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IOC for Wedgetail and sim upgrade

The Airborne Early Warning & Control (AEW&C) Wedgetail aircraft has finally achieved Initial Operational Capability.

The achievement follows close collaboration between the **RAAF**, **DMO**, **Boeing** and their subcontractors.

The project was approved in 2000 with a budget of $3.45 billion to procure six 737-700 commercial aircraft which were then fitted with an advanced multi-role electronically scanned radar and 10 mission crew consoles. Initial Operational Capability is the minimum standard required by Defence to operate the fleet and takes into account not only the aircraft itself, but also logistics, sustainment, as well as training of aircrews, ground crews and technical support staff.

Thales Australia's Wedgetail E-7A Flight Simulator has received a major update to its visual system, which has been granted the highest level of accreditation in Australia.

The new visual system delivers significantly better colour and brightness uniformity, sharper imagery, superior edge blending, and more realistic weather effects. Other benefits include greatly improved reliability, growth potential and lower lifecycle cost.

Thales worked closely with **Boeing Defence Australia** on the project, which involved replacing the simulator's obsolete calligraphic CRT projectors with Christie Matrix StIM LED DLP projectors and introducing the latest ThalesViewNG image generator.

The accreditation of the new visual system to FSD-1 Level 5 standard means the system is set to support Royal Australian Air Force 2 Squadron for many years to come.

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Located at RAAF Base Williamtown, New South Wales, the Wedgetail E-7A Operational Flight Trainer is a key component of the RAAF's Wedgetail AEW&C pilot training program. It is the sole Wedgetail pilot training device used by the RAAF, and delivers realistic and high-quality simulated flight crew operations.

The simulator was originally manufactured by Thales and has been in use by the RAAF since 2006.

And then there were 5: DMMA teaming

As rumoured at the recent Land Warfare Conference, BAE Systems and EXPAL Systems have teamed to bid for Australia's Domestic Munitions Manufacturing Arrangements (DMMA) project.

Under this exclusive arrangement, BAE Systems Australia will be the prime contractor with EXPAL Systems as its principal sub-contractor and partner.

The DMMA projects seeks to re-structure the way in which selected non-guided munitions are supplied to the Australian Defence Force (ADF) and how the domestic production capabilities at Mulwala and Benalla can be used more effectively and efficiently. DMMA will replace the SAMS framework which **Thales** has had under management for almost 16 years.

See the **October edition** of *ADM* for the latest on the DMMA program.

Launch delay for Australia's WGS 6

US Air Force Space Command announced last week that the fifth Wideband Global SATCOM satellite's launch will not occur in January as planned, a ripple effect of the Air Force's ongoing analysis of what went wrong during an early October launch of a GPS satellite in Florida, which is functioning properly and undamaged during the launch.

To give time for the study without putting other payloads at risk, the Air Force has opted to delay planned launches of the **X-37B spaceplane** (OTV-3) until late November, plus a NASA mission in January. The WGS-5 launch, also scheduled for January, will be pushed back. WGS-5 is slated to use the same **RL10B-2** motor that malfunctioned in October.

Air Force Space Command spokeswoman **Jennifer Green-Lanchoney** said that missions after WGS-5 are under review at this time pending the results of the investigation. The next WGS 6 was ordered in 2007 by Australia, which will get access to the WGS system in return—*Gabe Starosta/Inside Defense*

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… but WGS has friends – INMARSAT!

With a continuously growing need for deployable bandwidth to support Network Centric Warfare in 21st century Australia, the DMO is running multiple projects to deliver WGS or Wideband Global Satellite capability to the ADF. However, the increasing need for bandwidth is also being felt by coalition partners in other key militaries such as the UK and Canada, as well as by WGS's owners, the US DoD.

As the total WGS bandwidth available is finite, military communications operators will almost certainly need to supplement this capacity through the deployment of satellite terminals with multiple auxiliary RF kits. These kits allow military satcom terminals to access services such as commercial Ku band in order to meet their operational bandwidth requirements.

According to presenters **Todd McDonell** and **Peter Hadinger** at last week's **MilCIS** conference **Inmarsat's** upcoming Global Express service will revolutionise the satellite communications experience for the military user by providing commercial satcom bandwidth through new bands, such as Ka, which are already in use by the military.

They say that this coming together of commercial and military satellite communications capability offers some significant advantages to the military satcom user including through access to new commercial satellite services that provide similar, or in some cases more advanced, capability in more commercially attractive ways than currently offered to the military by today's commercial satellite payloads.

Complementing the WGS capability, three **Inmarsat-5 GX geostationary satellites** are slated for launches in 2013 and 2014 providing commercial/military Ka services, with an initial operating capability over the Indian Ocean in 2013 and full operational capability over the Atlantic and Pacific Oceans by 2014.

Land 400 update

A rather bland and not very informative report in the recently published RAAA Journal Ironsides provides an update on the Land 400 Land Combat Vehicle System which has some parallels with the US Ground Combat Vehicle (GCV) program. According to Lieutenant Colonel David Heatley the aim of the project remains the delivery of protected mobility and lethality systems to the Land Force to support the successful conduct of close combat within a Combined Arms Team environment.

Heatley says 2012 has seen a growth in positive support from the wider ADO and a refinement from senior leadership in describing the integrated capabilities of a combat vehicle system that is to be acquired.

The two options being developed for Government consideration are a single family of vehicles comprising multi-role variants, and more than one family of vehicles with specialised variants. There continues to be no preference for tracks or wheels at this

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stage. He says this discussion will occur during test and evaluation activities post First Pass.

According to Heatley the Land 400 IPT continues to work closely with Army to better define how a well-integrated LCVS capability should be realised in order to support the timely retirement of legacy platforms. Heatley says it is important to note that the introduction of LCVS will enable the removal of **Bushmaster PMV** from mounted close combat roles and allow for PMV to focus in Combat Support and Combat Service Support roles for which it was primarily designed.

CIO to bid the ADF Land 400 program

Iveco - Oto Melara Consortium (CIO) has announced its intention to offer its extensive range of proven armoured vehicles for the Land 400 program.

Of particular relevance to the program will be the very successful 8x8 range of wheeled vehicles known as the **Centauro** family, all equipped with the same mobility, ballistic protection features and a wide range of turrets and each having a specific technology and state-of-the-art performance.

The "father" of the family is the Centauro 105/120 MGS, ostensibly a tank on wheels. The Centauro armoured vehicle has been taken as a benchmark by all major Western armies when issuing their operational specifications for the manufacturing of armoured vehicles and it has immediately become an international success. The vehicles have served with great success in Somalia, Bosnia, Kosovo, Iraq and Lebanon.

The most recent vehicle of the Centauro family is a troop transport and fighting vehicle, called **VBM Freccia**, Armoured Infantry Fighting Vehicle (AIFV). The Italian Army confirmed an order for a further batch of 62 during Eurosatory Exhibition this year - a total of 223 vehicles. A second medium brigade formed with an additional 250 VBM Freccia vehicles is foreseen in the next few years.

The Italian Army Freccia AIFV is fitted with a two-person turret armed with 25 mm or 30 mm dual feed cannon.

The ASLAV upgrade that wasn't

With Second Pass for Land 400 out to 2018-2021 and the Initial Operational Capability anticipated for 2026-2028 one has to wonder what is being done to extend the life of the Army's ASLAV fleet since the planned Phase 4 mid-life upgrade that was to have commenced in 2012, appears to have evaporated.

Further to *ADM*'s **ASLAV report** in last week's *Defence Week Premium*, we now learn that despite what the Defence Minister said at the time neither Canadian firm Armatec Survivability nor GDLS-A were awarded the $302 million contract for the survivability enhancement and midlife upgrade of 113 vehicles that was to have commenced in April 2012. Armatec's solution was dropped with no benefit to GDLS-A whose role as subcontractor was to prepare the vehicles for the incorporation of Armatec's kits. While the upgrade of the ASLAV fleet was said to continue as a priority project, with other solutions under consideration, there is little evidence that anything is happening at this moment.

Apart from Defence's fiscal headaches and the retreating Budget Surplus, a reason for this may be the considerable work that has been performed on the many ASLAVs deployed to the MEAO since 2005. Under 'rapid acquisition' arrangements all ASLAV-PCs have been fitted with the **Kongsberg RWS**, undertaken by Melbourne-based **Seal Solutions**. The vehicles also received improved protection, through being fitted with bar armour (**GDLS-A**) and internal spall liners to better withstand blast, small-arms hits and fragmentation (**Armatec**).

Latest LAV capabilities at Techport

General Dynamics Land Systems has displayed the current Australian Light Armoured Vehicle (ASLAV) and Light Armoured Vehicle II (LAV II) Double-V Hull demonstrator vehicle at Techport, South Australia.

The display highlighted the commonality of General Dynamics products shared between the US Marine Corps and the Australian Army. Earlier this year, a contingent of approximately 250 US Marines began a rotational deployment into Darwin, Northern Territory.

A key feature of the General Dynamics Light Armoured Vehicle is the 25mm turret,

which has been manufactured in Australia since 2001. These turrets provide superior firepower and protection in Afghanistan today for the US Marines, and for soldiers in the Canadian, New Zealand and Australia Defence Forces.

The US Marine Corps and the Australian Army operate the same versions of the General Dynamics 8x8 LAV and **M1A1 Abrams tank**. In 2011, General Dynamics Land Systems–Australia was awarded a long-term, performance-based contract to provide through-life support for the Australian Army vehicles, including direct support in Darwin. The US Marine Corps Marine Air-Ground Task Force can benefit from this support arrangement to maintain high levels of readiness as they train and operate in Australia.

The LAV II Double-V Hull demonstrator vehicle is the product of a company-sponsored research and development initiative to address systems obsolescence and provide a package of capability upgrades for the Australian Army ASLAV and US Marine Corps LAV. The upgrade options will result in operational and sustainment savings based on increased survivability and reliability, improved availability, reduced parts costs and reduced running costs.

The mobility upgrade includes a high-capacity US Army Stryker suspension to restore performance to the levels achieved prior to recent payload and electrical load increases. Survivability has been significantly enhanced through the integration of the General Dynamics-patented Double-V Hull, currently protecting and saving soldiers' lives on Army Stryker vehicles in Afghanistan. By making the protection inherent in the hull design, General Dynamics is able to provide class-leading levels of protection and survivability while saving payload for additional upgrades. These low-risk upgrades are designed for local manufacture using existing Australian manufacturing capability and skills.

Space surveillance radar for Exmouth

As part of last week's AUSMIN discussions, a memorandum of understanding (MoU) was signed regarding the establishment of a jointly-operated C-band radar space surveillance installation at the Harold E. Holt naval communication facility in Exmouth, Western Australia. It was also agreed that the two nations would work together to progress a proposal to transfer a highly advanced space surveillance telescope to Australia. These two activities build on the Australian-US Space Situational Awareness Partnership Statement of Principles signed at AUSMIN in Melbourne in 2010.

The C-band radar facility will be operated by the RAAF on behalf of the US, and will provide accurate warning of potential collisions in space, and tracking of objects falling to

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earth over Australia or our immediate region. The space surveillance telescope will provide a complementary capability to the C-band radar with the location of the facility to be considered in the coming months. Consistent with long-standing policy, all activities at these facilities will take place with the full knowledge and concurrence of the Australian Government.

Defence Minister Stephen Smith says the hosting of SSA facilities in Australia will improve the overall performance of the global network of sensors forming the US Space Surveillance Network, through which the US provides a warning service to all satellite operators, and publicly available information on the orbits of satellites and space debris. Addressing a gap in the Network's coverage in the southern hemisphere will allow for more accurate tracking, and reduce the danger of accidental collisions between satellites and space debris.

Tail art commemorates retirement of C-130H

The RAAF has unveiled a unique tail art scheme on one of its C-130H Hercules transport aircraft, ahead of the type's retirement from service on November 30.

Revealed at RAAF Base Richmond on November 12, the scheme depicts a bright yellow and orange sunset motif, with the silhouette of a C-130H Hercules.

The scheme is intended to celebrate the 34 years of service provided by Air Force's fleet of 12 C-130Hs to Australia.

Retirement of the C-130H will leave the later generation C-130J, which is also operated from RAAF Base Richmond, to carry a 54-year legacy of Air Force flying different variants of the Hercules.

From 2015, the first of 10 **C-27J Spartan** transports will arrive at RAAF Base Richmond to supplement the C-130J and provide a frontline battlefield airlift capability to Defence.

Delivery of a sixth **C-17A Globemaster** to Air Force, and forthcoming Initial Operational Capability declaration for the **KC-30A Multi-Role Tanker Transport**, is expected to further boost Defence airlift capability.

BMT's Young Engineers win industry trophy

BMT Defence Services, a subsidiary of BMT Group Ltd, has celebrated first place at this year's Industry Powerboat Challenge organised by QinetiQ.

A team of eight young engineers from the Bath-based engineering consultancy demonstrated their engineering prowess and claimed the top spot with their 'Flipper 2' design.

The event saw 16 teams from the maritime industry test their marine design,

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integration and project planning skills against one another and build a radio controlled model powerboat.

Roy Quilliam, technical director at BMT Defence Services comments: "At a time when the pool of talent is finite, we need to do everything we can to engage and encourage young people to consider maritime engineering as an exciting career option. Investing in design and engineering and attracting young people into an industry which is positive about the future will certainly help to drive growth and ensure that the UK continues to be seen as the centre for engineering excellence."

ADM Online: Weekly News Summary

A summary of the latest news and views in the defence industry, locally and overseas. Check out our webpage for daily news updates on the *ADM* home page and make sure you bookmark/RSS this for a regular visit.

This week, Australian aerospace company **TAE** manufactured and delivered their first parts for Australia's first two **F-35A Lightning II Joint Strike Fighters**.

The **Airborne Early Warning & Control (AEW&C) Wedgetail** aircraft achieved **Initial Operational Capability (IOC)**.

An international armada of 40 warships will sail into **Sydney Harbour** next year, marking 100 years since the first arrival of Australia's naval fleet.

And, DMO CEO **Warren King** presented a speech at the **Submarine Institute of Australia** dinner last week where he addressed some issues and **myths** surrounding the **Future Submarine** project.

International

More on the GCV

The US Army is considering a foreign-made active protection system for its Ground Combat Vehicle (GVC) but wants the program's technology-development phase to play out before committing to anything, according to service officials. Ashley Givens, a spokeswoman for the program executive office for ground combat systems, said last week that "an active protection system is in use today by another nation and may provide a potential technology option." The only APS system in use to today is the Israeli-made Trophy, which has been integrated onto some of that nation's Merkava tanks.

Also ongoing Army analysis of alternatives for the Ground Combat Vehicle has failed to identify an existing, less expensive vehicle to meet the service's requirements,

according to a service spokesman.

While many of the vehicles assessed do an excellent job of meeting some of the key requirements for the GCV, it seems that none of them meet enough. Existing vehicles, both foreign and domestic, were developed for largely different mission sets than that of the GCV. The information gained from this analysis is presently being used to determine requirements.

While the finding is unsurprising, it is an important milestone that will further contribute to the development of the GCV. The vehicles considered in the AOA include: the **Bradley M2A3**; a turretless Bradley; a **Stryker Double-V Hull Infantry Carrier**; the Swedish **CV9035**, the German-made **Puma**, and the **Israeli Namer**—*Inside Defense*

Iron Dome in the news

Iron Dome is an effective, truck-towed mobile air defence system developed by Rafael Advanced Defence Systems. The system has been developed to counter very short range rockets and artillery shell (155mm) threats with ranges of up to 70km. It can be operated in all weather conditions including fog, dust storm, low clouds and rain.

Selected by the Israel Defence Ministry, Iron Dome provides defence against short-range missiles and rockets which pose a threat to the civilian population of Israel's northern and southern border. The system was deployed by the Israeli Air Force (IAF) in March 2011. In November 2012, Israel installed the fifth Iron Dome battery at Gush Dan in response to the recent rocket attacks on the Tel Aviv area.

The system comprises three fundamental elements - a detection and tracking radar, **battle management and weapon control system** (BMC) and a **missile firing unit** (MFU). Other features of the Iron Dome include a vertical launch interceptor, warhead and proximity fuse, mobile launcher and compatibility with various radar and detection systems. The system's special warhead allows it to detonate any target in the air.

After detecting and identifying the rocket launch, Iron Dome radar monitors the path of the launched rocket. Based on the radar's information, the system's BMC

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analyses the path of the threat and calculates an anticipated point of impact. If the calculated path of the incoming rocket poses a real threat, a command is run to launch an interceptor against the threat. The incoming rocket is detonated over a neutral area.

As of last week, *Time Magazine* reports that Hamas had fired close to 1,000 missiles and rockets into Israel. Iron Dome decided — by tracing their trajectory and likely impact points within seconds of launch — that about two-thirds didn't pose a threat and let them fall harmlessly to Earth. It destroyed about 90 per cent of the remaining 300 or so that threatened to land in populated areas, Israeli officials said.

To explore the potential sale of the Iron Dome system, the Israeli Government is in talks with a number of European countries. It has been reported that the Indian Defence Ministry is in negotiations with Israel for the procurement of the Iron Dome. Singapore is in talks with Israel for the possession of the new system as part of a once-secret military cooperation pact. The US, too, has shown interest in the Iron Dome system—*Strategic Defence Intelligence*

Space Fence is coming

In response to the rapidly increasing danger from space debris, a new system called the "Space Fence" has been under development and aims to replace the 50-year-old Air Force Space Surveillance System (AFSSS) with a system of highly-sensitive phased array S-band tracking radars. Prototype "Space Fence" systems are able to detect and track objects ten times smaller than those that can be detected by the AFSSS have been demonstrated by Raytheon and by Lockheed Martin. The United States Air Force will now choose between construction and installation proposals submitted from both companies for building the new US$3.3 billion (est.) Space Fence, to be operational by 2017.

Space debris has evolved in recent years from a nuisance to a major operational problem to a looming disaster. The oldest piece of space junk still in orbit is the second US satellite ever launched, **Vanguard I**, measuring 16.5 cm (6.5 in) in diameter and weighing 1.47 kg. In orbit since 1958, its present orbital altitude varies from 645 to 3,860 km, with the apogee only falling by about 100 km in the past 54 years. Should Vanguard I collide with another object of equal or greater mass, the resulting event would be equivalent to the explosion of about 27 kg of TNT.

Currently AFSSS cannot detect space debris smaller than about 10 cm in size but the new Space Fence makes practical the detection of centimetre-sized objects. Although such objects can still deliver a substantial punch (about 40 grams of TNT), they can be effectively defended against using a standoff armour plate, designed to fragment and spread out the impact of colliding objects.

Australian space specialist **EOS** has been employing sophisticated satellite laser ranging technologies to carry out surveillance of space assets. The aim of EOS is to assist agencies, government bodies and large corporations to prevent or mitigate

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threats against these assets, thereby avoiding huge losses to capital and human life. EOS's systems have been proven to increase information about known objects in space and to find objects previously undetected and the company completed two successful pilot studies for the United States Air Force where space debris of less than 10cm were tracked and catalogued.

We would hope that EOS, which has such considerable expertise in this field, will have a worthwhile role in any Australian government investment in US space surveillance capabilities, including the space surveillance telescope.

Boeing adapts training technologies to F/A-18E and F-15E

The Boeing F-15E Eagle and F/A-18E Super Hornet are now equipped to train in an environment that puts them at odds against real aircraft and computer-generated enemy threats at the same time.

Under a US$6.3 million, three-year contract with the **US Air Force Research Laboratory**, Boeing is developing these simulation capabilities for both the US Air Force F-15E and the US Navy F/A-18E/F.

This technology can provide aircrews with a complex virtual strike environment in which to train, while potentially decreasing the number of real aircraft and other assets to practice against. Generally, an actual combat aircraft (live) is networked with ground-based simulation computers (virtual) that provide computer-generated threats (constructive).

Before this new capability, pilots could practice using flight simulators on the ground, but when they trained in the actual aircraft, other people were needed to play the role of an opponent, commonly referred to as a "red" or adversary team.

Having a virtual combat simulation while actually flying is expected to reduce the number of real aircraft or other live assets needed to form a red team, providing cost-savings and a safer training environment.

L-3 expands MX Series eLearning course

L-3 WESCAM has announced its eLearning training program, designed for operators and maintainers of MX Series EO/IR imaging turrets, now includes courses on MX-10 and MX-20 turret models.

Similar to the MX-15 training course, the MX-10 and MX-20 eLearning courses were designed to teach the detailed operation and maintenance skills required to maximise system performance. The courses cover theory, operations and maintenance topics in an interactive, scenario-based format. Specific system operations and maintenance

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tasks can be accessed quickly, making each course a powerful reference tool in the field. An investment in L-3 WESCAM's eLearning programs provides an estimated 70 per cent cost savings over traditional in-class courses.

All of L-3 WESCAM's eLearning courses are geared toward those new to operating and maintaining MX-Series turrets, and for experienced personnel requiring refresher training.

Modular in design, each course takes an estimated 12 hours to complete and includes modules with knowledge checks that allow students to apply the newly acquired information. The courses are available in both stand-alone and Sharable Content Object Reference Model (SCORM) formats, ensuring easy integration into most learning management systems (LMS). At the end of each course, a completion certificate is supplied. A sample eLearning module can be requested by accessing: **www.wescam.com/cs/training/elearning.com**

SELEX Galileo secures export contracts for InfraRed detectors

SELEX Galileo has been awarded contracts to supply InfraRed (IR) detectors to export markets including the US, Russia and Singapore.

The contracts will see SELEX Galileo delivering their Hawk, Osprey S, Eagle, Condor II, Merlin and DLATGS detectors for a range of applications including airborne search and rescue, air traffic control, handheld cameras for border security, long range surveillance systems and IR spectroscopy. The company's engineers have been working closely with the customers to ensure that the most effective detector is chosen for the each application.

DCNS and partners deliver fifth Skjold FPB to Norwegian navy

DCNS has delivered the fifth-of-class fast patrol boat (FPB) P965-Gnist to the Royal Norwegian Navy. The six-boat Skjold program is led by a consortium comprising DCNS and two Norwegian contractors with DCNS acting as the combat system design authority and co-supplier.

The Norwegian authorities entrusted the Skjold program to a consortium of three contractors with DCNS as the combat system design authority and co-supplier. DCNS is working with Norwegian contractors **Umoe Mandal** and **Kongsberg Defence & Aerospace**, through the Skjold Prime Consortium.

Skjold FPBs are designed specifically for maritime security and safety missions in

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Norway's littoral waters. The combat system is tailored to demanding environments and reduced crewing. The communications and sensor suites are fully compatible with active participation in international and NATO-led operations. The vessels communication capabilities will be further enhanced as they will be upgraded with a state-of-the-art satellite communications system.

With a length of around 50 meters, Skjold-class FPBs are heavily armed for their size. The combat system features eight anti-ship missiles and a 76-mm gun that can engage several targets at once at ranges exceeding 12 kilometers.

First-of-class P961-Storm was handed over in September 2010, second-of-class P962-Skudd in October 2010, third-of-class P963-Steil in June 2011 and fourth-of-class P964-Gnist in March 2012.

Recently, NDLO has awarded an additional contract to DCNS for the Follow-On Technical Support of the SENIT 2000 Combat Management System (CMS) of the Skjold vessels.

EADS awarded US contract for 34 UH-72A

The US Army has awarded EADS North America a US$181.8 million contract option to deliver 34 additional UH-72A Lakota helicopters, bringing the total aircraft ordered to date to 312.

EADS North America has delivered 243 Lakotas – all on time and budget – from its American Eurocopter facility in Columbus. Aircraft deliveries under the latest option will begin in September 2013. The contract also includes eight engine inlet barrier filter kits.

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FORTHCOMING EVENTS

For a full list of defence and industry events, head to *ADM's* online events page at www.australiandefence.com.au

ADM's Social Media in the Defence Environment

DATE: **5-6 December 2012, Hotel Realm, Canberra**
ENQUIRIES: **ADM Events - Jamie Burrage, Ph: 02 9080 4321;**
Email: jamie.burrage@informa.com.au Web: www.admevents.com.au

Social media in the private sector has been a bumpy journey, where companies tread a fine line between credibility and ridicule whilst getting their policies right. In the public sector, and Defence in particularly, the evolution of social media has created opportunities, whilst also highlighting the need for social media policies. This inaugural conference will examine the opportunities that social media can bring to the Australian Defence Force and the Department of Defence. By mitigating the dangers of misuse, social media can be an excellent tool for announcements, for recruitment, for connecting and for selling. There is no denying the place of social media in the modern workforce. Hear speakers discuss what tools and policies can help harness social media into an essential part of the Defence workplace.

ADM2013: 10th Annual ADM Defence/Industry Congress

DATE: **12 – 13 February 2013, Hyatt Hotel, Canberra**
ENQUIRIES: **ADM Events - Jamie Burrage, Ph: 02 9080 4321;**
Email: Jamie.burrage@informa.com.au Web: www.admevents.com.au

The annual ADM Congress has evolved into a pivotal event in the Defence calendar, attracting senior officials from all areas of the Defence Force and Defence Industry. It is a critical forum for any organisation operating within the defence business sector. Also do not miss the ADM Awards Dinner. The dinner is the perfect opportunity for you to continue networking with colleagues and new contacts made at the Congress. More details to be released closer to the date

Avalon 2013: Australian International Airshow and Aerospace & Defence Exposition

DATE: **26 February - 03 March 2013, Avalon Airport, Geelong**
ENQUIRIES: **Aerospace Maritime Defence Association Ph 03 5282 0500;**
Email: airshow@amda.com.au; Web: http://www.airshow.net.au

The Australian International Airshow and Aerospace & Defence Exposition is the essential aviation, aerospace and defence event for the Asia Pacific. Industry-only trade sessions will be held Tuesday to Thursday (all day) and Friday will be both a trade and public day. The exposition will open each day from 9am until 5pm. Associated industry and technology conferences, seminars and symposia will be held at Avalon and in Melbourne and Geelong during show week.

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