

# PREMIUM EDITION

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## Old Crows concerned about Australia's EW capabilities

**The biennial convention of the Australian chapter of the Association of Old Crows (AOC) takes place in Adelaide next week at a time of concern over the erosion of Australian electronic warfare (EW) capabilities.**

This is the only combined EW, Information Operations and Cyber Operations convention held in Australia, and AOC President Jeff Walsh hopes it will maintain and perhaps reenergise the awareness of EW in all of its contemporary dimensions.

A new emphasis by the AOC on cyber and the transfer of data and information through information operations will be reflected in the convention agenda.

"We're not an industry lobby group but we are genuinely interested in seeing Australia maintain its EW technology and capability"; Walsh told ADM.

"There are not enough programs coming down the track at the moment which will task and demand Australian capability to practice what has been learnt over many years. We run the risk of losing some of that capability, some of the awareness, and some of the understanding of the need for EW, electronic combat and electronic counter-countermeasures.

"COTS/MOTS solutions were developed to suit someone else's needs and they take away the very notion of being a smart buyer or actually learning about what you're doing".

## Headaches for HATS teams

**With the RFT deadline for HATS next week, hopeful contenders are pushing their teams to get their responses in. But there have been grumblings from more than one industry source that the process is more difficult than usual as there are numerous points of duplication throughout the document where different interested parties have requested the same information.**

While industry scratches their heads at the move, no doubt it will all be completed, duplication and all, for fear of being labelled non-compliant from the get go. Stay tuned readers.

## Planning shortfall in Canadian F-35 decisions

**Canada's National Defence undertook the acquisition of the F-35 fighter jet as a replacement for the aging CF-18 without establishing a procurement process that reflected unique aspects of this project, says Michael Ferguson, Auditor General of Canada, in his report tabled April 3 in the House of Commons.**

"National Defence did a good job of managing Canada's participation in the US-led Joint Strike Fighter program to design and develop the F-35," said Ferguson.

"However, the Department did not acknowledge that the decision to purchase the F-35

was well underway four years before it was officially announced.”

The audit found that National Defence did not establish an appropriate plan with other federal entities for managing the unique procurement aspects of the JSF program. When it recommended that the government purchase the F-35, it applied the traditional procurement rules to an acquisition that in effect had already been decided by a sequence of earlier actions.

As a result, the process was redundant, with key approvals obtained after decisions were made. Public Works and Government Services Canada was not engaged in its role as the government’s procurement authority until late in the process, and it endorsed the decision to sole source the acquisition of the F-35 without required documentation and completed analyses.

The audit also found that National Defence did not develop full life-cycle costs for the F-35. The budget for acquiring the jet and operating it over 20 years is capped at \$25 billion, and it does not include significant cost elements such as replacement jets. The Department did not provide parliamentarians with complete cost information or fully inform decision makers about risks created by problems encountered in the program.

“National Defence did not exercise the diligence that would be expected in managing a \$25 billion commitment,” said Ferguson. “It is important that a purchase of this size be managed rigorously and transparently.” —CND/Defpro.com

## Architects join force for Defence projects

**Architectural firms Woods Bagot and Rice Daubney have formed a joint venture to deliver architecture for major defence projects across the Australian region.**

“In collaborating with Rice Daubney we are able to provide our clients with a highly specialised solution,” said Robert Cahill, principal, Woods Bagot.

With increased capacity, the joint venture is set to target major defence projects across the Australian region, boasting a greater access to resources such as specialist staff and technology.

This partnership is already proving to be extremely successful with two major wins under their belts. Appointed by Managing Contractor John Holland Joss Construction Joint Venture the first is the Australian Defence Force’s (ADF) Logistic Transformation Program (DLTP 1) in NSW & VIC and the second win the Squadron Headquarters, Hangers and Synthetic Training Facility, project in NSW & WA.

In brief, the projects will see the team undertake master planning, architecture and interior design services for these major strategic defence projects.

“We look forward to working with the managing contractors and the Australian Department of Defence on these projects and delivering exceptional outcomes,” said Cahill.

The Rice Daubney + Woods Bagot defence team predominantly focuses on major projects above \$100 million, and are being built on open and trusting sharing of project work.

## Shadow upgrades include replacement engine

**The US Army is moving along with a series of upgrades and technological improvements to its Unmanned Aerial System platforms (UAS) according to program officials. The improvements are part of a broader effort to bring increased sensing and surveillance capability to deployed forces.**

Some of the key activities include plans to build and deliver a new engine for the Shadow UAS, and the development of a Universal Ground Control Station, or UGS,

able to show video feeds from Gray Eagle, Shadow and Hunter UAS on a single system.

The US Army recently released a Request for Information, or RFI, to industry to solicit technical solutions for a new engine for the Shadow UAS aimed at improving reliability, said Lieutenant Colonel Scott Anderson, product manager, ground manoeuvre, UAS.

“The Shadow UAS engine replacement is designed to improve reliability and add additional capability and decrease sustainment cost. It’s a multi-phase program to open up the competition to multiple vendors. We have issued an RFI and we’re very excited about the response we got. We got 14 responses,” said LTCOL Anderson.

The engine has experienced bearing failures in Afghanistan’s high temperatures. The Shadow engine was designed to provide a time between overhauls of 200 hrs, but is achieving only 150 hrs. The Army’s objective for the replacement engine is 500 hrs, while providing added capability at lower sustainment cost.

The Army is also observing Marine Corps efforts to weaponise the Shadow UAS and may pursue a similar course of action, Anderson added. By early 2013, PM UAS plans to deploy a new, more versatile and efficient Universal Ground Control Station (UGS) that will be able to fly the Shadow, the Gray Eagle and the Hunter.

PM UAS is also getting ready to field a next-generation One System Remote Video Terminal, or OSRVT, with portable, laptop computer-like display screens able to show real-time feeds from nearby UAS. Current OSRVTs are only able to receive or view incoming video, however the next-generation systems will be “bi-directional,” meaning they will allow the operator to control the sensor payload of a nearby UAS as well.

## US Marines choose classified weapon for Shadow

**Further to the “Shadow upgrades include replacement engine”, the USMC has chosen a classified weapon to arm the AAI RQ-7B Shadow tactical unmanned aerial system (UAS) for a field evaluation in Afghanistan.**

“The weapon is classified. It’s a high-TRL [technology readiness level] system,” says Lieutenant Colonel Scott Anderson, product manager for Shadow in the Army’s UAS program office, which is supporting the Marine Corps’ plan to weaponise the aircraft to meet an urgent operational need. The Marines are working to have the unidentified weapon declassified to make it easier to test and deploy the armed Shadow.

Several companies offered small, precision-guided weapons to meet the Marine Corps’ requirement, including Raytheon, which proposed its 13.5-lb., un-powered, laser-guided Small Tactical Munition (STM).

“We don’t know the details, but they chose someone else’s weapon,” says J.R. Smith, business-development manager for advanced missiles and unmanned systems.

Following an 18-month weaponisation programme, the Marines plan a 12-month deployment with two Shadow systems before deciding whether to arm the rest of its 13 systems, LTCOL Anderson says.

“It’s a field user evaluation. They wanted an off-the-shelf weapon. It’s not necessarily what will arm Shadow in the end,” Smith says, adding that Raytheon will continue to offer the company-developed STM.

Several new payloads are in the pipeline for Shadow, LTCOL Anderson says. A signals-intelligence system was tested in January for Special Operations Command and the Joint Improvised Explosive Device Defeat Organization (Jieddo), he says, with a deployment decision due this month.

Jieddo also has approached the Army to deploy a synthetic-aperture radar (SAR) payload on the Shadow this fall, as a quick-reaction capability, LTCOL Anderson says.

The SAR system has not yet been selected.

Shadow upgrades under way include the Ku-band tactical common data link (TCDL), flight testing of which is under way. This upgrade includes encryption and the universal ground control system.

“Limited user testing for TCDL will be next spring, and we field shortly after,” LTCOL Anderson says. — *UAS Vision/Aviation Week*

## RFP out (again) for Light Aircraft Support aircraft

**The US Air Force recently announced that it was going to reissue a request for proposals for the Light Air Support (LAS) aircraft. This was supposed to be a relatively simple, off-the-shelf aircraft that could be used by US allies such as the fledgling Afghan Air Force. To allow enough time to get the aircraft into the field and train the Afghans, the first LAS had to be built and deployed by Spring 2013.**

For those of you who haven't been following this saga, two teams competed for the contract, one led by Hawker Beechcraft and the other by Sierra Nevada Corporation. Last year, the Air Force first disqualified Hawker Beechcraft and then awarded a contract for 20 LAS to Sierra Nevada. Hawker protested to the Government Accountability Office unsuccessfully, and then sued in federal court. In January of this year the Air Force did an about face. It announced that the documentation on which it relied in making the decision to disqualify Hawker Beechcraft was inadequate and cancelled the contract with Sierra Nevada.

Now, having lost four to six months and wasted lots of government and corporate money, the Air Force is about to start over again. Unfortunately, by the time the new RFP is released, new proposals written by the same two teams, a new award made and a contract negotiated, another three to four months will have gone by.

One outstanding issue is whether or not the Air Force will require a performance demonstration as part of the new competition. It would seem to make sense to ask the two teams to prove that their offerings will actually perform as advertised. — Dr Daniel Goure, Lexington Institute

## Super Hornet targeting system prototype a success

**Boeing and the US Navy have successfully completed a flight test of the prototype Distributed Targeting System-Networked (DTS-N) on a Super Hornet. The system is designed to enhance the F/A-18E/F fighter jet's targeting capabilities.**

The test took place in late 2011 at the Naval Air Warfare Center Weapons Division Advanced Weapons Lab in China Lake, Calif., and was conducted by Air Test and Evaluation Squadron VX-31 but details have only just been released.

DTS-N is based on the Boeing Adaptive Architecture developed by the company's Phantom Works division. It expands the capabilities of the soon-to-be-operational F/A-18E/F Distributed Targeting System by providing a dramatic increase in processing power and the ability to securely connect to advanced airborne networks. The framework is an open systems environment that allows for the swift interchange of software and hardware to support multiple missions.

The DTS-N test was the first major activity completed under the F/A-18 Flight Plan Cooperative Research and Development Agreement (CRADA) between the Naval Air Warfare Center-Weapons Division (NAWC-WD) and Boeing.

## Thales signs agreement with L-3 Communications

**Thales has announced that it has reached an agreement on the sale of its fixed-wing civil simulation and aircrew training activities to L-3 Communications.**

The transaction would include Thales's civil fixed-wing simulation activities in Crawley, UK, and its flight simulation training centre located in Bangkok, Thailand.

Thales will retain and continue to develop its simulation and training business in military and government markets, as well as rotary-wing aircraft for civil and military markets. The agreement includes a partnership with L-3 to secure the supply chain of civil components that Thales may require for its military business, which remains a strategic business for Thales.

The transaction is expected to close in 2012, subject to regulatory approvals and other customary closing conditions.

## Iveco delivers 200 plus heavy trucks to UK MoD

**Iveco Defence Vehicles has completed delivery of its largest ever order in UK of 206 6x6 and 8x8 Trakkers to support the Royal Engineers on operations. Replacing the existing fleet, the new vehicles have been supplied through two separate procurement routes.**

The first of these, for 182 6x6 vehicles, was through the C Vehicle PFI contract run by the company ALC as prime contractor. Vehicles were supplied in five variants, with three - the Medium Dump Truck, Self Loading Dump Truck and Truck Mounted Loader - being managed by Iveco and the other two variants - a Drill Rig and a Flush Capping System - being procured under ALC's direct control.

The second procurement resulted from the success of this 6x6 fleet in service. The requirement was for a fleet of Protected Self Loading Dump Trucks for service on operations.

As Iveco had already developed a ballistic steel cab for the Trakker family, the 8x8 Trakker was a natural choice for this demanding role. The procurement was a direct purchase by the UK MoD, with Iveco managing the complete integration activity. This required input from five separate sub-contractors - GD(UK), Terex Atlas, Thompson Engineering, BI Engineering and Krauss-Maffei Wegmann.

A total fleet of 24 Self Loading Dump Truck (Protected) are now in service, with the majority of the fleet on operations, where they have been extremely well received. The protection provided by the steel cab, bar armour and other countermeasures has been particularly welcome.

The company is currently bidding to supply Trakker to the Norwegian and Swedish Armed Forces to re-equip their logistic vehicle fleets. The Trakker chassis has also been the prime mover of choice for a series of other programs, including, most recently, the supply of FAUN truck mounted trackway systems to Turkey.

## Indonesia to get six EC725 helicopters

**Eurocopter and PT Dirgantara Indonesia/Indonesian Aerospace have signed a contract for the supply of six EC725. To be received in 2014, Indonesian Aerospace will customise and deliver these combat search and rescue configured helicopters to the Indonesian Air Force under a contract signed with the Indonesian Ministry of Defence last month.**

The aircraft, for delivery from Eurocopter starting in 2014, will be shipped to Indonesian Aerospace's facility in Bandung, West Java, Indonesia, where they will be reassembled and customised before delivery to the Indonesian Air Force under a contract

signed, between the Ministry of Defence and Indonesian Aerospace, on March 12, 2012. The EC725, a combat-proven multi-role helicopter in the 11-ton class, was selected by the Air Force in 2011 to meet its requirements for a Combat Search and Rescue capable helicopter fleet.

## Indian Navy nuke sub in the water

**The Indian Navy formally recently inducted the nuclear-powered submarine INS Chakra into its fleet. The INS Chakra was commissioned by the Defence Minister Shri AK Antony who said the three-year lease of the erstwhile Chakra was a landmark event in international cooperation.**

The successful operation of this SSGN had cleared the decks for the induction of present INS Chakra in its new 'avatar' into the Indian Navy.

"Our defence forces in general and the Navy in particular, have had a long association with Russia," the Defence Minister said. "The lease of INS Chakra is a true reflection of the remarkably strong and close ties between our countries. I am confident that INS Chakra will symbolise both, the success of the Russian submarine building capability and the Indian Navy's competence in exploitation of technologically complex platforms." —*Indian Press Bureau*