



# DEFENCE WEEK

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**DEFENCE BUSINESS OPPORTUNITIES...** See separate PDF

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## No FOC for Romeo helicopters until 2020

Julian Kerr

**Full Operating Capability (FOC) for the RAN's 24 new MH-60R naval combat helicopters will not be achieved until about six years after the formation of the first operational squadron in Australia in early 2015, program director Captain Scott Lockey RAN told a Pacific 2013 briefing. All 24 MH-60Rs will have arrived in country by 2017.**

Captain Lockey said that FOC was linked to the successful modification for MH-60R operations of all three of the RAN's **Air Warfare Destroyers**. He had undertaken to government that this would be achieved by December 2023 but he now anticipated it being completed about three years earlier.

The modifications were not being undertaken until after ship construction was completed because of cost and schedule issues. Until they were finished, MH-60R operations from the AWDs would be limited.

The first AWD is scheduled to be delivered to the RAN in March 2016, the second in September 2017 and the third in March 2019.

The aircraft could be housed in the ships' hangar pre-modification and would be able to carry out what he described as the full range of day and night operations – the latter however unaided by night vision goggles until the modifications.

But until the ships' magazines were modified to accept **Hellfire**



**AGM-149M** air to surface missiles and **Mk 54 torpedoes** in addition to the **Eurotorp MU90 torpedoes** for which the magazines were originally designed, the MH-60R's weapon load would be limited – presumably to nothing heavier than machineguns.

"It's possible we could get waivers if there was a contingency requirement. Having said that, in the first year or so of the AWD we'll be learning how to operate, not being sent into a conflict environment," CAPT Lockey said.

"When we went to government at second pass the contractual arrangements with the AWD Alliance were still unclear about how we would modify the ships.

"It's become clear when we will be able to get access to those ships to conduct those modifications and we've got a kickoff meeting with the Alliance just next week to start the design phase," he said.

The hangar and magazines of the RAN's eight **Anzac class frigates** also need modifying to operate the MH-60R. Work on *HMAS Perth* will be completed in the first quarter of next year, with all eight ships modified by 2017. Under current scheduling, it should not be necessary to deploy an MH-60R aboard an unmodified Anzac, CAPT Lockey said.

The MH-60Rs will replace the RAN's 16 ageing **S-70B-2 Seahawks** and the capability which was to have been provided by the 11 **SH-2G(A) Super Seasprites** cancelled in 2008.

CAPT Lockey revealed for the first time that an undisclosed number of RAN Seahawks have already been retired. This had been necessary to make personnel available for MH-60R training in the US, he said.

**ADM** AUSTRALIAN DEFENCE MAGAZINE

# INVITATION

TO SUBMIT YOUR ENTRY FOR THE 2013  
**TOP 40 DEFENCE CONTRACTORS**  
**AND TOP 20 SMEs**  
IN AUSTRALIA AND NEW ZEALAND

**ENTRIES CLOSE:  
6 NOVEMBER 2013**

You are invited to submit an entry for your company in ADM's **TOP 40 Defence Contractors for 2013** and/or ADM's **TOP 20 Defence SMEs**.

**TOP 40 DEFENCE CONTRACTORS**

**TOP 20 DEFENCE SMEs**

All enquiries should be directed to ADM Managing Editor Judy Hinz,  
Tel 07 3348 6966 Email: [judyhinz@yaffa.com.au](mailto:judyhinz@yaffa.com.au)





## More Nulka round orders for BAE Systems Australia

Tom Muir

**BAE Systems Australia has secured a 15th successive annual contract to produce additional rounds for the Nulka active missile decoy. Valued at approximately \$35 million, the latest follow-on order will see production take**

**place during 2014 in Edinburgh Parks, South Australia, and 2015 in Mulwala, NSW.**

The rounds will be delivered to the Royal Australian Navy and the US Navy, bringing the total number of rounds supplied by BAE Systems to more than 1,200.

Nulka is a rocket propelled active decoy system designed to lure anti-ship missiles away from their intended target. It provides warships with a highly effective all-weather defence against anti-ship missiles, bringing together hovering rocket, autonomous system and electronic technologies. Installed on more than 150 surface combat ships in the US, Canadian and Australian navies, Nulka is also Australia's largest and most successful regular defence export.

BAE Systems is the prime contractor responsible for design, development and integration of the Nulka system. US sub-contractors **Lockheed Martin Sippican** and **Aerojet Rocketdyne** manufacture the electronic warfare payload and the rocket motor respectively.

The Nulka system relies on a strong Australian supply chain and supports high-tech manufacturing in regional centres through the involvement of suppliers including **Milspec Engineering, Thales Australia** and **Varley**.

### Decoy development

**Airborne Systems**, a division of **HDT Global**, is to supply the US Navy (USN) with a floating **radio frequency (RF) corner reflector decoy system** for anti-ship missile defence. Awarded by **Naval Sea Systems Command**, the contract to supply the Mk 59 Mod 0 naval floating corner reflector decoy system is valued at USD\$41.7 million over the next five years. The Mk 59 decoy will be fitted to USN surface combatants.

Airborne Systems anti-RF missile corner reflector naval countermeasure is a ship-deployed, passive radio frequency (RF), anti-missile countermeasure, designed to defeat even the most up-to-date developments in anti-ship RF missile seekers. It can be used in seduction, distraction, confusion and signature management roles, and is particularly suited to littoral operations. Airborne Systems' decoy system has a proven in-service record with a number of NATO members' warships, including the **UK Royal Navy Type 45 Destroyer**.

The decoy is stored ready for use in a low RCS launcher. Typical ship fitment consists of four launchers, which are easily fitted to the ship with only eight bolts and one electrical cable. Requires minimal crew training, for an extremely low cost per life-cycle.





## MBDA's Sea Ceptor selected for NZ

The NZ MoD has confirmed its preferred tenderers for the Royal New Zealand Navy's (RNZN) ANZAC Frigate Systems Upgrade project to include MBDA as the provider of Sea Ceptor for the Local Area Air Defence (LAAD) system, subject to the NZ

Government's final approval to proceed. Sea Ceptor will equip frigates *HMNZ Te Kaha* and *Te Mana* with the latest generation naval air defence system capable of protecting not only the host ship but also combined joint allied forces in the vicinity.

Following a meeting in Wellington October 4, **Des Ashton**, the NZ MoD Deputy Secretary of Defence (Acquisition) said the primary objective of the ANZAC Frigate Systems Upgrade project is to restore the ship's combat capability and utility to a comparative level to that of a current generation, new release Combat System. "This is required to counter the combined challenges of an increased level of threat sophistication coupled with obsolescence of some of the current systems. We also want to leverage off advances in technology over the past 20 years and incorporate additional functionality and performance through the selection of modern Combat System Elements. The LAAD Sea Ceptor system is a key component of the overall project ensuring that crucial constituents of the RNZN fleet are best equipped to respond to the emerging threats and protect not only the frigates themselves but also high value units in company," Ashton said.

The appeal of Sea Ceptor is creating significant interest in a number of markets around the world and its versatility makes it the ideal choice for the ANZAC upgrade. As an active radar system, Sea Ceptor does not require the dedicated tracker/illuminator radars on which semi-active systems depend. Sea Ceptor deploys the **CAMM (Common Anti-Air Modular Missile)** which, due to its soft launch technology, requires no efflux management system. This minimizes the system's mass and footprint thereby allowing for greater flexibility regarding ship installation positions. CAMM missile canisters are compatible with a wide range of vertical launch systems.

### October ADM 2013 OUT NOW!

- From the source interviews with Chief of Navy, Vice Admiral Ray Griggs and Chief of Army, Lieutenant General David Morrison
- Sea 1179 and Sea 1180 part ways
- Joint logistics on the LHD
- And much more!



## MU90 torpedo enters service



The MU90 lightweight torpedo has entered active service with the Royal Australian Navy, having achieved Operational Release Status after a recent final test firing.

The entry into service has been achieved as a result of close collaboration between the **Djimindi Alliance** (comprising the **Defence Materiel Organisation, Thales Australia** and **EuroTorp**), the Royal Australian Navy and its **RAN Test Evaluation Analysis Authority**, and the **Defence Science and Technology Organisation**.

The MU90 is an advanced lightweight anti-submarine torpedo that delivers superior performance and accuracy in shallow waters, even in congested areas. The weapon is designed to counter nuclear and conventional submarines and associated countermeasures.

Australia's **ANZAC** and **FFG frigates** are now fully equipped with the MU90.

"The MU90 is a significant addition to the Royal Australian Navy's anti-submarine warfare capability," Thales Australia CEO **Chris Jenkins** said. "This is particularly important given the strategic significance of our maritime operational environment."

The MU90 was developed by EuroTorp – a consortium between **DCNS, Thales** and **Finmeccanica** company **Whitehead Alenia Sistemi Subacquei (WASS)**. The MU90 is in service in France, Italy, Germany, Denmark and Poland.

### 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.





## BAE Systems secures RAN gun contract

**BAE Systems has secured a five-year contract to overhaul the Mk45 guns on the ANZAC fleet.**

BAE Systems was chosen as the sole source provider of Mk45 Gun In Service Support, Removal,

Replacement and Overhaul services to the Royal Australian Navy.

Director of Maritime **Bill Saltzer** said the contract was awarded earlier this year following the successful overhaul of the ex **USN Radford Gun and Loader** for *HMAS Stuart*, which is now ready to resume operational service.

"Our Technical Services team demonstrated its capability by overcoming the challenges the project presented, including major realignment requirements when fitting the gun and loader on *HMAS Stuart*," Saltzer said.

"The overhaul of the remaining guns for the ANZAC fleet will be carried out at the BAE Systems shipyard in Williamstown, Victoria and then installation of the guns will be done in conjunction with the ASMD upgrade when the ships are dry berthed at the BAE Systems shipyard in Henderson, WA.

"Accomplishing the gun overhauls concurrently with the **ASMD upgrade** will ensure these vital assets will not be out of service for any additional length of time.

"It also means the Navy can also be confident that when the ships resume operation they will have both the benefits of the ASMD upgrade and a fully re-conditioned gun with an extended length of service."



## Australia's naval power to grow: report

**Australia is among the world's advanced Navies expected to increase their Naval power through new technologies over the next two decades, according to QinetiQ, Lloyd's Register and Strathclyde University, co-authors of the Global Marine Trends 2030 (GMT 2030) report.**

Sarah Kenny, managing director QinetiQ Maritime, presented the report's predictions to an Australian audience for the first time at the Pacific 2013 International Maritime Exposition and Conference, at the Sydney Convention and Exhibition Centre.



The report predicts fleets for advanced Navies will continue to fall from 585 major platforms in 2010 to 500 in 2030. However, the Naval power exercised by these Navies through technology will double from 3911 in 2010 to 8526 in 2020, based upon QinetiQ's Naval Power Index\*.

"As international trade continues to grow, the need for Naval power will also continue to increase, because the vast majority of trade is moved by sea. We expect the use of that power may change and that systems such as robotics and autonomous systems will dominate thinking," Kenny said.

Australia also features prominently in the commercial section of the report, which identifies demand for resources as one of the four major global driver impacts used to model three scenarios – Status Quo, Global Commons and Competing Nations – for what the future of the world's maritime industries will look like.

**Alan Woolford**, CEO of QinetiQ Australia, said the GMT 2030 report was an important piece of research that will generate valuable debate and discussions with QinetiQ at Pacific 2013. "Having worked with Navies from around the world for many years, QinetiQ has a long heritage of expertise that gives us unique insight into the maritime and Navy industry.

To obtain a copy of the of the GMT 2030 report click [here](#).



## BMT delivers study for RAN

Melbourne-based BMT Design & Technology (BMT), a subsidiary of BMT Group Ltd, has completed a study for the Commonwealth of Australia, to examine a range of options for the Life of Type Extension (LOTE) of a wide range of Defence Maritime Platforms.

This included the entire surface fleet of the Royal Australian Navy (RAN), through to the LCM (Landing Craft Mechanised) and LARC (Lighter Amphibious Resupply Cargo) vehicles of Army Marine.

Undertaking the study in two stages over the course of 12 months, BMT developed a risk-based approach to assess the viability of LOTE for 11 classes of ship. Unlike the approach taken by others, BMT recognised the importance of ensuring the study



was not limited solely to material/condition surveys and incorporated the **Fundamental Inputs to Capability (FIC)**. This allowed the full cost of operating the fleet within the various LOTE scenarios to be identified.

As well as identifying the costing options, the study provided an understanding of any impact on achieving availability targets while satisfying safety, environmental and technical risk imperatives.



## Austal at Pacific 2013

Tom Muir

**Austal showcased its border protection and multi-mission platforms to help potential customers make informed capability decisions to meet their border protection requirements.**

Austal has come to dominate the Australian patrol boat market, winning three consecutive contracts for frontline patrol boats, including the **Armidale Class patrol boats** for the Royal Australian Navy; the **Bay Class** and their successor the **Cape Class** for the Australian Customs and Border Protection Service.

The company's newest innovation, the **Integrated Maritime Coordination and Surveillance system (IMARCS)**, was also on display. IMARCS is a command and control system which integrates AIS, GPS and radar into a single picture of the operational environment. This situational awareness picture can be shared end to end, from RHIB, to patrol vessel, to Headquarters in a single real time network.

Austal says IMARCS offers naval, coast guard, enforcement and search and rescue organisations:

- Real-time situational awareness
- Integration and coordination of sea, air and coastal assets
- Management of maritime jurisdictions
- Search and Rescue (SAR) coordination, and
- Safe and effective boarding operations

IMARCS provides reliable local and over-the-horizon (OTH) communications through satellite, 3G, VOIP, WiFi, digital HF/VHF/UHF and land telephone data networks. It is easily upgradable and expandable to meet future needs through use of COTS hardware and common data standards

Austal was joineded at Pacific 2013 by strategic partner **General Dynamics Advanced Information Systems** to highlight its open architecture computing infrastructure, OPEN CI, as well as the applicability of OPEN CI to future platforms.

OPEN CI is currently serving as the technology backbone for the core mission systems of Austal's Independence-variant **Littoral Combat Ship** and **Joint High Speed Vessel**. The two companies have also worked together on the Cape class boats for Border Protection Command.





## Positive feedback from Hawkei trials

Tom Muir

Creeks, rocky outcrops and beach landings were just some of the challenges thrown at prototype Hawkei vehicles during field trials in north Queensland.

Soldiers at 3 Bde put three protected 4x4 prototypes through their paces from September 11-18 to see if they were suitable for use in the Army.

Trial manager Major **Neil Williams**, of the **Australian Defence Test and Evaluation Office**, said the results would help Defence decide if it wanted to buy the Hawkei.

"The trial is carried out in order to inform senior Defence decision makers of its usability, mobility, transportability, habitability and design," he said.

During two years of development the Hawkei has already been through blast, ballistic and mobility testing, according to MAJ Williams.

"But this is the first opportunity to put it in the hands of soldiers and operate the concept within an Army environment," he said.

About 80 soldiers and civilians were involved in the trial and Major Williams said they were getting a good idea of what the vehicle could do.

"It is a prototype, though from what I've seen it's a very capable vehicle," he said. "The feedback from soldiers has been very positive but also included ideas for a number of areas where improvements can be made.

"The trial report will be considered, along with other reports from DMO and DSTO, so senior staff can make a decision on recommending it to the government."

### ADM comment

In an article in the October issue of *Australian Defence Magazine* entitled 'Hawkei will win the day' this author opined that a multi-million dollar contract for the Australian designed and locally manufactured Hawkei tactical vehicle, proposed by **Thales Australia** for **Land 121's Protected Mobility Vehicle Light (PMV-L) project**, was a given.

Whether that contract runs to the full complement of 1300 vehicles, trailers and variants remains to be seen, in view of Defence's current straitened circumstances. As readers may be aware, the PMV-L procurement was based on three acquisition options, the US JLTV program, the **Manufactured and Supported in Australia (MSA)** option and the Market Available option.

In view of Thales Australia's excellent performance under the MSA contract and its Bushmaster PMV provenance, the innovative design of the Hawkei vehicle, that promises very high levels of crew protection and performance, as well as optimisation to meet diverse mission needs, suggests that Hawkei is indeed a JLTV beater.





## Qinetiq's software for nusub's option 4 design team

Australia is considering several options for its Future Submarine project (Sea 1000) and the Government's Integrated Project Team (IPT)

responsible for designing Option Four, has selected QinetiQ's Paramarine ship and submersible design software tool.

"Paramarine is the world's premier submarine software design tool and is used by governments, navies and commercial builders in Brazil, Turkey, Austria, India and the UK," **Vittorio Vagliani**, managing director of QinetiQ GRC, said.

The selection was aided by **QinetiQ Australia**, which provides local sales and support for Paramarine on behalf of QinetiQ GRC, a wholly owned subsidiary of QinetiQ and a part of QinetiQ's Maritime division. QinetiQ Australia is also a member of the Sea 100 IPT panel working on Option Four.

CEO **Alan Woolford** said Paramarine was without a doubt the best software tool to help Australia design an option that will best meet its future strategic and capability requirements.

Paramarine has over 500 worldwide users and thousands of vessels have been modelled and analysed using the software. It is the only leading integrated design and analysis software product capable of dealing with the complexities of both surface and underwater vessel design.

## Missing out on a WIN-T capability - or are we?

**Tom Muir**

**Now that the Raytheon Australia/GDC4 bid for JP2072 Phase 2B has been set aside over non-compliance, does this mean that some of the clever capabilities based on the US WIN-T program, are lost to the ADF?**

As a WIN-T subcontractor to **General Dynamics**, **Lockheed Martin** awarded a \$US16 million contract to **Harris Corporation**, also on the WIN-T team, for more than 100 **Highband Networking Radios (HNR)**.

**WIN-T Increment 2** reduces reliance on fixed infrastructure and connects all echelons of a brigade combat team down to the dismounted soldier. It provides initial on-the-move broadband networking capability using satellite and radio links. Harris Corp's highband network radio will be used in the WIN-T Increment 2 program as a terrestrial, line-of-sight layer, which includes mobile and fixed nodes, and augments a celestial layer of satellite communications for beyond-line-of-sight connectivity.

The HNR provides an IP-based network, with links capable of data rates >25 Mbps, for VoIP, video, and C4I services. The radios work equally well fully mobile or fixed. The soldier merely turns on a single switch and the HNR automatically links with others located within line-of-sight. Using a directive beam antenna, HNRs automatically create the entire network using only a single frequency.

Software features in the waveform enable an HNR to establish communications in seconds without human intervention. As the nodes move, temporary blocks to line-of-sight links are automatically routed around the MESH network (self-healing). When line-of-sight is obtained, connectivity is re-established (self-forming) and the "orphan" HNR automatically rejoins the network.

This suggests that the HNR would certainly meet much of Phase 2B's requirements for those terrestrial communications components of the **Battlefield Telecommunications Network**.

Perhaps Lockheed Martin has considered leveraging its WIN-T relationship with Harris to offer this capability as part of its Phase 2B proposal.



## Elbit Systems awarded EP payloads contract

**Elbit Systems Electro-optics has been awarded a follow-on contract to supply its advanced Digital CoMPASS electro-optical (EP) payload systems to an Asia-Pacific Air Force to be installed onboard Helicopters.**

The contract will be performed over a three-year period.

"This important follow on program reflects the customer's satisfaction from the systems acquired a number of years ago," **Adi Dar**, general manager of Elbit Systems Electro-Optics Elop, said.

DCoMPASS (Digital Compact Multi Purpose Advanced Stabilized System) is a highly stabilized, low weight, multi-sensor electro-optical (EO) payload system, providing solutions for airborne applications (both fixed and rotary-wing aircraft) as well as for land and naval platforms. Offering cutting edge optical technology for 24/7 observation with cutting edge day and night ISTAR capabilities (intelligence, surveillance, target acquisition and reconnaissance), DCoMPASS allows optimal use even in the harshest of weather conditions.





## 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, the Chief of Air Force, Air Marshal Geoff Brown announced the opening of two **sponsored scholarships** encouraging the development of young female pilots.

*HMAS Melbourne* conducted her first **Replenishment At Sea** with Royal Fleet Auxiliary Fort Victoria, taking on 300,000 litres of fuel in less than 60 minutes.

And, twenty Royal Australian Navy and international warships are anchored in Jervis Bay, poised to sail into Sydney for the **International Fleet Review**.

## International



## Skeldar UAS for Spanish

Julian Kerr

**Saab has sold two Skeldar V-200 unmanned aerial systems (UAS) to the Spanish Navy, with one Skeldar air vehicle now deployed aboard the offshore patrol vessel *Meteoro* on counter-piracy patrol in the Gulf of Aden, according to informed sources.**

Spain is the first customer for the 235kg Skeldar, whose basic payload comprises a high resolution electro-optical daylight and infrared sensor with an integrated laser rangefinder and internal measurement system. Each Skeldar system comprises two air vehicles and a ground control station.

Saab had a Skeldar on display at Pacific 2013. Company executives declined to confirm the identity of the initial customer, but said Skeldar was attracting considerable attention in the Asia-Pacific region.





## Bluefin acquires SeeByte

**Bluefin Robotics has announced that it has acquired SeeByte, autonomous platform software provider.**

SeeByte will operate as a wholly-owned subsidiary of Bluefin. Terms of the transaction were not disclosed.

The combined companies will offer a complete suite of autonomy products for surface vehicles and underwater vehicles, both remotely-operated and unmanned. Together, Bluefin Robotics and SeeByte will have full life-cycle capability from R&D through design and manufacture to field operations and will operate globally in both defence and commercial markets.

“Bluefin and SeeByte have worked together for more than five years developing software and capabilities for Bluefin platforms like the **Hovering Autonomous Underwater Vehicle** and **Bluefin-21**,” **David P. Kelly**, president and CEO of Bluefin Robotics said.

“Bringing these two companies together will allow us to bring integrated expertise in vehicle control, low-level vehicle to high-level mission autonomy, sensor processing, operator interface, and power subsystems to our customers.”

SeeByte will continue to provide open architecture, platform-agnostic software products and support for clients across all market sectors, especially in the defense sector and commercial oil and gas industry. The development team will continue to support and evolve products such as **SeeTrack Military**, **SeeTrack AutoTracker** and **SeeTrack CoPilot**.



## Boeing delivers fifth Canadian Chinook

**Boeing has delivered the Royal Canadian Air Force's (RCAF) fifth CH-147F Chinook helicopter one month ahead of schedule and only three months after the arrival of**

**the first in June, expanding Canada's military cargo capability while continuing the Chinook program's history of excellence.**

Boeing is scheduled to deliver two more CH-147Fs this year and another eight by June 2014 to provide Canada with its full complement of 15 rotorcraft. Boeing is also providing in-service support to the CH-147F fleet for the next 20 years under a Performance-Based Logistics contract, with Canadian industry playing a key role.

## FORTHCOMING EVENTS.....page 14



# FORTHCOMING EVENTS

For a full list of defence and industry events, head to **ADM's** online events page at [www.australiandefence.com.au](http://www.australiandefence.com.au)

## SIA 2nd Submarine science, technology and engineering conference

**DATE:** 15 - 17 October, 2013, Adelaide

**ENQUIRIES:** Web: [www.submarineinstitute.com/sia-conferences/](http://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](http://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](mailto:keith.barks@informa.com)

Web: [www.admevents.com.au](http://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

## SEWG Meeting No.7

**DATE:** 11 November, 2013, University House at the ANU, Canberra

**ENQUIRIES:** Lori Catelli, Ph: 02 6265 7108;  
Email: [lori.catelli@defence.gov.au](mailto:lori.catelli@defence.gov.au)

The seventh meeting of the SEWG will take place. If you are able to attend, please respond by e-mail NLT Thursday October 17, with the names and email addresses of those attending the SEWG meeting.

## 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](mailto:keith.barks@informa.com)

Web: [www.admevents.com.au](http://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 and cost mitigation strategies, preparation strategies, and network with an array of Defence stakeholders.

ADM will  
be in  
attendance

## ADM 2014

**DATE:** 25 - 26 February, 2014, Canberra

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

Email: [keith.barks@informa.com](mailto:keith.barks@informa.com)

Web: [www.admevents.com.au](http://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



## **The Submarine Choice: ASPI's International Conference**

**DATE:** 8 - 10 April, 2014, Canberra  
**ENQUIRIES:** Lynne Gozzard, Ph: 02 6270 5109;  
Email: [keith.barks@informa.com](mailto:keith.barks@informa.com)  
Web: [lynnegozzard@aspi.org.au](mailto:lynnegozzard@aspi.org.au)

Join distinguished international and Australian speakers for two days of debate on Australia's Future Submarine choice. Topics include: The Strategic Context; the Navy's Perspective; Regional Perspectives; Design Options; Industry and Economics; Project Management; Lessons from Abroad

