



DEFENCE WEEK

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New Zealand to replace HMNZS Manawanui and Resolution

Julian Kerr

New Zealand's Ministry of Defence (MoD) has issued a Request for Information (RFI) for a multipurpose vessel to replace the combined capabilities of the Royal New Zealand Navy's (RNZN's) mine countermeasures and diving support vessel *HMNZS Manawanui* and its retired hydrographic survey ship *HMNZS Resolution*.

The RFI, officially titled *Provision of Littoral Operations Support Capability*, was released on 22 October and closes on 2 December. It will be used by the MoD to inform an indicative business case to government.

Target contract delivery is mid-2017 with acceptance into naval service by mid-2018.

The high level concept and embryonic concept of use for the capability will deliver a generic platform architecture capable of accepting plug and play (P&P) capability modules together with potential future modules such as special forces support, C4ISR, aviation support and UAV support.

The platform will also be required to operate autonomously as well as within an expanded maritime force-generated package, the MoD says.





HMNZS Resolution

HMNZS Resolution, built in 1989 as a 2,262 tonne US Navy Stalwart class ocean surveillance ship, was commissioned into the RNZN in 1997 and decommissioned in April 2012.

The new vessel will be limited in size by existing infrastructure at the RNZN's Devonport base to a maximum length of 150 metres, beam of 19.5 metres, draught of 8.2 metres and displacement of 3,600 tonnes. Accommodation will be required for a total of 90 crew and embarked personnel, with sufficient stores for operations of 30 days or more.

HMNZS Manawanui, originally built in the UK in 1979 as an oil rig tender, was commissioned into the RNZN in 1988. Systems aboard the 911-tonne ship include a triple lock compression chamber, a wet diving bell and a 15-tonne crane.



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.**





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





*Joint Air-to-Surface Standoff
Missile-Extended Range*

Weapons upgrade for RAAF F/A-18E/Fs?

Tom Muir

Eying an urgent need for a new air-launched, anti-ship missile in the Pacific, the US Secretary of Defense has rolled back a US Navy push to upgrade existing Raytheon-built Tomahawks and directed the US Air Force and the Navy

to make the Lockheed Martin-led Long-Range Anti-Ship Missile demonstration project a program of record by 2018.

In response to an appeal from US Pacific Command, DOD decided to make LRASM operationally ready on Air Force **B-1B** bombers as soon as 2018 and on Navy **F/A-18E/F** fighters in 2019 - a move that bears the hallmarks of the Air-Sea Battle effort established in 2009 to more closely integrate the two US services and could conceivably include the RAAF as part of a future **Combined Task Force**.

It should be noted that this year, **Exercise Talisman Sabre**, which included more than 27,000 US and Australian personnel, was aimed at improving ADF and US combat readiness and interoperability as a Combined Joint Task Force. The exercise was designed to enhance multilateral collaboration in support of future combined operations, humanitarian emergencies and natural disasters. This exercise was a major undertaking and illustrated the closeness of the US and Australian alliance and the strength of the military-to-military relationship.

But back to LRASM, originally an autonomous, precision-guided anti-ship stand-off missile, that could be fired from **Mk 41 VLS**, the LRASM is being developed by Lockheed Martin in collaboration with **DARPA** based on **JASSM-ER (Joint Air-to-Surface Standoff Missile-Extended Range)**, with the focus now on an air-launched missile suited to the B1-B Lancer (already demonstrated) and F/A-18E/F fighters.

The LRASM is equipped with a multimodal radio-frequency sensor suite for detecting targets. It includes a weapon data link for better communication with operators, and an improved digital anti-jam global positioning system to discover and destruct multiple specific targets. An electro-optical seeker installed in the missile provides positive object recognition and accurate targeting during the terminal phase of flight.

While the proposed LRASM is to be offered for the US Navy and the US Air Force war fighters it is likely that Australia will be offered the opportunity to upgrade its F/A-18E/F weapons inventory as an ASM stop gap until the F-35, preferably equipped with the NSM anti-ship missile, is introduced into ADF service.

In 2006 the Australian government announced the selection of the Lockheed Martin JASSM to equip the RAAF's F/A-18 Hornet fighters. JASSM was selected over the SLAM-ER since the European Taurus KEPD 350 with-draw from the tender. As its name suggests JASSM was to be a joint service weapon until the US Navy decided against its integration on their F/A-18s leaving Australia to undertake the difficult and



costly integration on its **F/A-18A/B Classic Hornets** with help from the US Navy in developing the F/A-18 A/B operational flight program software. Lockheed Martin also assisted with JASSM integration.

JASSM was being acquired for the Hornet fleet partly to retain a quasi-strike capability after the retirement of the F-111s and more importantly as a stand-off weapon (SOW) for the Joint Strike Fighter when introduced into service. At the time this author questioned how could a missile originally selected in 2000 still suit this country's strategic needs in 2017?

And somewhat presciently *ADM* also pondered that if current development work on JASSM's extended range, maritime strike capabilities and so on, was curtailed under any new programming arrangement between the US Air Force and Lockheed Martin, then perhaps we should be looking for more advanced strike capabilities than those that were soon to grace our ageing F/A-18s!

After a troubled and lengthy introduction into service, which saw the AIR 5418 labelled a project of concern, by mid-2010 JASSM was in production for Australia and began to enter service in 2012. Will it really be retained as the F-35 SOW?

More amphibious issues



The Canberra Class Amphibious Assault Ship concept [Image:Defence]

Tom Muir

The 2009 Defence White Paper states bravely that the principal task for the ADF is to deter and defeat armed attacks on Australian territory by conducting independent military operations without relying on the combat or combat support forces of other countries. But it adds, such a strategy does not necessarily entail a purely defensive or reactive approach.

In operational terms, if we have to, we will need to be prepared to undertake proactive combat operations against an adversary's military bases and staging areas, and against its forces in transit, as far from Australia as possible. This might involve using our strike

capabilities, including combat aircraft, long-range missiles and special forces. We will aim to control the dynamics of the conflict by setting the pace, scale and intensity of operations, by dissuading an adversary from making any attempt to escalate the conflict, and convincing them that such escalation would come at significant cost.

And here we have something of a problem. While the foci of such amphibious operations at the upper end of the scale are likely to be the new Spanish designed **LHDs**, the first of which should enter service next year (2014), they have very rudimentary self defence capabilities but an excellent integrated communications fit, supplied by **L-3**, that will not only provide the range of C4 capabilities demanded for Australian joint operations, but are almost entirely interoperable with US maritime communications. This suggests that as far as wider conflicts are concerned Australian amphibious operations could readily slot in with those of major coalition partners, also providing far better protection against 'leaking' ASMDs than the anti-ship missile defensive systems of our **Anzac class FFHs**.

But in the event of an unannounced and serious escalation of hostilities, arising perhaps during a peacekeeping operation far from RAAF air bases, the basic self-defensive systems of our LHDs, comprising four **Rafael Typhoon 25 mm remote weapons systems** (one in each corner of the flight deck) and half a dozen machine guns, and no doubt the odd **RBS-70 short range air defence system**, plus **Nulka decoy systems**, could well prove inadequate to determined aerial assault or ASMs.

The LHDs should be considered one of the nation's most valuable assets, not simply because of their capital acquisition cost but rather because of the number of sailors, soldiers and airmen involved. One of the key performance parameters of the proposed ADAS system will be its ability to embark, sustain and transport by sea an **Amphibious Battle Group (ABG)** of up to 1000 personnel and equipment, for up to 45 days and deliver the force in good physical condition.

Given the strategic value of the ADAS, it needs to be able to contribute to its own self defence across a spectrum of threat scenarios in order to protect the cargo whether supported by other ADF elements or somewhat remote from them. DSTO studies identified that the survival probability of escorted mission-essential unit increases by 80% with specified level of self-defence, but engagement must be coordinated with escorts. If unescorted, the weapons will need organic cueing from organic sensors and indeed this may be necessary in any event in the littoral environment.

ADM Comment: An automatic 25mm machine-gun at each corner? Hmm.

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.





Prime Minister Tony Abbott is escorted to the Recognition Ceremony by Commander Combined Team Uruzgan Colonel Wade Stothart. [Photo:Defence]

Abbott declares end of Australia's longest war

Prime Minister Tony Abbott declared Australia's longest war at an end during a surprise visit to Afghanistan, with more than 1,000 troops to return home before Christmas in a "bitter-sweet" withdrawal.

"Australia's longest war is ending, not with victory, not with defeat, but with, we hope, an Afghanistan that's better for our presence here," Abbott said.

He flew to the Australian Defence Force (ADF) mission in remote Uruzgan province on Monday to make the announcement on the withdrawal which he said was a "bitter-sweet moment for Australia".

"Sweet because hundreds of soldiers will be home for Christmas. Bitter because not all Australian families have had their sons, fathers and partners return," he said at the main base of Tarin Kot.

In an official statement released Tuesday, Abbott said the mission had been critical to Australia's national security.

"We have worked to ensure Afghanistan does not again become a safe haven for terrorists and have worked with our allies to make the world a safer place," he said.

"People have paid a high price. We have lost 40 of our best."

More than 20,000 Australians have served in Afghanistan, with 40 killed in action and 260 wounded since 2001 when Australia joined close ally the US to fight the Taliban and Al-Qaeda.

"Australians don't fight wars of conquest. We fight wars of freedom," Abbott said.

"We fight for peoples' right to live their own lives and to worship in their own way."

Abbott underlined that Australia left a legacy of 200 schools as well as health clinics and upgraded roads.

He reaffirmed Canberra's commitment to support Afghanistan in the future, notably by training Afghan National Security Forces and development assistance. Several hundred Australians will continue to serve in non-combat roles in the country.-APP





The Thales Hawkei is the favourite to be selected to win the multi-million dollar contract [Photo:Defence]

Audit for US JLTV program

Tom Muir

The US DOD's inspector general plans to audit the Army and Marine Corps Joint Light Tactical Vehicle program next year, according to a fiscal year 2014 audit plan recently released.

The objective of the audit is to "determine whether the **Joint Light Tactical Vehicles Joint Program Office** is effectively managing and developing the JLTV for the low-rate initial production phase of the acquisition process," the plan states.

The Army wants to procure 50,000 JLTVs, while the Marines are committed to 5500. Pentagon budget analysts have priced the program's total cost at \$30 billion. While all of DOD is bracing itself for

steep budget cuts due to sequestration, Army and Marine Corps officials have stressed their long-term commitment to funding the JLTV, unlike other large programs like the **Ground Combat Vehicle**, on which officials have wavered in recent weeks.

And while the Marine Corps remains committed to buying 5500 Joint Light Tactical Vehicles, it may need to purchase them over a longer period of time because of sequestration cuts, Marine Corps and Army officials said last week. The Army and Marine Corps are working together to figure out how many trucks each service can buy per year. Originally, the Marine Corps was going to buy all of its vehicles up front.

ADM Comment: While it is our view that the Thales Hawkei will be selected to win the multi-million dollar contract for the Australian designed and locally manufactured tactical vehicle under **Land 121's Protected Mobility Vehicle Light (PMV-L)** project, we suspect that Australia's remaining interest in a possible contender from the US JLTV program is more akin to a stalking horse than serious competition.-TM/Inside Defense

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





AGVC competition details announced

The Autonomous Ground Vehicle Competition (AGVC) is an annual event jointly sponsored by the Department of Defence and the Centre for Intelligent Systems Research (CISR), Deakin University to stimulate robotics related research in Australian tertiary institutions.

The competition requires entrants to develop autonomous robotic vehicles and successfully negotiate an outdoor obstacle course under a prescribed time.

To complete the challenge competitors must: (i) navigate autonomously within the marked lanes; (ii) maintain minimum/maximum speed between 1.6-16 kph and

(iii) negotiate flags and obstacles and locate multiple navigation waypoints.

The competition will be conducted at Waurn Ponds Campus, Deakin University, Geelong, Victoria from November 28 until December 1, 2013.

For more information on how to get involved click [here](#).



Codan opens Dubai office

Codan Radio Communications, a division of Codan Limited has announced the opening of its new office in Dubai.

The new office will extend Codan's global presence to the Middle East and

Africa, and support the increase in demand and growth for High Frequency (HF) and Land Mobile Radio (LMR) communications equipment in these regions.

The Dubai office becomes an integral part of Codan's worldwide sales and support network including offices in Australia, US, UK, Canada and China.





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, **HMAS Success** returned to sea October 25 and commenced Sea Qualification Trials and a Unit Readiness workup package.

L-3 Global Communications Solutions has received type approval from Inmarsat for its range of military **Ka-band terminals**, authorising their use over the Global Xpress network.

And, Airbus Military signed a contract with Kazspecexport, a State Company belonging to the Ministry of Defence of Kazakhstan, to supply two **C295 military transport aircraft** plus the related service support package for spare parts and ground support equipment.



International



FREMM multi-mission ship

Second FREMM undergoes trials

Tom Muir

Still considered by some as a possible design contender for this country's Future Frigate project, the French Navy's second FREMM multi-mission ship, **Normandie**, has begun initial sea trials off Brittany.

During the preliminary trials, being conducted by DCNS at a sustained pace during the day and at night, the ship will demonstrate its propulsion and navigation systems performance.

The first three days, also known as the familiarisation phase, includes testing of the ship's safety systems and equipment such as fire-fighting, flood control and emergency



response systems and evacuation procedures, as well as manoeuvrability and mooring performance. Additional trials will focus on the propulsion system of the ship, as well as extensive testing of the ship's navigation (log, position, heading) and other basic systems.

FREMM program manager, **Anne Bianchi**, said the FREMM multi-mission vessels can support and combat against all types of threats with unparalleled flexibility and availability. "FREMM frigates are among the most technologically advanced and competitively priced on the world market."

The ship is scheduled to undergo second series of trials in early 2014, to demonstrate its combat system. "The construction of this second-of-class FREMM frigate for the French Navy is proceeding on schedule and on budget. FREMM frigates are among the most technologically advanced and competitively priced on the world market," Bianchi continued.

The vessel is powered by high-performance hybrid combined diesel electric or gas (CODLOG) power package which comprises a gas turbine for mechanical propulsion at speeds exceeding 27k and electric motors for quiet, low-speed propulsion. Capable of accommodating a crew of 145, with a complement crew of 108, the French Navy's FREMM ship has a displacement capacity of 6,000t, can cruise at a speed of 27k. The French Navy received the 142m-long FREMM ship, Aquitaine in November 2012.

In our view a more likely design contender for the RAN Future Frigate will be an Australianised version of the **British Type 26 Global Combat Ship**. Like the FREMM this will also be a multi-mission warship capable of undertaking a wide range of roles from high intensity warfare to humanitarian assistance, either operating independently or as part of a task group. Designed with an acoustically quiet hull, it will support anti-submarine warfare, air defence and general purpose variants.

The Global Combat Ship will take full advantage of modular design and open systems architecture, ensuring it can be easily upgraded as new technology develops and can accommodate sub-systems and equipment to individual customer needs.

Last month **BAE Systems** signed Design Development Agreements with **Rolls-Royce**, **MTU**, **David Brown Gear Systems** and **Rohde & Schwarz** covering propulsion and communications equipment for the ship design. **Geoff Searle**, Type 26 Global Combat Ship program director at BAE Systems, said: "Confirming our first major equipment design partners is a huge step forward and reflects the maturity we have achieved in the ship's design. We are working closely with the Ministry of Defence and our suppliers, bringing expertise together from across industry and we are now at the stage of developing detailed design of systems and equipment that will go into the ships.

"Using proven products and technology, ensures we are delivering the highest level of service and capability, giving confidence to the Royal Navy and prospective customers in the global market."

November ADM 2013

OUT SOON!

- ADM editor Katherine Ziesing interviews Defence Teaming Centre CEO, Chris Burns
- JP2072: a potted history
- Beersheba and beyond – digitising Army
- Where to now for NCW
- And much more!





Tracker mini unmanned air systems

Austrian armed forces select Cassidian "Tracker"

The Austrian Ministry of Defence revealed the order for 6 Tracker mini unmanned air systems (18 aircraft).

After evaluation of the mini-UAS operation in accordance with the

Austrian Armed Forces capability development plan, a further procurement of mini-UAS is intended between 2016 and 2017.

The competition for this contract was won by **Survey Copter**, a wholly-owned subsidiary of **Cassidian SAS**, responsible for the development and manufacturing of miniature aircraft and helicopter UAVs, in cooperation with the **Kapsch Group**, a Vienna headquartered international road telematics, information technology and telecommunications company.

The Tracker can be deployed for missions including detection, reconnaissance, identification, classification, tracking, over-the-hill targeting, target or axis designation, special force and anti-terrorism action, littoral/border control, force protection, convoy support, dismounted war-fighter missions and **Military Operations in Urban Terrain (MOUT)**. Following a pre-programmed and reconfigurable plan in the course of the mission, the Tracker flies entirely automatically, which enables the operators to devote themselves to their reconnaissance assignment

Composed by an aircraft and a ground station, the short-range mini-UAS Tracker is a hand-launched system, carried as a backpack. The ground station, consisting of two PCs and control units with joysticks, is coupled to a data link antenna tracking the aircraft in real-time.



Troops call for airstrike?

Android app as mission-planning tool

US special forces are working with a 'one-stop' application designed to help them better plan parachute insertion missions, keep track of friendly forces, navigate to a target, and safely call in close air support if needed.

The prototype **Android Terminal Assault Kit (ATAK)** was developed



by **Draper Laboratory**, in Cambridge, Massachusetts and operates on Android mobile devices tethered to handheld military radios, using the latter to share targeting co-ordinates, images and other data with other ground forces and aircrew circling overhead.

With the recent addition of survey and Jumpmaster tools, the application also facilitates rapid building of new landing zones and helps paratroopers to plan high altitude, low opening jumps, while tracking each other and supplies as they descend. Leveraging the Android operating system, ATAK is a mobile computing solution designed for installation in tablets and other lightweight handheld devices that connect with military radios, and are easier to operate and carry than traditional laptops in the battlefield.

The map-based interface also enables ground and airborne troops to share information and maintain constant situational awareness, by allowing addition of context to raw video feeds, such as labelling buildings as schools or hospitals to protect them against strikes, or designation of pickup points for evacuation.

The US military previously used GPS receivers to call for air support during initial operations in Afghanistan, before substituting them with rugged laptop computers. Despite their small size, the laptops are avoided by some soldiers for combat missions as the software is better suited for use in operations centres than warfare.

The ATAK prototype has been used by the US military during multiple live-fire exercises including **F16** and **A10 aircraft**, which confirmed that the airstrikes facilitated by the application successfully neutralised targets with 50 per cent fewer clicks from the users than the laptop-based systems. Already used by the Special Forces during overseas operations, the application is expected to enter mass deployment in 2014. -*HIS Janes/Army Technology*



Eurofighter Typhoon

Increased operational capabilities for Eurofighter Typhoon

Cassidian, the defence division of EADS, has successfully finalised its flight testing of the

Eurofighter Typhoon Phase 1 Enhancements (P1E) program.

After an intensive test program of this First Batch of Enhancements on Instrumented Production Aircraft 4 and 7, this enhancement is confirmed to deliver a robust simultaneous multi-/swing-role capability to the Nations' Air Forces. It will be ready for the customers by the end of 2013.

P1E implements full Air-to-Surface capability on Eurofighter Typhoon - including Laser Designator Pod -, full smart bomb integration, modern secure Identification Friend or Foe (Mode 5), improved Radios and Direct Voice Input, Air-to-Surface Helmet



Mounted Sight System, improved Air-to-Air capabilities including digital integration of Short Range Air-to-Air Missiles and updated **MIDS (Multifunctional Information Distribution System) Datalink functionalities** for enhanced interoperability with Coalition Forces.

The Enhancements cover the design, development, qualification and clearance of the first major upgrade after the Main Development Contract. It is a major milestone in the development of Eurofighter Typhoon giving seamless air-to-ground integration to the weapon system and forming the baseline for further enhancements such as **AESA (Active Electronically Scanned Array) radar** and **Meteor missile**.



AH-1Z Cobra attack helicopter

LM receives US\$33 million USMC contract

Lockheed Martin has received a US\$33.9 million follow-on production contract from the Naval Surface Warfare Center (NSWC), Crane Division, for the Target Sight System (TSS), the fire control system for the US Marine Corps' AH-1Z Cobra attack helicopter.

TSS' advanced sensors provide pilots with enhanced capabilities to acquire, track and designate targets. TSS Lot 10 deliveries will be complete in December 2015.

NSWC Crane awarded the initial TSS production contract in March 2008, followed by additional production contracts in June 2010, August 2011 and May 2012. Lockheed Martin delivered the first TSS in June 2009, and recently began early delivery of production units to support Lot 8 AH-1Z aircraft. TSS is produced at Lockheed Martin facilities in Ocala and Orlando, Fla.

The highly stabilized sensor suite includes a laser designator, colour video display and a third-generation, mid-wave, forward-looking infrared sensor with advanced image processing. In 2011, the AH-1Z deployed operationally with TSS.

FORTHCOMING EVENTS.....page 14

Male volunteers URGENTLY NEEDED
to help Kids living with cancer.

Boys living with cancer need male role models to help with their development and confidence at camps which involve everything from rolling in mud to laser tag.

Can you help? or Know someone who can?
campquality.org.au/volunteer or 1300 662 267



FORTHCOMING EVENTS

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

SEWG Meeting No.7

DATE: 11 November, 2013, National Convention Centre, Canberra

ENQUIRIES: Lori Catelli, Ph: 02 6265 7108;

Email: lori.catelli@defence.gov.au

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

Military Communications and Information Systems Conference (MilCIS)

DATE: 12 - 14 November, 2013, National Convention Centre, Canberra

ENQUIRIES: **Web:** www.milcis.com.au/

MilCIS is an annual conference aimed at attendees from military and government organisations, academia, and defence industry, who contribute to key decisions in investments in communications and information systems. In addition to keynote presentations, technical presentations, panel discussions and tutorials, MilCIS features an exposition that provides an opportunity for exhibitors to demonstrate new technologies and promote their products and services to attendees.

ADM will
be in
attendance

Annual NZ DIA Forum

DATE: 13 - 14 November, 2013, Wellington, NZ

ENQUIRIES: **Email:** contact@nzdia.co.nz **Web:** www.nzdia.co.nz/

This year the forum will be held at the Michael Fowler Centre, Wellington. As always there will be a range of interesting presentations and trade displays, and we hope to offer an updated version of the speed dating which was so successful last year. We are also seeking to arrange some special events in association with NZ T & E and other organisations to further enhance the event.

Trade Controls Summit 2013

DATE: 20 November, 2013, ANU, Canberra

ENQUIRIES: Wendy Green, Ph: 02 6120 5111;

Email: wendy.green@thalesgroup.com.au

Join industry colleagues for a day of presentations and discussion of Australian and US export controls. Network with professionals in your industry and learn best practices for managing your export compliance obligations from leaders in the field.

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.

ADM will
be in
attendance

ADM 2014 Defence/Industry Congress

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

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

Web: 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.

ADM will
be in
attendance

