



DEFENCE WEEK

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L400 and amphibious operations

Tom Muir

According to the concept of operations (CONOPS) Land 400 is to develop the simulation system for the Land Combat Vehicle Systems (LCVS), which will be the foundation of future Combined Arms Fighting Systems' (CAFS) simulation requirements, operating within the Defence Simulation Environment (DSE) being established by JP3035.

The LCVS will be utilised within the context of a combat force capable of amphibious, expeditionary operations, capable of being projected for sustained operations against an adaptive enemy in complex terrain. In this respect the initial focus of the DSE, which will be on the provision of products to support operational planning for amphibious operations, is directly relevant to Land 400.

It will also apply to the type of vehicle appropriate to amphibious transport and of course to ensure that the **carriage of combined arms teams (CATS)**, in joint or coalition operations, achieves the over-match in an amphibious entry that RADM (Rtd) **James Goldrick** warns as vital. This he said will demand mastery of high intensity and closely coordinated operational amphibious techniques. It is this land-sea interface and the integration of the amphibious ships with their embarked forces that will require the management of a steep learning curve and which needs the ADF's close and continuing attention.

Brave words indeed but is anyone doing anything about this? According to one reader there isn't an officer responsible for this doctrine development at the **ADF's Warfare Centre** at Williamstown, whose role is to enhance ADF Joint and Combined operational capability through the review and development of joint doctrine, the development and delivery of joint individual training (including peace



operations training), and provision of simulation support to selected stakeholders in the wider Defence organisation)

As L400 ushers in a new era for the ADF, it seems little is being done to develop doctrine and ensure that the close combat requirements of the CAFS also meet the need for vehicles - swimmers perhaps - that will allow the conduct of successful shore lodgements in a future threat environment, dominated by the proliferation of missiles on land, air and at sea.

Must simulation and training for the **LHDs** wait for agreement on operational doctrine and equipment or should it not begin first with broad operational planning and then on to training in amphibious operations when the ADF has the means to achieve these?

Navantia floats first Australian landing craft



Navantia has set afloat the first of 12 fast landing crafts, purpose built for the Royal Australian Navy that will find their home on the new LHDs.

The crafts' design is based on a similar vessel commissioned by the Spanish Navy from Navantia between 2006 and 2008.

The Australian contract, signed in December 2011, includes the construction of 12 units. The first four units are to be delivered in April 2014 to Australia, where will be finalised with additional equipment.

The landing crafts will operate with RAN vessels LHD **Canberra** and **Adelaide** strategic projection ships, similar to the Navantia built LHD *Juan Carlos I*.

Fast landing craft main characteristics:

- Overall length: 23.30 m.
- Flotation length: 21.27 m.
- Width: 6.40 m.
- Depth: 2.80 m.
- Propulsion: two 809 kW diesel engines, two water jet propellers
- Speed: >20 knots
- Autonomy: 190 miles at full load
- Loading capacity flexibility: **Abrams** vehicle, several Army vehicles, fusiliers' company or 20 feet container truck.



JSF opportunities for Aussie manufacturers



A wide range of opportunities are opening up to Australian manufacturers: a state-of-the-art chemical processing factory is being established in Adelaide to support the local manufacturing of F-35 Joint Strike Fighters components.

The fully-automated processing line reduces costs and lead time while increasing capacity. Established by **Rosebank Engineering Australia**, the facility will be unique in Australia, with production to aerospace standards.

The facility is on schedule to begin operation in March 2014. It is due for AS9100 certification in January 2014, **BAE Systems UK** in February 2014 and **Lockheed Martin** and **Nadcap** accreditations anticipated by mid-2014.

Capabilities upon completion:

- high-volume metal finishing services
- diverse aluminium and titanium chemical processes
- complete fluorescent
- penetrant non-destructive
- testing (NDT)
- paint finishing
- processing parts up to 4.5 m in length

Specifications upon completion will include a 52-metre long processing tank line and 35 processing tanks.

Entries are now open ADM/DMO Industry Team of the Year Awards for Excellence 2013

Click [here](#) to get more information on the awards and to download the entry pack. We're expecting a strong field of contenders in all four categories. So industry, get talking to your SPOs and DMO contacts. DMO and SPOs, get talking to your industry partners.





Defence seeks manpack EW systems

Tom Muir

Included in *ADM's* tenders listing last week was Defence's potential requirement for 50 or more EW manpacks capable of detecting and direction finding emitter signals from 2Mhz to 3Ghz or higher.

Their purpose is to provide enhanced situational, EW and spectrum awareness and to meet the Tactics, Techniques

and Procedures (TTPs) for Australian Army foot patrols (previously manpack systems were acquired under **DEF 224**.) The current ITR process which aims to identify potential tenderers will be followed by an RFT resulting in a contract to be concluded in October 2014.

The purchase of modern land EW assets is critically important to the acquisition of strategic and tactical intelligence, providing battlefield and knowledge superiority. Because of the diverse RF environment in which land EW systems operate they are significantly different in design to EW systems used on ships and in aircraft, where the bandwidth and signal characteristics of threats are more limited and the output of these systems is generally used for immediate reaction by defensive or offensive weapons.

The Army's reliance on EW capabilities has been longstanding and its exposure to jamming was provided many years ago under **Land 25**, a multi-phased project covering land and airborne ESM and land EA, when HF and VHF communications jammers were acquired from **AEG-Telefunken** and installed in **Unimogs** by the then **EMI Electronics**. Land 25 was never concluded as a complete system and has no relevance to modern systems' objectives and their performance.

ADM understands that the Army has two EW systems in the field, the **Bunyip** upgraded **Formation Light EW (FLEWS)** originally based on **Perenties** equipped with **HP 323HS 'Blackbird'** system and **Combat Light EW (CLEWS)** developed by NR Pty Ltd and based on **Delfin's** manpack and vehicular systems. Originally these systems covered the HF, VHF and UHF frequencies to acquire communications intelligence data coupled with DF and geo-location capabilities. However they did not cover non-communications frequencies or provide Electronic Attack (EA).

By 2005 Defence now sought an integrated force level signals intelligence and EW capability to support operational and tactical commanders, not only on the battlefield, but in the maritime and aerospace environments as well. In the face of rapid technological change and to assist a commander's ability to achieve decision superiority (and for the protection of deployed units) Project Bunyip (DEF 224) was raised. Following an interim upgrade and LOTE for FLEWS sensor equipment, Bunyip's major acquisition phase was initiated, providing additional capability and enhancements. Future emerging needs are being met by Bunyip's subsequent phases.

Bunyip's notional configuration was based on a number of vehicle-mounted SIGINT/

ELINT systems to provide force mobility and a reduced capability manpack configuration, thus allowing closer contact with hostile forces. The vehicle-mounted systems were to operate in close proximity to one another using fibre-optic LANs. A minimum of three vehicles was the initial requirement with six desirable to meet logistic support needs together with six manpack versions.

There are some similarities to the US Army's **Prophet system** which began as a HUMVEE mounted SIGINT receiver system plus a dismounted manpack SIGINT version. General Dynamics upgraded Prophet to include an integrated EA jamming capability.

Those likely to show interest in this requirement include **Chemring Technology Solutions (CTS)** which has developed a lightweight variant of its Resolve manpack EW system for on-the-march military operations. Weighing 22lbs, the newly launched system provides an alternative EW system to the standard Resolve manpack, which provides dismounted soldiers with advanced signals analysis enabling multiple mission profiles.

Other potential contenders are numerous and surely include **Thales, Ultra Electronics-Avalon Systems, Rohde&Schwarz, BAE Systems, IAI Elta, Daronment, Saab, Lockheed Martin, Qinetiq, General Dynamics** and others.



Level D certification for RAAF KC-30A simulator

The Royal Australian Air Force (RAAF) KC-30A full-flight and mission simulator (FFMS) from CAE has been accredited by the Australian Defence Force Airworthiness Authority to Level D.

The accreditation was conducted by an independent authority under the **Australian Civil Aviation Safety Authority (CASA)** Manual of Standards (MoS) Part 60 criteria.

This is the world's first **A330 Multi-Role Tanker Transport (MRTT)** simulator formally qualified to Level D, the highest qualification for flight simulators.

"Aerial Refuelling is a complex, challenging and sometimes dangerous operation so we need the highest fidelity training systems to prepare our aircrews for mission success," **Ewan Ward**, project director, Project Air 5402 - Air to Air Refuelling, Defence Materiel Organisation said.

"Our new KC-30A full mission simulator combined with the full suite of KC-30A



training devices will play a key role in cost-effectively training our tanker aircrews to accomplish a range of Refuelling missions.”

The RAAF’s KC-30A training system, designed and developed by CAE under subcontract from **Airbus Military** and now in operation at RAAF Base Amberley, comprises the KC-30A FFMS, a **CAE Simfinity KC-30A integrated procedures trainer (IPT)** for pilot familiarization and procedural training, and a KC-30A air Refuelling officer part-task trainer (ARO PTT) for training both boom and hose and drogue Refuelling operations.

Both the KC-30A FFMS and IPT can be networked with the KC-30A ARO PTT to create a complete crew training environment for pilots and air Refuelling officers. Additionally, the full suite of training devices is supported by an off-board instructor station and a debriefing station that can provide complete mission training playback functionality.

“The RAAF fully understands and appreciates the value that high-fidelity, simulation-based training delivers as part of the overall training and preparedness of its aircrews,” **Peter Redman**, managing director of CAE Australia said.

CAE now has responsibility to manage, maintain and support the KC-30A training systems and training facility at RAAF Base Amberley. CAE instructors are also conducting aircrew training courses on behalf of the Commonwealth of Australia, including providing initial type conversion and refresher training.



Major step for Global Combat Ship (and SEA 5000?)

BAE Systems Maritime – Naval Ships has announced the award of an initial four key design contracts for the Type 26

Global Combat Ship as work progresses towards a Main Gate 2 business case submission in the second half of 2014.

In an associated move, the company has released new imagery of the Type 26 design, intended to enter front-line service with the Royal Navy from 2023. Current planning assumptions are predicated on the acquisition of 13 ships to replace the RN’s current Type 23 frigates.

BAE Systems, as the UK’s lead contractor for the design and build of complex warships, began a four-year Assessment Phase in March 2010 under a £127 million Ministry of Defence (MoD) contract.

A joint team of about 550 engineers from BAE Systems, the MoD and wider industry is currently working at sites in Bristol, Portsmouth and Glasgow to develop the detailed ship specification.

The Type 26 program passed its Main Gate 1 milestone in May 2012. This in effect defined the capability required of the ship, framing an ‘acoustically quiet’ 6,000-tonne displacement multimission warship capable of operating independently or as part of a



task group. The design emphasises modularity and open systems architecture so as to enable upgrade and adaptation through-life.

Key features of the ship include a flight deck large enough to accept a **Chinook helicopter**, a **Flexible Mission Space**, and space for a **VLS silo**. The Type 26 will employ a combined diesel electric or gas turbine propulsion system. This will enable the ships to achieve high speeds, while also providing economical power to the onboard systems, and will allow the ships to operate quietly in cruising mode.

Design development agreements with **Rolls-Royce**, **MTU**, **David Brown Gear Systems** and **Rohde & Schwarz** cover propulsion and communications equipment for the ship design. Rolls-Royce has been selected as design partner for the gas turbine fit (using its **MT30 gas turbine**), while David Brown Gear Systems will develop the gearbox, and MTU the diesel generator sets. Rohde & Schwarz has been selected to design the integrated communications system for the ships.

The Type 26 GCS design is a potential contender for the **Australian Future Frigate program** under **Sea 5000**.



MBDA and Lockheed Martin launch from a MK 41 launcher using ExLS

MBDA and Lockheed Martin have demonstrated the first launch of a Common Anti-air Modular Missile (Camm) from Lockheed Martin's MK 41 Vertical Launching System (VLS) launcher using the host variant of the Extensible Launching System (ExLS).

This is the first test by MBDA and Lockheed Martin since the May 2013 announcement of cooperation between the two companies to offer MBDA missile systems for use with the MK 41 and ExLS family of launchers. The test used MBDA's soft vertical launch

technology to eject the Camm from its canister and position the missile for main motor ignition. The trial is the first in a series to demonstrate that the Camm can be installed using ExLS in vessels that use the MK 41 launcher or on the 3-cell stand-alone ExLS Camm launcher.

Announcing the result of the trial, **Paul Mead**, Business Development director for MBDA said, "This first Camm trial is an example of how MBDA and Lockheed Martin are offering the global MK 41 customer base a real choice in which missile they use. The missile offers a wide range of benefits, not least its active seeker, as well as low impact of installation on-board due to the soft vertical launch method. This is the start of what we hope will be a wider range of MBDA missile systems available to Lockheed Martin vertical launcher users."



Lockheed Martin, in collaboration with MBDA, is developing a three-cell stand-alone ExLS CAMM launcher for those navies whose ships cannot accommodate the larger MK 41 VLS but desire the superior missile packing density, survivability and reliability that the eight-cell MK 41 launcher has been offering for over 30 years to 13 navies worldwide.

The trial was carried out on the 10th of September near Bedford, England, using a MK 41 launcher outfitted with a host ExLS.

Australia currently employs the system on the **Adelaide class** and **Anzac class frigates**.

Submersible software for Australian Maritime College

QinetiQ Maritime's Paramarine ship and submersible design software has been selected by the Australian Maritime College (AMC) to use as part of their maritime engineering training program.

Through AMC's National Centre for Maritime Engineering and Hydrodynamics, the software will assist students on a four-year Bachelor of Engineering degree that is accredited by Engineers Australia and recognised worldwide.

"We selected Paramarine not only because of its extensive range of capabilities and functionality but also because it is so widely used by ship and submarine builders and designers around the world. We also wanted to ensure our students had exposure to and experience in using the design software used and recommended by many of our industry partners including the Australian DOD," **Dave Harte**, associate lecturer, Maritime Engineering and Hydrodynamics, Australian Maritime College said.

"We are very pleased to have been selected by the Australian Maritime College who along with the many other academic institutions around the world are using Paramarine to train many hundreds of naval architects. With the recent introduction of our latest version of the software, we believe we have the most functionally rich and modern ship and submersible design software available today," **Vittorio Vagliani**, managing director, QinetiQ GRC said.

The Australian Maritime College (AMC) at the **University of Tasmania** is Australia's national institute for maritime and maritime-related education, training and research. AMC is globally recognised as being a centre for excellence and has strong commercial and defence industry links.

ADM Defence Supply Chains Conference

Date: 4-5 December 2013, Adelaide

Enquiries: Keith Barks, Tel: +61(2) 9080 4342;
Email: Keith.barks@informa.com.au





CAE helps Ambulance Victoria paramedics train in a virtual world

At the SimTect this week, CAE announced

that Ambulance Victoria has launched a simulation-based training solution integrated with a learning management system to help prepare for mass casualty incidents.

The development and delivery of a comprehensive simulation-based solution was led by CAE and incorporates software from **E-Semble**. The **Ambulance Victoria Virtual Paramedic** is one of the finalists at the SimTect Serious Games Showcase and Challenge.

Following a grant through the **National Disaster Resilience Grant Scheme**, Ambulance Victoria worked closely with CAE's Integrated Enterprise Solutions group to develop the overall solution, allowing paramedics to adopt the role of the triage officer, who is responsible for performing triage and life-saving treatment of victims. The Ambulance Victoria Virtual Paramedic simulation scenarios, developed and validated using data of actual incidents and patients, requires the trainee to interact with intelligent, virtual characters representing other response agencies and bystanders to make decisions that achieve the desired operational outcome. CAE also implemented a learning management system to record results and provide trainees feedback on their performance.

Plans for future development include implementing the roles of transport officer and health commander, which will enable Ambulance Victoria paramedics to execute all the primary roles in their emergency response plan.

GSC industry engagement session

The Defence Materiel Organisation and the Primes participating in the Global Supply Chain (GSC) program are holding an information session for interested companies on Wednesday October 9, 2013 at the Sydney Convention and Exhibition Centre.

The GSC Program provides Australian companies with the opportunity to win work, based on merit, in the global supply chains of multinational defence companies. Through the assistance of the Primes, the GSC Program is increasing the number of opportunities available to industry and the capabilities of companies participating in the program.

This information session will cover:

- the mechanics of the GSC Program
- how to become involved
- the capabilities being sought by the international primes



- common and specific industry requirements of the Primes
- an industry perspective on the program
- the role of the Defence Industry Innovation Centre in helping companies to win the work.

Attendees will have the opportunity to meet with staff from the following GSC Primes: **Boeing US, Raytheon, Thales, Lockheed Martin, Eurocopter, Northrop Grumman, BAE Systems** and **Finmeccanica**.

Register interest in attending the session by emailing gsc.info@defence.gov.au

Note: places are limited.

Click [here](#) for more information.

Border policy role for deputy army chief



The deputy chief of the Army, Angus Campbell, is being appointed to oversee “Operation Sovereign Borders” which will spearhead the Abbott government’s effort to combat the people smuggling trade to Australia.

Major General Campbell, with wide military experience as well as previously having served as Deputy National Security Adviser, will have responsibility for co-ordinating all the elements of the Coalition effort to stop the boats.

He will be promoted to three star general rank.

Campbell will answer directly to Immigration Minister **Scott Morrison** and will have a \$10 million budget to establish a taskforce headquarters as well as staff seconded from other agencies.

He will coordinate a joint task force of government agencies such as **ASIO, ADF, AFP, immigration** and so on.

ADM Northern Australia Defence Summit

Date: 29 - 30 October 2013, Darwin

Enquiries: Keith Barks, Tel: +61(2) 9080 4342;
Email: Keith.barks@informa.com.au



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, Prime Minister-elect Tony Abbott named David Johnston Australia's new Defence Minister.

With an unbroken record of service, Air

Force's No. 38 Squadron this month marked the 70th anniversary of its formation.

And, ATSA Defence Services was recognised in the New South Wales Position Paper on Defence released this month.

International



More Foxhound vehicles for British Army

The MoD has announced they will purchase more General Dynamic Foxhound vehicles.

Announcing the contract at the DSEI (Defence Security Equipment International) Conference in London, Minister for Defence Equipment, Support and Technology, **Philip Dunne** said:

"Foxhound gives our Armed Forces enhanced mobility, enhanced protection and enables them to operate in a wide range of environments.

"This further £23 million investment will bolster the British Army's capability far into the future and demonstrates our commitment to provide troops with the battle-winning vehicles they deserve.

"There is no better advertisement for the British Defence industry on the international stage than the UK's Armed Forces using British-built equipment on operations."

The latest order will take the Army's total fleet to 400 vehicles.





MBDA receives MoD Sea Ceptor order

MBDA has received a £250 million production contract from the UK Ministry of Defence (MOD) for the delivery of the Sea Ceptor air defence weapon system that comprises of the Common Anti-air Modular Missile (CAMP) and system equipment.

Sea Ceptor will initially equip the Royal Navy's **Type 23 frigates** from 2016 onwards replacing **Seawolf** and then be integrated into the Type 26 frigates as the primary air defence system.

The contract will directly sustain around 250 highly skilled technology jobs across MBDA and the UK-based supply chain and approximately the same number again indirectly. The production line will be optimised to supply the UK requirements whilst also supporting potential overseas customers who wish to acquire Sea Ceptor. Final assembly of the CAMP missiles will be done at MBDA's Lostock manufacturing and assembly facility whilst nine UK-based 1st tier subcontractors are distributed across sites in England and Scotland.

UK launches defence industry growth plan

The UK government has launched a new defence industrial growth plan as part of a larger move to develop the country's aerospace and defence industry.

The Defence Growth Partnership (DGP), launched September 9 ahead of the DSEI defence industry tradeshow, is being jointly chaired by UK Business Minister Michael Fallon and missile manufacturer MBDA's UK managing director, Steve Wadey.

UK Prime Minister **David Cameron** said in a statement that "the DGP sets us and industry a joint challenge to deliver a long-term strategic vision to maintain our position on the leader board, maximising opportunities for British business and further strengthening the economy."

Key UK strengths that the DGP will maximise include:

- air capabilities – which have yielded 82 per cent of UK defence export success over the last 10 years, and which have significant potential for growth,
- intelligent systems – development of the electronics, software and systems integration that are at the heart of many military capabilities,
- growing international business – developing more co-ordinated UK solutions, tailored to the needs of customers around the world,
- technology and enterprise – establishing more effective ways of creating and exploiting the intellectual property of the future, such as autonomous systems,
- skills – developing the next generation of apprentices, technicians, engineers and other professionals,



- value chain competitiveness – improving the competitiveness of the UK’s defence value chain, providing differentiation in terms of capability, cost and market access

As well as supplying world class equipment, services and support to our Armed Forces and others around the world, the defence industry is a key sector of the UK economy. It is a vital driver of opportunity and employment all over the country, which industry estimates supports well over 100,000 highly skilled jobs in companies large and small throughout the supply chain.

The UK government says it is committed to creating the conditions that industry needs to continue to generate the innovation, well-paid jobs and high-value exports that are critical to long-term, balanced economic growth.

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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

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. 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

ADM will
be in
attendance



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.

*ADM will
be in
attendance*

