

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.

[News story: Vacancy: Operations Officer](#)

The Air Accidents Investigation Branch is recruiting an Operations Officer.

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The AAIB is looking for an Operations Officer who is highly motivated, organised and flexible to work within the Operations Centre which is responsible for handling notifications of accidents and incidents and

providing support to AAIB Senior Management throughout the investigation process. The team also assists with the AAIB's activities in the international safety investigation community. This is a rare opportunity to join a high profile organisation in a demanding and interesting frontline operational post directly supporting Inspectors of Air Accidents (professional pilots, engineers and data specialists).

A full role profile is on the [Civil Service Jobs website](#). The deadline for applications is 8 December.

Press release: Charity regulators urge auditors and independent examiners to be more proactive in reporting concerns

Reporting relevant matters of interest: new insights for auditors and independent examiners

UK charity regulators are today encouraging auditors and independent examiners to be more forthcoming with concerns they come across in charity finances or governance during the course of their work.

[Reporting of relevant matters of interest to UK charity regulators](#) is a joint publication from the Charity Commission for England and Wales, the Scottish Charity Regulator (OSCR) and the Charity Commission for Northern Ireland.

This is the first time the regulators have provided examples on where reporting would be helpful by auditors and independent examiners when reporting matters that are relevant but not a legal requirement to report.

Today's publication advocates a 'when in doubt, report it' approach and includes examples of relevant matters which may be reported:

- insecure funding putting beneficiaries at risk – for example, a charity established to care for vulnerable adults and children is reliant on a single contract for 90% of its income in the reporting period and the trustees are uncertain whether they will be able to secure future funding at the current level when the contract is renewed the following year
- donation that may indicate vulnerability to abuse – for example, a large donation is made via an intermediary organisation, restricted to teaching the strict beliefs of a particular religion and requires educational materials to be purchased from a specified overseas source

- lack of financial oversight by the whole trustee body – for example, minutes show that the finances of a large charity are only considered annually during a presentation from the CEO

Nigel Davies, Head of Accountancy Services at the Charity Commission for England and Wales, said:

Last year's Public Administration and Constitutional Affairs Committee report on Kids Company noted that auditors have been too reticent when it comes to reporting matters of concern that would be of interest to the regulator. Through this new publication we are encouraging and enabling the profession to step up and engage with us more readily on a proactive basis.

Myles McKeown, Head of Compliance and Enquiries at Charity Commission for Northern Ireland said:

With over 200,000 registered charities operating across the UK we as regulators cannot possibly upturn every stone, and so auditors and independent examiners have an incredibly important role to play in helping us regulate effectively.

Laura Anderson, Head of Professional Advice and Intelligence at OSCR said:

This document is a collaborative initiative between UK regulators. This joined up approach to guidance has enabled us to provide the most consistent and comprehensive insights on areas we encourage auditors to report to us, drawing on UK-wide experience across the sector.

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Notes to editors

1. The Charity Commission is the independent regulator of charities in England and Wales. To find out more about our work, see our [annual report](#).
2. Search for charities on our [check charity](#) tool.
3. Reporting of relevant matters of interest to UK charity regulators should be read alongside the guidance for auditors and independent examiners on reporting matters of material significance which is published by the UK charity regulators.
4. Information on how to make a report is available in Section 3.

5. There is no requirement for auditors or independent examiners to undertake any additional audit or examination work to identify relevant matters for reporting. The matters that are reported will be those identified during the course of an audit or independent examination. (See Section 2.2)
 6. Minor issues – those that are immaterial to the accounts and matters that have no bearing on the use of charitable funds or assets – to do with honest mistakes in the governance of a charity do not need to be reported to a charity regulator. (See Section 2.3)
 7. The Scottish Charity Regulator (OSCR) is the independent regulator and registrar of Scotland's 23,500 charities and publishes the Scottish Charity Register at www.oscr.org.uk. Our vision is for charities in which the public has confidence and which provide public benefit.
 8. The [Charity Commission for Northern Ireland](#) is the independent regulator of charities in Northern Ireland, established under the Charities Act (Northern Ireland) 2008, responsible for ensuring Northern Ireland has a dynamic and well governed charities sector in which the public can have confidence.
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Press release: Vietnam to develop its children's math and digital skills with UK support

The learning app is designed and developed in an educational project under UK – Vietnam Fund. This project has also supported the creation of an English version of the MOET online teaching and learning portal.

On 14th November, teachers in Hanoi participated in an exciting day of ICT & Maths professional development at the Hanoi Hilton Hotel, provided by Just2easy and highly experienced British teachers. Teachers in Ho Chi Minh took part in a similar event on the 16th November at the Sofitel Hotel Saigon Plaza.

J2blast can be accessed by any students and teachers in Viet Nam by logging in to the [MOET online teaching and learning portal](#). Each student can access their own personalised account that tracks their progress and development in everything from Times Tables to various elements of Secondary School Maths curriculum.

Teachers can also benefit greatly from using the app by tracking student progress in numeracy, identifying struggling students with specific maths challenges and then supporting their students with further activities or help.

The Managing Director for Just2easy, Danny Young said:

We are thrilled to be able to provide this unique and exciting app for every student in Vietnam. We really want to enable every student in the whole country to have fun in learning and practicing their maths & ICT skills.

For further information, please contact:

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[Press release: Welsh Ministers celebrate 50th anniversary of Merched y Wawr](#)

UK Government Ministers will host members of Merched y Wawr at an event in London today to mark the 50th anniversary of the women's organisation (22 November).

Members will join the Secretary of State for Wales Alun Cairns and Guto Bebb at a drinks reception at Gwydyr House where the achievements of the Welsh language social movement will be celebrated.

Merched y Wawr has over 270 branches and clubs across Wales, giving women of all ages the opportunity to get together and socialise in Welsh, with learners welcome too.

The movement was first formed by women from the small rural village of Parc by Bala in 1967, as a Welsh-speaking organisation that quickly grew to become a Wales-wide organisation.

This year, Merched y Wawr embarked on a national tour to mark five decades of social gatherings – visiting the Urdd and National Eisteddfodau, Royal Welsh Show, National Library of Wales, The Pierhead and other venues across the country.

Secretary of State for Wales Alun Cairns said:

Merched y Wawr is a pillar of Welsh culture and society, welcoming women from across the country to take part in a wide variety of activities through the medium of Welsh.

As the movement marks its 50th anniversary, I'm delighted to have

the opportunity to host members at Gwydyr House today and to celebrate the hard work and dedication of members who volunteer tirelessly to make the organisation as successful as it is.

The UK Government remains committed to ensuring the Welsh language and culture continues to thrive and the contribution Merched Y Wawr makes to that effort is invaluable. I extend my warmest congratulations to them as they reach this important milestone. Here's to another 50 years.

National director of Merched y Wawr, Tegwen Morris said:

It is a great honour to be in London representing the Merched y Wawr members, as so much has been achieved over the past fifty years.

We still organise over 3,000 events in Wales on an annual basis. This year we have successfully completed a heritage project that has managed to capture so many memories, collect thousands of articles and has renewed our enthusiasm for the future.

We thank you for the privilege and opportunity to come to Gwydyr House to celebrate our Golden Anniversary – an experience that we truly appreciate.

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