

desider

Feb 10 Issue 22



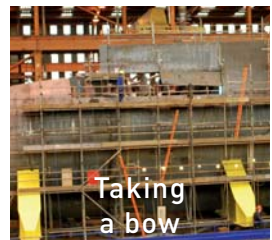
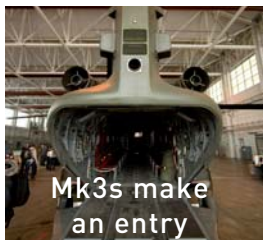
MINISTRY OF DEFENCE

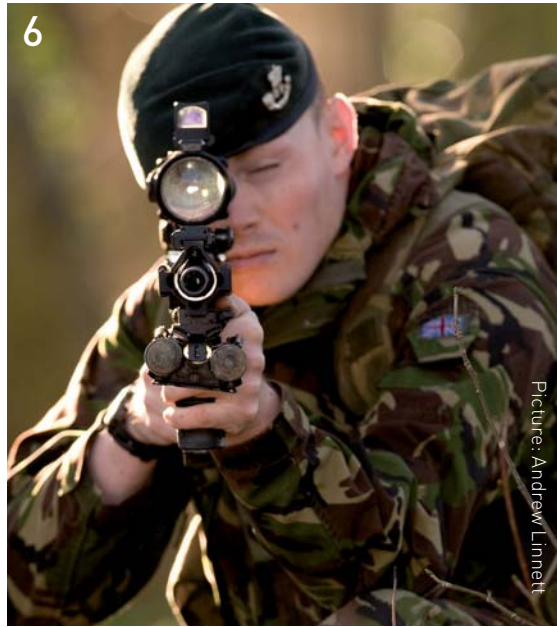
the magazine for defence equipment and support



Shooting gets sharper

Capability Sponsor wallchart [See inside](#)





Picture: Andrew Linnell

cover image

The first new infantry combat rifle issued to UK troops in more than 20 years will be on its way to the front line later this year. More than 400 of the Sharpshooter rifles have been bought to fire a 7.62mm round and enhance the accuracy of engagement during longer-range firefights with the enemy. The Sharpshooter is versatile and will give UK infantry a new dimension to their armoury.

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desider

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General Sir Kevin O'Donoghue Chief of Defence Materiel



"We must not falter in supporting those at front line, who deserve the very best in equipment and support we can provide"

I KNOW many DE&S teams worked extremely hard in support of operations over the Christmas and New Year period and lots of people battled into work during the recent difficulties with snow, for which I thank you. For example the Medium Armoured Tracks Team, has been working extremely hard on the Future Rapid Effect System - Specialist Vehicle programme (FRES SV) and the Warrior Capability Sustainment programme (WCSP). Against a particularly challenging timescale the project is now in the latter stages of tender assessment with a recommendation imminent.

Similarly, work continued throughout the holiday period to resolve issues on *Astute*, the first of the *Astute* Class of submarines, after her arrival at Faslane. I recognise the significant efforts made by everyone involved in this work which will support the submarine's extensive period of sea trials, leading eventually to full operational handover of a highly capable submarine to Navy Command.

In the December issue of *desider* I reported on our delivery of increased helicopter capability with the deployment of the first Merlin Mk 3 to Afghanistan and the first of the converted Chinook Mk3s being made available to Front Line Commands. These, and other initiatives such as the new engines for the Lynx Mk9, focus on operations today.

Looking to the future, the groundbreaking Future Rotary Wing Strategy (see January *desider*, page 5) will re-balance our helicopter capability. At the heart of this is the procurement of another 22 Chinooks, additional to the eight converted Mk3 Chinooks, building on the aircraft's proven track record in the extreme environments of Afghanistan. You can read more about this on pages 26 and 27.

The new air transport aircraft, A400M, flew for the first time in December. It has subsequently flown a further four flights and is performing very well (see page 9). This is a significant achievement in the aircraft's development, and we are now seeking to resolve the commercial issues surrounding the programme.

The Government's Operational Efficiency Programme is aimed at improving value for money across the public sector. DE&S is in the vanguard of work in MOD under the Asset Management Strand with the Defence Storage & Distribution Agency (DSDA), the Oil & Pipelines Agency (OPA) and Government Pipelines and Storage System (GPSS). Now the Programme has reported to Ministers, a direction of travel has been provided for DSDA. The key outcome is that areas of DSDA's business which are not assessed to be essential to keep in house are being considered for their suitability for outsourcing; the commercial sector will be asked to

express general statements of interest in the work. Action is also now in hand to remove DSDA's agency status and, with BFPO and Disposal Services Authority, to consolidate them into a new organisation titled JSC Services. As part of the process, the opportunity is being taken to gain benefit from moving the vehicle element of DSDA's business across to DSG.

An independent external review of OPA/GPSS concluded that it was well managed and that MOD was extracting optimum value from it, but it was constrained by existing legislation. Initial work has recommended pursuing legislative changes that will allow greater commercialisation and the potential sale of GPSS subject to a full assessment of the long-term costs, opportunities, risks, and market testing to deliver best value for money.

I have previously mentioned that DE&S will play a major part in the MOD Acquisition change work, which is being led by Lord Drayton, under the banner of the Defence Acquisition Reform Project. A new Strategy for Acquisition Reform will be published this month alongside the Green Paper setting out the basis for the Strategic Defence Review that will take place following the General Election. The strategy builds on the improved ways of working DE&S is already introducing through the PACE programme. It will bring in a number of additional measures that will be particularly relevant to DE&S such as improvement of key skills, a clearer relationship between head office, DE&S and the Front Line Commands and visibility of project costs.

We continue to work in challenging circumstances: we face financial pressures and rebalancing means many individuals are finding their jobs and ways of working are changing. HR Information Note 41/2009 gives details of the recruitment control regime to be followed now, and work is in hand to ensure vacant posts are filled with suitable people. I recognise that the current restrictions on travel are frustrating, but I know many resourceful and sensible ways of living with this are being found, to ensure business continues as usual.

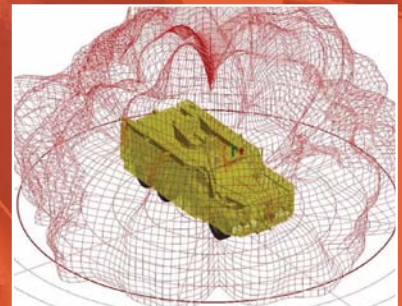
I am encouraged, however, by the progress we're making in many areas of our change programme, such as collocation. More teams are progressively moving into the Abbey Wood site, which is proving very advantageous to the way we work, and flexible resourcing is also an initiative many DE&S areas are finding successful and useful.

These are certainly not easy times, and there is much to challenge us. But we must not falter in supporting those at front line, who deserve the very best in equipment and support we can provide.

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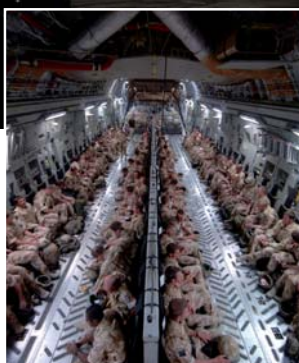
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Come in C-17 No 7

RAF will get
extra strategic
airlift capability



An RAF C-17 at Brize Norton, above. Left and right: the aircraft carrying troops and a Merlin helicopter on the way to the front line



A SEVENTH C-17 strategic transport aircraft will be in service with the RAF in a year's time.

Contracts have been signed for the aircraft to boost operations in Afghanistan.

The purchase is part of the £900 million package of enhancements announced by Defence Secretary Bob Ainsworth a couple of months ago.

"The RAF has an urgent need for additional airlift capability," said Robin Philip, DE&S' commercial director for air support.

"We know first hand the capabilities and reliability the C-17 brings to every mission, and that's why we're adding

another one to our fleet."

The aircraft will be operated by the RAF's Brize Norton-based 99 Squadron. Its commanding officer, Wing Commander Simon Edwards, said: "The operational record of the C-17 is unsurpassed.

"The current fleet of six aircraft delivers an incredible capability to our deployed forces and the announcement of a seventh aircraft will mean a great deal to the RAF and the soldiers on the front line.

"There is no better way – and often no other way – to get vital equipment such as helicopters and large vehicles where and when they are needed."

The Boeing-built aircraft can operate in strategic and

tactical roles, combining trans-continental range with ability to operate from short runways under basic conditions.

The C-17's huge capacity enables carriage of loads such as a Chinook helicopter or 13 Land Rovers, or mixed freight loads of up to 160,000 lbs.

Since the first C-17 aircraft was delivered in 2001, the RAF fleet has flown more than 50,000 hours, largely in support of operations in Iraq and Afghanistan, but also including humanitarian relief work in South-East Asia and Pakistan.

"The RAF's C-17s have served the UK well," said Boeing spokesman Tommy Duneheew. "And now more help is on the way."

Future fighter moves into short take-off mode

LOCKHEED MARTIN'S F-35B Lightning II stealth fighter – to be deployed by the RAF and Royal Navy – has engaged its short takeoff/vertical landing (STOVL) propulsion system in flight for the first time.

The successful test in the US is the first of planned STOVL-mode flights that will include short takeoffs, hovers and vertical landings.

"The F-35 has already shown during extended ground tests that the STOVL

propulsion system performs well, and thousands of hours of component testing has validated its durability. Now we are seeing early proof that the system operates in flight as our team predicted," said Dan Crowley, Lockheed Martin F-35 programme general manager.

STOVL-mode flights will continue, with the aircraft flying progressively slower, hovering, and ultimately landing vertically. The Italian Air Force and Navy will also employ the F-35B.

DE&S work earns highest praise from the top

DE&S STAFF have been praised by the Chief of the Defence Staff for front line support.

"You're doing an excellent job delivering both support and new capability to the front line – that's my view and the view of my colleagues on the Defence Board," he said.

In an address to senior DE&S staff, Air Chief Marshal Sir Jock Stirrup said he was delighted to visit DE&S headquarters at Abbey Wood, open the newly-established Operations Centre (see page 41), meet staff and discuss important work, such as progress with Urgent Operational Requirements.

He said: "You don't need me to tell you that these are challenging and difficult times. But these difficulties are being played up by the media.

"I think it's important we look at where we have come from in the last ten years. Then the organisations covering acquisition and support employed about 50 per cent more people and were engaged on operations in the Balkans. Then we got engaged in Afghanistan and then in Iraq.

"We've been engaged beyond our planning assumptions by a considerable margin and this has put a lot of stretch on our people.

"When DE&S was being formed in 2007 I asked the Chief of Defence Materiel that he ensured no operational balls were dropped. No operational balls have been dropped and you have kept in the air a great many more balls that have been thrown your way. That is to the enormous credit of DE&S."

Sir Jock explained that while there had been considerable progress in the way acquisition was done there was still room for improvement – and a key area for him was a lack of short term agility and responsiveness in the procurement of new equipment.

But he said that this was an issue affecting the entire department, rather than DE&S, and involved both financial management and the overall equipment programme.

He said: "Of course we can make improvements – but we must remember the many achievements of the past decade.

"I would like to thank you for the things that you have done and the things that you will do to support defence in the difficult months ahead."

Front line shooting set to get sharper



The first new infantry combat rifle issued to UK troops in more than 20 years is on its way

Report: Tim Foreman Picture: Andrew Linnett

MORE THAN 400 new rifles will be on their way to front-line troops later this year – the first new infantry combat rifle issued to UK troops in more than 20 years.

The Sharpshooter semi-automatic rifle will fire a 7.62mm round and enhance accuracy of engagement during longer-range firefights with the Taliban. The weapon will be used by some of the best shots in the infantry and is part of a £1.5 million Urgent Operational Requirement.

Training on the rifles began last month with the first

batch to be sent to Afghanistan later in the year.

Colonel Peter Warden, Light Weapons, Photographic and Batteries team leader at DE&S, said: “The Sharpshooter rifle is very capable and has been bought to fulfil a specific role on the

front line in Afghanistan.

“It is a versatile weapon which will give our units a new dimension to their armoury. It will complement the SA80A2 by adding to the weapons available to commanders on the ground.

“The Sharpshooter’s

capabilities are also complementary to the current Sniper System.

“Initial feedback to the rifle has been very positive and the Army units deployed in Afghanistan are very keen to get their hands on it.”

Minister for Defence Equipment and Support Quentin Davies, said: “Troops in Afghanistan are already bristling with a variety of weapons they can use when fighting the Taliban.

“The Sharpshooter rifle adds to this arsenal and provides them with an additional, highly-precise, long-range capability.

“This is a concrete example of where we add to our range of equipment to ensure our brave forces have the best kit available to them.”

New sights to be bought for the Sharpshooter rifle include the ACOG 7.62 mm x 6 day sights made by Trijicon of the USA and Magnum Universal night sight sourced through Omni Tech Partners of the USA.

Both sights are being bought by Beechwood, the UK agent and distributor for Trijicon and Omni Tech. Personal Laser Range Finders will be provided by Vectronix, Switzerland.

The Sharpshooter will complement the already potent range of weapons used by our forces in Afghanistan, which includes:

- SA80A2 assault rifles, which fire 5.56mm rounds;
- Light Machine Guns, which fire 5.56mm rounds;
- General Purpose Machine Guns, which fire 7.62mm bullets;
- the Combat Shotgun, which fire 12-gauge shells;
- the Sniper System, which fire 8.59mm bullets;
- Javelin Weapons System, the integrated fire-and-forget missile system.

PROTOTYPE: 7.62 MM SEMI-AUTOMATIC SHARPSHOOTER ASSAULT RIFLE

ACOG X 6 DAY SIGHT WITH INTEGRAL BATTLE - SIGHT:

MAGNIFIES THE TARGET UP TO 6 TIMES, ALLOWING THE FIRER TO IDENTIFY TARGETS MORE EASILY AT THE LONGER RANGES

SINGLE PICATINNY RAIL:

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20 ROUND MAGAZINES:

ALLOWS THE SHARPSHOOTER TO FIRE 20 ROUNDS IN 20 SECONDS

FOLDING FOREGRIP:

GIVES FIRER GREATER STABILITY WHEN FIRING FROM THE STANDING POSITION

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GIVES THE FIRER GREATER STABILITY WHEN FIRING FROM THE PRONE POSITION

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NEWSREEL

New courses on offer

STAFF from the Defence Academy – College of Management and Technology will be promoting the new course prospectus for 2010/11 in Neighbourhood 2, Abbey Wood on 3 March from 10am to 3pm. They will be on hand in the atrium to provide advice on the courses. Further information from Jo Hutchings on 96161 5422 or visit <http://www.da.mod.uk/cmt>

Training scene

SENIOR military experts from Canada, Germany, the UK and the US will be giving their perspectives on the training scene at ITEC, Europe's premier conference and exhibition for military training, education and simulation technology and services. The event takes place at ExCeL London from 18-20 May.

New chief

NORTHROP Grumman Corporation has appointed Sir Nigel Essenhigh as chief executive of its Information Systems Europe business. The former Royal Navy Commander-in-Chief Fleet will focus on NG's activities in the defence and civil IT, C4ISTAR and counter-IED markets.

Walney out

FASLANE-based Minehunter *HMS Walney* will be the vessel to be withdrawn from service, announced in the Defence Secretary's statement on 15 December.

Second edition

THE second edition of support chain magazine E2E is now available. Orders to DESJSC-E2EEditor@mod.uk

Teamwork boosts appliance of science

TEAMWORK WITH the Defence Science and Technology Laboratory (Dstl) has been praised by one of DE&S' senior leaders.

Chief Operating Officer Andrew Tyler said he was "staggered at the outstanding support provided by Dstl to the Future Rapid Effect System project at DE&S and impressed generally with the support provided to DE&S by Dstl."

Dr Tyler was on a visit to Dstl at Porton Down to build on his understanding of the role of Dstl and to explore how both organisations can work together more effectively.

During his 12 January visit Dr Tyler was introduced to the breadth of capabilities that Dstl deploys to DE&S from systems work to specialist scientific and analytical support.

Dr Tyler will be visiting Dstl's other two sites – Portsdown West and Fort Halstead – in the next six months.



Dr Andrew Tyler, second from left, with, left to right, Dr Chris Gibson, Dstl director systems, Dr Frances Saunders, Chief Executive, Dstl, and Alexis Hammer, senior programme leader acquisition policy, Dstl



Dragon Runner takes on the fight against roadside bombs

THE LATEST wizardry to help bomb disposal experts in the battle against roadside bombs has been delivered to Afghanistan.

Around 100 Dragon Runners – a high-tech robot – will help find and deactivate improvised explosive devices.

The contract with QinetiQ, part of an Urgent Operational Requirement (UOR), is worth £12 million and has been placed by DE&S' Special Projects Search and Countermeasures team.

Dragon Runner is lightweight and backpackable and can detect a variety of devices.

Team leader Steve Glass said Dragon Runner was one of many UORs his team had delivered, all maximising capability of the foot-mounted Explosive

Ordnance Disposal (EOD) teams on Operation Herrick.

"It critically provides the operators with the ability to approach, investigate and, depending on the device, render safe remotely – this is a key principle of EOD operations, remote where possible," he added.

"Initial Dragon Runners were delivered within three months of the UOR business case, thanks to a huge effort by the team here and QinetiQ in the UK and US.

"I am really pleased that Dragon Runner has now proved to be robust and reliable in the demanding environment of Afghanistan.

"Our work continues in supporting EOD teams on operations and we currently have

11 UORs in progress with more on the way, not to mention all the core specialist equipment the team supports on operations."

It is highly manoeuvrable, and when configured with a manipulator arm can dig around suspicious objects as well as pick them up and move them.

It can also place small charges to disrupt suspect devices and can also deploy wirecutters.

Four cameras onboard the vehicle relay images back to the operator via a hand-held controller.

The display can show a single view at a time or all four views in quad screen mode for greater situational awareness.

The controller is intuitive to use and can easily be picked up by the 'PlayStation' generation.

OFFICIALS AT DE&S have described the first flights of the A400M transport aircraft as heralding a new era in tactical and strategic airlift capability.

The first flight, as reported in last month's *desider*, took place from Seville in Spain in mid-December and lasted three and a half hours. Further flights took place on 23 December and 7 January.

Tim Rowntree, Director Air Support at DE&S, said: "This is a great achievement for the European aerospace industry and one that will bring the capabilities that our armed forces need and deserve in the 21st century.

"But we are not out of the woods yet; the aircraft now needs to prove itself through a demanding flight trials programme, and we know from experience that this will be a tough challenge.

"Also, along with the other partner nations, we are still in discussion with the company to re-baseline the programme following last year's reported programme slippage and associated cost challenges.

"A400M will bring a great new capability, but not at any price. It is fair to say, though, that most major programmes have their challenges and these should not detract from what is a fantastic achievement for this flagship programme."

Huw Cable, leader of DE&S' A400M team, added: "This event provides a great boost for my team and is a very significant event in the development of the aircraft.

"This first step in a challenging flight test programme is a testament to the efforts and expertise of the engineers and specialists in Airbus Military, OCCAR and the customer nations."

In capacity terms, A400M will carry roughly twice the load of a C-130 Hercules, and will be able to lift new armoured vehicles in the 30 tonne class.

A400M is being procured on behalf of seven European nations, including the UK, by the OCCAR management agency, working in partnership with the national project teams. The other nations are Belgium, Germany, Turkey, Spain, France and Luxembourg.

A400M success ushers in a new era for tactical airlift

Pictures: Airbus Military



That's the DE&S verdict as Europe unveils a 'flagship' programme

A400M pictured on its maiden flight over Spain, while, inset, Quentin Davies, Minister for Defence Equipment and Support, gets an in-depth look at the flight deck

QinetiQ helps RAF Merlins take on more sat comms



An RAF Merlin Mk3

QINETIQ HAS completed integration of a beyond-line-of-sight (BLOS) satellite communications system into the RAF's fleet of 22 Mk3 Merlins.

The work, at just over £1 million, covers manufacturing the modification kits, fleet embodiment and one-year theatre support.

The contract followed QinetiQ's successful integration of a satellite communications system onto a number of Joint Helicopter Command (JHC) aircraft, as part of an in-theatre Urgent Operational Requirement programme that began two years ago.

The installation programme on the Merlins was undertaken when aircraft became free, and was carried out at a number of RAF bases across the UK so as not to disrupt operations.

"The addition of BLOS on the Merlin fleet is a vital part of our ability to provide aircraft and effectively operate them in-theatre," said Captain Tim Davies, JHC Assistant Director Operational Support.

"Without doubt, this has been one of the best advances for some time in helping us to get the job done."

NEWSREEL

Don't forget to vote

PERSONNEL serving abroad are being advised to vote by proxy in the forthcoming general election. Armed Forces Minister Bill Rammell said: "The MOD is working to help service personnel understand their options for registering to vote."

Seminar

ABBEY Wood staff are invited to the Defence Academy – College of Management and Technology lunchtime seminar on 12 February in the CFB lecture theatre. Roger Delves, Director of the Ashridge MSc in Management, will speak about authenticity in leaders from 1-2pm. To book a place e-mail admin.cmt@defenceacademy.mod.uk or contact 96161 4826.

Cost unveiled

AVERAGE annual cost of a serviceman or woman deployed to Afghanistan is around £390,000, based on total expenditure against total number of troops in theatre, Defence Secretary Bob Ainsworth told Parliament.

Range options

THE MOD is developing plans with operator QinetiQ for investment in the Hebrides Range to include possible replacement or upgrade of surveillance and tracking equipment. Quentin Davies, Minister for Defence Equipment and Support told Parliament.

Team move

DE&S' Equipment & Support Development Consultancy has moved to the Programmes and Technology Group as a result of Strategic Resource Rebalancing. It will now be known as Business & Programmes Development (BPD).



Following the Wildcat: one of the new upgraded Mk9 aircraft in service with the Army Air Corps
Picture: AgustaWestland

First upgraded Lynx are ready to go 'hot and high'

THE FIRST four upgraded Lynx Mk9 helicopters ordered by DE&S only a year ago have entered service.

Three are now with 9 Regiment Army Air Corps at Dishforth in North Yorkshire.

Twelve Mk9s are initially being upgraded to Mk9a standard, with the remaining ten likely to follow.

The Mk9a benefits from a more powerful engine that enables operation in the hot and high conditions of Afghanistan and is also being fitted to the new Lynx Wildcat. Lift capacity

is increased by one tonne over the earlier version.

Other improvements include an updated instrument panel and digital displays and a modified gearbox and rear structure to accommodate the new powerplant.

The remainder of the 12 will be delivered over the next year from AgustaWestland's factory at Yeovil.

Three of the first four Mk9s are being used by the AAC for training crews involved in exercises.

Operational deployment of

the aircraft is likely to follow soon after. Their role will include fire support, troop transport, and casualty evacuation.

Captain Richard McElwaine, leader of DE&S' Lynx team, said: "The current Gem-powered Mk9, although a great aircraft for European conditions, has not got the performance required for the Afghan theatre.

"The upgraded aircraft will provide a valuable operational enhancement that will directly benefit our troops on the front line less than 18 months after contract award."

Prop replaced – under water

A TYPE 23 frigate has become the first to have its propeller replaced with the ship still in the water.

UMC International took on the work on the propeller on *HMS Lancaster* after an underwater survey revealed a crack in one of the blades.

The in-water option was chosen as it meant work could be done in parallel with the Fleet Time Support Period, allowing other scheduled major works to continue without any interruption.

Ian Blair of DE&S' Salvage and Marine Operations team said the job showed the benefits of carrying out maintenance in-water.

"I am keen for DE&S to adopt this philosophy whenever possible, as there are many other possibilities offering cost saving and programme benefits," he added.

"The team is now looking at other in-water options in support of the fleet such as the ability to replace T42 'A' Bracket Bearings in-water."

● Lockheed Martin UK has completed installation and trial of its Bridge Command Display (BCD) and localised bridge Navigation Local Area Network (NavLAN) on board Type 23 frigate *HMS Monmouth*. The BCD provides the bridge with a focal point for the display of fused situational awareness data. The bridge can now display video streaming from the Merlin Mk1 helicopter's Wescam. Command personnel can review Merlin Wescam video overlaid on top of an electronic chart, as used on the Warship Electronic Chart Display and Information System.

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Carrier update . . . Carrier update . . . Carrier update . . . Carrier update . . .

Latest contracts take spending past the £1.1 billion mark

What they said . . .

Tony Graham, head of Capital Ships at DE&S – “The award of these contracts is evidence that the project is progressing well and momentum continues to grow. “The project is successfully hitting its construction milestones and these contracts will help us meet our overall delivery plan. “This work is particularly important for sustaining jobs and growing skills.”

ACA Programme Director Geoff Searle – “The contracts cover the vital services that run throughout the ships, as well as essential elements of the actual shipbuild process itself. “The ACA has achieved many substantial milestones in the last 12 months, including commencing work on the build of *HMS Queen Elizabeth* in four UK shipyards and completing work on the huge Number One Dock in Rosyth where the ships will finally be assembled. “Continuing this level of momentum is essential and the signing of these contracts is testimony that it will continue through 2010 and beyond.”

The carriers

- Displacement: 65,000 tonnes.
- Length: 280m
- Width: 70m;
- Range: 8,000-10,000 nautical miles
- Keel to masthead: 56m
- Four acres of sovereign territory provided by each ship.
- 370 acres of paintwork
- Capacity for 40 aircraft.

CONTRACTS WORTH £333 million have been awarded by the Aircraft Carrier Alliance (ACA) to companies across the country to help build the Royal Navy’s two new *Queen Elizabeth* class aircraft carriers.

Five sub-contracts have been awarded to suppliers from Glasgow to Portsmouth for equipment to be installed on the 65,000 tonne ships and services for their assembly.

These bring the total value of sub-contracts awarded so far on the programme to almost £1.1 billion.

These contracts and sub-contracts represent the vast majority of the equipment orders for the *Queen Elizabeth* Class Carriers and demonstrate the progress made on the programme to date.

Included in the contracts are ones for heating and air conditioning, along with paint and scaffolding while there is also a contract for transport of sections of the ships, built in yards around the country, to Rosyth where each ship will be assembled.

Minister for Defence Equipment and Support Quentin Davies said: “This news should reassure those who doubt this Government’s commitment to the programme.

News should reassure the doubters says Minister

“These sub-contracts will contribute thousands of jobs throughout the supply chain in addition to the thousands of jobs at the main shipyards which are building the ships.

“The build phase of the carrier programme is now well under way. The first units have already been delivered to Rosyth where these ships – the cornerstone of the Royal Navy of the future – will be assembled.”

The latest raft of contracts comes as BAE Systems at Govan

announced that 2,280 tonnes of parts for the carriers had been produced in the six months since first steel cut last summer.

A quarter of the units for one of the first carrier’s major blocks are now in production, amounting to 36 structural units. Once complete the block, made up of 144 units in total, will weigh around 9,300 tonnes.

Steven Carroll, *Queen Elizabeth* Class project director at BAE Systems, said: “The *Queen Elizabeth* Class aircraft carrier programme is a flagship programme, not only for the Royal Navy, but also for the whole of the UK maritime industry.

“There’s a fantastic amount of energy behind this programme and we’ve made real progress on the programme since we started in July.”

Latest sub-contracts

- Imtech Marine & Offshore Ltd in Billingham, Teesside and Portsmouth for heating, ventilation and air conditioning, worth £120 million
- Ship Support Services Ltd based near Rosyth for paint and scaffolding for the build process, worth £105 million (SSS Ltd is a joint venture formed between Pyeroy in Gateshead and Cape in Wakefield);
- Henry Abrams in Glasgow for transport of sections of the ship from the yards across the UK to Rosyth for final assembly, worth £85 million;
- Tyco in Manchester for fixed fire fighting systems, worth £15million;
- AEI Cables in Birtley, Co Durham for much of 2,500km of cabling to be installed, worth £8 million.

India takes DE&S carrier ideas on board



Rear Admiral Prem Nair, left, joins Rear Admiral Bob Love on a fact-finding visit to the aircraft carrier community

INDIAN NAVAL staff have been given an insight into the UK’s future aircraft carriers as they build their own new class of vessels.

Rear Admiral Prem Nair led a delegation welcomed by Rear Admiral Bob Love and was shown around various sites of the Aircraft Carrier Alliance, plus Capital Ships at Abbey Wood.

The visit was an opportunity to exchange information on ship design, build strategy, the Alliance approach to working with DE&S and industry, in-service preparation, support arrangements and through life costs.

Rear Admiral Love has been invited to speak on the *Queen Elizabeth* Class Aircraft Carrier programme at a conference in India.

Carrier update . . . Carrier update . . . Carrier update . . . Carrier update . . .

Delivery opens doors on weapon handling system

FIRST COMPONENTS of the Highly Mechanised Weapons Handling System (HMWHS), designed and built by Babcock for the carriers have now been delivered.

Each hydraulically operated magazine lift door is 12 metres wide by 3 metres high and weighs 6,000kg.

They will be fitted in the deep magazine complex and are designed to operate automatically as part of the HMWHS.

Delivery of the doors was needed

early as their size and location means the doors are an integral component of the vessel. The door insert is welded into the bulkhead of the ship.

The HMWHS provides mechanical handling facilities for moving palletised munitions around deep magazine and weapon preparation areas, and a series of weapons lifts to connect the magazines, hangar, weapon preparation area and flight deck.

This innovative solution to munitions handling is the first maritime application

of shore-based commercial warehousing processes using automated systems.

It should result in a 65 per cent reduction in manpower for traditionally a labour-intensive, time-consuming and hazardous process.

ACA spokesman Rod Steel said: "Integration activities for the HMWHS will continue from the incorporation of these major structural items right up to the final system setting to work, test and commissioning. This first delivery is tangible proof that we are well on track."

Another major section takes a bow

THE HUGE 'bulbous bow' of the first *Queen Elizabeth* aircraft carrier is well on the way to completion in Devon.

The bow is similar in size and appearance to a conventional submarine, and is 27 metres long and 9.5 metres maximum height, weighing around 315 tonnes.

By altering the bow wave generation and water flow around the hull it will reduce drag, increasing the carrier's speed, fuel efficiency and stability.

In a visit to Babcock's Appledore shipyard DE&S' Director Ships, Rear Admiral Bob Love, saw progress on the bow, manufactured by joining massive steel plates to produce the complex curvature required.

It should be completed this spring when it will be taken to Babcock's Rosyth yard where sections will be assembled in No.1 Dock.

Rear Admiral Love said: "This work is proof that the project is progressing well, milestones are being met and momentum is growing.

"The next year will see the carrier programme make a significant step forward as this block, the first of the four large lower blocks to be constructed for *HMS Queen Elizabeth*, is delivered to Rosyth."

Babcock's Marine Division Warships managing director Mike Pettigrew added: "It is only when you witness the structure first hand that you can get an idea of the sheer scale of this vessel.

"In terms of schedule and cost, the progress at Appledore has more than fulfilled everyone's expectations.

"It is also good to be able to remind people exactly how far on this project is."



Rear Admiral Bob Love, above, second from right, joins staff at Appledore as the bulb beneath the first carrier's bow takes shape, below



Queen Elizabeth waste water plant is on the way

THE FIRST major component of the Integrated Waste Management System (IWMS) from Babcock – the Waste Water Treatment Plant – has been delivered for the first carrier.

Designed by Babcock, the IWMS collects, transfers, treats, stores and disembarks various fluid and solid waste generated onboard the carriers.

The Waste Water Treatment Plant (WWTP) is a key component of the system and will process black (sewage) and grey water (from showers, sinks, galleys and laundries) generated onboard.

It will discharge material, either overboard or stored until landed, in line with international standards for control of marine pollution.

Each carrier will have three autonomous WWTPs forward, amidships and aft.

Factory acceptance testing of the WWTP has been successfully completed at Babcock's Bristol premises.

Babcock project manager Paul Moxham said: "This is a milestone in the first coherent integrated waste management system on a warship, designed to meet current and future environmental standards."

David Goodfellow, ACA ship build director, added: "The WWTP is a vital component of both ships. Build progress continues at a pace but it is great to see delivery of items such as the WWTP."

Firepower: a Challenger 2 Main Battle Tank spits venom on Salisbury Plain

Picture: Kevin Slade



Challenger spares deal is clinched

SPARES FOR the Challenger 2 Main Battle Tank will continue to be provided by Multipart Solutions, thanks to a new contract with DE&S.

Multipart's defence division assumes direct responsibility for the supply chain for consumable spares specific to the tank until next year under the Heavy Armour Spares Provisioning contract (HASP).

The company will also provide pan-platform consumable spares for the remainder of the heavy armour fleet including CRARRV, Titan, Trojan and the Driver Training Tank.

HASP follows on from the highly successful Challenger 2 Innovative Spares Provision contract (CRISP) – putting spares support into industry control – where Multipart was the supply chain sub-contractor.

Major Herb Cameron, HASP project manager with DE&S' Combat Tracks Group, said: "We are very pleased to award this contract to Multipart Defence who we hope will continue to provide the best spares support to the British Army's main battle winning equipment.

"The award of the contract is also testament to Multipart's innovative and mature supply chain processes that have earned it a reputation for delivering a high quality service that is second to none and at a much reduced cost to the MOD.

"Headquarters Land Forces is delighted that the excellent support solution provided by CRISP has now been renewed in HASP. This innovative contract will continue to give the Front Line Command the service we require."

Chris Gateley, Multipart managing director, added: "This is an excellent contract win for Multipart and will take our support of the Challenger tank into its second decade.

"We recognised the faith that the MOD was putting in us and we've never forgotten that, even as we built Multipart Defence on the success of CRISP."

Sutherland is No 6 to get sonar system

HMS SUTHERLAND is back in operational service, fitted with Thales UK's Sonar 2087 system, following a period of intensive sea trials.

The Type 23 frigate is the sixth of the 13-strong class to be upgraded to the Sonar 2087 system

Sonar 2087 is a towed array system that enables Type 23 frigates to hunt the latest submarines at considerable distances and locate them beyond the range at which they can launch an attack.

The system is a low-frequency active sonar, consisting of both active and passive sonar arrays. The system is manufactured at Thales sites in the UK (Cheadle Heath in Manchester and Templecombe in Somerset) and France (Brest).

The installation of Sonar 2087 will improve the frigate's submarine-hunting ability. This type of frigate can also carry the Merlin helicopter fitted with Thales' Flash dipping sonar. The combination of 2087 and Flash makes the Type 23 a formidable anti-submarine warfare platform.

Mike Waldron, group lead for sonar systems at DE&S, said: "Recent



Above: the body for the towed array of Sonar 2087 on *HMS Sutherland*

operational deployments using Sonar 2087 against actual 'threat platforms' has shown this to be a very capable ASW system, giving these platforms a significant capability enhancement.

"*HMS Sutherland* now enters the in-service reliability phase alongside the other five Sonar 2087-fitted platforms so that the MOD and Thales can fully test and assess the system performance."

Leaders get down to the ship support business

THE 15-YEAR agreement to help transform the UK's maritime industry and the support it gives to the Royal Navy has made an encouraging start.

Six months after the Terms of Business Agreement (ToBA) was signed between DE&S and BAE Systems, industry is already on track to deliver the annual savings target towards the £350 million of benefits over the life of the contract.

An element will be achieved through integration of different warship building and support entities into BAE Systems' recently formed Surface Ships business, formerly called BVT.

The focus has now switched to how these benefits can be at least doubled.

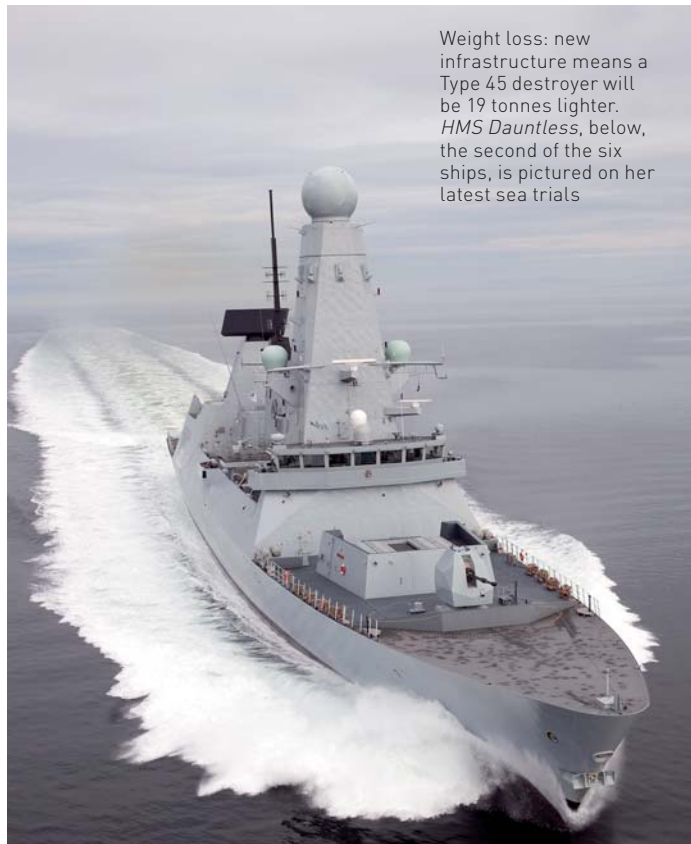
A joint ToBA plan will identify activities to drive efficiencies across the sector.

Covering areas such as operations, engineering and supply chain, the plan is expected to be ready for implementation at the end of next month and will aim to minimise waste, make more effective use of time and resources, create more productive working relationships with suppliers and identify mechanisms for sharing best practice.

Portsmouth Naval Base Commander, Commodore Rob Thompson, and Ron Sams, head of transformation at BAES SS, will lead a transformation team.

Rear Admiral Bob Love, DE&S Director Ships, said: "This pioneering agreement has set the benchmark for strategic partnering that other maritime and industrial change programmes will follow."

Commodore Tony Penny, director of industry liaison at BAES SS said: "This will ensure the long-term sustainability of the UK's warship industry in an increasingly competitive global market, while providing the world-class capability that the Royal Navy needs to meet its commitments, and deliver value for money to UK tax payers."



Weight loss: new infrastructure means a Type 45 destroyer will be 19 tonnes lighter. *HMS Dauntless*, below, the second of the six ships, is pictured on her latest sea trials

New ways of working cut Type 45 cabling costs

ENGINEERS AT BAE Systems in Scotstoun have revolutionised installation of warship communications systems that will generate savings for the Type 45 programme.

Each destroyer is fitted out with more than 40 miles of wiring to provide essential onboard voice and data networks.

Engineers have adopted fibre optic technology used by the construction industry on skyscrapers for use on the destroyers, slashing the time it takes to install the communications infrastructure by 70 per cent and generating savings of £5 million across all six ships.

The technique uses air machines to blow fibre optic strands through a maze of tubes

throughout the vessels. The strands are attached to a small dart, which glides round most of the awkward bends in the ships structure, preventing damage that would otherwise occur to the strands.

Normally it would take at least 160 work hours to feed this amount of cabling and fibre optics through a vessel, but engineers have cut the time they can fit wiring to around 54 hours.

It is also now simpler to upgrade the system during the ship's life.

In the past engineers had little option but to disconnect cables and lay new ones on top, adding to the bulk of equipment and weight of the ship. The new infrastructure cuts the weight of the Type 45 by 19 tonnes.

Carry on Babcock in long-term sub comms contract

BABCOCK HAS been awarded a long-term contract by DE&S to provide in-service support to Eddystone – the Communications Electronic Support Measures (CESM) system for submarines.

The company has been delivering above-water CESM support for the last ten years and will build on that experience to provide cost and delivery-effective support.

The Eddystone system was designed, developed and installed by Babcock under a previous contract. Babcock is the system Design Authority, a role it will retain for the overall system.

DE&S' Joint Electronic Surveillance Delivery team section head, David Fry, said: "This is an important capability on which we have worked closely with the Babcock team in Devonport over the last decade, both for the above water system support and in the supply of the submarine capability.

"This contract award confirms MOD's confidence in the Babcock CESM team."

Under the Eddystone In-Service Support Contract, effective from last December until 2013, Babcock will manage and supply a range of services.

The company will provide engineering support, integrated logistics support, capability insertion and obsolescence management, and configuration management.

Engineering support will include routine maintenance, worldwide operational defect support, a helpdesk providing technical and engineering advice, and software support, as well as maintenance of the secure compartment facilities in Devonport.

Babcock will also work with DE&S through capability working groups, to ensure solutions to changing threats are identified, to inform the decision-making process.

Acquisition ref

Anyone who works in defence acquisition knows that we have been under the microscope lately. That is not surprising given the importance of our task: as we all know lives depend on how well we do our jobs.

Last October, the Secretary of State published Bernard Gray's report on defence acquisition. The report threw a spotlight on many recognisable issues. It acknowledged the success of previous changes, including the establishment of DE&S. It also noted the significant success DE&S has achieved in delivering support to operations and how every developed country struggles with aspects of defence acquisition. But it was particularly critical of the MOD's management of the overall equipment programme, our ability to balance our books and our control of major projects. It attributed the problems to a number of factors across the Department and made recommendations to address them.

The Secretary of State and I accepted most of the report's recommendations in publishing the report. We explicitly rejected one proposal, namely that DE&S should be established as a Government-Owned, Contractor-Operated (GoCo) entity. That is because I strongly believe that acquisition is an integral part of the MOD's role. And also, that the military are a vital part of this role, bringing their operational perspectives into procurement, which would be lost under a GoCo arrangement.

Other recommendations from the report needed more careful thought; that work is now done and the outcome is contained in a new Strategy for Acquisition Reform, alongside the Green Paper for the strategic defence review that will take place following the General Election.

The strategy, I believe, will break new ground in acquisition. It addresses some of the fundamental issues in the governance and management of the equipment programme. Issues, such as the incentives within the system which cause the programme to become overheated.

So there will be significant changes in the way the programme is managed in Head Office, some of which we have already implemented. These include a commitment to regular defence reviews; a new sub-committee of the Defence Board to oversee the forward equipment and support plan and ensure it remains affordable. But, crucially, we will have increased transparency of our planning via an independent audit of the equipment programme – and subsequent publication of its

'Despite how good we are already, and despite the improvements we have made and are making, I am convinced that we can do better yet'
– Lord Drayson



Reform – the way ahead

The new acquisition reform programme will build on what we have achieved so far, says Lord Drayson, Minister for Strategic Defence Acquisition Reform

affordability to Parliament, every year. So these reforms get to the heart of the issues within the management framework of the Equipment Plan and will prevent the programme becoming overheated in future.

But the Strategy also builds on the improved ways of working DE&S is already introducing through the PACE programme, bringing in a number of additional measures that will be particularly relevant to people in DE&S. I wanted to highlight these to you:

Improvement of key skills

DE&S has already done a great deal to improve the skills of its staff. The professionalism agenda and the 6+4 initiative on training have been real successes. I applaud everyone in the organisation for that. We need to keep that going but also now to improve more rapidly our abilities in some specific areas, including looking at bringing in private sector partners. As well as providing specific skills, they may be able to provide specialist expertise and advise us on better tools and methodologies that could improve our capability and capacity for managing complex programmes and projects. Various options for how best to do this are being considered, and additional funding of £45 million has been secured over the next four years, focused on four key areas:

- Cost Assurance, including cost forecasting, cost estimating and cost verification. This includes mandating the use of independent cost estimates provided through the DE&S CAAS team, both for individual project approval and for assessing the affordability of the entire equipment and support programme.

- Programme and Project Management, extending opportunities for professionalism and development programmes, and exploring how best we can draw on private sector expertise to improve and standardise our approach.

- Technological assurance, ensuring that we can access the best technological advice to help us mitigate technological risk and that we have sufficient suitably qualified and experienced people to help us take the right decisions on safety and other important technical factors.

- Financial competence, ensuring that DE&S Operating Centres can call upon the right financial expertise to help them manage the significant amounts of public money that they are responsible for.

We are also addressing skills in Head Office through a comprehensive skills audit across the MOD Capability Sponsor. And we have reviewed how competence in the Department’s commercial workforce compares with that in other government departments and our major suppliers – and are developing a plan to address this aspect of skills improvement.

A clearer relationship between Head Office, DE&S and the Front Line Commands

This means embedding more discipline into the interface between these key members of the acquisition community. We will establish a clear framework and mechanisms within which each of the various components has defined roles, responsibilities and accountabilities in the provision of military capability. This will be enshrined in a document setting out rules to govern the way in which the parties work together, underpinned by better processes to ensure, for example, that

new requirements are established more clearly at the outset and that changed requirements are properly costed before they are accepted into the programme.

Visibility of Costs

We will introduce means to ensure the Department has full visibility of the costs DE&S will incur in delivering programmes and to ensure that this is taken into account and that the resources are available before projects are started. A series of pilots will be run to test the detail of how this will work in practice, without introducing unnecessary bureaucracy.

But in doing all this, I fully recognise the outstanding support DE&S already provides to our Forces. I see evidence of that every day and hear the comments that come back from the front line.

But none of us would disagree that the challenges faced by our Armed Forces oblige us to continue to improve how we equip and support them. The external criticism can sometimes be ill-informed and may feel unjustified to those on the inside. But despite how good we are already, and despite the improvements we have made and are making, I am convinced that we can do better yet.

I believe that the changes introduced by this Acquisition Reform programme will deliver a significant improvement that builds on what we have achieved to date, and will enable the defence acquisition team at MOD to get on with their difficult and vital role, within a framework that ensures effective decision-making from the defence leadership team over the long term.



Air Marshal Kevin Leeson, Defence Chief Airworthiness Engineer, looks at what the Nimrod Review means for DE&S

Mr Haddon-Cave QC produced a thorough report into the loss of Nimrod XV230 over Afghanistan in 2006 in which 14 servicemen tragically died. In it he spelt out in detail the failings in the MOD and industry over a number of decades that led to the loss of the aircraft. We must now learn all the lessons from Mr Haddon-Cave's findings and take all the actions necessary to address the recommendations which he made.

While the Nimrod Review took more than two years to complete, the Department, under 2nd Permanent Under Secretary Ursula Brennan's leadership, responded determinedly before Christmas to set out how we would address the shortcomings identified in the Report. Nor had we stood still while the Nimrod Review progressed; the role of Defence Chief Airworthiness Engineer was created specifically to provide the required additional airworthiness assurance activity while we awaited Mr Haddon-Cave's findings. As a result of the Nimrod Review, I really do believe we have considerable traction in improving our airworthiness management organisation in line with, and in some cases beyond, what Mr Haddon-Cave identified.

The Review made 84 recommendations – we have accepted 62 in full, 18 in principle, and have rejected four. His two key recommendations were to create an independent Military Aviation Authority (MAA) and to revise the arrangements for Duty Holders.

The MAA will regulate, audit and assure all military aviation activity. It will be led by a 3-Star officer supported by a staff, generated mainly by re-brigaded personnel from existing airworthiness functions, augmented by additional personnel to take on the new roles and responsibilities.

The MAA will provide the leadership for air safety and also the independent assurance that we and our industry partners are all operating to the highest safety standards. We have moved quickly to implement this recommendation. The senior MAA appointments will be announced soon and the new Authority will begin its work from April. While the Charter for the MAA and Terms of Reference for key appointees have been drafted, there remains much to do in bedding in the new organisation.

'We have a sound airworthiness system which has evolved over many years but we are going to improve it'

In parallel, the Chiefs of Staff, their Aircraft Operating Authorities and Unit Commanders in the three services will be formally appointed as Duty Holders. Duty Holders will bear the explicit authority and responsibility for the operation of military equipment, placing responsibility for safety in the hands of those who operate the equipment.

Once the MAA is sufficiently established, some of my current Defence Chief Airworthiness Engineer responsibilities, namely those associated





Air Marshal Kevin Leeson, DE&S' Chief of Materiel (Air) and Chief Airworthiness Engineer

with assurance and regulatory policy, will transfer to the MAA. The DCAE title will then disappear, but I will continue to provide oversight of the technical airworthiness of DE&S activity across the Air Domain. I see my future airworthiness role including, among others, routine visits to the project teams to assess our developing safety culture and liaison with the major industrial suppliers on airworthiness issues. For example, I am working with BAE Systems and QinetiQ to understand the outcome of their ongoing internal investigations into the Nimrod Review. We also plan to include safety as a specific agenda item during our meetings and engagements with key suppliers.

The Chief of Defence Materiel, with the full support of the Defence Board, is adamant that reductions in our manpower will not lead to a reduction in the safe and professional standards we apply. While the recent announcements on PR 10 give an indication that we have to reduce output to free up headcount and cash to make changes, it also reflects an option to deliver the new manpower that we know the MAA will require. This will clearly involve compensating reductions elsewhere in the Department, but it is a

demonstration that safety is being given a high priority.

Graham Ellis, the chair of our Safety Committee, is also driving coherence of DE&S action within the wider Departmental work into safety in the post Nimrod Review period, and he will advise the DE&S Main Board to direct

‘Colleagues in DE&S should be confident that the Department is committed to standing behind its people who act in good faith’

any further work that may be required in the Land and Maritime domains.

You should also see that at a working level the first Safety Improvement Group sat recently to look specifically at improving DE&S management of equipment safety (see page 37).

In my recent visits to project teams, I have been asked for an indication of the programme to take forward the Nimrod Review recommendations. We are determined that we do the work carefully and in a considered way. We have a sound airworthiness system which has evolved

over many years but we are going to improve it; however, while we are heavily committed to current operations, we need to take care over how we implement change. We must engage senior members of the MAA in this implementation plan before we proceed.

I am also aware of a degree of uncertainty among desk officers charged with making airworthiness decisions. Colleagues should be confident that the Department is committed to standing behind its people who act in good faith. If we continue to make safety-related decisions based on proper risk assessments, the Department will support those who do so, even in those cases which result in injury or fatality. A DIN will be issued soon to make clear the detail of this.

We plan to provide regular communication updates as we take forward the implementation work. I would also encourage staff to discuss and raise any concerns they have through their line management chain, who should be engaged in the programme of change.

I sincerely hope we can continue this dialogue to ensure we move forward together to improve our management of airworthiness.’

‘The Chief of Defence Materiel is adamant that reductions in our manpower will not lead to a reduction in the safe and professional standards we apply’



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Improved airworthiness for Islander and Defender aircraft

A Fatigue Data Management System, developed at short notice by Dstl, has improved the airworthiness of Islander and Defender aircraft. A letter of thanks from the Defence Equipment & Support (DE&S) customer, the Helicopter and Islander Combined Integrated Project Team (IPT), says it all: "The end product far exceeds expectations, both with the database functionality and the accompanying 'Safety Case'. This has allowed the Helicopter and Islander Combined IPT to mitigate a serious airworthiness risk and help ensure the continued airworthiness of both aircraft type. Moreover, the database can be modified for use by other platforms and other platforms are showing an interest in the system."

Battlespace Biological Detector

Dstl has built a prototype Biological Weapon detection and identification system that can fit in a suitcase and replace the currently deployed four-tonne truck-based system. The Portable Integrated Battlespace Biological Detector (PIBBD) programme was completed more than two years early, in just 18 months, with the help of six Industry and Academia partners. It delivered a technology prototype that could form the basis of a future Biological Weapon Agent detection system with comparable performance to existing systems but significantly reduced power, size, cost, reagent consumption and logistic burden. The device provides the basis of an automated detection system that can overcome many of the practical limitations of current systems.



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100 a month!

– that's how many protected mobility vehicles DE&S teams are delivering to UK Armed Forces.
See pages 22 and 23

DE&S delivers – in impres

The number of protected mobility vehicles being handed to UK forces – for operations and training – has reached unprecedented levels, thanks to the hard work of project teams, and a four-strong office at their heart



DE&S is supplying protected mobility vehicles to the armed forces at the rate of more than 100 per month. And in the first two months of this year the figure is set to more than double that rate, around 480, as the newest models – including tactical support vehicles Wolfhound and Husky – pass through the Defence Storage and Distribution Agency's (DSDA) Ashchurch base where vehicles are passed ready for service, the so-called Purple Gate.

The figures have been unveiled as project teams get ready to make another 700 vehicles available to the Armed Forces, either for training or for deployment to Afghanistan, in the next six months.

The numbers have been issued by DE&S' Operational Vehicle Office (OVO), a four-strong team providing a coherent picture of protected mobility vehicle delivery under a series of urgent operational requirements (UORs). Last year the office became part of

'Providing vehicles is a big team effort which cuts across the whole defence community' – Lt Col Tony Potter, DE&S

the DE&S' Combat Wheels Group which is providing ten different types of vehicle with 21 variants for training or operations.

"Providing vehicles is a big team effort which cuts across the whole defence community. We are here to maintain a complete picture of what is going on," said OVO head, Lieutenant Colonel Tony Potter. "From the sponsor community in London, through DE&S project teams, industry, all those who integrate equipment onto vehicles, DSDA getting vehicles from industry, DSCOM (Defence Supply Chain Operations and Movements) moving stuff out to theatre, and the users at Permanent Joint Headquarters and the front line commands, we are the information hub at the centre of it all."

Vehicles are procured from suppliers by the DE&S teams – among them Protected Mobility, Manoeuvre Support, Systems, and Platforms – before they are enhanced with various items of equipment from electronic countermeasures to tactical satellite communications and weapons systems and mounts. UORs have seen successful new vehicles such as Mastiff, Ridgback and Jackal on their way to the front line with Panther and Springer not far behind. Warthog is set to replace Viking on Operation Herrick this year while Husky and Wolfhound form part of the latest deliveries.

Above: the Panther command vehicle was introduced to Operation Herrick last year where Mastiff, below, has proved popular with UK forces



sive order

“We work with all stakeholders to make sure everybody is working to the same version of the truth, and that all those vehicles will be delivered on time,” said Lt Col Potter.

Over the last six months there have been more than 100 vehicles per month, with the last 12 months seeing 1,350 new vehicles ready for service somewhere with the forces. Another 800-plus of 18 types of vehicle are set to be delivered in the next six months. Overall, if all goes to plan, between November 2008 and April next year, more than 2,700 vehicles will have been delivered for service, an average of just under 100 a month.

“The throughput of vehicles at Ashchurch has been a great success for us,” the Lieutenant Colonel added. “We have increased the number of vehicles going through Ashchurch, and reduced the time it has taken for them to go through there.”

While project teams have excelled in their procurement and support activities the office has helped to make the process smoother. Monthly updates are provided for Quentin Davies, Minister for Defence Equipment and Support, who has made protected mobility on the front line one of his priorities. “He is inquisitive and always wants to know,” said Lt Col Potter. “He is always asking about what is happening in terms of protected mobility.”

While making sure the wheels keep turning on the supply of vehicles to the forces, the office is looking at getting all the different support solutions on a campaign footing, and has also developed an attritional replacement plan. “Every time we lose a vehicle and continue to lose vehicles, we are asking what we might need to buy to keep up the full capability for the user,” said Lt Col Potter. “MOD assumptions are on rolling three-year plan for Herrick, renewed annually. We therefore need to work with project teams to maintain vehicle capability.”

Office staff do not see themselves as a long-term part of the organisation. “What happens beyond the delivery of UORs and getting back into through life capability management leaves us in uncharted waters,” said Lt Col Potter. “But at the moment we are very focused on what we need today. We are 100 per cent focused on Op Herrick; we don’t get involved in non-operational things at all, and that’s a big advantage to us.”



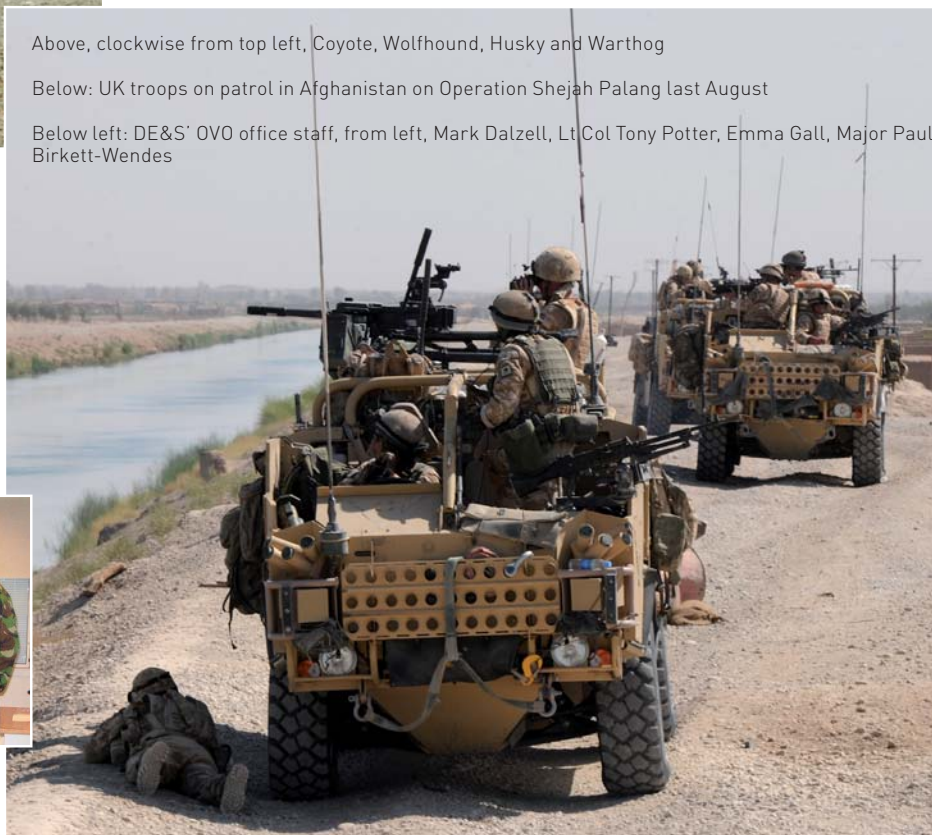
Vehicle delivery – a snapshot

Aug 09:	90	(inc Coyote, Springer, CVR(T))
Sep 09:	119	(inc Husky, Mastiff, Jackal, Vixen)
Oct 09:	81	(inc Jackal, CVR(T), Husky)
Nov 09:	66	(inc Ridgback, Jackal, Vixen)
Dec 09:	105	(inc Jackal, Vixen, Wolfhound)
Jan 10:	222	(inc Wolfhound, WMIK, Jackal)
Feb 10:	260	(inc Husky, Wolfhound, Mastiff, Jackal, Vixen)

Above, clockwise from top left, Coyote, Wolfhound, Husky and Warthog

Below: UK troops on patrol in Afghanistan on Operation Shejah Palang last August

Below left: DE&S’ OVO office staff, from left, Mark Dalzell, Lt Col Tony Potter, Emma Gall, Major Paul Birkett-Wendes





Private
Emma
Moxon
in MTP

Now you see t

Varied terrain in Afghanistan sees UK forces wear their first new camouflage pattern for 40 years

New camouflage to help UK troops blend into Afghanistan's varied terrain has been unveiled by DE&S following computer modelling of the Afghanistan environment.

It is the first time since 1968 that the Armed Forces have changed the camouflage pattern. The Multi-Terrain Pattern (MTP) will eventually become the new look of the British forces.

MTP camouflage will work across different terrains in Helmand Province – compounds, grassland, crops and woodland – all the areas troops encounter on patrol.

Lieutenant Colonel Matthew Tresidder, Chief of Staff for DE&S' Defence Clothing, said: "The new camouflage has undergone extensive trials to ensure we have the right pattern to blend in a host of environments troops encounter while patrolling the frontline. It is an important development for both troops on operations and also for the British Armed Forces as a whole once this pattern is adopted across the three services.

"It also keeps our sense of being British which was something the junior ranks said was important to them during the development process for the new camouflage."

Uniforms in the new pattern will be issued to 4 Mechanised Brigade troops deploying to Afghanistan in March. It will then be introduced across all three services from next year.

Research into MTP started seven months ago and the research was funded as an Urgent Operational Requirement worth £250,000.

Defence Secretary Bob Ainsworth said: "This new camouflage will help our troops blend into different environments in Helmand Province to stay hidden from the Taliban.

"Patrols take our troops through the Green Zone, scrubland, desert and arid stony environments and it is crucial that the camouflage can work across all of them.

"We are striving to provide our troops with the very best personal kit and equipment and the new Multi-Terrain Pattern is just one example of how we are supporting our troops on the Afghanistan frontline."

Testing of camouflage patterns was carried out by the Defence Science and Technology Laboratory (Dstl).



Smart procurement, from left: Grenadier Guardsman Adrian Gibbs in the old style uniform, Grenadier Guardsman Lee Moggs wearing the new style uniform, Lance Corporal Alex Wood of 40 Commando Royal Marines wearing the new-style combats

them – now you don't



Ring out the old – both pictures, left to right: Corporal Stuart Waterland from Nottingham in woodland camouflage, Private Sam Williams from Halifax in MTP, Private Emma Moxon from Leeds in MTP and Private Richard Machin from Rotherham in desert camouflage

George Philpott of Land Battlespace Systems at Dstl said: “Dstl scientists researched and tested whether a mixed multi-terrain camouflage pattern would improve mission success and keep soldiers hidden for longer during ambush operations or when on patrol. It is not just a question of colours; we looked at texture and tone of patterns, how the light reflects and how well it disguises the wearer.

“Dstl’s work is all about creating battle-winning technology for UK armed forces on current operations, and we’re proud we were able to cram all the work into just six months.”

Overall the multi-terrain performed best, supporting the theory that a multi-terrain camouflage offers improvements when soldiers move between different

places and backgrounds.

Christopher Jones of Air and Weapons Systems at Dstl, added: “In addition to existing aerial photography, Dstl sent cameras to Helmand for soldiers to take specific scientific photographs of the various backgrounds and landscapes they operate in.

“The colours and backgrounds in Helmand are similar to those found in parts of the UK, so we used the colour data from Afghanistan to identify places where there was a good colour match, to allow us to run large scientific trials.”

The Afghanistan background colours were used to generate new multi-terrain type camouflage based partly on the shapes and patterns of the existing UK woodland camouflage.

These were tested against the current

army woodland and desert uniforms, to act as a baseline, and a commercially available pattern from Crye Precision.

Ten camouflage suits were trialed in five tests to assess overall performance.

Results showed the Crye Precision Multicam performed the best, on average, across all the trials. The final camouflage has a pattern that is similar to the current woodland camouflage as it allows for easy identification between soldiers and this type of pattern consistency proved popular during the research.

Dstl is looking at research into making camouflage work in a variety of landscapes and backgrounds around the world to support wider operations.

If this is successful the outcome could become the standard camouflage for all UK armed forces.



Reasons to be cheerful – Mk3

The first two of eight modified Mk3 Chinooks have been delivered to the RAF to give more vital support to front line forces in Afghanistan



Report: Tim Lewis
Pictures: Andrew Linnett
and SAC Andy Masson

A heavy overnight snowfall in the Home Counties failed to put off VIPs and media gathering at RAF Odiham to mark the arrival of the first Mk3 Chinooks at their home base, and provided some unusual photo opportunities.

The first two aircraft are already in use for training, with the remaining six due to arrive over the rest of the year following conversion work at Boscombe Down. The Mk3s benefit from a number of improvements over the Mk2, including larger fuel tanks and the more powerful engines that are also being fitted to the rest of the fleet.

Their arrival at Odiham will boost the Chinook fleet to 46 aircraft, with a further 24 on order, including replacements for two lost on operations in Afghanistan last year. This will soon allow more aircraft to deploy to theatre as the Mk3s join the pool available for operations and training.

Among those welcoming the new aircraft to Odiham were Secretary of State, Bob Ainsworth, and Minister for Defence Equipment and Support, Quentin Davies. Mr Ainsworth, while acknowledging that the procurement history of the aircraft “had not been our finest hour”, emphasised the uplift in capability that they now represented: “I think this is really good news. We have effectively conducted heart surgery on these aircraft to get them to where we are now.”

The programme to convert the aircraft to meet the common RAF fleet standard has been compressed into two years by the Boeing-led team at QinetiQ’s Boscombe Down facility.

‘We have effectively conducted heart surgery on these aircraft to get them to where we are now’

Chris White-Horne, DE&S’ Future Heavy Lift team leader, praised the efforts made by the contractors to deliver on time. “The team at Boscombe Down has been working 24/7 to ensure deadlines are met,” he said. “This despite the physical constraints, which mean that only one worker at a time can work in the cockpit area.

“The aim is to reach the maximum degree of commonality throughout the Chinook fleet, easing training and maintenance issues.”

David Pitchforth, Managing Director, Boeing UK Rotorcraft Support, said: “Working with our industry partners, we were able to better align and integrate our schedules to deliver the first two aircraft as promised to the MOD. This will also allow us to deliver the third



Above: the first of the Chinook Mk3s goes on show to the media at RAF Odiham

aircraft ahead of schedule. Together we will have all eight aircraft delivered this year.”

Enhancements to the Chinook fleet have already paid dividends, with “hot

and high” performance greatly improved by the new Honeywell T-55 engines, which last year enabled a damaged aircraft to fly away to a safer location using only one engine.

Helicopter uplift – the story so far

Recent announcements to improve helicopter capability include:

- an announcement that the MOD plans to buy 22 brand new Chinooks, with the first ten being delivered by 2012/13;
- a £408 million upgrade to the existing Chinook fleet with new engines and digitised cockpits;
- the first upgraded Merlin helicopters deployed to Afghanistan;
- an upgrade to Lynx helicopters engines;
- a £300 million upgrade to the Puma fleet to extend its service until at least 2022; and
- a 95 per cent increase in helicopter flying hours, which is what commanders use to plan.

Typhoon support just go

Rolls-Royce takes on the ten-year task of supporting its EJ200 engine

Report: Tim Lewis

A new contract for support of the engines on the RAF's advanced Typhoon jet has been announced by Defence Equipment and Support Minister, Quentin Davies, during a visit to the Rolls-Royce plant at Patchway, Bristol.

The ten-year £865 million contract has been placed with Rolls-Royce for a spares inclusive availability service for the Typhoon engine (EJ200), known as Partnered Support Operational Phase 3. This will see the bulk of maintenance work carried out in new facilities at RAF Coningsby, the Typhoon's main operating base, and RAF Leuchars, soon to be the forward operating base. But the contract will also provide support on deployments and to aircraft based in the Falkland Islands. Some of the work will be undertaken at Rolls-Royce Ansty in Leicestershire and at Rolls-Royce in Bristol, where 500 jobs will be safeguarded. Overall, the new contract will help to sustain a further 2,500 jobs in related businesses. It will require replacement engines to be delivered within an hour of a demand being placed.

During a visit to the Rolls-Royce plant in Bristol, the Minister said: "This is excellent news for both the MOD and UK industry with the sustainment of 3,000 jobs over the ten-year term of this contract. The Typhoon programme directly employs 15,000 aerospace and engineering staff in some of the UK's leading companies, and many more throughout the supply chain – this is important militarily and industrially to the UK.

"I am one of the tiny minority of privileged people who has flown in this outstanding aircraft and this contract will ensure that Typhoon continues to meet its operational commitments as a cornerstone of the UK's air defence capabilities. We are committed to building strong partnering arrangements with UK industry, in this case to get more efficient and affordable support for our front-line Typhoon fighter force."

DE&S Director Combat Air, Air Vice-Marshal Simon Bollom, said: "This contract represents the culmination of four years work to bring all combat aircraft engines onto long-term availability contracts with Rolls-Royce. These contracting arrangements have brought unprecedented engine availability to the front line, have delivered significant savings on support costs and have cemented an excellent working relationship between Rolls-Royce, the DE&S project team and the front line operators."

The outgoing Head of DE&S' Typhoon team, Air Vice-Marshal Chris Bushell, said: "This ten-year engine availability service with Rolls-Royce is good news for us all. The engine is demonstrating unprecedented reliability and this support service will continue to maximise aircraft availability in the most cost-effective way.

"Typhoon has now been operational in the air defence role for well over two years and a multi-role capability was integrated and declared combat ready by the RAF in July 2008. The new contract builds on this success and will underpin Typhoon's growing capability and utilisation."

Future support of the Typhoon aircraft is focussed on building partnering arrangements with BAE Systems and Rolls-Royce for aircraft and engines. The new contract represents the culmination of the work undertaken with Rolls-Royce on support for the engine and will play a major role in ensuring the availability of the Typhoon fleet to meet its standing and future operational commitments.



Left: Quentin Davies, Minister for Defence Equipment and Support, announces the new contract in Bristol on 15 January

Picture: Darren Setter



ot stronger

Typhoon in action – the UK’s multi-role aircraft cuts a dash on take-off from RAF Coningsby (main picture), at the Waddington Air Show, below left and pictured off the coast of Cyprus, bottom



Martin Fausset, Managing Director of Rolls-Royce Defence Aerospace, added: “This contract meets the challenge set by the MOD to industry of delivering affordable and innovative support solutions for the Typhoon programme.

“We apply a high level of technology and innovation into developing support solutions, as we do to developing our engines, which gives the Armed Forces the twin benefits of increased operational capability and better value for money.”



Generation Why? - the battle for hearts and minds at home and abroad



**Armed Forces
Minister Bill
Rammell argues
for a better
understanding
of the work
of UK Armed
Forces in an
increasingly
uncertain world**

This year will see a General Election and, no matter who wins, a Strategic Defence Review where decisions will be made that will materially affect the UK's Defence posture for decades to come.

It is important that the role our country plays in the world and how our Armed Forces contribute is part of the forthcoming public debate. There needs to be a wider understanding of the dilemmas and challenges facing both Armed Forces and government when it comes to military operations.

In our modern society, the tug on the forelock in recognition of embedded class or rank has thankfully gone. But that has been replaced with a greater degree of cynicism about all those in public life and positions of authority.

This growing cynicism has the capacity, if not checked, to undermine the ability of government to deploy armed force in the pursuit of our national security.

The government has to judge on all our behalves which is worse:

- the casualties that we sadly sustain on operations;
- or the risks to Britain's national interest, and the security and safety of the country's citizens if we do not act.

Conflict in the decades to come will be an ever-present challenge. If the UK is to play its part in facing challenges to secure our national interests, then public support for the projection of power, including the use of armed force and the risks to forces personnel that it brings, is vitally important.

We should enhance capabilities wherever possible, and we have poured billions of pounds into doing just that in Afghanistan. But the public needs to accept that the battlefield is a uniquely dangerous and uncertain environment.

In counter-insurgency warfare, as we are undertaking in Afghanistan, you have to get out of Chinooks and Mastiffs, sometimes patrolling on foot and among the people.

But no matter how good your defences, a determined adversary will always find ways to penetrate them through surprise, ingenuity or technical innovation. There has never been – and could not ever be – such a thing as a risk-free military operation.

We cannot translate our domestic risk-averse culture wholesale to the battlefield because the military can't get the job done without putting themselves in harm's way.

When the Afghans are themselves able to defend the security of their people and deny the territory of Afghanistan as a base for terrorists then we will have succeeded and our troops can come home.

I am being challenging here, but in the main the UK media gets it right.

The embedding system has allowed journalists to really get to know and understand the people doing the fighting.

The media question whether we have the right equipment. We have delivered £10 billion pounds worth of new and improved equipment in the last three years – and the personal kit supplied to our troops is the best and most protective it has ever been as journalists have seen at first hand.

And yes we should all mourn the loss of British lives bravely and heroically given. But I think we lose perspective if every loss of life is reported as if somebody or some institution on our side is to fundamentally to blame.



When it comes to Afghanistan, I think over the last few months there has been a shift and a greater understanding in the media about what the international community is seeking to achieve, what the military role is and what British forces are doing.

At home, we all need to have a

better understanding of the Armed Forces, and the risk-based nature of how they need to operate because it is on the home front that Afghanistan will be won or lost – and the Taliban and Al Qaeda know this.

In Afghanistan we are seeking to protect our citizens by tackling threats at distance and at source – preventing terrorism from taking root yet again in that country. The insurgents can't defeat the international community in the field. They will only succeed if we lose our resolve.

In future we will face a series of threats the nature of which will require the projection of power beyond our borders to protect our national security.

My great fear is that we as a nation will become so risk-averse, so cynical and so introverted that we will find ourselves in inglorious and impotent isolation by default.

As a whole society we need to have far greater understanding of our Armed Forces, of modern warfare and the consequences of action and inaction.

Armed Forces Minister Bill Rammell was speaking at the Institute of Public Policy Research.



The battle for hearts and minds continues in Afghanistan while, far left, the 1st Battalion, Coldstream Guards take part in Operation Lion's Leap in December

Pictures: Sgt Keith Cotton, Lt Sally Armstrong and Cpl Laura Bibby



New tools will help commanders in the field

A NEW intelligence tool has been delivered into the Afghanistan theatre to help counter insurgent threats and increase force protection.

The Intelligence Processing Application (IPA) has been delivered by DE&S' Intelligence Information Solutions delivery team.

Before IPA, units maintained the intelligence picture using ad hoc databases and paper-based processes.

Lives of UK troops could be at risk because a full picture of the information was not readily available.

IPA was commissioned as an Urgent Operational Requirement to fill this gap, taking an earlier intelligence database used by the Army on operations and developed for DE&S by a small team working at HQ Land Forces.

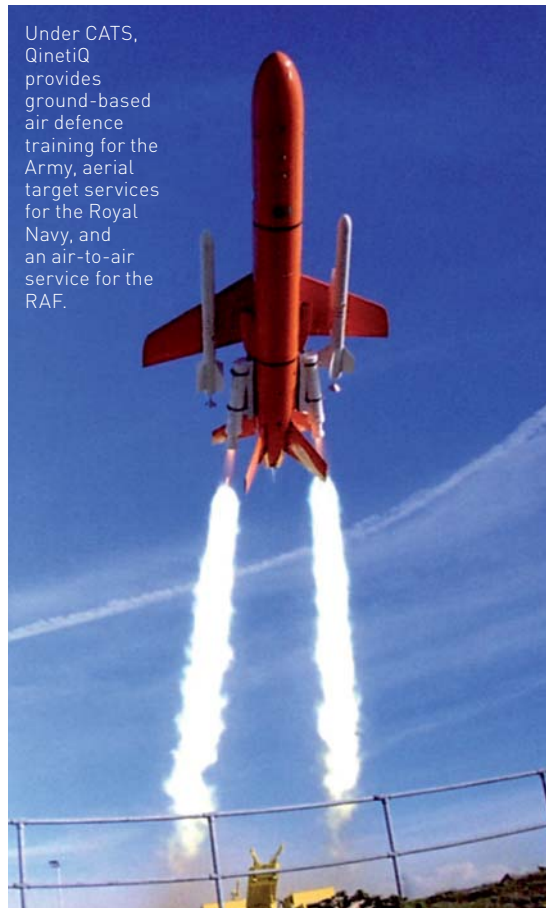
IPA stores a series of entities, including people, events, vehicles, and locations. These are extracted from intelligence reporting from across theatre and linked together by Intelligence staff. IPA helps commanders make more informed decisions about planning and operations.

IPA is now deployed on a UK national system and the primary Coalition system. Full operating capability was met in December. It is located at sites in Regional Command (South) and supported by training capability in Germany and UK.

The IIS team is a through-life portfolio team with DE&S' ISTAR Operations Centre.

More life-saving kit helps soldiers on the front line

Report: Hannah Swingler



Under CATS, QinetiQ provides ground-based air defence training for the Army, aerial target services for the Royal Navy, and an air-to-air service for the RAF.

Mirach hits its target

THE MIRACH advanced aerial target has come into service.

The subsonic target is part of the Combined Aerial Target Service (CATS) contract for the forces and has completed complex operational evaluation trials.

Under CATS, QinetiQ meets DE&S' requirements worldwide, including ground-based air defence training for the Army, aerial target services for the Royal Navy, and an air-to-air service for the RAF.

The contract worth up to £308 million over 20 years was awarded in December 2006.

Mirach targets are made by Selex Galileo and offer new payloads including integration of commercial-off-the-shelf technologies like chaff and flare, an intense onboard heat source, missile distance indicator capabilities, radar enhancements and an IFF Transponder plus the ability to present towed infra-red and semi automatic radar targets.

CATS came into service in April 2008 with the Banshee basic aerial target and the pop-up ground-based helicopter target, both supplied by Meggitt Defence Systems.

"CATS provides the UK Armed Forces with an efficient, cost effective and globally available service," said Alan Dukes, leader of DE&S' Trials, Evaluation, Services and Targets team.

"Significant joint effort between QinetiQ and the project team has seen the challenging safety approvals addressed to ensure that the Mirach-based element of CATS can be endorsed for service delivery."

MEDICS OUT in Afghanistan can now use an innovative piece of emergency kit to help save lives of wounded personnel.

The state of the art EnFlow 100 Rapid Blood and Fluid Warmer quickly heats up blood and vital fluids to make sure they reach vital organs and injured areas fast, without affecting the patient's core temperature.

This reduces the risk of complications such as hypothermia and coagulopathy – the inability of the blood to clot after trauma.

Six sets, which can be used on board emergency medical helicopters, have been sent to Afghanistan as part of a £35,000 contract supplied by Prometheus Medical. A further two sets, for training purposes, are also included in the package.

Flight Lieutenant Fiona McGlynn, commanding officer of a Medical Emergency Response Team at Camp Bastion, said: "Due to the nature of their injuries, many of the patients we treat are already in hypovolaemic shock and in need of a transfusion by the time we reach them.

"Giving them cold blood straight from our supplies can have an adverse effect on their overall body temperature and impact on their recovery.

"The EnFlow will enable us to warm the blood before we carry out a transfusion and ensure the patient arrives in hospital in the best possible condition."

Minister for Defence Equipment and Support Quentin Davies added: "We are determined to ensure that our personnel, who sometimes suffer the most serious injuries, receive the best possible treatment, even in the most challenging of environments.

"The EnFlow is yet another example of a life saving piece of kit to treat wounded soldiers at the point of injury.

The Medical Emergency Response Team is a specialised team of medical personnel who operate on-call and deploy via helicopter to recover seriously injured casualties from the front-line.

The first hour from the time of wounding is absolutely crucial to the casualty's survival and the quicker the casualty can be recovered and given specialist medical assistance the greater the chances of survival.

The UK is the only nation that operates such a high level of immediate, in-flight medical care.

Delivery of blood by the team in the helicopter is a key life-saving medical capability and essential in the management of massive trauma.

A FURTHER boost to British troops' capability in finding enemy targets is on its way to the front line.

The Surveillance System And Range Finder (SSARF), which has now achieved its in-service date, is a target locator system that will enable soldiers to quickly find the exact location and distance of enemy forces and determine the most appropriate and accurate mortar or artillery firepower to use.

The all-weather day and night system is hand-held, lightweight, with built-in GPS, thermal imaging, and laser range finder of up to 5km.

The new system is speedier, lighter to carry, more accurate and less conspicuous than the current tripod mounted Otis and Spyglass equipments which have been in service for the last 25 years.

DE&S' Dismounted Soldier Systems team, part of the Individual Capability Group, was responsible for the introduction of SSARF under a £30 million contract with Thales UK.

Team leader Colonel Bill Pointing said: "The DSS

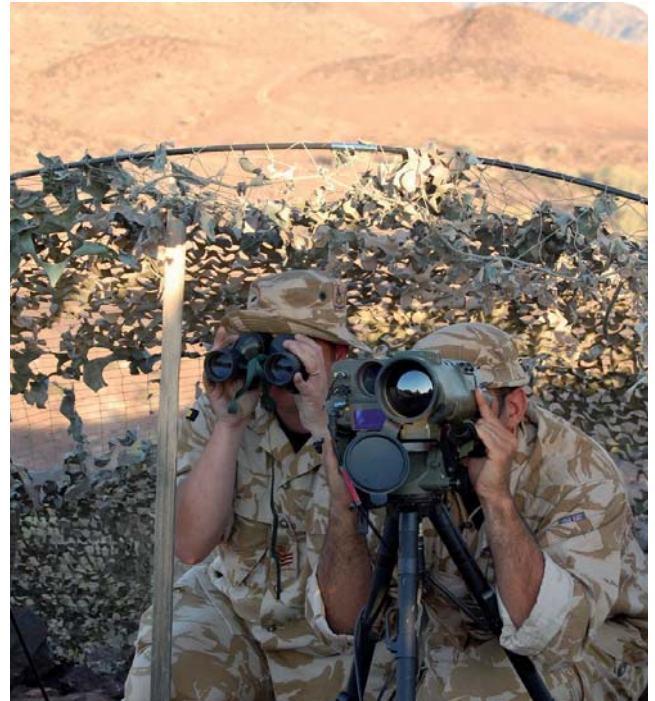
Troops keep a watchful eye on the enemy

team is pleased to confirm the successful achievement of the in-service date for SSARF; this is the result of the hard work of the DSS team, the manufacturer, and key members of the MOD's unified customer.

"This battle-winning capability incorporates the lessons that we have learned from the Surveillance and Target Locating System UOR project and will mean users can observe and control indirect fire effectively day and night."

The Surveillance and Target Locating System (STLS) UOR, on which SSARF is based, is currently being used on operations.

Right: British troops will be able to keep a more watchful eye on the enemy with SSARF having achieved its in-service date



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Ascent training is on the up at Culdrose

MAJOR refurbishment has begun at Culdrose as part of the UK Military Flying Training System (MFTS).

MFTS will rationalise flying training across the three services and at the Cornish Royal Naval Air Station, Royal Navy and RAF aircrew students will be trained in navigation and radar procedures, preparing them for duties with operational squadrons.

One of the squadron hangars plus offices at Culdrose have been handed over to Ascent Flight Training for a major refurbishment.

Modernisation will prepare for arrival of new King Air aircraft to replace the current Jetstreams. The site will be ready early next year.



Captain Graeme Mackay hands the hangar key to Richard Hemmings of Ascent



David Marks, Qioptiq managing director, presents Dave Roberts (Help for Heroes representative) with the money in front of Qioptiq personnel, Brigadier Carew Wilks and Dismounted Soldier Systems team members Karen Hawes, Jenny Prior and Kelly Fewes
Picture: Qioptiq

DE&S and Qioptiq make perfect partners

PROVING THAT partnering with industry can deliver true benefits, members of DE&S' Individual Capability Group visited Qioptiq in North Wales to mark the opening of a newly built facility to support the CASE contract.

The Contracting for Availability for STANO (Surveillance, Target Acquisition and Night Optics) Equipment contract supports a number of night vision equipments used in dismounted close combat, and the new facility will accommodate expanding repair work.

The facility was opened by Brigadier Carew Wilks, Head of the Individual Capability Group, who thanked the company for the support provided to UK Forces on operations in Iraq and Afghanistan.

The relationship between the CASE team at Abbey Wood and Qioptiq has been key to ensuring the availability of critical night vision equipment for the front line, and the new facility will speed up repair of essential items needed by the troops.

To mark the event, Qioptiq donated £10,000 to the Help for Heroes charity.

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Ceremony sees ground-breaking contract pass another vital stage

Supply solution boosts new factory building in County Durham

WORK ON a new £33 million factory has begun as part of the £2 billion long-term ammunition supply contract signed by DE&S.

The plant, owned by BAE's Global Combat Systems, is being built in Washington, County Durham, to replace the existing Birtley site, which has been in use since World War One.

Shells and mortar bodies for troops in Afghanistan will be produced at the new factory, built as part of the 15-year MASS (Munitions Acquisition – supply solution) contract between DE&S and BAES in 2008.

DE&S' Chief of Materiel (Land) Lieutenant General Gary Coward attended the cutting of the first turf.

"Our troops in Afghanistan require high quality ammunition to protect themselves and the Afghan people, but also to continue the campaign against the Taliban," he said.

"While the nature of warfare has changed little in recent years, the means of production and contracting has moved on considerably.

"Innovative solutions are required to provide an agile, value for money supply solution and the MASS contract is a prime example, guaranteeing high quality and timely delivery."

The contract has been a success so far, delivering increased supplies of ammunition on time from three sites in the UK to front line troops with a 2009 delivery performance of 99.95 per cent.

Birtley has doubled mortar bomb production recently and the new plant is expected to have even greater capacity to meet the needs of the front line.

Charlie Blakemore,

'MASS guarantees high quality and timely delivery'

more than £120 million over the next five years to accelerate transformation of our munitions sites into modern, safer, highly-automated, energy-efficient and flexible facilities.

"It is a good deal for the taxpayer, good for jobs and, most of all, it's good for the men and women fighting to protect their country."

The new site in Washington will feature a modern forge run remotely from a control room. It will also carry out machining of large calibre tank, mortar and artillery ammunition using robotic machining cells and new, environmentally-friendly, paint and treatment capabilities.



Digging for victory: Lt Gen Gary Coward, left, with Charlie Blakemore, local MPs Sharon Hodgson and Defence Under-secretary Kevan Jones, plus local dignitaries.



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Falklands support goes Dutch

New ships take on coastal and harbour tasks in the south Atlantic

TWO NEW vessels will be providing port and coastal services to the Falkland Islands garrison.

The pair arrived on station last month after their journey from Europe. They will be providing coastal supply and harbour services as part of a ten-year £40 million contract between DE&S and Dutch company Van Wijngaarden Marine Services (VWMS).

The contract replaces two previous contracts run by DE&S' Salvage and Marine Operations team (S&MO) and Defence Supply Operations and Movements including a coastal supply vessel which had been on station for the last 25 years. One of the new vessels has been working in the Falklands on an interim basis for the last two years.



Dintelstroom and barge MP3002 will be hard at work in the Falklands after their arrival last month

"We felt that by having a single contractor operating the service, there should be opportunities for flexible working across the vessels, as well as easing administration and injecting efficiencies into the contracting," said Stuart Seale, head of commercial at S&MO.

"But merging the harbour support tug requirement with that for an inter island roll-on roll-off ferry/sheep carrier/general cargo vessel was always going to be a challenge!"

VWMS have provided two Shoalbuster tugs and a bespoke multi-purpose pontoon barge.

The barge is equipped for roll-on roll-off vehicle operations, equipment movements and fuel transfers, and has cranes onboard with a lifting power of more than 100 tonnes. It is also designed to be used as a dive platform.

"The vessels have been produced on time, to cost, and have passed all the quality criteria imposed by both the MOD and the commercial classification societies," said Mr Seale.

"With the new contract S&MO are confident that the service to the garrison will be even better due to the enhanced capability.

"Investment in the vessels has rested solely with the contractor and consequently S&MO view this contract as providing all the normal benefits of a private finance solution but without the associated legal burden."



Dutch courage:
Giessenstroom will help provide port and coastal services on the Falklands

Programme breaks new ground at Brize

THE FIRST steps have been taken towards the synthetic and ground training facility for personnel on the Future Strategic Tanker Aircraft (FSTA).

A break ground ceremony at RAF Brize Norton attended by members of DE&S' FSTA team marked another milestone towards AirTanker's operational capability.

The FSTA programme will replace the RAF's fleet of VC-10s and TriStars with 14 Airbus A330-200 aircraft, the first of which will arrive next year.

These new aircraft will be owned, supported and operated by

AirTanker, the UK company created to provide the FSTA service under the world's largest defence Private Finance Initiative. AirTanker has five shareholders: Cobham, EADS, Rolls-Royce, Thales UK and VT Group.

The new facility at Brize will house classrooms and training technology, including a flight simulator. AirTanker will use the facility to train aircrew plus ground engineering and support personnel.

Construction on behalf of Thales UK is being carried out by Kier Moss Regional and is due to be complete by the end of next year.



The first turf on the new support facility is cut at Brize.

DE&S, THE Royal Navy and Babcock joined forces to strengthen relations with the industrial supply chain with a chance to see the overhaul of a Vanguard class submarine.

Around 60 senior managers from industry suppliers were at Devonport to see progress on *HMS Vigilant's* Long Overhaul Period (Refuel).

Central messages included the importance of the nuclear deterrent programme to the UK; the size and complexity of a Trident submarine project and conditions experienced by teams undertaking the refit work. Also the ship's crew who operate the submarines; and the important part each supplier or contractor plays in achieving the refit successfully, on-time and in-budget.

A welcome from the Naval Base Commander Commodore Ian Jess and Superintendent Upkeep Submarines Captain Mike Robinson, was followed by a briefing from DE&S Head of In-service Submarines, Alasdair Stirling, and Babcock's Submarine Operations Director Devonport, Gavin Leckie.

A presentation by Babcock's industry partner Rolls-Royce highlighted successes to date, including Babcock and Rolls-Royce identifying and jointly working towards resolution of issues and mitigation of risks.

Babcock project manager Phil Smith also outlined what the entire team, including the key suppliers and contractors attending, had achieved to date in delivering the *Vigilant* refit, and the challenges lying ahead.

Vice-Admiral Andy Mathews, DE&S' Chief of Materiel Fleet, spoke of the current and future deterrent

DE&S helps to boost Vigilant supply chain



Above: Vice-Admiral Andy Mathews briefs representatives of the supply chain at Devonport.
Right: *HMS Vigilant* in dry dock

Overhaul of *HMS Vigilant* started last year and will continue in dry dock until flood up in 2011, with completion scheduled for 2012. The project will involve more than 2.2 million hours from 2,000 personnel.

The programme incorporates 60 capability upgrades and 100 class modifications, as well as removal and overhaul of a quarter of a million items. Suppliers have delivered 458,000 items, which will rise to more than 500,000 by the end of the programme.



programme and defence budget.

Babcock's Gavin Leckie said: "Whereas each supplier would traditionally know only that they have a contract to deliver a particular item or service, being able to share the bigger picture gives each player a fuller understanding of the national importance of the project, and the contribution that their particular role makes to it, as well as impact of any potential timing or quality issues."

"This understanding can help to generate a sense of pride and even greater commitment that is good for the suppliers' workforce and good for us and the project."

First Safety Improvement Group meets

THE FIRST DE&S Safety Improvement Group has met to look at improving DE&S management of equipment safety in light of the Haddon-Cave Nimrod Review.

Led by Howard Mathers, Director Safety & Engineering, the group will meet monthly to implement existing work streams from the Safety Improvement Plan. It will also look to determine where and how the findings and recommendations from the Haddon-Cave report can be developed and implemented to improve management of equipment safety.

The group will report directly to the DE&S Executive Committee of the Main Board and will be monitored by the DE&S Safety Committee.

Everyone in DE&S can help improve safety management and culture by focusing effort on the intelligent application of process, by verifying that contractor services meet expectations, by using safety cases as dynamic working tools for risk management through the life of projects, and by ensuring that front line commands are properly engaged throughout the lifecycle of projects.

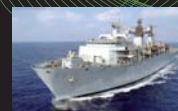
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'Talk to the Board' at any time

Now you can email your questions or comments to the DE&S Board whenever you like.

Board members will aim to respond within a week.

Questions and answers will be posted on the Talk to the Board page on the defence intranet.



Email: dessec-talktotheboard@mod.uk

Phone: 01225 472101

Write to: 'Talk to the Board', Maple 1, #2120, MOD Abbey Wood, Bristol, BS34 8JH

Defence Equipment & Support



MINISTRY OF DEFENCE

DE&S flight team boosts e-learning technology

A DE&S team has used its specialist expertise to buy state-of-the-art training equipment that will help developers and project managers learn how to produce in-house e-learning content more effectively.

The Flight Simulation & Synthetic Training Project Team (FsAST PT) bought the classroom equipment on behalf of the Defence Centre of Training Support, Technology Based Training Group at RAF Halton.

Triple screen technology, as used by FsAST PT, was installed for instructors to work from and students all have purpose-built desks with internet PCs.



DE&S joins the fight against IED threats

DE&S STAFF have become the latest additions to the Counter-Improvised Explosive Devices (C-IED) battle.

Mike Tucker, formerly of the Force Protection Delivery Team will soon become a key member of a forward-deployed team that will seek to improve DE&S' understanding of operational requirements and provide vital feedback to the delivery teams at Abbey Wood.

C-IED is conducted along three lines of operations. 'Attack the system' is an offensive capability to gather and exploit intelligence on the devices and on those involved in building and placing them. 'Defeat the device' provides equipment to detect, destroy and overcome devices and includes the protected vehicles, and 'prepare the force' ensures that servicemen and women receive the highest quality training, helping them to react swiftly and safely to IED threats.

DE&S' C-IED Office has been significantly enhanced to deal with the threat. A nine-

DE&S staff are making a vital contribution to the Counter-IED battle



person office, which reports to Director ISTAR and the Chief Operating Officer, is a virtual Operating Centre leading and co-ordinating delivery of C-IED equipment and support. It is co-led by Ian Dibble and Colonel Scott Workman.

As well as driving delivery within current C-IED projects as coherently as possible, while shaping and influencing

tomorrow's C-IED programme to improve effectiveness, sustainability and efficiency, the team will also ensure appropriate collaboration with partner nations, international organisations and other government departments.

For more information email Gill Chadburn at DES CIED Office-IK MandSecSP or ring 030 679 81298.

Abbey Wood event highlights innovative solutions for defence

DE&S STAFF have seen how an innovative partnership between the MOD and the UK defence industry is reaping benefits for current and future operations.

Since its establishment in 2003, Niteworks has provided the MOD with a broad range of decision-making support, from in-depth experimentation to rapid consultation and analysis.

At a drop-in event in Abbey Wood, staff learnt about the range of support offered by Niteworks

and the value it can add to defence acquisition, capability and operations.

They were briefed on a new "QuickLook" initiative which provides rapid guidance for projects in their earliest stages.

Governed and funded by the MOD, the partnership draws on the expertise of 62 industry partners and associates, including the largest defence companies and smaller firms.

MOD, Dstl and industry

personnel are co-located at offices in Farnborough to ensure impartial and collaborative support is provided.

To coincide with the event, the MOD has published new guidance on the defence intranet endorsing the use of Niteworks and explaining how MOD staff can engage.

The guidance sets out how staff may use Niteworks when a collaborative approach with industry is required, in some cases dispensing with the need for outside competition.

NEWSREEL

New Chief of Corporate Services

TREVOR Woolley became Chief of Corporate Services on 1 February, succeeding Tim Flesher. In addition to the existing responsibilities of the job, PUS has asked Mr Woolley to lead work on the transition to a new Chief of Defence Materiel when General Sir Kevin O'Donoghue retires at the beginning of April. This will include preparing advice for a new CDM and PUS on the recommendations of the Gray Report which affect the guidance and management of DE&S.

Customer charter

DE&S' Information Systems and Services (ISS) team is launching its first customer charter. It will state what services ISS provides and the level of service customers can expect. It will also provide guidance on how customers can access ISS services. It will initially be published for distribution to business unit points of contacts, authorised demanders and authorised telecommunications officers. Further distribution to all users of ISS services will follow in due course.

Millie online

THE Millie Online Portal goes live in February providing a one-stop MOD forms and publications shop. The portal will provide a much quicker and more efficient service for everyone who needs to order a MOD form or publication, and for sponsors of these forms. Users will be able to change their details, sponsors can create new products, and customers can use it to demand products. For more information contact Steve Edwards on 94240 2280.

Disposal Services team strives for a smaller carbon footprint

THE DISPOSAL Services Authority (DSA) has been playing a vital part in the government's sustainable development agenda,

The team has started a number of initiatives aimed at reducing its impact on the environment and its consumption of natural resources.

These include implementing an environmental management system and planning for certification to ISO 14001:2004. DSA now requires all contractors to have this certification.

Targets have also been set to reduce the carbon footprint by five per cent and to reduce paper usage by 15 per cent. A review so far has already shown a reduction of ten per cent in the carbon footprint and 30 per cent in paper usage.

Data on how much material is sold for re-use, re-cycling, treatment and disposal is also collected by DSA with the main aim being to limit how much material



Sensitive disposal of complex warships like HMS Fearless is essential for the government's sustainable development agenda

Picture: Crown Copyright

goes to landfill.

Landfill targets are set by the MOD and, so far, the DSA has beaten these. The team processes more than 10,000

disposal requests a year, ranging from complex warships to basic uniform clothing. Less than two per cent goes to landfill.

Medals awarded for work to protect troops on operations

DIRECTOR LAND Equipment, Major General Ian Dale, has presented members of his team with Operation Herrick Campaign medals.

Matthew Betteridge, Thomas Blakeborough and Keith Gossage from BAE Systems were awarded the Operational Service Medal for Afghanistan in recognition for the joint DE&S/BAE Systems team's work on an Urgent Operational Requirement (UOR) for the CVR(T) vehicle. The UOR addressed protection, performance and reliability issues and the team successfully upgraded 23 vehicles in five weeks.

Brian Jepson received an Operational Service Medal for his work on the Viking protected mobility vehicle in Afghanistan. His work on a comprehensive urgent operational programme for the vehicle, which provided extra capability and protection, was vital to the safety of troops in Afghanistan.

Mandatory defence procurement directive to come into force in 2011

A NEW EU Directive, which creates procurement rules specifically adapted to the defence and security sectors, is being implemented as secondary legislation in the UK. It will come into force on 20 August 2011.

The Directive will provide a regulatory framework better suited to the complexity of the defence and security sectors.

Its aim is to encourage greater transparency and use of competitive procedures in the European defence and security market.

The Directive is largely based on the existing public contracts and utilities contracts regulations, but it also introduces new provisions and seeks to

limit exemptions to exceptional cases.

Implementation of the Directive is mandatory. However, the UK, along with other EU member states has discretion over some aspects.

MOD is leading on implementation on behalf of government and is seeking views on discretionary items in a consultation exercise that runs from December 2009 to March 2010.

Details on how to take part can be found on the MOD internet site by searching for 'EC First Consultation'.

A second consultation will take place towards the end of 2010.

For more information contact Sandra Eaton on 0117 9130269 or Dave Kiltie on 0117 9132812.

HR Information Notes are for

YOU

They contain vital information for all staff in DE&S - they are the main vehicle for announcing implementation of HR changes to line managers and individuals.

See latest releases this month:

- 40/2009 - Introduction to Strategic Resource Rebalancing (SRR) people measures
- 41/2009 - DE&S manpower agility and recruitment control regime
- 42/2009 - Chief of Defence Materiel Commendation Scheme
- 43/2009 - Terms of Reference (TORs)
- 44/2009 - Timescales for handling grievances and complaints
- 01/2010 - Supervision of apprentices during work placements
- 02/2010 - Special Bonus Scheme - guidance on payment for personal development activity in DE&S



The award winners with Air Vice-Marshal Bob Allan (centre)

AVM Allan praises staff commitment

AIR VICE-Marshal Bob Allan, Director Information Systems and Services, has praised the commitment of staff and their industry partners at an awards ceremony in Corsham. He said he was “delighted” to be able to personally welcome family and friends to join him in congratulating his team’s efforts. 42 awards were presented including Director Commendations and Operational Service Medals.

The award winners:

Commendations: Pat Driscoll, Kerri Raynor, Lieutenant Colonel Ian Cobley, Sue Adams, Chris Gunter-Phillips, Angela Hayes, Captain (RN) Nick Roberts

Royal Warrant: Warrant Officer David Willis

Imperial Service Medal: Norah Ballinger, Sarah Ferrier, Anthony Shillibeer, Brian Stone, Melvyn Wood

Long Service & Good Conduct Medal: Warrant Officer 2 (Foreman of Signals) Damian Gunn, Sergeant Dudley Rivett

Long Service & Good Conduct Clasp: Lieutenant Chris Sharp

Operational Service Medal, Afghanistan: Squadron Leader Tony Parker, Flight Lieutenant Ian Baldwin, Flt Lt Billy Wilson, Corporal Helen Couchman, Cpl Peter Donaldson, Cpl Ged Doyle, Cpl Kevin Graves, Cpl James Gregory, Paul Escott, Andrew Short

Operational Service Medal, Iraq: Major Ricky Rose, Cpl Steve Harvey, Cpl Ben Williams, John Radcliffe, Jim Booth, Chandu Divani, Glen Hardman, Allan Meeke, Alex Ricketts, Martin Robertson, John Anderson, Martin Gamman, Paul Kelly.

Nominations sought for excellent acquisition teams

MOD TEAMS achieving excellence in acquisition can now be nominated for the 2010 Min (DES) Acquisition Awards.

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

They take into account successful delivery, difficulty of objectives, contribution to defence capability and value for money.

Human resource, finance, commercial, policy and secretariat teams are also welcome to apply.

The Minister will present this year’s awards on 22 April at Main Building.

Teams can be nominated by line management, peers, other stakeholders and can also nominate themselves. All nominations must be endorsed at Two Star level or above.

More information and a copy of the nomination form can be found in DIN 2010DIN04-015, available on the defence intranet, by ringing 9612 86865 or 0207 218 6865, or emailing DGDC Sec IP-Group.

The closing date for nominations is 3 March 2010.



Air Chief Marshal Sir Jock Stirrup opens the DE&S Operations Centre

Operations Centre gets senior seal of approval

AIR CHIEF Marshal Sir Jock Stirrup, Chief of the Defence Staff (CDS), has formally opened the new DE&S Operations Centre at Abbey Wood.

The Ops Centre was created as part of Defence Support Chain Operations and Movements’ (DSCOM) collocation from Andover, which CDS described as “an enormous success”.

Speaking to DSCOM staff, representatives from DE&S’ Collocation Team and delivery partners, CDS confirmed that “logistics on operations is the most difficult task that the military faces and the work of DSCOM is crucial to the whole endeavour of defence”.

He went on to say: “The Ops Centre is a hugely impressive facility which offers much improved facilities. I want to congratulate everybody concerned, from the project team and the contractors through to the end users.”

The Ops Centre integrates DE&S support to operations provided by DSCOM and the Maritime Operations Centre, which is already located at Abbey Wood. Other “Ops Cells” will also be integrated as they move to Abbey Wood

2010 New Year Honours List

THE FOLLOWING DE&S sponsored personnel were recognised in the 2010 New Year Honours List.

OBE

Commander Nicholas Blackman
Formerly Special Projects Multi Air Platforms Project Team

Bruce Crook
Commercial Director, HMNB Portsmouth

William Hynett
CEO Britten-Norman Group Ltd

Martin Jenkins
Head of Strategic Weapons

Wing Commander Robert Woods
Programme and Planning Air Domain - Formerly Station Commander - MOD St Athan

MBE

Glendon Chappelle
BAE Systems - Global Combat Systems - Munitions

Major Richard Coomber (retd)
Formerly Defence Clothing Project Team

Captain Philip Hawkins
DSDA Ashchurch

Staff Sergeant Gary Holdham
Special Projects Multi Air Platforms Project Team

Lieutenant Anthony Jackson
Formerly Accommodation Manager, HMS Drake, HMNB Devonport

Captain Susan King
Formerly Communication and Information Systems Project Manager, ISS

Nigel Morse
Deployed Network Solutions Project Manager

Squadron Leader Gordon Parry
Future Strategic Tanker Aircraft Project Team

Peter Thomas
Interserve plc, HMS Drake

Meritorious Service Medal (MSM)

Warrant Officer Michael Pearce
Air Refuelling & Communications Fleets Project Team

Flight Sergeant John Wells
Air Refuelling & Communications Fleets Project Team

No 2 Group AOC Commendation
SAC (W) Jennifer McCourt
Information Services Delivery, ISS

A refreshing trip

SIMON CRESDEE and David Aspden, two Microsoft consultants working for DE&S' DII Engineering team, have taken their skills to the other side of the world to carry out a vital technology refresh.

The pair flew to the Falkland Islands to update the servers and storage arrays for the British Forces South Atlantic Islands Net.

Work to update the servers started in Copenacre, but needed to be completed in-situ. Mike Murphy of DII Estates West ensured that the equipment made it to the Falklands in good time, and Simon and David followed.

On arrival they worked with Information Systems and Services colleagues responsible for the day-to-day support of the system and ensured that the new equipment could be easily managed on the island.

The main activities were to transfer services and data on to the new



Simon Cresdee and David Aspden with their Falklands colleagues after the technology refresh

equipment and de-commission the old. It was achieved smoothly and ahead of schedule. David also made some unplanned changes to the desktop set-up which reduced log-in times from around four minutes to 30 seconds.

The technology refreshment leaves civilian and military staff in the Falklands with a much-needed system uplift which will sustain them until DII/F is delivered

Consultants win prestigious award

DE&S' EQUIPMENT and Support Development Consultancy (ESDC) team has received national recognition for their consultancy project.

The Institute of Business Consulting (IBC) awarded ESDC with the national 2009 award for 'Best Internal Consultancy Project' for the team's work on reviewing the success of embedding HR business partners in Operating Centres. Team members Julie Dennis and Steve Hale picked up the award in London.

The IBC judges commented that they were "impressed that this very large project was carried out in such a sophisticated and controlled way".

"The approach used employed the best traditions of consultancy and used multiple methods of engaging stakeholders, huge commitment and effort from the consulting team and thorough analysis to create a comprehensive review."

The project involved ten months' work from conception. Julie and Steve

Julie Dennis and Steve Hale with their award



led a small team of consultants who interviewed most DE&S Two Stars, a selection of team leaders and held workshops with each HR business partner team.

The report also had a significant impact on the MOD People Programme, the wider MOD Business Partner Review and has contributed to the Cabinet Office HR business partner review.

Joint Support Chain collocation steams ahead

DE&S' JOINT Support Chain is making significant process towards collocation of the team at Abbey Wood, with business improvements already apparent.

550 post have been centralised in Abbey Wood, and this number will grow to 1,250 by the end of March, with final completion in 2011/12.

Collocation has already resulted in better customer relationships, more fluid pan-Operating Centre interaction, a single i-Hub replacing previously duplicated admin support and more interaction between Joint Support Chain business units.

For those who have made the move, the transition has proved

seamless, allowing the team, including the DE&S Operations Centre, to provide uninterrupted support to front line commands.

Collocation at Abbey Wood will bring together 30 per cent of the Joint Support Chain, with a significant number remaining located across the UK and Germany.



Picture: Pete Gowling

Work at Abbey Wood? Get on your bike!

PEOPLE WHO work at Abbey Wood are being encouraged to leave their cars at home and get their bikes out of the shed for a Dr Bike session at the site.

A number of sessions have been held, where around 40 bikes were given a once-over by a trained mechanic to make sure everything was safe.

Repairs were carried out on the spot including adjusting brakes and gears, re-aligning handle bars and changing the saddle height.

The Dr Bike mechanics were also able to show people how to carry out minor repairs at home, advise on potential problems and offer some useful tips on how to look after bikes.

Major Simon Powell, General Support Vehicles team, said it proved to be a real benefit.

“Dr Bike inspected my bicycle, adjusted the brakes and corrected the alignment of my rear wheel,” he said. “They also scolded me for not cleaning my chain! But the bike rides much better now and I have even bought some proper lubricant.”

The bike check-ups are free and allow staff to speak to experienced cycle campaign organisations. At the last event a team from Cycling City was available to share information about new developments to the local cycle network together with representatives from Debut who spoke about the latest improvements to pedestrian and cycle crossings.

There are plans in place at Abbey Wood to provide additional cycling facilities. This includes more covered cycle storage facilities and additional showers, changing facilities and clothes storage.

UKMFTS will go the distance

DE&S' UK Military Flying Training System team will be travelling the distance between Abbey Wood and Kandahar in a charity event during February – without leaving Bristol.

Members of the team, industry partners and other volunteers will cross the miles in the 'Road 2 Kandahar' challenge at Esporta Health Club in Filton.

They will cover 3,662 miles by road - using the treadmill, cross-trainer or bicycle, or by sea – rowing or swimming.

A distance o'meter will be displayed at the Health Club and members or the public can donate when they visit. The event will be taking place throughout February. You can donate online at www.bmycharity.com/TheRoad2Kandahar.

For more information contact Debbie Hather on 0306 7980023.

Enleigh gets crafty

CRAFTY STAFF at Enleigh in Bath have raised more than £1,400 for Help for Heroes through a Christmas craft and gift fair.

The event, organised by Louise Whitehead of DE&S' Sustainable Procurement Team, featured a Help for Heroes merchandise stall, jewellery,

paintings, and cards made by Enleigh staff. There were also stalls of gifts and bric-a-brac and second hand books.

Alan Hall and his site Facilities Management team organised a tombola and OCS, the site catering partner, donated mince pies and cookies.

Fire comes to the fore at Wyton

DE&S STAFF at RAF Wyton were reminded of their fire safety responsibilities in December when the Defence Fire Risk Management Organisation (DFRMO) visited the site.

The Community Fire Awareness Trailer visited Wyton as part of DE&S' 'Making Safety and Environmental Protection Personal' programme, otherwise known as the Attitude and Behaviour Campaign (ABC).

Fire safety was identified as a key issue within this campaign, which seeks to make safety and environmental protection personal to everyone.

DFRMO officers were on hand to answer any questions on fire safety, both at work and at home. Other DE&S sites will be visited by the trailers in due course. For more information contact

Rachel Watton on 9355 67702 or the DE&S DFRMO Customer Interface Manager, Rick Fleming on 9355 67469.



Rachel Watton of the Health & Safety Policy team with Tom Wardrop from DFRMO West Midlands and fire officers from Wyton

CDM rewards road safety at annual awards



General Sir Kevin O'Donoghue with the road safety award winners

GENERAL SIR Kevin O'Donoghue, Chief of Defence Materiel, has presented this year's Defence Annual Road Safety Award.

The award is presented to the unit or station that has contributed the most to road safety throughout the year. 2009's winner was Abingdon Station and the runner up was RAF Leeming.

Land Rover sponsored the event and provided ten places for the winners and runners up on their Gold Tour experience at Solihull.

Picture: Darren Setter



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