



# DEFENCE WEEK

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## Triton acquisition

**According to the RAAF, the MQ-4C Triton UAS is an unarmed maritime variant of Northrop-Grumman's Global Hawk.**

The aircraft will be based and piloted from RAAF Base Edinburgh and capable of supporting missions of greater than 24 hours while covering an area of over one million square nautical miles; an area larger than Western Australia. Triton will patrol Australia's vast ocean approaches, protecting offshore resources, supporting other Australian Defence Force assets and helping to secure our borders.

Triton is purpose-built for the maritime environment, and includes a strengthened airframe, de-icing capability, hail and bird-strike protection, and has sealed avionics and sensor compartments and environmental countermeasures to enable all-weather operations.

The Triton has been under development by the **United States Navy (USN)** since 2008 and is scheduled to achieve Initial Operational Capability in 2017. The total number of Triton aircraft to be acquired by Australia and their introduction into service date will be further considered by Government in 2016, based on the **Defence White Paper**.



## Establishing the Triton HALE capability



**Tom Muir**

**With Prime Minister Tony Abbott's announcement last week (13 March) that the government would follow through with the acquisition of (a likely seven) MQ-4C Triton high altitude unmanned aerial systems (HALE), together with his previous announcement that eight Boeing P-8A Poseidon aircraft would be acquired to partially replace the current AP-3C maritime patrol aircraft fleet, it ends a journey that began a decade ago.**

Neither the number of aircraft expected to be acquired under the **AIR 7000 Phase 1B** project nor their planned introduction into service date were specified. But these details will be considered by the government in 2016 based on the outcome of the forthcoming **Defence White Paper** process, Abbott said.

According to the DCP, AIR7000/1B is intended to acquire up to seven high-altitude, long-endurance unmanned aircraft and associated systems. There are several acquisition options, including sourcing from the OEM or through a government-to-government (FMS) arrangement. There may be limited Australian industry opportunities for the actual acquisition.

The areas in which Australian industry involvement is anticipated in Phase 1B include: systems integration; through life support, development and implementation of an Integrated Ground Environment for command and control, mission planning, information management and training for the **Multi-mission Unmanned Aircraft System (MUAS)**; and development and implementation of a data exploitation, display and dissemination system. And it seems that some \$140 million will be required for new facilities and infrastructure at RAAF Edinburgh where they will be based.

### Some history

But back in 2004 or thereabouts, the Commonwealth planned to join with the US Navy to cooperatively develop the Broad Area Maritime Surveillance Unmanned Aerial system (BAMS UAS). It was felt that both airborne and ground elements of the US BAMS



could be procured to fulfil the Australian MUAS air vehicle, sensors, communications and mission control system functions.

Elements of MUAS that were not satisfied by the BAMS UAS, ie “Australian unique elements” included the **Integrated Ground Environment (IGE)** and MUAS Support System. Towards this end the Australian Government sought tenders to meet its requirement for an **Industry Capability Partner (ICP)** to undertake the definition and design of these unique elements and issued a Request for Tender (RFT) as part of Phase 1.

The initial Contract Design would cover MUAS requirements analysis, the preliminary and detailed design of the IGE and interface to the BAMS UAS, the design of the MUAS support system and a study culminating in strategies and options for the implementation of the MUAS capability. The IGE takes in mission intelligence, planning, control, analysis, replay, training and simulation. It will provide operators with the ability to plan, analyse, replay and rehearse missions in addition to analysing sensor information relayed in real time over satellite communication links from the MUAS.

It seemed that under future contracts the ICP might need to conduct initial production in advance of acquisition and support contracts; implement the design developed under the contract; implement the support system design initially developed during contract design; and operate the support system.

### Big-guns bid for ICP

As might be expected there were a number of big-gun contenders for the ICP. At the time *ADM* reported that there were responses to the restricted RFT from **BAE Systems** partnered with **L-3 Communications**; **Raytheon Australia** teamed with **Boeing Australia**; **Tenix Defence** and **Aerospace** teamed with **Saab Systems Australia**; and **Northrop Grumman** partnered with **Aerospace Australia**. *ADM*'s correspondent Julian Kerr, understood that the BAE Systems and Raytheon Australia teams had been shortlisted.

First Pass for AIR7000 phase 1 would then confirm Australian industrial involvement in the SDD phase of the BAMS program, action an MOU with the US Navy, and name the ICP. Further requirements analysis and design of Australian-unique elements would then begin, with co-operative development activities expected to close in 2011 at the same time that second pass approval would be sought. However it was felt that announcement of the preferred ICP and airborne platform was unlikely until well into 2008.

But in 2009, then Defence Minister **Joel Fitzgibbon** cancelled the deal and it was not until May 2010 that then Opposition Leader Tony Abbott indicated that a coalition government would acquire Global Hawks under the AIR7000 project, for maritime and land surveillance. Hence full circle has now been achieved - or has it? Has the IGE already been quietly designed by BAES? What arrangements are in hand for the acquisition of Australian unique requirements, are the original ICP contenders up for reconsideration? Is the ICP concept alive? We should know all of this by 2016 and the upcoming Defence White Paper.





## Extended Boeing support for Wedgetail

Tom Muir

**Under a five year contract extension signed recently Boeing will continue to support the RAAF's Wedgetail airborne early warning command-and-control fleet.**

Boeing Defence Australia (BDA), which has supported the Wedgetail AEW&C program since 2010, took over prime support responsibility for the E-7A Wedgetail aircraft in July 2013.

Under the AU\$901 million contract extension, BDA will continue to provide program management, supply-chain management, engineering, and maintenance services until at least 2019, with the potential for annual contract

extensions based on performance and continuous improvement. On-aircraft deeper maintenance and training services will continue to at least 2016 when Defence intends to market-test these services.

Defence minister Senator **David Johnston** said the \$901 million dollar Wedgetail Airborne Early Warning and Control support contract spells job security for hundreds of Australian workers.

"The extension ensures efficient and cost-effective sustainment support, and is also testament to the effective build-up by Australian industry of E-7A Wedgetail operating, maintaining and engineering knowledge," Senator Johnston said.

"This is a significant outcome for the Wedgetail program and for the 290 industry staff employed directly on Wedgetail support in the Newcastle, Brisbane/Ipswich and Adelaide regions.

"Extending this contract maintains Australian industry's involvement and leadership in the sustainment of the Wedgetail capability."

The E-7A Wedgetail represents an advanced and entirely new capability for the Australian Defence Force, providing a platform that gathers information from a wide variety of sources analyses it and distributes it to other aircraft and surface assets. Of the \$901 million, \$433 million is being spent in Australia, \$275m in Newcastle, \$80m for Brisbane and Ipswich and \$78m for Adelaide.

The Airborne Early Warning and Control capability operated by 2 Squadron at RAAF Williamtown consists of six E-7A Wedgetail aircraft, a full flight simulator, an operational mission simulator, a software development and test laboratory and maintenance facilities. *-Boeing/MinDef*



## US Army win (over General Dynamics) for Aussie SME

Tom Muir

The defence division of marine engineer Birdon of Port Macquarie, has been awarded a contract worth up to \$US259 million (\$A285m) to supply the US Army with up to 374 specialised bridge erection boats in the face of strong competition, including global competitor General Dynamics in what was a four year process.

Group general manager of Birdon, Ian Ramsay said he hoped the deal would take the business to another level.



"This opportunity is a game changer for us over time... it will give us the critical mass and platform to establish a global presence," he said. "We're a very viable company, we're an SME, but we do punch well above our weight and we're recognised particularly in the defence space."

Ramsay said the contract with the US Army was a good reference point for the company in the global market and he hoped the business would take on a bigger presence around the globe.

Birdon was first awarded the contract in November last year, but has spent the last few months fighting a protest which challenged its eligibility, which was dismissed earlier this month.

The company will be making bridge erection boats, which are primarily used to provide propulsion and manoeuvring thrust to support temporary floating bridges, often used when existing bridges have been damaged in conflict. A key component which allowed Birdon to win the contract was its marine propulsion system, which the company purchased when it acquired the Arkansas-based company **NAMJet** in 2011. Ramsay says the key to their success was innovation.

Birdon has significant expertise in the design and construction of bridging boats including for the Australian Defence Force under the BEPB – ADF Bridging Boats program. Birdon's BEPBs, have replaced the existing fleet of **Bridge Erection Boats (BEB)** which began life in the RAE in 1969, but are now very costly to maintain in service. The \$14 million contract includes integrated logistic support, technical documentation and initial in-service training.

Australian Defence Force BEPB boats, are based on the German Type MB 3 but their hulls are Australian-designed and are driven by two 210hp Cummins water-cooled



marine diesel engines powering **Schottel water-jets**. Unlike the German boats, the BEPBs have their engines mounted centrally so that the operator has all-round access on the deck while manoeuvring **Floating Support Bridge (FSB)** modules into place.

The Schottel jets can rotate 360 degrees and, being flush with the hull, do not protrude from the boat's stern or bottom, reducing the risk of fouling the water jets or injuring sappers working in the water nearby. The BEPBs can operate effectively in less than half the depth of their predecessors. Their engines have enough thrust to manoeuvre an Abrams tank on an FSB raft across a river.

The BEPB/FSB combination are vital mobility assets for any army requiring a wet-gap crossing capability. Their importance was reinforced during Operation Iraqi Freedom, when the US Army's 4th Infantry Division took five hours to 'build' a 600m improved ribbon bridge across the Tigris River near Tikrit. This was the longest floating bridge constructed in a combat area since WW2.

Birdon remains responsible for all survey requirements and ongoing maintenance for the entire fleet of BEPB's. There are currently four BEPB's at the Port Macquarie facility, undergoing a stringent inspection, sea trials and annual survey. - *TM/Redrup*

## Castech now a defence supplier – and loving it!

**Tom Muir**

**South Australian based manufacturing firm, Castech, recently delivered its first order of specialised castings to defence ship building organisation, ASC.**

Castech is a privately-owned company that has forged a reputation as a supplier of castings to its traditional markets in mining and engineering. Now with this move into servicing shipbuilding, the 67-year old company is in the midst of a significant growth period.

"Five years ago, the defence sector for us was unexplored territory," Castech Business Development manager **Jeff Green** said. "Up until now we've been a silent achiever and relatively unknown outside our more traditional sectors," said Green. The ASC contract was a major win for Castech which now has access to a new sector.

"Thanks to the support of ASC, we are now in the thick of the action with our first major defence contract and a long-term growth outlook," said Green. "The strong partnership with ASC has given us the opportunity to maintain profitable business growth as well as give our local sub-contractors ongoing work."

The rigorous standards required in being a defence industry supplier, have also given Castech the opportunity to review and improve their own operations. The results are technical improvements and process improvements as well as workforce upskilling, putting Castech in a good position for future work.

It is understood that Castech are in discussions with other major companies and see defence becoming a key market for them in the coming years.

"With the downturn in the mining sector and in general engineering, the subsequent reduction in demand for our castings meant that the ASC contract could not have come at a better time for us and it has given us a firm direction for our future at Castech," Green said. -*TM/Manufacturers Monthly*.





## FREQUENTIS awarded ATC recording system replacement contract

In late 2013, Raytheon awarded the contract for 15 DIVOS 3 log Air Traffic Control recording systems for the RAAF Bases to Frequentis Australasia Pty. Ltd.

The contract includes the delivery of two test systems and the integration with the existing **Australian Defence Air Traffic System (ADATS)**. The

Frequentis recording solution was chosen to provide state-of-the-art recording of mission-critical audio data.

Delivery starts in the first quarter of 2014, followed by the rollout of 15 systems. This contract is the second project for which Frequentis will deliver its 'DIVOS 3 log' recording system to the RAAF, after previously delivering it to the **Transportable Air Operations Tower (TAOT)**.

DIVOS 3 log is more than just an ordinary recording system. It has been principally developed to respond to the needs of mission-critical environments. DIVOS 3 log provides a base for synchronised recording, analysis and playback of all relevant information (voice, screen, radar and any other data of interest). Virtualisation capabilities and the integration with the Frequentis communication and automation portfolio further increases availability and functionality while reducing the total cost of ownership by shared hardware components, as well as lowering installation and maintenance costs.

### REGISTER NOW!

#### ADM Cyber Security Summit

19-20 June 2014 | Canberra

This year's speaker faculty will feature presentations from renowned experts from government, industry institutions/agencies, academia and leading vendors. Some of the key topics to be addressed include:

- Cyber warfare
- Mitigating and preventing cyber offensives
- Protecting critical cyber infrastructure
- Intelligence and surveillance
- Cyber terrorism
- International Policy



## Sea Kings - airframe encapsulation solution!



**Integra Packaging has recently developed a robust solution for the encapsulation of the RAAF's Sea Kings.**

The scope of work included

- five airframes to be encapsulated for preservation and export
- Over 500,000 individual spare parts in the entire inventory
- On site wrapping / boxing / cataloguing of parts / container packing / customised boxes for specific parts from the air frames
- The job was completed at multiple sites: HMAS Albatross, Air Affairs (just off the Defence base) and at Port Botany

Job specifics were:

- The 5 airframes were wrapped in Intercept Corrosion Control (ICC) for their preservation
- The parts were catalogued at by ASL and allocated for Air Freight and Sea Freight export
- A combination of custom made timber and ply crates were used PLUS Nefab freight forwarding boxes for container packing
- Pelican Trimcast were engaged for the manufacture of Main Rotor Blades boxes measuring 9m long. The cases were manufactured with a steel frame inside as well as high density foam inserts

The outcomes included:

- The Air frames were wrapped ready for export
- Integra Packaging provided freight forwarding boxes to enable ASL in the fast-tracking of certain urgent and AOG items to satisfy immediate customers' requirements
- Integra have supplied packing for the parts off the air frames that will guard them against corrosion as well as impact damage
- Integra, in providing supply chain support, have assisted in the sale of the main rotor blades to one of ASL's Major European Defence Force Customers by providing a case that is suitable for the storage of MRBs on ships and a case that can be re-utilised in the safe transit of flight critical rotables during the exchange and overhaul process – a supply chain solution
- With the commission of the main rotor blade boxes resources were kept locally in Australia with a collaboration being formed by three companies (Integra / Trimcast / Air Affairs) to produce the finished article.





## Another drug bust for HMAS Darwin

**HMAS Darwin has seized and destroyed more than three tonnes of cannabis resin with an estimated street value of \$137 million dollars.**

The drugs were found hidden aboard a skiff in the Gulf of Aden on 16 March 2014.

HMAS Darwin is currently deployed on patrol under the control of the Combined Maritime Forces and the Australian-led Combined Task Force 150.

HMAS Darwin's embarked S-70B-2 Seahawk helicopter located a dhow manoeuvring suspiciously. HMAS Darwin continued to track the dhow into the night and observed what appeared to be a transfer from the dhow to a skiff.

After an hour-long high-speed chase before dawn, HMAS Darwin intercepted the skiff. The boarding party discovered 3012 kilograms of cannabis resin in 151 sacks, each containing approximately 20 kilograms of hashish.

HMAS Darwin's Commanding Officer, Commander **Terry Morrison**, said the guidance and direction of the Australian-led

Combined Task Force 150 and meticulous observation of suspicious activity was key to the seizure.

"Today we removed these drugs from potential terrorist funding networks and demonstrated the effectiveness of the coalition effort," Commander Morrison said.

This seizure comes only nine days after HMAS Darwin worked closely with the French Navy to intercept and destroy approximately 650 kilograms of cannabis resin.

A week before that HMAS Darwin worked with Pakistan to save 13 fishermen shipwrecked and adrift for five days in international waters.

The Australian Commander of CTF 150, Commodore **Daryl Bates**, AM, said the



seizure sent a strong message to narcotics smugglers that the Indian Ocean region was not an easy target.

“CTF 150 warships have intercepted over 12.5 tonnes of hashish, nearly three tonnes of heroin and several shipments of methamphetamine in the past 12 months,” Commodore Bates said.

“These are not small amounts by anyone’s standards and it is clear that the terrorist networks that these activities fund are feeling the effect of our success.”

HMAS *Darwin* is deployed on **Operation SLIPPER**, on patrol in the Middle Eastern Area of Operations, a part of **Joint Task Force 633** under tasking to the Combined Maritime Forces.

*Darwin*’s role, and the role of Combined Task Force 150, is to conduct maritime security and interdiction operations in support of deterring terrorism and promoting peace and security in the maritime regions of the Middle East.

Combined Task Force 150 is one of three principal task forces operated by Combined Maritime Forces, a 30-nation coalition based in Bahrain. CTF 150’s area of operation and responsibility spans more than 2.5 million square miles, covering the Red Sea, Gulf of Aden, Indian Ocean and Gulf of Oman.



## 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.

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This week, Soldier On has opened the **Robert Poate Centre**, the newest addition to the Soldier On Reintegration and Recovery Network and the first of its kind in the ACT.

A crowd of well-wishers joined Prime Minister Tony Abbott, Assistant Minister for Defence Stuart Robert and Chief of Navy Vice Admiral Ray Griggs to welcome home **HMAS Melbourne** from a successful Middle East mission.

And, Airbus Defence and Space rolled out the **PZL 130 Orlik MPT** (Multi Purpose Trainer), a new version of the twin-seat aircraft with glass cockpit.

## International

# LCS contracts for Austal and Lockheed Martin



**The US Navy (USN) has awarded contract modifications worth US\$1.38 billion in total to Austal USA and Lockheed Martin for the construction of four Littoral Combat Ships (LCS). Austal has received US\$684 million to build two more aluminium trimaran Independence-class vessels; Lockheed Martin was awarded US\$699 million to build two steel monohull Freedom-class variants.**

The awards are part of a dual 'block-buy' contract that was awarded by the USN in 2010 for the construction of 10 LCS by each contractor over the fiscal year (FY) 2010-2015 period.

In a statement released on 11 March, Australian shipbuilder Austal Limited said that the additional vessels will be the seventh and eighth warships it would build under its 10-vessel, US\$3.5 billion contract.

The company currently has five LCS vessels under various stages of construction at its shipyard in Mobile, Alabama including USS *Jackson* (LCS 6), Austal's first as prime contractor. **General Dynamics**, in partnership with Austal, was the prime on lead ship USS *Independence* (LCS 2) and pre-commissioning unit *Coronado* (LCS 4), which is to commission on 5 April. *Jackson* was launched in December 2013 and is preparing for sea trials before scheduled delivery by the end of 2014. *Montgomery* (LCS 8) is scheduled for launch in the fourth quarter of 2014.

For Lockheed Martin, the award provides funds to construct the seventh and eighth Freedom-class ships under the block-buy arrangement. *Indianapolis* (LCS 17) and the yet-to-be-named LCS 19 will follow sister ships *Little Rock* (LCS 9), *Sioux City* (LCS 11), *Wichita* (LCS 13), and *Billings* (LCS 15), which are in various stages of construction at Fincantieri's Marinette Marine Corp yard in Marinette, Wisconsin.

Apart from the LCS contract, Austal is also currently delivering a US\$1.6 billion contract from the USN to build 10 103 m Joint High Speed Vessels (JHSV), all of which are fully funded. Two have been delivered to date, with the third scheduled for delivery by the end of March. Three more are currently under construction





## Lockheed Martin to acquire Industrial Defender

**Lockheed Martin has entered into a definitive agreement to acquire Industrial Defender, a leading provider of cyber security solutions for control systems in the oil and gas, utility and chemical industries.**

“Industrial Defender’s expertise in cyber security for critical infrastructure is a natural extension of our commercial cyber security business,” **Marillyn Hewson**, Lockheed Martin Chairman, president and CEO said. “Their experience in addressing cyber threats to industrial control systems complements our information technology cyber security expertise and strengthens the value we deliver to our customers.”

Industrial Defender is a privately held company headquartered in Foxborough, Mass., with more than 130 employees in three facilities. The company’s solutions, including **Industrial Defender Automation Systems Manager™**, help protect and manage critical infrastructure by reducing cyber risks, easing regulatory compliance and enhancing the efficiency of customers’ control environments.



## New Wildcat aircraft drops in on HMS Dragon

**The Royal Navy’s Lynx Wildcat maritime attack helicopter, is currently undergoing extensive trials with 700W Naval Air Squadron.**

As part of those trials, the aircraft has been working at the MOD’s aerial range in Cardigan Bay.

From next year, Wildcat will begin to replace the Lynx Mark 8 as the helicopter which supports Royal Navy destroyer and frigate operations around the world.

The inaugural arrival of Wildcat on **HMS Dragon** went seamlessly and the whole ship’s company got the chance to take a look at and admire the latest addition to the Fleet Air Arm.

After the brief visit, Wildcat will be a more permanent presence on board *Dragon* later this month as, for the first time, the helicopter is embarking on the ship for the latest Exercise Joint Warrior; a biannual exercise in which British and foreign armed forces hone their skills off the coast of Scotland for up to 3 weeks.



## LM delivers first KC-130J Super Hercules to US

The first KC-130J Super Hercules tanker assigned to a US Marine Corps Reserve squadron was ferried from the Lockheed Martin facility.

This KC-130J is assigned to the **Marine Aerial Refueler Transport Squadron 234 (VMGR-234)** stationed at Naval Air Station Fort Worth Joint Reserve Base, Texas.



## Thales to supply mission suite for Polish Patrol Vessel ORP SLAZAK

The Polish Ministry of National Defence and Thales have signed a contract for the delivery of the integrated combat system and related acceptance activities on board the *ORP ASLA "ZAK Patrol Vessel*.

The system will be fully operational in 2016. The vessel is the successor of the GAWRON multipurpose corvette program.

In the scope of this contract, Thales will deliver main combat system components such as the **TACTICOS Combat Management System**, **SMART-S Mk2 surveillance radar**, **STING-EO Mk2** (currently named the STIR 1.2 EO Mk2) fire control radar, **MIRADOR electro-optical observation and fire control system** and **LINK 11/16 tactical data link system**.

Thales is also responsible for the combat system integration related to other systems to be installed on board the vessel, such as weapons, communication and navigation systems, as well as several third party-supplied sensors.

Related to this contract, Thales has concluded agreements with a number of institutes and enterprises in Poland for transfer of knowledge and technology concerning maintenance, training of Combat Information Centre staff and software development.

## 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)**

## 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.

ADM will  
be in  
attendance

## 3rd annual ADM Cyber Security Summit

**DATE:** 19 - 20 June, 2014, Canberra  
**ENQUIRIES:** ADM Events - Adam Wiltshire, Ph: 02 9080 4342;  
 Email: [adam.wiltshire@informa.com.au](mailto:adam.wiltshire@informa.com.au)  
 Web: [www.admevents.com.au](http://www.admevents.com.au)

Over the last 2 years, the summit has gathered 150+ senior Defence, National Security and Industry executives to address current and emerging cyber threats to Australia's security.

ADM will  
be in  
attendance

## Defence and Industry (D+I) conference 2014

**DATE:** 29 - 30 July, 2014, Adelaide  
**ENQUIRIES:** Defence Materiel Organisation  
 Email: [DMO.Communication@defence.gov.au](mailto:DMO.Communication@defence.gov.au)

The Conference is an opportunity for Industry to discuss with Defence officials acquisition and sustainment investment opportunities.

ADM will  
be in  
attendance

## 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

## **New Zealand Defence Industry Association Forum (NZDIA Forum)**

**DATE:** 21-22 October 2014, New Zealand

In association with New Zealand Industry, Ministry of Defence and NZ Defence Forces. More details to come.

## **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*

