a new, single Base Inventory and Warehouse Management capability to replace the very old legacy systems which MOD currently uses. It is expected that the new services will be implemented by 2015.

Lt Col Ewell is convinced Boeing, is on the right track. "The front line commander should not be constrained by logistics and part of that is that they should not be constrained by lack of logistics information," he said.

"The commander should be able to do whatever they feel is necessary, without having to worry about the availability of inventory or assets."

"In the optimisation phase we are taking the existing systems and migrating them into the new data centres and re-platforming them onto modern

hardware, so if users notice a change it should be that system availability has improved.

"Rather than having a computer system in Stanbridge, linked to Bicester linked to Ensleigh linked to Worthy Down, they will all be delivered from one data centre. From a communications perspective everything will be managed over a single local area network, reducing the amount of network traffic required."

Under the Log NEC delivery partnership, more than 230 people have been transferred from the MOD to work for Boeing, and migration to the data centres is well under way.

With continuous technical refreshes, reduced complexity, fewer individual systems in the future and more commercial-off-the-shelf components Log NEC is set to deliver a more efficient, less costly, support chain.



Artists impression of the new data centres, which will see a much more unified approach to logistics information



NEWSREEL

Igloo order

SHROPSHIRE-based technology company, Igloo Vision has secured an order for a military simulation dome from Qinetiq. The Igloo simulation dome is a truly immersive environment, which is capable of transporting military personnel to the very heart of any conceivable battlefield, counter-terrorism or civil defence situation. It costs a fraction of traditional military simulators and is a world away from desk-bound, flat-screen training platforms.

Air defence plans

THE Sea Wolf system will reach its out of service date in 2020 on current plans, Minister for Defence, Equipment, Support and Technology Peter Luff has confirmed in Parliament. It will be replaced by a new local area air defence system named Sea Ceptor which will initially be fitted on Type 23 frigates from late 2016, and is then planned to provide the basis for the future air defence capability for the Type 26 Global Combat Ship from 2021.

IED finds

IN April 2012, 138 Improvised Explosive Devices (IED) were reported to ISAF units in Task Force Helmand, according to figures released to Parliament.

Safety comes first

Report: Katrina McCabe

'Safety is important because people's lives depend on it' – says DE&S Chief of Materiel Fleet, Vice Admiral Andrew Mathews.

ON TAKING up the role of Chair of the DE&S Safety Board, Adm Mathews has confirmed his commitment to safety, saying "it's vitally important that we don't let people down; we need to provide equipment that works and is safe."

"Any shortfall in standards could potentially be fatal, we must never forget that."

"I am pleased to take on this role as safety has always been part of my job. Being a nuclear engineer by trade and a submariner, safety is absolutely core to the business and is part of the culture."

"Having this background, I think I have something to offer and I'm delighted to take on the task of Chairman of the Safety Board."

"Our role is to provide safety assurance to the DE&S Main Board by looking at whether we have the right processes in place and whether there are any gaps."

His top three priorities for the Safety Board are making sure DE&S has the right people, in the right place, with the right experience; managing change; and planning for the future.

The priorities centre on people, something that Adm Mathews is very conscious of. "People are at the forefront of our minds," he said. "DE&S is fundamentally a technology business built on people and their knowledge and experience."

"Our equipment operates in a tough high hazard safety environment and there are a number of DE&S staff with onerous safety duties."

"Our job is to help them in their decision making and to make sure they have the confidence to make the decisions in an environment that is supportive to them. It's not about blame culture, it's



Vice Admiral Andrew Mathews, new Chair of the DE&S Safety Board

Picture: Andrew Linnell

about helping our people make those tough decisions."

"We also need to make sure we have enough suitably qualified experienced personnel (SQEP) to fulfil our safety role effectively."

"It's about getting people through with the right qualifications; taking them on a journey so they can get the experience they need."

'We want people to have the confidence to make decisions in an environment that is supportive to them'

"When is a plane safe to fly? When is a submarine safe to dive? These are tough decisions where you need both qualifications and experience to be confident in your work."

"What's important is that people realise that the business we work in is complex, it's demanding in terms of technical knowledge and it's demanding in terms of quality."

"Fast jets, tanks, ships, submarines, these are all complex pieces of kit. They are

special in that we don't build many of them, they are often a prototype and we expect, for example, the first ship or submarine that we build to operate effectively."

"We don't have the luxury of building a few to drive around or test, so we've got to get it right first time and this makes it demanding in terms of engineering and safety."

In sharing his personal experiences of safety he said: "The equipment we deliver must be 'user safe'. This was really brought home to me in 2006 when two sailors sadly died on HMS Tireless due to an oxygen generator failure. At the time, one of the Non Executive Directors said to me 'make sure they didn't die in vain'. This was a really telling statement and one I'll never forget."

"It's important that we learn and share safety lessons. Equipment safety is all about doing things properly, having the right people with right knowledge and information, having right processes in place and following those processes."

"Achieving this will enable us to deliver safe equipment. Each and every one of us must think 'safety' – it's fundamental to what we are trying to achieve and it's vitally important that we don't let people down."

Abbey Wood safety and environment conference hailed a great success

A SUCCESSFUL two-day symposium has been held at Abbey Wood to discuss how the MOD and industry can continue to improve equipment safety and environmental management in the face of future sector changes.

More than 300 members from MOD, industry and academia attended the Environment and Safety Assurance Symposium (ESAS), held in June.

The conference and exhibition was jointly opened by Howard Mathers, Director Technical and Rosalind Roberts, the Head of Safety and Environmental Protection (S&EP) Group.

In his presentation, Mr Mathers outlined the theme of the conference, 'the challenge of change', and said: "change is inevitable and we must embrace it."

The event saw three

Right:
Howard
Mathers,
Director
Technical,
opened
ESAS



keynote speeches from the Health & Safety Executive, the Military Aviation Authority and the Defence Safety and Environment Authority.

A series of workshops were also held, enabling delegates to discuss and debate topics such as the through life management of hazardous substances and the role of Independent Safety Auditors.

A range of presentations was given on issues such as reducing energy consumption in the field, safety from a front line command perspective,

and safety and the Battle of Britain Memorial Flight, among others.

There was also a session dedicated to 'meeting the competence challenge' opened by Chief of Materiel (Joint Enablers) Pete Worrall.

He described how 'competence' or 'SQEP' (Suitably Qualified and Experienced Personnel) are crucial to the business and what has been done to define, baseline and improve SQEP within DE&S.

The symposium was closed by Chief of Materiel (Land) Lt Gen Sir Gary Coward who thanked everyone who attended and in particular, the joint organising committee from the DE&S Safety and Environment Team and Atkins Defence, declaring the event a great success.

For further information e-mail Steve Jones on DESSESEP-Comms@mod.uk.

Dstl visits Abbey Wood

THE DEFENCE Science and Technology Laboratory (Dstl) hosted a Land and Logistic Operations roadshow at Abbey Wood in May.

The event was organised to showcase the work of the Research Programme with colleagues from DE&S.

It included a variety of equipment and new technologies ranging from body armour and helmet designs for the dismounted soldier, to examples of armour plating and anti-Rocket Propelled Grenades (RPG) webbing for vehicles.

Jim Eckworth, Head of Land Domain at Dstl said: "I often get asked about the work of the Research Programme.

"A roadshow like this provides Dstl with a perfect opportunity to talk about the work of the programme and to highlight the importance of science and technology in defence with our colleagues from DE&S."

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Blackberry supports DE&S at work on the move

JULIAN KNIGHT, leader of DE&S' Beyond Visual Range Air-to-Air Missile team, is the 1,250th proud owner of a new MOD BlackBerry device.

After an extensive pilot the MOD BlackBerry Service is now available to all MOD staff. Pioneered through a partnership between DE&S, BT and Atlas, the service synchronises a user's Restricted email (including attachments), Outlook calendar and contacts, with their office DII(F) account, enabling easy and truly mobile working.

Lee Nicholls, Networks Fixed Deputy Head and DFTS Programme Manager said: "I am delighted that, after a comprehensive pilot and close working between each of the MOD and industry teams, we are now able to offer a product that will enable a step change in our ability to support secure, flexible and truly mobile working anywhere in the world where there is a GSM mobile data signal".

Wing Commander Chris Edwards, the DII lead for BlackBerry added: "The technology is already making a key contribution to the communications infrastructure of the Olympics and it is clear that it will develop into an important core business capability."

"Demand continues to grow as the word spreads and users realise the benefits and ease of accessing their DII accounts wherever and whenever they wish."

The service will be capable of supporting 6,400 devices. MOD BlackBerry is accredited to handle Restricted data via email. Voice calls and text messages are limited to Unclassified.

The latest operating system (OS7) BlackBerry handsets are available to



Lee Nicholls, Networks Fixed deputy head, presents Julian Knight, Stuart Lyons and Chris Harris from the BVRAAM team with their MOD BlackBerrys

order from the DII and DFTS Catalogues. More details at www.dfts.r.mil.uk (under flexible working tab).

Disability network seeks to become a 'beacon of excellence'

THE DE&S disability network, Contact-Ability is refocusing its efforts to become a beacon of excellence for the support of disabled staff.

Publicising good practice, help guides, useful information and links to established processes, Contact-Ability aims to tackle some of the everyday work issues facing disabled staff. Contact-Ability members are already helping Atlas test applications for use on DII and form the backbone of the Disability Steering Committee for the whole of MOD.

Alexander Kennard, the new Chair of Contact-Ability, said: "We are now on the bridge between two worlds, that which took years to build and that which is about to come into existence. Most of what we had has now vanished; the specialisms, processes, procedures and know-how have been abolished or are drifting into disuse. It is time to take the best from the past and form the future, so that disabled staff are not forgotten, bullied or ignored. It is now time for

everyone to step forward and shape this new world, before we lose our place in it."

David Ball, DE&S Director Human Resources, is the DE&S champion for disability.

He has lent his support to Contact-Ability and recognises the issues facing disabled members of staff, including the difficulty many managers find in fulfilling their responsibilities for reasonable adjustments, concerns over how they are paid for, and the sometimes daunting challenge in arranging for special IT needs.

He has welcomed the work led from Head Office to look at possible new and more centralised arrangements for adjustments, and the signature by the MOD Chief Information Officer of the Accessible Technology Charter in May this year.

If you wish to help, contact DES Hels-StratGov-InfoMgr Alexander Kennard or DES AS-Prog-DM-AirISTAR1 Andrew Buoy.



David Ball, DE&S champion for disability

BBC provides different look at procurement

JIM HEMMINGTON, Head of Procurement at the BBC, was at Abbey Wood in May presenting on 'Deal or no Deal' outsourcing in the BBC.

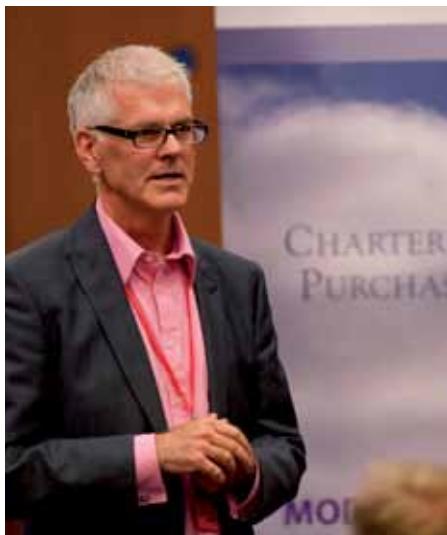
He looked at how the BBC sources its external goods and services effectively, allowing more money for programmes and demonstrating value to the licence fee payer.

The event was hosted by the Chartered Institute of Purchasing and Supply (CIPS) and MOD's Special Interest Group (MOD SIG). Around 90 people attended, the largest audience to date at a 'lunchbite' session.

Mr Hemmington, right, provided a different perspective on procurement and lessons learned from major transformational changes.

The next CIPS SIG 'lunchbite' event will be on 23 July looking at 'Alliancing Best Practice'.

Mike Nevin, Managing Director of Alliance Best Practice will speak of his experiences and what signals success or failure. Mike is an authority on alliancing, having undertaken extensive



Jim Hemmington, Head of Procurement at the BBC speaks at Abbey Wood

research in both public and private sectors. There will be a further lunchbite event in the autumn focused on the theme of confidence.

The MOD's CIPS SIG was formed in 2000. It exists primarily to provide a forum/community for those qualified, or working towards membership of CIPS.

Events are open to all and more information is available from the group's mailbox: DES ComrcI-CIPS-SIG(multiuser).

New reporting methods will transform accounting

A NEW Treasury-led approach to financial reporting is set to transform the way DE&S approaches accounting.

Clear Line of Sight (CLoS) seeks to closely align budgets, estimates and accounts as well as simplify financial accounting.

Along with the rest of government, DE&S will aim for more accurate forecasting of non-cash items like depreciation and write-offs, as well as examining spend on inventory purchases.

Under CLoS, cash and non-cash budgets will be combined with an aim of staying within the overall Resource Control Total. The process has already started with teams bidding for non-cash in the last planning round with the help of the Asset Management Enabling Team (AMET).

The Fixed Asset Management Improvement programme is now developing a model to be added to the current Planning, Budgeting and Forecasting (PB&F) system. The planned roll-out is July and it will allow teams to build on the work already started in the planning round and in year, resulting in a better understanding of the accounts, assets and inventory holdings resulting in improved forecasting of non cash. More information can be found on the Finance pages on the Defence Intranet.

ADVERTISING FEATURE

DuPont provides innovative protection solutions with Nomex® MTP and Kevlar® IC 600D



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layer material including Kevlar® ballistic fabrics that function by absorbing impact and energy. The soft, flexible vest material offers low sensitivity to temperature, reduction of back face deformation and good ballistic performance. In flammability tests, Kevlar® IC 600D passed all test criteria, showing no flame, hole, debris or after-flame and no afterglow. In addition to this, Kevlar® IC 600D can be used for small, sensitive areas, such as collars for neck protection, providing increased protection to the wearer.

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Desider Industry Focus 2013

We are delighted to offer you the opportunity to profile your business in the Defence Equipment and Support's reference guide to who's who in the UK Defence market.

The desider directory 2013 will be a smart US A4 industry reference point, and follows the launch of the industry focus in March 2012. Inserted free into the March 2013 issue of desider magazine and distributed at major industry events throughout 2013 such as DSEI.

The annual directory will be a high quality product, helping defence and procurement staff at the MOD and outside in industry to understand the service your organisation has to offer. The desider directory is a useful editorial guide, offering a greater profiling opportunity for brands who have no platform to do this anywhere in the market. Its industry and DE&S editorial make our offering a strong commercial proposition that carries a genuine 12-month shelf life.

The book will highlight your business with a strong profile, including images, your logo and contact details.

Readership profile

desider is the Ministry of Defence's Defence Equipment and Support magazine covering all aspects of defence equipment acquisition and support. Published by the Defence Equipment and Support organisation (DE&S), with a circulation of up to 20,000, desider reaches all defence acquisition and logistics support staff at DE&S, which has its headquarters in Bristol and operates at sites around the UK and overseas, including UK Naval Bases. It is also seen by the armed forces, at the front line and in the UK and Germany, together with senior civil servants in Whitehall and a broad sector of industry in the UK and overseas. desider offers a high level, high quality and powerful readership across the DE&S.

- Defence Equipment and Support 50%
- Defence Industry 29%
- MOD Whitehall 21%

Readers span all levels and functions

of the MOD, both civilian and military. The magazine's readers have responsibility for an annual procurement budget of over £13 billion, making them as an organisation the largest single purchaser of manufactured goods in the UK today.

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Modified 'garage' gets the thumbs up in Afghanistan



Fitter Section in a Box: the modified capability has completed trials with Army mechanics in Afghanistan

A MODIFIED 'garage' facility which will support Army Vehicle Mechanics in Afghanistan has completed a successful acceptance trial in Afghanistan.

DE&S' Deployable Infrastructure Team completed the trial on the Fitter Section in a Box (FSIAB) capability, generating positive feedback from mechanics in theatre.

FSIAB is a containerised system that provides workshop facilities in Forward Operating Bases for soldiers from the Royal Electrical & Mechanical Engineers.

Essentially a front line workshop that packs into an ISO container, the equipment is based on an existing in-service capability that provides maintenance and repair facilities.

"To meet operational timelines, we took an innovative approach to meeting the needs of the troops on the front line," said Major Oli Morgan, Requirements Manager with DE&S' Deployable Infrastructure team.

"With the financial pressures placed on defence we looked to use what equipment we already had in service, all be it in a different place on the battlefield."

FSIAB is made up of a workshop, - a 20-foot ISO container - plus two inflatable shelters. It comes with its own generator which provides lighting to allow maintainers to



'FSIAB has allowed us to complete jobs much faster and get the vehicles back to the troops on the front line.'

work around the clock, power to electrical hand tools and a compressor to run pneumatic tools and servicing equipment.

"Having a compressor this far forward on ops is a real battle winner," said Staff Sergeant Sam Fretwell IC Light Aid Detachment Royal Welsh Battle Group.

"It has allowed us to complete jobs much faster and get the vehicles back to the troops on the front line. The shelters are quick to put up and give the guys and

also the vehicles much needed protection from the elements."

In addition to the workshop infrastructure, FSIAB provides cover and environmental protection for mechanics working on the Light Protected Mobility Fleet of Husky and Jackal.

It is suited to a Fitter Section crew of six maintainers and can be fully operational within four hours. The workshop is highly portable.

Project sponsor Colonel Colin McClean, Commander Equipment Capability, Joint Force Support (Afghanistan), accepted FSIAB into service. He said: "This is exactly the sort of capability we need to achieve forward repair as we adjust our force posture to allow Afghan Security Forces to take the lead and as we look to regenerate the equipment fleet prior to its return to the UK."

NEWSREEL

Growing talent

THE Minority Ethnic Talent Association (META) is inviting applications for its 2012-2014 'Growing Talent' programme. This unique 18-month development journey for civil servants offers high level mentoring by senior civil servants and the opportunity to develop a range of transferable skills. It is open to black and minority ethnic Band Bs who have the potential and ambition to become future leaders. More information can be found on the Defence Intranet.

New tool for DII outages

A new toolset for allowing users to find out if planned outages on DII(F) will directly affect them is now available. The Planned Outage and Notification Dashboard (POND) will provide a user-friendly toolset for reviewing planned DII(F) outages, giving information that is specific to the user.

Aircraft Carrier deck

A cost estimate for deck coating for the Queen Elizabeth Class Aircraft Carriers was part of the Final Target Cost agreement in 2010, Minister for Defence Equipment Support and Technology Peter Luff told MPs.

Dealing with billions can make for an explosive day

ATTENDING A meeting of finance chiefs who control a combined budget of more than £600bn is an unusual place for a former DE&S Technician Apprentice.

But 22-year-old Lance Finney has been given an insight into the workings of central government during a day shadowing the MOD's DG Finance Jon Thompson.

Lance got his chance as a reward for finishing with the silver medal in the MOD's Apprentice of the Year competition last December. The inside track on the way the MOD and other Government departments spends their money has opened his eyes to other aspects of the MOD's work.

"I was asked if I would like to shadow DG Finance as a reward for winning the silver award in the MOD Apprentice of the Year," he said. "And I jumped at the chance. It was good to see what he does, gain that bit more experience and see how Main Building ticks."

It was a full-on day, including a host of meetings on service personnel and defence transformation. And a meeting with the financial officers of the biggest Government departments, including Health, Work and Pensions, Education and the Home Office proved a highlight.

"It was a very substantial day. But DG Finance was able to give me a lot of his time between those meetings and I'm grateful to him for that," said Lance.

"That was perhaps the most interesting

Award-winning DE&S engineer earns a shot at MOD finance

part of the day where he was being entirely frank about things. And I hope I asked him some difficult questions.

"He would have been fully justified in just asking me to follow him around, but every spare moment we had a chat. That was very good of him."

Lance works in the Defence Ordnance Safety Group (DOSG) at Abbey Wood, having finished his apprenticeship last year. "The apprenticeship was a very good way of getting into the MOD, giving me a foot in the door," he said.

"It's given me the basic qualifications, not only academic ones but some hands-on ones too. It's given me a bit more of a practical background. And it's also given me a lot more confidence, particularly after I won the silver medal for the MoD Apprentice of the Year award."

The apprenticeship with DE&S starts with a year at college doing engineering



Picture: Andrew Linnett

qualifications, followed by four six-month placements over two years with Abbey Wood teams. Lance's training has led to a post with DOSG.

"For the time being that's where I see my future," he said. "It is an interesting field and there's space for people who are willing to push to develop themselves."

The DE&S Apprentice Team have now moved from HR and has been renamed 'Engineering Skills Development Team' under Director Technical.

Wayne steps up to a permanent role

THE MOD's Apprentice of the Year now has a full time job at Abbey Wood.

Wayne Bantick, right, 22, joined the MOD four years ago and won the award while working at Defence Munitions Gosport.

He is now with the International Guns, Missiles and Rockets team, working with gunfire control systems and medium calibre naval guns.

Wayne has shadowed a number of people in the last few months, including the former 2nd Permanent Under Secretary Jon Day.

He also spent some time with Pete Worrall, DE&S Chief of Materiel (Joint Enablers).

"Pete was an apprentice and gave me a lot of insight into his background and the routes he has taken in the MOD," said Wayne.



"I could relate to a lot of his experiences of trade apprenticeships. And he has given me plenty of advice on pushing for a mechanical engineering degree."

Acquisition awards - call for nominations

NOMINATIONS ARE sought for this year's Minister (DEST) Acquisition Awards

Each year, the Minister for Defence Equipment, Support and Technology presents awards which recognise and celebrate the achievements of the MOD acquisition community.

Nominations are also welcome from teams in human resources, finance, commercial, policy and secretariat. Teams can be nominated

by line management, their peers, other stakeholders and they can nominate themselves. All nominations must be endorsed at Two Star level or above. The Minister will present this year's awards on 29 November in Main Building.

Further information can be found in DIN 2012DIN04-096, by ringing 9612 86865 or 020 721 86865, or emailing DECS-IP-Group. The closing date for award nominations is 10 August 2012.

From Corsham to Kabul - data project improves connections in Afghanistan



Above: Civilian engineers, John Rathbone, Jules Cooper and Richard Clarke from ISS Service Operations, with Project Manager, Major Will Taylor, have a short break from installing the Kabul ICS network.

Left: Photographed from Camp Souter, 'TV Hill' in Kabul is critical for civilian and coalition communications systems

A PROJECT to deliver improved data services to deployed personnel in Kabul, Afghanistan, has already seen valuable new services introduced across sites in the city.

The Kabul Information and Communication Services (ICS) Project follows the major Information Systems and Services (ISS) project, Kestrel, which delivered a communications backbone linking together many UK sites in Helmand Province.

The Kabul ICS project will provide a similar uplift in capability to UK sites across Kabul.

Kestrel brought a massive uplift of capability across Helmand, providing better connections between major locations and bringing data services to troops at forward sites.

The Kabul ICS project will reach Full

Operational Capability in September 2012, but it is already making a difference.

UK MOD personnel are deployed across Kabul, which can be a dangerous city. One aim of the Kabul ICS project is to improve safety for MOD personnel and this will be achieved by providing additional voice and data services which will reduce the need for movement across the city.

A mixed military and civilian team deployed to Kabul in April to begin the work.

A major early success has been the provision of a host of services including logistics and personnel applications at one outlying site some three months ahead of time. As well as providing the technical solution, this capability reduced the need for personnel to travel on one of the most dangerous roads in Kabul.

The Kabul ICS Project is upgrading the existing communications network and providing additional connectivity using commercial Internet Protocol standards.

The Project is using a variety of delivery systems, ranging from radios and routers, such as those used for Kestrel, fibre optic cable and commercial links.

When complete, the Kabul network will be linked to the UK through the Skynet 5 satellite communications service. This approach will provide resilience and will support future expansion.

The ISS Networks Delivery Team has the lead for this project. Project management, detailed design, testing and the installation at Kabul has been done by civil servants and military personnel from ISS Service Operations' Engineering Operations Team, with the equipment procured by the Networks team.

MOD calls for innovative ideas

MACHINES THAT build themselves, electronics embedded in skin-thin layers of material and clothing that changes colour to alert the wearer to chemical agents – these are the 'James Bond' style future technologies on the horizon, and the MOD is inviting research proposals on them.

The MOD is looking for ideas from the UK's most inspiring innovators with the aim of informing future research in the area of design, fabrication and manufacture.

The call for proposals remains open until 17 July and is funded by the Defence Science and Technology Laboratory (Dstl).

It will be managed by the Centre for Defence Enterprise (CDE), the first point of contact for any person or organization, regardless of size, who has an innovative idea with a potential defence and security application. More information can be found on the CDE website www.science.mod.uk.

Joint Propulsion team clears the decks

DE&S' Joint Propulsion Team has taken an innovative approach with industry colleagues to resolve long-standing issues.

Running a 'clear the decks' campaign with Rolls-Royce, the teams worked together to try to resolve outstanding issues across all current engine contracts. The concept was cleared by the Investment Approvals Committee within two weeks of the idea being raised, and was funded through the renegotiations steering group.

Philippa Harvey, Joint Propulsion Team leader, said: "We 'thought big' and decided to run a clear the decks campaign with Rolls-Royce. They were up for the challenge. Once cleared, we had three weeks to engage Rolls-Royce, complete the list of outstanding issues and negotiate a collective deal.

"Together we identified some 22

outstanding issues.

"Both sides had to collect data, consult the experts and really understand the problems. Then a few days of tough negotiation followed.

"We unlocked 20 issues in a collective deal, including revising the Gnome Sea King engine contract duration to align with the revised out of service date and EJ200, the Typhoon engine, data retention.

"Defence Transformation challenges us to 'Be a leader', 'Think Defence' and 'Do it differently'. We tried that and discovered that we can do it.

"Transformation is real – the 'system' will allow you to do things differently if you can spot an opportunity and are willing to have a go."

The deal was approved by the IAC and was accepted as providing a value for money solution.

NEWSREEL**'Drop-in' surgeries introduced**

RECOGNISING the importance and value of regular face-to-face engagement with staff, DE&S senior management have introduced regular 'drop-in' surgeries. Supplementing the communications opportunities currently available, like CDM's Town Hall sessions, the regular sessions will mean that staff can drop by and ask a question of DE&S Senior Management in an informal environment. The intention is that staff 'drop-in', raise their issue and return to work. CDM will host the next surgery at Abbey Wood on Monday 16 July. More details can be found on the DE&S home page on the defence intranet.

Laptop reminder

STAFF are reminded that when taking leave or if it is known that they will be away from work for an extended period of time then they are advised to return official laptops and associated equipment to the office. Trend analysis has shown that while the number of laptops being lost has reduced, the numbers of those being stolen from private residencies has increased. For more information, contact your local iHub.



Project Phoenix: already making savings on hire car booking

Team delivers money saving motoring

PROJECT PHOENIX, which successfully replaced the White Fleet PFI contract, is continuing to make improvements to the MOD's hire car booking system bringing savings to the Department.

Managed by DE&S' Service Provision Team in collaboration with the Phoenix Service Provider (PSP), the project seeks to make changes and improvements to the use of white fleet vehicles across the MOD.

While savings are being made, there are also steps that MOD staff can take to reduce costs. See the box on the right for tips.

For more information on Project Phoenix please visit the Phoenix/Babcock website: <http://portal.phoenix.r.mil.uk/news.php>

- Arrange for vehicles to be delivered to and collected from MOD work addresses to reduce delivery/collection charges
- If you have an early start for your journey, arrange for the vehicle to be delivered the day before to avoid additional charges for outside normal working hours
- Consider whether a taxi to venues like airports would be more cost effective than hiring a vehicle
- Ensure your vehicle is refuelled before you return it to avoid higher charges
- Ensure that if you have to cancel your vehicle you give as much notice as possible, with a minimum requirement of two working hours notice before the hire start time.

Civil Service Learning launches suite of new courses

MOD STAFF can now take advantage of a range of new face-to-face training courses launched by Civil Service Learning.

Supplementing existing e-learning courses, military and civilian personnel can now book places on the new face-to-face courses via the Civil Service Learning website. More courses will be introduced over the coming months.

Civil Service Learning aims to deliver training to meet all generic business and management training needs across government, allowing departments to cease their own training provision in these areas.

Departments will remain responsible for the provision of training which is specific to their own business or contextualised for defence, including technical and acquisition training.

Birthday honours for DE&S staff

TEN DE&S staff have been recognised in the Queen's 2012 Birthday Honours list for their contributions to UK defence.

The full list of DE&S recipients:

KBE

Lieutenant General Gary Coward – Chief of Materiel (Land)

CBE

Rear Admiral Stephen Lloyd – Chief of Strategic Systems Executive

OBE

Captain Christopher Skidmore – Joint Services Support Team

Andrew Moore – Nuclear Weapon Regulator, Defence Nuclear Safety Regulator

MBE

Lieutenant Commander Ian Hobson – HM Naval Base Clyde

Captain Richard McMahon – Special Projects Search and Counter Measures Delivery Team

Warrant Officer Class 2 Gareth Woolley – SANGCOM

Squadron Leader William Saunders – FAST Air Support Team

Keith Drodge – Maritime Platform Systems

Andrew Richardson – Special Projects Multi Air Platforms Project Team



Ships' people earn their rewards

DIRECTOR SHIPS Tony Graham has presented the first of his D Ships People Awards.

Joy Dudley, right, earned her award for her commercial acumen, team working and drive, resulting in transformation of the support arrangements in the Under Water area of Maritime Combat Systems. This resulted in better capability and support for the end user, lower transactional overheads and millions of pounds in savings, including Seafox, diving sets and submarine weapon handling and discharge equipment.

Robin Boulby and Donald Beveridge, left, earned their awards for running professional and efficient competitive dialogue competition for the four Royal Fleet Auxiliary support tankers, resulting in a contract with Daewoo Shipbuilding and Marine Engineering. Their superb communications with all stakeholders resulted in a contract for world class naval auxiliaries for the RFA and is testament to both individuals' tenacity and commitment to deliver for the Ships Operating Centre.

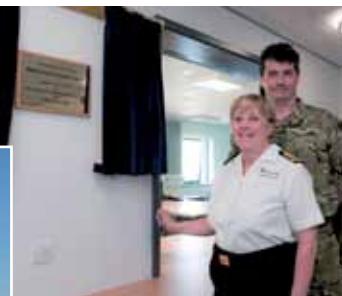


Base tests oil spill response



Above: a boom is deployed during oil spill response activity at Clyde while, right, base staff and contractors work together to ensure the exercise is a success

□ Royal Marines of 42 Commando at Bickleigh near Plymouth, have seen their new medical and dental centre open for business as reported in last month's *desider*. The new building provides enhanced clinical care for patients providing a full range of treatment



and preventative medicine, including a physiotherapy suite. Commander Carol Betteridge and Royal Marine William Cassidy Little, above, unveiled a commemorative plaque at the end of May.

Clyde staff and equipment pass accident readiness test

CLYDE HAS successfully tested its ability to deal with an oil spill.

The base's Queen's Harbour Master (QHM) organisation worked alongside colleagues from Serco Marine Services, who provided the equipment on the day of the Tier 2 exercise on 22 May.

Around 200 metres of boom was deployed manually during the exercise, in response to the scenario of an oil spill from a jetty.

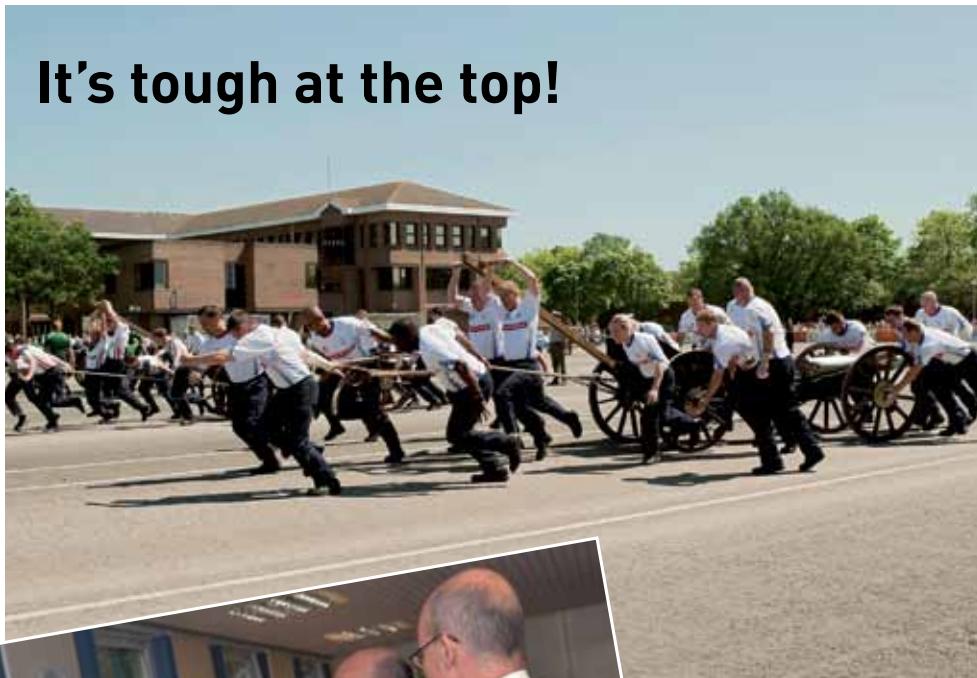
Anchored to a strong-point, the boom was used to contain the simulated spill while a 'butterfly skimmer' – used to divert or skim oil from the sea surface – was brought into play.

During the exercise, all equipment was tested to prove it could be used for real and was ready for operations.

The exercise, which is part of an ongoing training programme to maintain readiness, also proved excellent familiarisation training for QHM's department and Serco Marine Services.

Queen's Harbour Master for Clyde, Commander David Lightfoot, said: "The base takes its environmental responsibilities extremely seriously and part of that is regularly exercising our response to a variety of scenarios.

"The oil spill exercise was a complete success and provided an opportunity to test our response and prove that the team can work together very effectively when called into action."



STRAINING EVERY sinew the Portsmouth naval base team battles to come out on top in the annual Royal Navy and Royal Marines Field Gun contest.

More than 1,500 spectators – families, friends and personnel from hosts *HMS Collingwood* – saw 22 crews from the UK, Gibraltar and Naples, compete for the Brickwoods Trophy.

Portsmouth triumphed with defending champions *HMS Heron* from Yeovilton second and *HMS Excellent* from Portsmouth third.

Trainer of the winning crew Clayton Patilla, born and bred in Portsmouth, said: "Two guys in our crew are leaving the Navy this year; what a way to go out! To do what we've done is breathtaking, it all came slowly together and we ran our best time in the final."

The Portsmouth crew's winning time was also the fastest in the competition.



Above: Commodore Mike Wareham is introduced to the new facilities by Mark Clifford, left, and Dom Boyle



Right: the centre staff with Commodore Wareham who officially opened the new facility, from left: Lee Johnston, Sharon McDermott and Kate Jefferies

Clyde revamps e-learning

CLYDE'S EDUCATION and Resettlement Centre has opened a brand new facility.

The Education Centre is already home to an award-winning e-learning facility, but Naval Base Commander Clyde, Commodore Mike Wareham, opened the new, larger centre in May.

Boasting 12 internet-enabled learner workstations, the centre will be used by military personnel at the site and their families.

It is part of the base's commitment to supporting personnel and helping them access the skills they need for

personal development. The old e-learning centre had seven workstations and will predominantly be used in future as a quiet assessment area," said Lieutenant Commander Jim Edwards, officer in charge of the centre.

"The base is the home of the UK Submarine Service and is transforming itself into the Submarine Centre of Specialisation. We already have around 80 active learners using our e-learning facilities and that can only grow with the arrival of the entire submarine flotilla over the next few years.

"We wanted to create the best possible facility for our sailors and I think we have certainly succeeded here."

Installation of the new centre cost £60,000, money received from the Skill Funding Agency.

A similar e-Learning centre has also been opened for Royal Marines in the General Support Building and there are planned installations in the Operational Support Building and Coulport.

The old e-learning centre will also shortly receive an IT refresh under the same project.



The Navy Cup Cyclists meet Sandy Elliott at the Naval Base's North Gate. From left: Petty Officer Nick Tryon, Sandy and Warrant Officer Sean Childs

Sandy's epic journey stops off at Clyde

THE FATHER of a serviceman killed while serving in Afghanistan made a stop at Clyde as part of an epic charity cycle ride around the UK.

Sandy Elliott, 48, from Aberdeen began his ride on May 1, aiming to visit 50 military bases around the country in just 31 days.

His stop-off at the home of the UK Submarine Service marked his 38th military base – a feat which has so far seen him raise almost £2,000 for SSAFA Forces Help, his chosen charity.

There to meet Sandy at the gates of Clyde was Warrant Officer Sean Childs who presented him with a memento of the occasion, an *HMS Neptune* cap tally and a commemorative plaque.

But Sandy couldn't wait long. He had more military bases to visit on his journey and was accompanied part of the way to Perth by the fastest cyclist in the Armed Forces, Warrant Officer Childs, and Petty Officer Nick Tryon, who, with Sean, currently holds the Navy Cup in the cycling time trials.

Sandy's son Kevin was a Private with The Black Watch, 3rd Battalion The Royal Regiment of Scotland (3 Scots). In 2009, aged just 24, Kevin was killed in an explosion while on patrol in the Babaji District of Helmand Province.

Jubilee medals presented

ARMED FORCES personnel working in DE&S' General Support Group have received The Queen's Diamond Jubilee Medal.

Thirty-six personnel from across the Services were presented the 60 year celebratory medal by Brigadier Peter Rafferty, Head General Support Group, at the medal parade in Abbey Wood.

Staff Sergeant Daniel Williams, pictured right, from the Deployable Infrastructure Project Team was also presented his Long Service and



Good Conduct medal for 15 years of irreproachable service.



DINs - released this month

Defence Instructions and Notices (DINs) are defence-wide instructions, guidance and notices for military and civilian staff, containing up-to-the-minute information to help people carry out their duties. Some of the latest issued on Defence Equipment and Support are:

DIN 2012DIN04-094: This DIN contains guidance for Service personnel about improvements to the process for applying for and allocation of Service Family Accommodation in the United Kingdom.

DIN 2012DIN04-089: The Disposal Services Authority (DSA) ran a competitive tender exercise for the disposal of Secure and Non-Secure IT and Related Equipment.

DIN 2012DIN04-084: Notifies the Defence community of the publication of JSP 800 Vol 5 Edition 4.1 (01 May 12) – Defence Movements and Transport Regulations - Road Transport.

DIN 2012DIN01-140: This instruction is applicable to all Service and Civilian personnel within the MOD and covers the use and disposal of rail warrants.

Further information and more details on the latest DINs see:

<http://defenceintranet.diiweb.r.mil.uk/DefenceIntranet/Library/CivilianAndJointService/AtoZ/DinsIndex2012.htm>



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