



DEFENCE WEEK

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BAE Systems teams with Beechcraft and CAE for Air 5428

BAE Systems has teamed with Beechcraft and CAE in a bid to deliver the Air 5428 project – the Australian Defence Force's (ADF's) new pilot training system.

The team will provide a total flight training solution that brings together BAE Systems' training, systems integration and sustainment capabilities; **CAE's** simulation, training and support services; and **Beechcraft's T-6C mission system.**

BAE Systems general manager Aviation Solutions **John Quaife** said the team will offer the ADF a strong, experienced and complementary team that understands the Australian environment and the training requirements of the Navy, Army and Air Force.

"Since 1992, BAE Systems' training specialists have helped deliver flight screening and basic flight training for the ADF," Quaife said.

"Beechcraft and BAE Systems are also working together to support pilot training for the US Navy on the T-6 mission system.

"Designed to meet the needs of undergraduate pilot training for the US, Canada and other NATO air forces, the T-6C has amassed more than two million flying hours and has proven its ability as a versatile, cost-effective platform.

"CAE has extensive experience delivering and supporting T-6 training systems and proven partnerships with BAE Systems. The recent selection of CAE to provide three new full-mission simulators for the **Hawk Lead-In Fighter** is testament to its technical capability and local support it brings to the team," Quaife added.

For more information on Air 5428, click [here](#).





RAAF saves \$2.75 million

The acquisition of a commercially available computer processing unit and some in-house technical know-how has saved the Royal Australian Air Force \$2.75 million.

The savings were identified during a routine spare parts acquisition for the **E-7A Wedgetail**.

Flight Lieutenant (FLTLT) **Matthew Gibbons**,

of the **Airborne Early Warning and Control System Program Office (AEWCSP0)**, said AEWCSPO received a quote for 190 computer processing units and, based on the size of the quote, initiated a trade study to investigate alternate solutions.

"The prime contractor, **Boeing Defence Australia**, in conjunction with AEWCSPO, identified an equivalent Commercial-Off-The-Shelf item at a significantly reduced cost, however, the units required modification to make them more durable in an airborne environment," FLTLT Gibbons said.

"The so-called 'ruggedisation process' involved vibration dampening processes and spraying the circuit board with a conformal coating to prevent the ingress of dust and moisture." AEWCSPO approached staff at the No 81 Wing Combined Workshops, formed primarily to support the **Hornets**, to investigate undertaking the modification in-house.

The officer in charge of No 81 Wing's Combined Workshops, FLTLT **David King**, said the unit's leadership supported the activity. "Boeing, as the contracted authorised economic operator, developed the work procedure in collaboration with No 81 Wing's subject matter experts and No 2 Squadron provided technicians to perform the modification," FLTLT King said, adding "while there were some early failures, the modified computer processing units have since proved to be at least equivalent to the original equipment manufacturer's product."

FLTLT Gibbons said assembly modification was achieved by four tradespeople in about 12 weeks and at a cost of \$150,000 for time and materials, bringing the total cost for 250 computer processing units to \$500,000, saving about \$2.75 million when compared with the original equipment manufacturer's product.

"In addition to the financial savings, technicians gained an enhanced understanding of the computer processing units functionality and are now able to perform advanced fault-finding to ensure that only genuinely unserviceable items are inducted into the repair pipeline," FLTLT Gibbons said.-RAAF

September ADM 2013

OUT NOW!

- What is next for the Hawk?
 - New capabilities for C-130
 - MRH90 grows up
 - Woomera update
 - How the Public Works Committee works
- And much more!



Canberra command team gets first taste of driving an LHD



NUSHIP Canberra's Command Team have had their first taste of raw LHD ship-handling, albeit at 1:20 scale.

Commanding Officer NUSHIP *Canberra*, Captain **Jonathan Sadleir**, executive officer, Commander **Jonathan Earley** and Navigating Officer, Lieutenant Commander **Calvin Johnson**, spent four days in August at the Australian Ship Handling Centre in Port Ash Australia near Newcastle, practicing and honing their LHD ship-handling skills on the purpose built model, NUSHIP *Assault*.

CAPT Sadleir said time spent at Port Ash was dedicated to assuring the model accurately represented LHD handling characteristics and working through bridge management.

"It's been a superb couple of days and it's pretty exciting. It's a versatile and manoeuvrable vessel, but that means it has more options we can potentially use and that brings with it a level of complexity," CAPT Sadleir said. "The beauty of it is, with a facility like Port Ash and the available simulation we have right now, we can compensate and overcome those challenges."

The hand crafted LHD model took about 12 months to complete and features the unique **azimuth pod (Azipod) propulsion system**. Two 360 degree Azipod propulsion units and two bow thrusters give the LHD a high degree of manoeuvrability in confined and shallow water.

"Due to the hands-on nature and complexity of it, I am of the view that there is a need for ship-handlers to maximise simulation opportunities to remain current, much like a pilot would maintain currency in an aircraft," CAPT Sadleir said. "Additionally there's clearly a cost benefit; it's much cheaper to run a battery charged model than it is to run an actual LHD."

The scaling effects mean one nautical mile (1,852 metres) becomes 74.08 metres, three knots of wind becomes 15 knots and one hour becomes 12 minutes in the models.



Port Ash Director, CAPT **Cliff Beazley**, said the centre offered naval ship-handlers unique opportunities.

"We've built a finger wharf that represents Fleet Base West and we use the boat shed for an approximation of Fleet Base East, so all the familiar spots are there," CAPT Beazley said. "For raw ship-handling you cannot beat the real thing or the real thing in miniature, which is what we've got here."

Tug masters from DMS Maritime in Sydney were also on hand to develop LHD berthing and departing procedures.

"Berthing a ship is a system, and the tug masters are part of that, hence my desire to have them on the learning journey with us," said CAPT Sadleir.

CMDR Earley said it was a brilliant training aid for the ship and its propulsion system.

"It's an impressive model in terms of the control, the quality of the build and the way it responds and manoeuvres," CMDR Earley said.

"It gives us a variety of environmental conditions to work out our individual skill sets and develop confidence in using the system," he said. "In terms of manoeuvrability, it's light years ahead of an **Anzac class ship**. An FFG comes close because of its auxiliary propulsion units, but the LHD with its Azipod system plus the powerful bow thrusters; you can do almost anything with it."

ADM at DSEI 2013

Tom Muir

DSEI 2013 opens having already broken a series of records. For the first time the number of exhibitors has reached the 1,500 mark, including a record 40 international pavilions.

This year the show will feature: six themed zones this year, each featuring a dedicated seminar & briefing program; the inaugural Medical & Disaster Relief Zone; and the largest ever number of visiting warships moored in the dock adjoining the exhibition halls.

For the first time *Australian Defence Magazine*, together with its publishing and editorial staff, is among the Australian trade contingent at DSEI, promoting the growing relationship between the UK and Australia.

DSEI organisers, **Clarion Events**, are expecting in the region of 30,000 visitors from around the world. Among the senior military and political figures attending will be UK Government ministers and the Chiefs of the Army, Royal Air Force and Royal Navy.

Visitors will also be able to see the largest ever Land Zone, featuring such leading players as **Daimler, General Dynamics, Iveco, Jankel Armouring, JCB, Land Rover, Nexter, Patria, Rheinmetall, Streit Group** and **Supacat**, together with a diversity of niche specialist suppliers. The vehicle display area has also been expanded to meet the demand from manufacturers wanting to display their latest technologies.

The global significance of DSEI is highlighted by the presence of two ships from the Republic of Korea's Navy, which has included the show in its world tour to mark 60 years since the cessation of hostilities with North Korea. The impressive array of vessels will also include *HMS Sutherland* a Type 23 frigate and *HMS Tyne* a River Class offshore patrol vessel, together with ships representing the navies of Germany, the Netherlands and Sweden.



Look out F-35: the Advanced Super Hornet is coming!

Tom Muir

Boeing is pitching enhancements to advance its F/A-18 Super Hornet into 2030 and beyond, aiming to anticipate the needs of the Navy (and the RAAF?) and secure further buys, as the service mulls the effective shutdown of the Hornet production line.

Boeing and **Northrop Grumman** recently completed the first series of flight-tests on an advanced version of the **Super Hornet multirole strike fighter**. According to Boeing, the tests demonstrated that the fighter could outperform threats for decades to come, with improvements that make the jet much harder for radar to detect and give it significantly more combat range.

The first of 21 flight tests began August 5th. On these flights the team tested the aircraft with non-functional **Conformal Fuel tanks (CFT)** and an **Enclosed Weapons Pod (EWP)** models, and signature enhancements, enabling the validation of radar cross-section reduction and comparing the drag count to wind tunnel and simulation models. After validation, functional CFT/EWPs will be able to retrofit on existing Super Hornet Block II aircraft or included on new jets. These flight tests will provide the F/A-18 industry team with valuable data on flying qualities, drag and signature levels.

The tests also showed that the CFTs increase the jet's combat radius by up to 130 nautical miles, for a total combat radius of more than 700 nautical miles. "Even though we added components to the aircraft, their stealthy, low-drag design will enhance the combat capability and survivability of the Super Hornet on an aircraft that has a combat-proven history launching and recovering from aircraft carriers," **Mike Wallace**, the Boeing F/A-18 test pilot said who flew the Advanced Super Hornet configuration.

One of the major contributors to the fighter's new stealth features is the EWP one of which can carry both six small diameter bombs and two **advanced medium-range air-to-air missiles (AMRAAMs)**. Combining all stealth features, these signature enhancements result in a 50 per cent reduction compared with the US Navy's stealth requirement for the current Super Hornet variant.

ADM Defence Supply Chains Conference

Date: 4-5 December 2013, Adelaide

Enquiries: Keith Barks, Tel: +61(2) 9080 4342;
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Aussie-funded WGS-6 a powerhouse



Tom Muir

Launched on schedule last month, the sixth satellite in the USAF's Wideband Global Satcom (WGS) is expected to come on stream next year (2014).

In November 2007, Australia signed a bi-lateral **Memorandum of Understanding (MOU)** with the US to join the WGS program. Under this agreement Australia provides funding for the procurement, sustainment, and launch costs associated with the sixth WGS satellite, in return for assured bandwidth across WGS 1-6.

The first three satellites were launched between 2007-2010, and Australia gained operational access by June 2010. These **Boeing**-built satellites, weighing almost 6 tonnes, are currently in geo-stationary orbit above the Pacific, Indian and eastern Atlantic oceans, and operate in the X-band (7.0 to 11.2 GHz) and Ka-band (26.5–40 GHz) frequency spectrum.

WGS-4, the first in the Block II series, was placed into service over the Indian Ocean Region in August 2012. The WGS-5 satellite, launched in May, is still undergoing on-orbit testing, after which it is expected to enter service at 52.5 degrees West over Brazil, in view of the continental US.

Australia was the first country other than the US to join the WGS program, but now other countries including **Canada, Denmark, Luxembourg, the Netherlands and NZ**, have since joined, jointly providing funding for the WGS-9 satellite expected to launch in a few years' time.

The WGS system can process more than 3.6 gigabits per second of data – more than 10 times that of the previous system. Operating at both X-band and Ka-band, the system enables **C4ISR networks**.

There are communication links throughout the allocated 500 MHz of X-band and 1 GHz of Ka-band spectrum. The WGS design includes 19 independent coverage areas – 10 Ka-band and 8 X-band spot beams can be positioned anywhere in the field of view



of each satellite. Full-Earth coverage in X-band is also provided. Use of phased array technology allows the eight X-band beams to be steered and shaped to apply gain and power exactly where it's needed.

Communications between users is enhanced using the digital channeliser, which allows for very efficient use of a satellite's bandwidth. It divides the uplink bandwidth into nearly 1,900 independently routable sub-channels, providing the connection from any uplink coverage area to any downlink coverage area. The WGS communications payload is controlled from four Wideband Satellite Operations Centres, using ground-based control elements provided by Boeing. Platform control is conducted from **Schriever Air Force Base** using mission-unique software designed specifically for this program by Boeing and the USAF.

The Block II satellites include an RF bypass enhancement to support high-data-rate airborne intelligence, surveillance and reconnaissance (AISR) missions providing very high data rates (of up to 311 mega bits per second) meeting all the bandwidth needs of platforms like the US Navy's **BAMS** - and possibly the RAAF's **MQ4-C Triton** - which is seen as a strong contender for the ADF's **Air 7000 Phase 1B** multi mission UAS requirement to complement the **P-8A Poseidon** in replacing the RAAF's **Orion** fleet.

Queensland's Scramspace heads for Norway tests



Tom Muir

The revolutionary jet scramjet engine, capable of operating at eight times the speed of sound, has arrived in Norway.

Designed and built in Brisbane by the **University of Queensland (UQ)**, the **Scramspace** is a hypersonic scramjet that will be fired by rocket in the Arctic Circle, where it will very briefly fly fast enough to travel from London to Australia in two hours. It's part of a project to develop hypersonic technology that may one day be used to put payloads into orbit at a much lower cost than is possible today.

Scramspace is three-year research project by an international research team of 13 partners and sponsors from five countries led by Scramspace director and chair for



Hypersonics at UQ, Professor **Russell Boyce**. Its \$14 million 'shoestring budget' is small compared to similar American hypersonic project budgets that run into the hundreds of millions, but it draws on two decades of Australian hypersonic research into new engine designs and materials.

The heart of the 1.8 metre Scramspace is a hypersonic scramjet. A standard jet engine, such as is found on an airliner, is a massively complex bit of machinery filled with turbine blades to compress the incoming air to make it suitable for burning the jet fuel. However, if the engine is travelling fast enough, the air compresses itself to support combustion. This is what happens in a ramjet, which is nicknamed the 'flying stovepipe' for a reason – it's an empty tube so lacking in moving parts that it seems like a joke at first glance. The fuel is sprayed straight into the combustion chamber and ignites in a surprisingly simple fashion that disguises some sophisticated engineering theory.

For the experiment, the spacecraft will be transported to an altitude of 340 kilometres by a two-stage rocket. After leaving the atmosphere, the scramjet vehicle will separate from the rocket, and orient itself for the re-entry with small thrusters. During the return flight, the vehicle will be accelerated by gravity to Mach 8 – about 8,600 kilometres per hour.

The part of the experiment important to the scientists takes place at an altitude of between 27 and 32 kilometres. This is where the scramjet's hydrogen fuel will be injected, and a wide range of instruments will analyse the combustion and measure thrust.

UQ's Dr **Sandy Tirtey** said **BAE Systems** is UQ's main industry partner providing the **Hardware In the Loop (HIL)** which makes the payload believe it is actually in flight. BAES has provided UQ with a HIL computer and technical support to simulate the physical environment the payload will experience, allowing UQ representatives to operate and monitor what effect this has on the vehicle.

New RAAF uniform in the pipeline

A project team has been established to investigate and determine the feasibility for an Air Force General Purpose Uniform (GPU).

The team is considering patterns and colour variations which would easily distinguish Air Force personnel from Army personnel, while retaining the same garment template and fabric properties as the current **Disruptive Pattern Camouflage Uniform (DPCU)**.

Four dyed pattern swatches have been developed and presented to the Chief of Air Force.

The next stage of the project is to manufacture fully sewn uniforms in final colour designs in order to assess the feasibility of committing to more detailed development. The new GPU will use the existing DPCU garment template and fabric properties. As a result, costs to Air Force will be minimal and will be funded through savings from recent reforms to the management of uniforms and personal equipment.

The GPU will be phased in over a number of years after the current stock of DPCUs has been exhausted. Should the option be considered viable, it will replace DPCUs for the majority of Air Force members, and provide a unique identity for Air Force personnel. -RAAF





Update on AWD project

A further two blocks were lifted onto the structure of the first ship Air Warfare Destroyer (AWD) in August, bringing the total number of blocks joined to date to 20.

Block 501 was lifted onto the structure on Tuesday, August 6

and Block 700, which houses the hangar, was lifted earlier this week.

At the end of August, the heavy lift ship that left Navantia in Spain in July, arrived at the Wharf and unloaded five keel blocks for Ship 02, and Ship 03, two reduction gears, propulsion diesel generators and other pieces of equipment.

In the coming month, **ASC** production staff will erect block 417, which houses the main gun and ammunition magazine and block 503 – the last of the hull blocks, to the ship structure.



Pathways program a success

The WA Department of Education School Pathways Program (Defence Industries) and Challenger Institute of Technology have successfully implemented the School Pathways Program.

Over the past three years, secondary school students have been involved in several School Pathways Program initiatives. These include engineering and trade mathematics short courses, try-a-trades and try-a-technology initiatives, all of which lead to opportunities in school-based traineeships in engineering and electrotechnology in defence and allied industry workplaces.

Challenger's **Gail Manton**, program manager of the School Pathways Program, said the



partnership between the School Pathways Program and Challenger had been pivotal to the success of the program.

“Students and teachers representing schools participating in the School Pathways Program have benefited from the close working relationship with Challenger and its teaching expertise in engineering and electronics at several campuses and more recently at the Fremantle Maritime Industries Trade Training Centre,” Gail Manton, program manager of the School Pathways Program, said.

Challenger is a training and industry partner for the Fremantle Maritime Industries Trade Training Centre consortium, established to help increase the proportion of students achieving Year 12 or an equivalent qualification to 85 per cent by 2015 and 90 per cent by 2020. An important step towards achieving these goals is to ensure students have access to high quality education and training opportunities that continue to engage them and encourage them to complete their studies.

Students who obtain qualifications relevant to the WA defence industry stand to benefit from the opportunities offered by a growing industry sector. The **Defence Materiel Organisation**, responsible for defence force acquisitions, advises that the ADF will upgrade or replace 80 per cent of its equipment and capability in the next 10-15 years.



ADM Online: Weekly 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, a team of scientists behind the development of innovative vehicle armour manufacturing techniques and materials were

awarded the **2013 Defence Science and Technology Organisation Eureka Prize** for Outstanding Science in Safeguarding Australia.

Approximately 300 Royal Australian Navy and Royal Malaysian Navy personnel concluded the maritime security exercise, **Exercise Mastex**.

And, the RAN launched a new mobile phone application making it easier for attendees of the **International Fleet Review (IFR)** to keep track of the events.

2nd annual ADM Defence Support Services Summit

Date: 19 September 2013, Canberra

Enquiries: Keith Barks, Tel: +61(2) 9080 4342;
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International

Bell Helicopter and Lockheed Martin team on V-280 Valor



Lockheed Martin the first of Bell Helicopter's V-280 program tier one team members. Additional team members will be announced in the coming months.

The Bell V-280 Valor was recently selected by the US Army to enter into negotiations for the **Joint Multi-Role (JMR) Technology Demonstrator (TD) program**, with contracts expected to be awarded by September 2013. The transformational features of Bell Helicopter's third generation tiltrotor capitalize on combat-proven technology. The Valor is designed to deliver the best value in procurement, operations and support, and force structure, through increased maintainability, component reliability and systems designed to reduce operational and support costs. The Valor's versatile design has the capacity to perform a multitude of missions with unparalleled speed, range and agility, making the aircraft a combat multiplier.

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Pentagon launches 10 new Joint CTDs

Under a program similar to DSTO's Capability Technology Demonstrator (CTD) the Pentagon has launched 10 new initiatives to rapidly transition mature technologies into projects that could find permanent places in the military's arsenal, with each one aimed at resolving an immediate need identified by combatant commanders.

Combatant commanders proposed fiscal year 2013 projects addressing capability gaps across a broad range of mission areas, including projecting power in the face of anti-access, area-denial challenges; defending the homeland and providing support to civil authorities; irregular warfare; and disaster relief, according to the Defense Department.

In August the Pentagon cleared a 45-day congressional notification period allowing it to proceed with 10 new-start FY-13 **Joint Capability Technology Demonstrations**, Pentagon spokeswoman Jennifer Elzea told *InsideDefense.com* last week.

The Pentagon's office of the deputy assistant secretary of defense for rapid fielding, identified the names of the FY-13 new-start JCTDs but declined to identify the sponsoring combatant commands, the government entities or companies leading the projects, or how much of the \$6.5 million allocated for new starts in FY-13 will be used for them-*Inside Defense*



DSEi 2013 vehicle news

At DSEi, the world's largest fully integrated defence and security exhibition, Supacat and Patria have launched their new vehicles.

Supacat is launching the **Light Reconnaissance Vehicle 400 (LRV 400)** as a low cost, high performance capability for special forces, border patrol, reconnaissance, rapid

intervention and light strike roles. Offering light forces supreme levels of all-terrain mobility, the LRV 400 is able to be tactically loaded within a **CH-47 Chinook** with its full operational payload on board.

The LRV 400 is a militarized variant of Qt Services' successful **'Wildcat'** off-road motorsport vehicle, which has a proven record on the Rally Raid circuit and has earned a reputation for rugged reliability and high speeds over rough terrain.

Using a fresh approach, Supacat have teamed with Qt to modify and integrate the COTS vehicle to military standards, thus providing an affordable capability using proven



technology. The LRV 400 fills the gap in Supacat's product portfolio between the heavier 'Jackal' surveillance, reconnaissance and patrol vehicle and the smaller All-Terrain Mobility Platform (ATMP).

Patria's new vehicle concept is built on the success of the market leader **Patria AMV**, but takes the overall performance of the modern 8x8 armoured wheeled vehicle platform to a new level fulfilling the customer needs of tomorrow.

The new vehicle concept has many unique features for example

- Flexibility through modularity – It has a modular vehicle architecture allowing easy adaptation to various roles and providing built-in growth potential for future customer requirements.
- Payload efficiency – 13 ton payload at 30 ton gross vehicle weight provides the needed payload capacity without sacrificing the off-road mobility.
- Superior performance – Based on combat proven solution with upgraded power line and a new integrated terrain control system.
- Protected future – Modular, tailorable protection solutions match the threats and can also be easily upgraded in the future.
- Firepower to match – It is an ideal platform for weapon systems up to 120 mm including also Patria Nemo 120 mm mortar system.
- Ready for 21st century soldier – Electrical power output, connectivity and ergonomics are designed for the needs of future soldier systems.



Industry support for Astute build

Northrop Grumman Corporation has supplied the final batch of Platform Management System (PMS) hardware for the Royal Navy's Astute-class series' boat 5 submarine.

Under a performance partnering arrangement, **Northrop Grumman's Sperry Marine business unit** supplied the PMS to **BAE Systems Maritime-Submarines** for installation on Astute Boat 5, Anson, at its shipyard in Barrow-in-Furness, UK the PMS equipment controls and monitors the submarine's platform machinery and onboard systems.

Also in international submarine news, **DCNS** has signed a contract with BAE Systems to supply four high-efficiency heat exchangers for boats 6 and 7 of the Royal Navy's Astute-class nuclear-powered attack submarine program.

DCNS has been a preferred supplier of BAE Systems on the Astute program since 2001. This latest contract makes the Group the sole supplier of heat exchangers for the UK's latest generation of nuclear-powered submarines. The Royal Navy took delivery of the second Astute-class boat earlier this year.

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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

SimTect

DATE: 16 - 19 September, 2013, Brisbane Convention and Exhibition Centre, Queensland

ENQUIRIES: Web: www.simtect.com.au

SimTect is the annual Simulation Technology and Training Conference held by Simulation Australia.

ADM will
be in
attendance

2nd annual ADM Defence Support Services Summit

DATE: 19 September, 2013, Hyatt Hotel, Canberra

ENQUIRIES: ADM Events - Keith Barks, Ph: 02 9080 4342;

Email: keith.barks@informa.com

Web: www.admevents.com.au

A must-attend for any organisation currently doing business with Defence, or for those wanting to gain a foothold in the service delivery of defence support.

ADM will
be in
attendance

Pacific 2013 - International Maritime Exposition

DATE: 7 - 9 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour

ENQUIRIES: Penny Haines, Ph: 03 5282 0500, Email: phaines@amda.com.au;

Bob Wouda, Email: bwouda@amda.com.au

Web: www.pacific2013imc.com

Since its inception in 2000, the biennial Pacific International Maritime Exposition has continued to expand. The number of commercial maritime and naval defence industry participants from around the world has grown substantially.

As the only comprehensive international exhibition of its kind in the Asia Pacific region, PACIFIC2013 will again provide the ideal showcase for commercial maritime and naval defence industries to promote their capabilities to decision makers from around the world.

PACIFIC2013 will be held in conjunction with the 'International Fleet Review' which will be commemorating the centenary of the first entry of the Royal Australian Navy Fleet into Sydney.

ADM will
be in
attendance

RAN Seapower Conference 2013

DATE: 7 - 9 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour

ENQUIRIES: Sea Power Conference Team
Email: seapower.conference@defence.gov.au
Web: www.seapowerconference2013.com.au

The Sea Power Conference will be an integral part of the International Fleet Review 2013, Pacific Maritime Congress and Pacific 2013 International Maritime Exposition. This year will mark the eighth conference in the series.

The Sea Power Conference will explore the broad theme of Naval Diplomacy and Maritime Power Projection: The Utility of Navies in the Maritime Century, which is designed to capitalise on the presence of many foreign navies in Sydney for the International Fleet Review.

ADM will
be in
attendance

Pacific 2013 - International Maritime Conference

DATE: 7 - 9 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour

ENQUIRIES: Pacific 2013 IMC Conference Managers
Ph: 02 9265 0700
Email: pacific2013imc@arinex.com.au
Web: www.pacific2013imc.com

The Pacific 2013 International Maritime Conference will be held in association with the Pacific 2013 International Maritime Exposition and the Royal Australian Navy's Sea Power Conference.

Normally held every two years, the Pacific International Maritime Exposition and the associated conferences have been brought forward to October 2013 to coincide with the Royal Australian Navy's centenary celebrations of the first arrival of the RAN's fleet unit in Sydney on 4 October 1913.

Pacific 2013 IMC provides a unique opportunity for people involved in maritime and naval affairs around the world to discuss the latest maritime developments in design, naval architecture, engineering, science and technology.

ADM will
be in
attendance

2013 Maritime Environment Working Group Conference

DATE: 10 October, 2013, Sydney
ENQUIRIES: **Web:** www.govdex.gov.au

This meeting will provide another opportunity for defence and industry representatives to discuss the latest updates with regard to DCP projects. RSVP no later than 30 September 2013 on the MEWG Govdex site.



SIA 2nd Submarine science, technology and engineering conference

DATE: 15 - 17 October, 2013, Adelaide

ENQUIRIES: Web: www.submarineinstitute.com/sia-conferences/

The peak event in Australia for engineering of what is one of the most complex Defence assets - conventional submarines. In addition the conference covers the full range of underwater technologies, many of which are relevant and in use for under-sea resources exploration and exploitation.

ADM will
be in
attendance

Safeskies

DATE: 16 - 17 October, 2013, Hotel Realm Canberra

ENQUIRIES: Web: www.safeskiesaustralia.org

Safeskies Conferences is an Australian based not-for-profit organisation which holds a biennial aviation safety conference in Canberra. The 2013 conference has as its theme 'People and Technology', and speakers will probe some of the issues surrounding this theme.

ADM Northern Australia Defence Summit

DATE: 29 - 30 October, 2013, Darwin Convention Centre

ENQUIRIES: ADM Events - Keith Barks, Ph: 02 9080 4342;

Email: keith.barks@informa.com

Web: www.admevents.com.au

Bringing together key figures from the NT Government, senior military figures, and senior industry representatives, this conference is all about the continuing development and support of Defence in the Top End. Hear about the current and new initiatives offered by Government and what industry can bring to support Defence's strategic objectives.

ADM will
be in
attendance

ADM Defence Supply Chains Conference

DATE: 4 - 5 December, 2013, Hotel Grand Chancellor, Adelaide

ENQUIRIES: ADM Events - Keith Barks, Ph: 02 9080 4342;

Email: keith.barks@informa.com

Web: www.admevents.com.au

It is recognised that it can be difficult for SMEs to find the right entry portal to an entity as large and diverse as defence primes. SMEs are a vital element in major defence acquisition contracts through the supply of sub-systems and components, as well as the establishment and sustainment of Australia's defence capability. SMEs are the links in the supply chains supporting the operation and maintenance of these capabilities.

ADM will
be in
attendance



SMEs can also be the birthplace of many of the innovative technologies that contribute to Australia's defence capability edge.

Defence projects and initiatives can facilitate access to opportunities for Australian industry to access supply chains of major sub-suppliers, there are also barriers that sometimes prevent SMEs from accessing lucrative supply chains. The effective utilisation of Defence supply chains helps make Australian industry globally competitive.

By attending the ADM Defence Supply Chains Summit, you will hear about supply chain perspectives from Defence primes, leaders within the DMO, case studies from SMEs, risk and cost mitigation strategies, preparation strategies, and network with an array of Defence stakeholders.

ADM 2014

DATE: 25 - 26 February, 2014, Canberra
ENQUIRIES: ADM Events - Keith Barks, Ph: 02 9080 4342;
Email: keith.barks@informa.com
Web: www.admevents.com.au

This major Defence/Industry Conference has evolved into a pivotal event in the Defence calendar, attracting over 250 delegates each year. More details to come.

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