



# DEFENCE WEEK

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## DMO and ASC sign contract to upgrade Collins Submarines

The Defence Materiel Organisation has signed a \$57 million contract with ASC Pty Ltd to update the control management and monitoring system for the Royal Australian Navy's Collins Class submarines.

Defence Minister Senator **David Johnston** said the Integrated Ship Control Management and Monitoring System is a highly automated computerised system, which enables the crew of a Collins submarine to control, monitor and manage the large number of diverse and complex systems on board the submarines.

"Work under the contract will focus on updating electronic components and porting the software to operate on the new system," Senator Johnston said.

"The current Ship Control Management and Monitoring System has performed effectively and reliably since the Collins class entered service in the 1990s.

"However, it is essential to upgrade the current system to ensure the system can be maintained for the remaining service life of the Collins Class fleet."

ASC is the Collins Class Submarine Platform System Integrator and they will be supported on the project by **Saab Systems** in South Australia.





The contract also covers design, development and manufacture of the hardware for two boats: the updating of the shore-based test facility and platform simulation trainer, and the installation of the updated system in the first boat.

Senator Johnston said the majority of the work will be performed in Outer Harbour and Mawson Lakes in South Australia.

## Defence awards contract to support frigates



*Royal Australian Navy and Thales personnel sign the combat system support contract for the Adelaide Class Guided Missile Frigates. [Photo:Defence]*

**A \$46 million contract has been signed with Thales Australia for in-service support on four Royal Australian Navy (RAN) ships.**

CEO of the Defence Materiel Organisation (DMO), **Warren King**, said the contract provides support to the **Adelaide Class Guided Missile Frigate's (FFG) Combat Systems** and offers increased job security to the 48 staff within Thales that have been engaged under the interim contract.

"This contract will ensure the FFG Class Combat System, which is among the most capable in the world, is effectively sustained until the RAN transitions to the new **Air Warfare Destroyers**," King said.

King said the contract also covers on-board systems and associated support facilities, and will be delivered from the company's facilities in Sydney and Perth.

The FFG combat system was developed by Thales as part of the FFG Upgrade Project which concluded in 2011 and was the most technologically advanced warship upgrade program ever performed in Australia.

At the core of the upgrade, the **Australian Distributed Architecture Combat System (ADACS)** integrated various shipboard sensors, effectors, tactical data links and support systems to provide the frigates' command teams with a common battle space management environment.





*The fully functional replica of a C-17 fuselage will add significant value to the RAAF with the capability to train pilots and loadmasters in Australia [Photo:Boeing Defence Australia]*

## RAAF receives C-17A Cargo Compartment Trainer

The Defence Materiel Organisation has announced the successful delivery and commissioning of a Cargo Compartment Trainer (CCT) for the RAAF C-17A Globemaster transport aircraft at their base at Amberley, Qld.

A working facsimile of a RAAF C-17A Globemaster's interior, the Trainer was delivered ahead of schedule and under budget. It comprises a 26.82 metres by 5.49 metres cargo bay, with functioning loading ramp, Loadmaster's station and other cargo systems found on the real aircraft. It can accommodate payloads ranging from 18 pallets of cargo to helicopters and an **M1A1 Abrams tank**.

It can also be used in training scenarios for specialised roles such as aero-medical evacuation and humanitarian relief. The significance of the CCT entering service is that it releases the fleet of six C-17As from some of the training tasks they previously conducted, increasing their availability for operational tasks.

The CCT will also be employed for trials and engineering assessments when developing cargo carrying techniques for the C-17A and allow RAAF operators to more easily clear loads for carriage. CCT support will be provided through L-3 Communications responsible also for continued training for RAAF C-17A personnel.

### 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.





## RMMVA seeks industry suppliers for Land 121/3B

Tom Muir

Rheinmetall MAN Military Vehicles Australia (RMMVA) says more than 500 companies attended the supplier days it hosted in various cities during November, with the aim of encouraging Australian industry to explore opportunities with RMMVA and its key subcontractors relating to Land 121 Phase B.

Under that project RMMVA is contracted to supply and support mission systems for a medium heavy wheeled logistic vehicle capability comprising some 2,500 vehicle systems and approximately 3,000 modules.

The products and services RMMVA is seeking include the design, development and production of specific hardware such as modules, some vehicle bodies, sub-systems and components as well as project management and systems integration, developmental, test and



evaluation work. In this effort the company is working with State Governments, DMO Business Access Offices and Australian Industry Associations.

An example of what local industry support can do for military vehicle suppliers can be seen in the **UK Marshall Group's Marshall Vehicle Engineering (MVE)** division which was established in 2006 to provide defence and security vehicle engineering solutions to the UK Ministry of Defence, and more recently it has been providing solutions to companies across the globe.

With its capabilities developed from the early days of the Marshall Group during the First World War, the company has produced over 110,000 integrated vehicle solutions including load beds, flat racks, cargo systems and vehicle based shelter systems. This capability is now vested in MVE, a leading supplier to vehicle manufacturers such as Rheinmetall MAN Military Vehicles, **Iveco**, **Thales**, **Force Protection** and other global manufacturers.

MVE's speciality is to take a vehicle chassis and driver's cab and complete the vehicle so that it is fit for specific roles or functions. This may include designing and producing load beds, trays, flat racks, fitting armour or riot protection equipment, selecting and designing the fit for vehicle cranes and tail lifts together with the project management expertise to manage major vehicle programs or one off requirements and provision of through life support.

Established in Australia as **Marshall Land Systems Australia**, with an MOU with

Thales Australia and partnered with **Tectonica**, also a supplier to Rheinmetall MAN Military Vehicles, MLSA will certainly be looking for a role in RMMVA's Land 121 Phase 3B undertaking, no doubt offering loadbeds, flatracks and cargo systems. Interestingly the company designed loadbeds for the Thales **Bushmaster** Utility variant, Iveco **Light Multirole Vehicles (LMV)** and the **Renault Sherpa Light Carrier** vehicle. MVE also worked with **Ricardo** and **Force Protection Europe** to produce the **Wolfhound** and **Ocelot Utility Vehicle** loadbeds.

**ADM comment:** Industry and government will be looking very carefully at the program as the Australian Industry Capability (AIC) component is for 30 per cent of the value of the contract. RMMVA is confident that they can deliver this ratio but obviously local Australian suppliers would like to see as much value added work as possible. The program will be a test of the AIC framework and there consequences for all if requirements are not fulfilled by all parties.



*Australia's first C-27J Spartan has cleared final assembly*

## First Aussie C-27J Spartan clears final assembly

Tom Muir

**Australia's first C-27J Spartan tactical transport has cleared the final assembly stage at Alenia Aermacchi's Caselle site in Turin, Italy, the manufacturer announced.**

"The aircraft is currently undergoing equipment installation and functional tests in preparation for the test flight phase," an Alenia Aermacchi spokesperson said. "Roll out and

company flights will occur within November, and customer acceptance flights and procedures will follow shortly."

US company **L-3 Communications** will then equip the aircraft with mission systems for Australia, under the terms of a **\$1.4 billion FMS deal** signed in 2012. The first example will be delivered to the prime contractor during the first quarter of 2014, Alenia Aermacchi said.

On order to replace the Australian Army's retired **de Havilland Canada DHC-4 Caribou transports**, 10 C-27Js are being acquired through project **Air 8000 Phase 2**. Deliveries are expected to be completed by 2015, with the type to be flown by RAAF's 35 Sqn.

But while the RAAF is looking forward to their arrival, the 21 new C-27J being divested by the US Air Force has caused some consternation at their heading for the USAF 'Boneyard' at Davis-Monthan AF Base in Arizona while US Special Operations (promised a third of the fleet), the US Coast Guard and the Forest Service consider taking over the aircraft. As reported last week in *Defence Week*, Boneyard commander Colonel **Robert Lepper** said preserving the 21 C-27Js in the fleet has required a relatively small amount of work - he estimated around 100 man-hours - and that because those



aircraft are almost new and have not been in storage for very long, they could be returned to flying condition in around 30 to 60 days. And 10 of those aircraft could have been ours!

One option to meet the Air 8000 Phase 2 requirements for a Battlefield Airlifter, had been to acquire more **Chinook helicopters** but ADM understands their maintenance was ongoing and costly and while it was mooted that more might be acquired due to their unique mission capabilities, it was felt that Air 8000 Phase 2 could focus on a choice between the two fixed wing contenders, the C-27J Spartan and the **EADS CASA C-295**. And it seemed our American friends were keen to help us choose between these two insofar as they were also the contenders for the US **Joint Cargo Aircraft (JCA) program**, which had somewhat similar objectives.

The JCA program was established to address operational shortfalls and ease the airlift burden on other fixed-wing and rotary aircraft. Its primary mission was to move urgent cargo to forward tactical units in remote, austere locations, and land or take off from short unimproved runways. In 2008, competing for nearly \$US5billion to build 104 aircraft for the US Army and US Air Force were the **Alenia/L-3/Boeing C-27J Spartan** and the **EADS-CASA/Raytheon C-295M**. EADS-CASA's smaller C-235, and a shortened C-130J from **Lockheed Martin** were disqualified for not meeting the criteria.

Back in Australia, reports suggested that the C-27J was favoured over the C-295 principally because of its C-130 compatibility. If the JCA requirements met Australian objectives, bearing in mind that there were broad similarities between the battlefield airlift requirements of the two countries, was it really necessary to embark once again on an onerous and costly tendering and evaluation task, when a parallel US program was ready for joining?

Buying our aircraft off a larger US-sourced production run might have reduced the 'fly-away' price of the aircraft, and Americanising the aircraft's avionics to suit USAF/US Army operations would likely win ADF endorsement. But no – the DMO entered separate acquisition arrangements with Alenia and the USAF has decided they don't want all those C-27Js after all!



*An Australian LARC V amphibious vehicle*

## Australia's amphibious ambition awry?

Tom Muir

In an article in the *Australian Army Journal\**, Captain Dean Clark sees the planned Amphibious Deployment and Sustainment System (ADAS) as suffering a loss in capability with the decommissioning of the ADF's LARC V amphibious vehicle without an identified replacement.

The LARC V (Lighter, Amphibious Resupply, Cargo, five tonne), is an



aluminium-hulled amphibious cargo vehicle capable of transporting five tonnes. It was developed in the US during the 1950s, and is used in a variety of auxiliary roles to this day. In addition to the US, LARC-Vs have been used by military forces in Australia, Argentina, and Portugal.

CAPT Dean says an amphibious vehicle provides significant flexibility to an amphibious operation as it is not constrained by the lack of local infrastructure, tidal variations or available beach exits. It also provides the commander with the option to insert or withdraw forces deep into the area of operations when environmental or tactical conditions preclude the use of helicopters.

“Amphibians are capable of delivering large quantities of aid and supplies without the need for landing craft, additional wheeled transport, ports or prepared beaches. Helicopters can provide all that an amphibian can however, helicopters are often constrained by weather conditions and the availability of landing sites and air hours, making them unreliable for disaster relief operations and tactical resupply, ” he says.

CAPT Dean says the demise of the LARC V will also affect the **JP 2059** (bulk liquid distribution) project, which relies heavily on the LARC V for the deployment and recovery of a large floating fuel dracone (the Towed Flexible Barge Discharge System). Without the LARC V, this component of JP 2059 will require significant revision.

“The use of amphibious vehicles in a non-combatant evacuation or disaster relief operation provides the flexibility to move straight to the objective without a change in transport mode or the need for prepared landing sites. Amphibians are particularly useful in flood-damaged areas where roads and landing points may be inundated with water, mud or debris. The unique attributes of amphibious vehicles provide a niche capability that allows surface manoeuvre in a variety of operations and conditions, ” he says.

*\*Captain Dean Clark: Australia’s Amphibious Ambition, Australian Army Journal, Volume VII, Number 1.*

*In 2010, Captain Clark was employed as the Officer Commanding the Amphibious Beach Team. During this time he conducted exercises with the NZ, US, French and UK amphibious forces. He was also attached to 3rd Royal Marine Commando Brigade for Exercise AURIGA, which was conducted in the US.*

## Amphibious APC a Land 400 contender?

**The team of SAIC, ST Kinetics and Armatec Survivability recently demonstrated wheeled amphibious modifications to the wheeled Terrex 8x8 APC.**

They team the amphibious Terrex APC, designed and manufactured by ST Kinetics, in a series of water performance demonstrations in various sea conditions. Terrex advanced design used during the demonstrations was manufactured with the capacity to meet not only gaps in the capabilities of the US Assault Amphibious Vehicle and the future Amphibious Combat Vehicle but also for international medium armour ground vehicle tenders.

In view of the obvious amphibious ambitions of Plan Beersheba, will we see the Terrex Amphibious APC or similar amphibious vehicle as an important component of the Army’s future Combined Arms Fighting System (CAFS) under Land 400’s Combat Vehicle System? Interestingly the Indonesian Army has plans to purchase 420 Terrex APC units and has also expressed intent to produce the Terrex locally under license





*Chief Defence Scientist Dr Alex Zelinsky congratulates Dr Andrew Amiet, winner of the 2013 Minister's Award for Achievement in Defence Science.*

## Stealth Technology expert wins Minister's Science Award

A stealth technology expert, responsible for significantly enhancing the survivability of military vehicles and vessels, has won the 2013 Minister's Award for Achievement in Defence Science.

Assistant Minister for Defence, **Stuart Robert MP**, congratulated **Dr Andrew Amiet** from the **Defence Science and Technology Organisation (DSTO)** for developing new solutions and techniques that have resulted in better stealth technology for Australia.

Robert said Dr Amiet's advice aided the survivability of current ADF vehicles and vessels and contributed to through-life cost savings and reductions in maintenance requirements.

"Dr Amiet is responsible for developing and evaluating materials with stealth capabilities for use on **submarines, ANZAC ships** and **Army vehicles** to minimise their detection by radar, sonar, infrared and other electronic systems, thus significantly improving their operational capability," Robert said.

Since 2005 Dr Amiet has led the development, local Australian manufacture by **Mackay Consolidated Industries**, and the installation of novel radar absorbing materials.

An acknowledged world-leading expert in radar absorbing materials, Dr Amiet is now researching advanced systems based on metamaterials designed to switch on and off between frequencies depending on the environment in which a vessel is operating.

### 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](mailto:Keith.barks@informa.com.au)





## ADF launches enhanced workforce model

**Assistant Minister for Defence, Stuart Robert joined Acting Chief of the Defence Force, Air Marshal Mark Binskin at HMAS Harman in Canberra to launch a major Australian Defence Force (ADF) workforce reform – Project Suakin.**

Suakin intends to introduce a range of full-time, part-time and

casual employment categories that will offer ADF members more options and more employment flexibility as their circumstances change.

“Suakin aims to improve the ADF’s ability to respond to current and future workforce challenges, as well as changes in the security environment and the economy, by giving it a more flexible workforce structure,” Robert said.

“Suakin draws on a considerable amount of research and consultation with both Permanent and Reserve ADF members. What they have told us is that there is considerable capacity and willingness among Reservists to contribute more than they do now, while the Permanent ADF workforce aspires to greater career flexibility.

“The focus of Suakin is on retaining a trained, experienced and highly skilled workforce, which is the key to sustainable, affordable and deployable people capability. The outcome will be a better engaged ADF workforce – an excellent outcome for the nation.”

Air Marshal Binskin said the ADF currently provides access to flexible arrangements through single-service initiatives, and the aim of Suakin is to build on that.

“Under Suakin, the ADF intends to move towards a more enduring, whole-of-ADF solution, with an agile and flexible people management system built into the organisation’s structure,” Air Marshal Binskin said.

“Suakin has options to achieve this through flexible career pathways, matching remuneration and benefits with capability delivered, enhanced workplace flexibility, simplified processes and helping to build an organisational culture that is more accepting of flexibility.”

Like the development and introduction of a major piece of equipment, Suakin’s design and implementation will take time. The ADF expects to have the framework for the service model in place in 2014, but anticipates it will take a number of years for it to reach a fully mature operating state.

To learn more visit: [www.defence.gov.au/projects/suakin](http://www.defence.gov.au/projects/suakin) also keep an eye out for the December 2013/January 2014 edition of *ADM* as Defence Minister David Johnston speaks of the importance of the program in his exclusive *From the Source* interview.



## Aerospace Education Awards recognise Gateway Schools



*Finalists for the 2013 Aerospace Education Awards*

**The annual Aerospace Education Awards have formally recognised the efforts and achievements of the 24 Aerospace Gateway School students and teachers throughout 2013.**

The **Aerospace Gateway Schools** project empowers students with the knowledge and skills required to enter the aviation and aerospace industry.

Over 50 nominations were received across the following award categories. Congratulations to the following students representing their respective schools:-

- Spirit of Boeing Award – Eric Briese, Balmoral State High
- Royal Aeronautical Society Award – Hayden Wieland, Iona College
- Aerospace Gateway Schools Year 12 Aerospace Award – Claire Woodwell, Aviation High
- Brisbane Airport Year 11 Aerospace Award – Lachlan Matheson, Mueller College
- GAPAN Award – Juan Sperlin, Iona College & Lachlan Crowley, Springwood State High
- GE Aviation Year 10 Award – Oliver Plowman, Iona College
- Qantas Quest Award – Christopher Jesse, Iona College
- Aeroskills Scholarship Awards – James McVinish, Cairns State High (Boeing Defence Australia) and Mitchel Eikenloff, Aviation High (Aviation Australia)
- Raytheon Innovation Award – Samuel Black, Mueller College

This event is sponsored in collaboration of industry and training providers including **Boeing Defence Australia Limited, GE Aviation Systems Australia, Aviation Australia, Brisbane Airport Corporation, Qantas, Royal Aeronautical Society, Raytheon, Guild of Air Pilots and Air Navigators** and **ATAE**.



## 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, **Rheinmetall MAN Military Vehicles Australia (RMMVA)** hosted a series of Supplier Days in Adelaide, Brisbane, Canberra, Darwin, Melbourne and Sydney in November 2013.

**BAE Systems Australia** completed Parliament House's digital upgrade ahead of the analogue network closing on outdated analogue technology.

And, a MoU covering the relocation of a highly advanced **US space surveillance telescope** was signed in Washington by Defence Minister David Johnston and his US counterpart, Chuck Hagel.

## International



## C-27J as gunship and more!

Tom Muir

What may well be an attractive 'add-on' capability for the C-27J battlefield airlifters Australia is acquiring, would be a gunship variant along the lines of the MC-27J, for which the Italian Air Force was named as launch customer during the Dubai Airshow November 18.

Representatives from **Alenia, ATK, the Italian government** and the **AMI** signed a letter of intent for an initial three C-27J Spartan transport aircraft to be modified to accept the palletised gunship kits by the end of 2016. The Italian air force (AMI) is signed a deal to convert several of its C-27J Spartan tactical transports into gunships at the Dubai Air Show.

It is understood that six of the air arm's 12 C-27Js will be converted into the MC-27J



gunship variant, which are expected to be assigned to support Italian Special Forces units. The MC-27J makes use of palletised systems. The mission control system and the gun are self-powered and fit snugly into the cargo hold with no need to plug them into the aircraft power systems. On the ground, the pallets can simply be plugged into mains power to re-charge the batteries. The companies have set a time limit of four hours to role and de-role the aircraft from its gunship configuration back into the C-27J's standard transport role but engineers have been able to do it in a quarter of that time.

Alenia is also expected to announce the results of a second phase of testing which integrates **ATK's ScatheView mission system** with an electro-optical sensor and the electronically traversable ATK-produced 30mm **GAU-23 cannon**, which is fired from the port-side paratroop door. The company has already completed Phase 1 of the program, which saw a series of firing trials being flown in partnership with the **USAF** over the Gulf of Mexico in April.

A third phase of integration will add the capability to carry and launch precision-guided weapons. The munitions could include the **Raytheon AGM-175 Griffin** or the **Northrop Grumman GBU-44 Viper Strike**. These are likely to be soft-fired either by opening the ramp and ejecting the weapons out the back of the aircraft or potentially dropped through a series of launch tubes cut out of the cargo loading ramp. The gun pallet currently carries around 500 rounds of ammunition with gunners generally firing a burst of eight rounds when engaging targets. - *TMI/AviationWeek*



## UKMOD's privatised procurement lacks competition!

The *Financial Times* ([ft.com](http://ft.com)) reports that Britain's plan to become the first significant power to outsource the buying of its military equipment is close to collapse after one of the two remaining bidders pulled out. Philip Hammond, defence secretary, told parliament in a written statement last week that he plans to push on with the process for the £14 billion annual

**job even though only one commercial bidder remains.**

"This [withdrawal] is regrettable and the reduction in competitive tension will make it more challenging for the department to conclude an acceptable deal with the remaining bidder," Hammond said in his statement.

An adviser to the Labour party said the news left the process at risk of collapse.

"It's hard to see how this bill is anything but a complete shambles," he said.

The decision by **CH2M Hill** and its partners **Serco** and **WS Atkins** not to enter a detailed bid leaves a consortium led by US rival **Bechtel** as the sole commercial competitor. In essence, the CH2M Hill consortium dropped its bid because it did not trust the MoD's accounting.

After years of spending beyond its means, the MoD this year announced that its budget was balanced. Six months later, Hammond had to admit the UK's project to



build two aircraft carriers was £800 million over budget.

**GoCo**, which stands for government owned, company operated, is arguably the boldest attempt at defence reform of any major military power. It is aimed at avoiding the kind of mismanagement and overspend that left the MoD with a £38 billion budget overhang before programs were radically cut and spending brought back in line over the past three years.

The MoD will now review how to proceed. People close to the project say that continuing such a sensitive process with only one commercial bidder was likely to prove difficult. Nevertheless, Bechtel's consortium, which includes **PwC** and **PA Consulting**, presented the MoD with its detailed bid last week and MoD insiders say it still has a chance to win. - *ft.com*

**ADM comment** – ADM understands that the new government is watching the UK GOCO approach very closely for possible application in the Australian context. Defence Minister Senator David Johnston has visited to the UK to talk Bernard Gray, Chief of Defence Materiel for the MOD and a key figure behind the approach, with senior Defence officials. Stay tuned.



*The Kongsberg Sea Protector*

## RNoN acquires Kongsbergs RWS

**Kongsberg Defence & Aerospace has signed a contract for the delivery of Sea Protector Remote Weapon Stations (RWS) for the Royal Norwegian Navy (RNoN) combat vessels.**

The contract is entered between the Norwegian Defence Logistics Organisation (NDLO) and Kongsberg, represented by the Naval Systems & Surveillance Division.

The contract has an overall scope of 133 MNOK.

Sea Protector is a remotely controlled, fully stabilized sensor platform and weapon mount. It enhances the vessels capability in surveillance- and control missions. It provides self-defence and increased capability to counter asymmetric threats through improved hit accuracy. Own crew remains safe and unexposed to hostile fire on the bridge and in the CIC.

**ADM comment:** Sea PROTECTOR, a capability that will be a viable contender for Project Sea 1358 Phase 1, is likely to go to Government next year.

## 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)

## CMAX Capital Hill Industry Briefing

**DATE:** 2 December, 2013, National Press Club, Canberra  
7.00am for 7.15am. Event to conclude by 8.45am

**ENQUIRIES:** cmax communications, Ph: 02 6161 8627;  
Email: [canberra@cmmaxcommunications.com.au](mailto:canberra@cmmaxcommunications.com.au)

This will be the first formal address by the Minister for Defence Senator the Hon David Johnston at the National Press Club and will provide industry leaders with an insight into his expectations and hopes for both the defence industry and the Department of Defence. Minister Johnston's address will discuss outcomes of the AUSMIN meeting and his thoughts on the development of the Government's Defence White Paper. Click [here](#) for registration.

## 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.

ADM will  
be in  
attendance

## Singapore Air Show

**DATE:** 11 - 16 February, 2014, Changi Exhibition Centre

**ENQUIRIES:** Web: <http://www.singaporeairshow.com>

Singapore Airshow is all about creating opportunities for aerospace industry representatives across the world to connect, do business, find out about the latest innovations and exchange ideas to spearhead developments across the industry.

ADM will  
be in  
attendance

## Defence and ITAR Trade Controls from a non-US Perspective - workshops

**DATE:** 12 - 28 February, 2014, various locations and dates

**ENQUIRIES:** Web: <http://export-controls-training.com/training/face-to-face/2-day-defence-and-itar-training-february-14>

For those new to the topic, the course will be an ideal and comprehensive introduction to this extremely important topic. For those with prior experience or knowledge, the course provides a good opportunity to brush up on recent changes, ask questions, and network with defence trade control managers from other businesses. This workshop is proudly supported by Enterprise Connect's Defence Industry Innovation Centre for SME's. **Free to SME's**

## 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](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: [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.

## Centenary of Military Aviation Air Show 2014

**DATE:** 1 - 2 March, 2014, Point Cook, Victoria

**ENQUIRIES:** Web: <http://www.airforce.gov.au/>

The event highlights the significant advances in military aircraft during the past 100 years.

## Old Crows Conference

**DATE:** 18 - 19 August, 2014, Hotel Grand Chancellor, Adelaide

**ENQUIRIES:** Web: [www.oldcrows.org.au](http://www.oldcrows.org.au)

Full details are yet to be released.



## SimTect 2014

**DATE:** 25 August, 2014, Adelaide

**ENQUIRIES:** Web: <http://www.simtect.com.au/>

SimTect is the annual Simulation Technology and Training Conference held by Simulation Australia. Since its inception in 1996, SimTect has grown to become Australasia's premier simulation conference for industry, government and academia.

ADM will  
be in  
attendance

## Land Forces Conference 2014

**DATE:** 22 - 26 September, 2014, Brisbane

The Land Forces Conference is a major event for users, providers, academics, designers and manufacturers to meet, present, share and exchange new and visionary ideas on Land Systems. More details to come.

ADM will  
be in  
attendance

