

# [News story: Defence Minister visits small Ipswich company which has played big part in Britain's new aircraft carriers](#)

HMS Queen Elizabeth, the first of Britain's two new flagship 65,000 tonne aircraft carriers, sailed back into her home base in Portsmouth this week ahead of being formally commissioned into the Royal Navy fleet by Her Majesty the Queen early next month.

Tex Special Projects Ltd, based just outside of Ipswich, Suffolk, played an important role in constructing the Flying Control Room (FLYCO) on-board. The FLYCO is the hub from which the Armed Forces will direct air operations from the Carrier at sea, launching the UK's new F35 jets from her enormous flight deck.



The Flying Control Room on HMS Queen Elizabeth.

The team of just 15 engineers and support staff provided structural, engineering and glazing systems for the FLYCO for both Carriers. The Minister met with employees and was shown a sample of Tex's British designed Maxi-View Tempest glass installed in the FLYCO. The multi-layered laminated panels are over three meters high, making them the largest single panes of glass used on

any Royal Navy vessel.

**Defence Minister Harriett Baldwin said:**

The largest panes of glass for the biggest ships in Royal Navy history were designed here, by this incredibly impressive small company. Soon our sailors will be watching, through these panes of glass, our F-35 fighter jets take off to defend our country. Our new aircraft carriers are a floating example of British industrial ingenuity and they have helped to boost local businesses right up and down the UK.

**Chris Parker, Managing Director of Tex Special Projects Ltd said:**

Tex Holdings have long been involved in a variety of Ministry of Defence projects such as designing visual control rooms within air traffic control centres for Royal Air Force and Royal Navy air stations across the UK. For this project we had to design and overcome some very demanding technical challenges, delivering a near uninterrupted 290-degree field of view of the flight deck, which is unparalleled in any nation's warships.

We feel incredibly privileged to have been a part of this very prestigious capital project. For 12 years we have provided our technical expertise and supplied the FLYCO and all the ship's windows, wipers and blades. Without the Queen Elizabeth Class programme the Special Projects Company would never have been formed, so we are extremely grateful for the exceptional opportunity it afforded us.



Defence Minister Harriett Baldwin paid a visit to Tex Special Projects Ltd.

Tex is one of the hundreds of British small to medium enterprises that has supported the build of the Carriers, which has been a truly national endeavor involving 700 businesses and suppliers. The programme has brought together the best of British industry, with construction taking place across six main cities, involving more than 10,000 people.

Last year saw the MOD's direct spend with smaller business increase by over 10% as the department continues efforts to make it easier for SMEs to win defence business, maximising the innovative solutions they can offer the Armed Forces.

Defence Minister Harriett Baldwin has launched initiatives such as a [new Supplier Portal](#), which brings together a range of useful information for new and prospective suppliers in one place for the first time, as well as a dedicated Twitter account to flag opportunities to SMEs.



Defence Minister Harriett Baldwin paid a visit to Tex Special Projects Ltd.

## [News story: Ministry of Defence awards celebrate commitment to the environment](#)

The Defence Infrastructure Organisation (DIO), part of the MOD, manages the defence estate and supports armed forces throughout the UK and abroad to live, work and train. The 27th annual Sanctuary Awards, held today (22 November 2017) in London, showcased the achievements of teams and individuals working to preserve and protect the defence estate, both at home and abroad.

Winners and runners up were selected from 5 categories and 2 overall winners were chosen to receive the Silver Otter trophy or the Sustainable Business Award.

This year's winner of the coveted Silver Otter trophy is archaeologist Roy Canham MBE. Roy won the Individual Achievement Award for his 40 years of work to survey and safeguard the over 2,200 historical sites across Salisbury Plain. From the 1970s, he worked with the then newly formed Imber Conservation Group to create a record of the many important archaeological sites on the plain. Roy also led work with the MOD, English Heritage and

Wiltshire Council on designing measures to protect this historic landscape while also ensuring that the area could continue to be used by the armed forces for training.

The Sustainable Business Award was won by Army Basing Programme Salisbury Plain for their work to rebase service personnel and their families from Germany and re-role units within the UK by 2020. The scale of ABP's Salisbury Plain programme is unprecedented with an investment of over £1.3 billion, delivering 1,339 service family accommodation (SFA), 2,600 single living accommodation (SLA) units and extensive technical facilities.

This year's awards have an international feel with winners and runners up representing areas of the military training estate from all over Great Britain and the world. Winners and runners up are:

### **Individual Achievement Award**

- Winner and Silver Otter Winner: Roy Canham MBE, Salisbury Plain, Wiltshire
- Runner up: LCpl Sheona Macmillan, Project (ANEMOI), Falklands

### **Heritage Project Award**

- Winner: Ballykinler WWI Practice Trenches, Ballykinler, Northern Ireland
- Runner up: Ancient Akrotiri Project, Dreamer's Bay, Cyprus

### **Sustainability Project Award**

- Winner: Army Basing Programme, Salisbury Plain
- Runner up: Typhoon Propulsion Support Facility, RAF Lossiemouth, Scotland

### **Environmental Project Award**

- Winner: 25 years of Foxglove Covert Nature Reserve, Catterick Garrison
- Runner up: Longmoor Conservation Group Natterjack Toad Project, Home Counties

### **Utilities Project**

- Winner: Maximising MOD Energy Efficient Behaviours – A Partnership Project

The awards were presented by DIO Chief Executive Graham Dalton and Julie Taylor MOD Director General Head Office and Commissioning Services.

Julie Taylor said:

I am pleased to present the Sanctuary Awards this year. It is important that we recognise our staff, partners and volunteers throughout the defence community who play such a vital role in helping us to promote sustainability and preserve the MOD estate. There was a fantastic variety of projects which showcased a great

deal of innovation, creativity and community spirit.  
Congratulations to each of the winners and the runners up.

Graham Dalton commented:

DIO takes its role in maintaining the defence estate on behalf of the MOD very seriously and it is encouraging to see so many others working with us and playing such an active part. There were many worthy winners and nominees and you should all be very proud of your achievements. Thank you to all of you for your support and your hard work.

This year's Sanctuary magazine was also launched at the awards ceremony. Published annually, the magazine demonstrates how the MOD is showcasing sustainability and protecting and maintaining the defence estate throughout the UK and overseas. You can access [Sanctuary Magazine](#) online.

You can also read blogs from each of the winners on the [Inside DIO blog](#)

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## **[News story: Military Aviation Authorities \(MAA\) certification of the P-8A Poseidon Maritime Patrol aircraft](#)**

The 2015 Strategic Defence and Security Review announced the procurement of 9 maritime patrol aircraft to re-introduce a capability that had been dormant since the withdrawal of the Royal Air Force's (RAF) Nimrod MR2 in 2010. In July 2016 it was confirmed that the RAF would receive 9 Boeing P-8A Poseidon aircraft to meet this requirement.

The Poseidon is designed and built by the American aerospace company Boeing and can trace its' heritage to the company's 737 narrow body airliner. The Poseidon was developed to meet the requirements of a US Navy programme to replace the venerable Lockheed P-3 Orion maritime patrol aircraft and the aircraft has been substantially re-engineered from the civil airliner that many of us have flown on business or holidays. As well as the inclusion of a large suite of sensors and mission equipment to carry out the maritime patrol role; it also includes significant structural strengthening, additional fuel tanks, an internal weapons bay and enhanced electrical power generation.

The aircraft first flew in 2009 and entered US Navy operational service in 2014. It should be noted that whilst the Poseidon's heritage is from the Boeing 737; the aircraft are designed, certified and built as military

aircraft and are not civil airliners modified for a new role.

MOD Defence Equipment and Support (DE&S) are responsible for acquisition of the Poseidon aircraft, associated systems and support through a Foreign Military Sales contract with the US Department of Defense. Like all new United Kingdom (UK) military air systems the Poseidon must be certified by the Military Aviation Authority (MAA) before entering front line service. This certification activity is a process to demonstrate independently that the aircraft design complies with defined reference standards and can achieve an acceptable level of safety.

The certification process is an extremely extensive one that involves considerable interaction between the Type Airworthiness Authority (TAA), who is the senior engineer in the DE&S Delivery Team, and the Certification Division of the MAA. The process culminates in the issue of a Military Type Certificate (MTC) by the MAA and is detailed in [RA 5810](#). This requirement for independent certification of new air systems by the MAA was a recommendation of the 2009 Haddon-Cave Report that led to the founding of the MAA.

A major element of the [MAA 5 year strategy](#) is engagement with other nation's military aviation regulators. This includes a formal process of recognition and, where appropriate, harmonising our approach internationally. Poseidon was introduced into US Navy service under the auspices of their procurement organisation Naval Air Systems Command, known as NAVAIR. The aircraft certification process was carried out by the US Navy's airworthiness regulator, the 4.0P division of NAVAIR. As part of the MAA's mutual recognition programme, NAVAIR 4.0P were recognised in October 2014 as a regulator whose approach to airworthiness, certification and regulation are acceptable to the MAA. Once the decision to procure Poseidon was confirmed, it was decided that it would be logical to exploit the mutual recognition process and use NAVAIR 4.0P's work on Poseidon as a key building block of the MAA's certification of the aircraft.

Whilst NAVAIR 4.0P has been recognised by the MAA, as with any other military regulator, it is important to note that there are significant differences in their regulatory approach. These mean that exploiting their certification activity was not simply a matter of "rubber-stamping" the NAVAIR equivalent of a MTC. Rather the MAA has developed a structured approach to re-use existing certification evidence to cater for differences in UK regulations, together with any differences in the configuration and operation of the aircraft in RAF service compared with the US Navy. This approach is explained in greater detail in 2 MAA Regulatory Notices, [MAA/RN/2016/11](#) and [MAA/RN/2015/08](#), and the MAA decided that certification of Poseidon was a suitable opportunity to test its' application.

The first step in the process is what is termed a Part A Review. This is essentially a feasibility study to carry out an assessment of the acceptability and applicability of the original certification activities, in this case by NAVAIR 4.0P. The review also takes into account how the aircraft will be used in service by the RAF and the impact of any configuration differences between the UK and US Navy variants of Poseidon. During the Part A review it was confirmed that the Poseidon had been certified by NAVAIR to

the processes that had been reviewed by the MAA during the recognition activity in 2014. However, it should be noted that many military airworthiness regulators have, like the MAA, been created in their current form only in the last decade and have evolved practice from there. Therefore, exploiting the mutual recognition route would probably not be feasible if the UK purchases an aircraft that has already been in service for a lengthy period, as it would have likely been certified to a different process to the one that has been recognised.

The Part A report was carried out by the TAA, and reviewed by MAA Certification Division, prior to the project's Main Gate review which took place in June 2016. Over the past 12 months the focus of the certification activities has been the compilation of a follow-on Part B report by the TAA. The Part B report is to address issues highlighted during the Part A Review and carry out a number of case studies into the certification work originally carried out by NAVAIR. The latter focuses on the areas: where US regulations and standards differ from those of the UK; that present the highest potential airworthiness risk and those where the Poseidon design includes novel or unusual features. Therefore, for example, there have been extensive Part B case studies into the major re-design of the aircraft's lower fuselage to include an internal weapons bay and auxiliary fuel tanks. The overall aim of the Part B report is to determine the extent of any further certification activity required to be carried out prior to the Poseidon entering RAF Service in 2019.

The Part B report has recently been submitted by the TAA to the MAA. A review period is required to allow the MAA Technical Director to formally comment on the issues raised in the report. However, the DE&S Delivery Team have been in regular dialogue with staff from MAA Certification Division to highlight issues as they develop and to seek guidance on this novel approach to certification of a UK military aircraft. The 2 teams have worked closely together to efficiently deliver a certification programme, whilst ensuring that there is clear delineation between the respective roles of DE&S as the delivery organization and the MAA as the Air Safety Regulator.

Once the MAA review of the report is completed the TAA will have to address the findings in a similar vein to the Part A report. In addition, the work to date for both the Part A and Part B reviews has been against the data from the US Navy's Lot 4 build standard. The first aircraft to be delivered to the RAF will be part of the US Navy's Lot 8 production buy. Therefore, as part of the programme of certification work following the Part B report, the TAA will have to assess the differences between the Lot 4 and Lot 8 configurations and provide appropriate certification evidence to the MAA. These various work strands will culminate in the TAA submitting a final certification evidence submission to the MAA in late 2018 followed by the issue of a Military Type Certificate in early 2019, prior to the first RAF Poseidon entering service later in that year.

The procurement of the Poseidon was one of the major decisions of the 2015 Strategic Defence and Security Review and the aircraft will be in front-line service under 5 years from the announcement. This is a demanding timeline, and in order to achieve this the MAA has developed an innovative approach to

aircraft certification, which has leveraged its mutual recognition initiative with its' sister military aviation regulators. Many of the aircraft types planned to enter service with the UK military in future, have already seen service with other military or civilian operators. Therefore, the MAA intends to capitalise on this and, wherever feasible, use the mutual recognition approach in order to ensure that this key air safety requirement can be met in the most efficient and timely manner possible.

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## **News story: Do you receive an Armed Forces Pension?**

Veterans UK have seen an increase in member's calls to the Armed Forces Pension Payment provider (Equiniti Paymaster) querying individual tax codes. Where members are in employment and in receipt of a pension HMRC may have incorrectly based the tax code on an individual's pension rather than their main salary.

### **What is my tax code used for?**

Individual tax codes are used by your pension provider to work out how much Income Tax should be taken from your pay and pension. The code is calculated against an individual's main salary.

### **What should I do if I think my tax code is wrong?**

If you believe your tax code is wrong you can use the Income Tax online checking service – <https://www.gov.uk/check-income-tax-current-year> to tell HMRC about a change in your circumstances.

If you are unable to use the online service you can also contact HMRC on 0300 200 3300.

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## **News story: UK and France increase security cooperation in the Channel**

*Updated:* Minor amends to text.

The Defence Secretary, Gavin Williamson, and his French counterpart, Florence Parly, have reaffirmed the strength of British-French defence ties at a

meeting at the historic Admiralty House today.

Following an inspection of a Guard of Honour at Horse Guards Parade, the Defence Secretary and the French Minister of the Armed Forces signed an agreement to increase British and French co-operation on countering terrorism and illegal migration in the Channel, one of the busiest maritime highways in the world.

Defence Secretary, Gavin Williamson, said:

As we leave the European Union we will continue our relationship with our European allies and a vital part of this will be through our defence relationship.

The Channel is of huge importance to both our countries and this new agreement demonstrates our commitment to work with international partners to help tackle the threat of piracy and terrorism around the globe and protect our people at home. The United Kingdom will always do what is necessary to protect ourselves and will work with our allies, like France, to achieve this.

The agreement builds on existing maritime cooperation between the Royal Navy and French Navy, which includes joint exercises and intelligence-sharing. It will ensure both countries use the most modern technologies and share knowledge, to help identify suspicious activities and conduct maritime security operations.

The meeting came ahead of the next [UK-France Summit](#) in the new year, which will further strengthen the UK and France's Defence cooperation under the [Lancaster House Treaty](#).