



DEFENCE WEEK

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RAAF deploys ground troops to Afghanistan

Nigel Pittaway

For the first time in its history, the RAAF will deploy ground combat forces to Afghanistan this week, when around 65 personnel from the Combat Support Group's two Airfield Defence Squadrons depart Brisbane for duty in Tarin Kot.

Airfield Defence Squadron personnel have previously served in smaller numbers in Iraq and again in Timor Leste and the Solomon Islands in 2006.

The force, led by Amberley-based No.1 Airfield Defence Squadron but bolstered by personnel from No.2 AFDS, departed Brisbane on October 30 and will take over Security Force operations at Tarin Kot from withdrawing Slovak forces.

Included in the deployment will be two **Rifle Flights**, a **Command Element** and a **Manoeuvre Support Element**, which is effectively an augmented section of six **Bushmaster Protected Mobility Vehicles**. The Command Element will reside within the headquarters of the **Multi-National Base Tarin Kot** (MNBTK).

"This opportunity presents itself very well for us because all the security at the base itself is currently run by an Air Force Headquarters," **Wing Commander Jeff Peterson**, Commanding



Officer of No.1 AFDS explained.

“The headquarters presently oversees about 300 personnel: The Slovak Force Protection Platoon, the contracted Afghan nationals who are looking after entry control points, watchtowers and the like, and they co-ordinate activities with other residents on base to provide protection in the outer area.”

The roles undertaken by the force will include the oversight of entry control, the establishment of a response force capable of operating both inside and outside the base and maintaining routine security patrolling within the base perimeter.

“Framework patrolling outside the base is undertaken by a range of organisations and although it won’t be the primary function of the AFDS detachment, they will be ready to carry out such operations if tasked by the local commander,” WGCdr Peterson said.

The normal role of the two Airfield Defence Squadrons is to protect fixed installations such as air bases, the personnel within those bases and the operations that are generated from them.

“We take what is currently land warfare doctrine and apply what is principally an air-minded approach,” WGCdr Peterson added.

“We ensure the continuation of operations from a base by deterring, disrupting and destroying the threat to the base and its operations.”

Prior to deployment, the AFDS personnel undertook similar training to Army combat units.

“Once we were warned of this particular task, we commenced a process of mobilisation, where the personnel undertook live firing training and a range of field exercises and then they conducted the same mission-specific training and the same mission readiness exercises as the Army’s Afghan Task Force did for this deployment,” WGCdr Peterson said.

“They have been certified by the Army Combat Training Centre-Live, who are responsible for putting together the training guidelines, and our personnel are certified as satisfactory and fit to deploy. Our personnel are as well prepared as any AFDS deployment that has previously taken place. They have had three months of really intensive pre-deployment training and part of that has been working with the ATF that are going across at the same time,” WGCdr Peterson concluded.

SEA 1000 to form IPT

Christopher Skinner of the Submarine Institute of Australia

October 26 saw the closing date for comments on the exposure draft invitation to participate in the Future Submarine Integrated Project Team (IPT) concept design activity for the fourth Sea 1000 option.

The IPT will follow a staged approach over 16 months (see figure 1 - next page) to deliver two costed and technically balanced submarine concept designs for a new design submarine to meet the 2009 Defence White Paper capability, including top level specification, operational concept documents, design and construction planning, business and international information arrangements and rough order of magnitude cost estimates.

The IPT will inform Australian industry about the project, foster local submarine design capability, and determine the feasibility of adopting an Australian bespoke design.



	2012Q4	Jan-Apr 2013	May-July 2013	Aug-Oct 2013	Nov 2013 - Feb 2014	Mar-Jun 2014	2014 July - Dec
Milestones		IPT starts				IPT finish	First pass considerations by government
IPT staff	2	10-15	25-35	35-45	45+	45+	
Activity	Recruitment of IPT Leader and Deputy Leader	Early planning & set up	Refining requirements & setting up	Refining solution sets and strategies	Developing designs & associated documents	Finalising submission	

Figure 1 - Future Submarine Defence and Industry Integrated Project Team Timeline

A key factor will be availability of the required engineering and program management skills, and this will be assessed before the concept design activity is approved to proceed. The application of disciplined processes in the design activity will be equally important but this has not been discussed in the draft IPT.

The IPT is expected to begin work in January 2013 after the appointment of an IPT leader (responsible for program management) and deputy (engineering lead) for which extensive requirements and selection criteria have been stated.

In the first stage the team is expected to number some 10 to 15 people to be drawn from a panel of candidates submitted by respondents to the invitation to participate. This core team must be engaged in the detailed planning of all following stages of the concept design activity with full descriptions of all work processes, intermediate work products, deliverables and review events and the criteria to be met before proceeding to each following stage. If this is not done there will inevitably be later confusion and nugatory work and delays to the overall program.

The other matter that should be reconsidered is the requirement to develop two full designs. A better approach would be to develop a complete design solution for the minimalist design and develop a cost-capability model for incremental additions of capability features over and above that baseline.

The cost-capability model would support 'what-if' systems engineering trade studies to be performed in response to government assessment, while the completed design model would provide the baseline resource requirements sufficient to decide whether the bespoke option is viable vis-à-vis the other three program options.

ADM Congress 2013

Date: 12-13 February 2013, Hyatt Hotel Canberra
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ADF IED detection contract for Chemring sub

Non-Intrusive Inspection Technology (NIITEK), a Chemring Group subsidiary, has been awarded a contract for production and supply of its Husky-mounted detection systems (HMDS) to support the Australian Army's route clearance operations in Afghanistan. Under the terms of the \$6.9 million firm fixed price contract, NIITEK will manufacture and deliver ten HMDS, as well as spare parts.

The HMDS is a multi-panel high-performance system designed to detect surface laid and buried explosive threats, including **improvised explosive devices (IEDs), unexploded ordnance (UXO) and weapons caches**. Equipped with four large panels of VISOR 2500 ground penetrating radar (GPR) and an optional metal detector, the ruggedised system is capable of detecting anti-vehicular landmines and other metallic and non-metallic explosive hazards on **main supply routes (MSRs)** and additional open areas, according to mission requirements.

Additional features include advanced real-time **automatic target recognition (ATR) algorithms, remote visualisation (RVIS) systems**, a computer and monitoring system, as well as a **global positioning system (GPS)**, which provides the operator with 2D and 3D views of objects buried under the ground.

Since early 2008, the system has helped military personnel detect numerous pressure-plate IEDs prior to detonation in a wide range of road surfaces and soil conditions in Afghanistan. Deliveries under the contract are scheduled to be complete by the end of November. As previously noted in *ADM's Defence Week* the Australian Army's Diggerworks team has rolled out new blast gauges designed to provide assistance to treat soldiers injured from improvised explosive devices (IEDs) in Afghanistan.

Originally developed by the DARPA, the gauges are capable of displaying a yellow, green or red light to suggest the pressure level of an IED blast. A total of three blast gauges will be worn on the outside of helmet, the non-firing shoulder and chest to facilitate measurement of the blast wave from all directions in the battlefield.



A century of Australian small arms manufacturing

During a ceremony at the Thales Australia facility in Lithgow, NSW, Minister for Defence Materiel Jason Clare officially marked 100 years of Australian small arms manufacturing.

Minister Clare met Thales employees, and received a detailed briefing on the company's latest offering – the new **F90 weapon** (pictured).



Since 1912, **.303, SLR and Austeyr rifles** made at Lithgow have supported Australia's soldiers on countless operations around the world – from Gallipoli, Fromelles and Pozières to North Africa, Borneo and Kokoda, and from Korea, Malaya and Vietnam to East Timor, Iraq and Afghanistan.

"The Lithgow facility employs around 140 people and is a significant national defence capability of strategic importance to Australia," **Chris Jenkins**, Thales Australia's chief executive officer said.

Originally conceived as a facility to make weapons designed elsewhere, over recent years Thales has invested in expanding Lithgow's capabilities beyond manufacturing and in-service support of third-party weapons to add design and testing expertise.

This has resulted in Thales developing an Enhanced **F88 rifle a contender** for the **Land 125 program**, as well as the launch earlier this year of the new F90.

The lightweight, innovative and adaptable F90 range includes a rifle variant weighing just 3.25kg, with high levels of reliability and rapid target acquisition time. The bullpup design enables a longer barrel and associated higher muzzle velocity for greater stopping power within a compact overall length.

Boeing's bid for JP2072 Phase 2B



While the article 'Four contenders vie for JP2072 Phase 2B' in *ADM's* October edition noted correctly that Boeing Defence Australia was a contender for JP2072 Phase 2B's Battlefield Telecommunications Network (BTN), it provided little, but accurate, detail about Boeing's proposal that author Tom Muir was able to glean. This has changed with Boeing Defence Australia unveiling Barrukka (Aboriginal for 'talk' in Queensland) at the 2012 Land Warfare Conference this week.



Largely developed from Boeing's own resources and experience with the company's Australian programs, Barrukka is a battlefield telecommunications network built with operationally proven equipment to modernise the ADF's BTN.

The system comprises various terrestrial and space bearers, range extension systems, a local area system, and a satellite communications **Headquarters on the Move** (HQOTM) capability. Barrukka integrates both **COTS** and **MOTS** components to minimise the amount of customisation required for Australian Army operations. The Mission Management System re-uses technology and approaches from comparable complex programs delivered by Boeing to the Australian Defence Force (ADF).

Used by the US Army in Iraq OIF in 2006 Barrukka's HQOTM capability uses wideband satellite links for the command and control of forces on the move. Boeing is the builder of all six WGS satellites designed to meet the soldier's evolving bandwidth requirements.

Barrukka uses converged, universal, and military-grade services from the office to field headquarters and land commanders. It requires the technical integration of many existing external systems, for which Boeing has extensive experience, gained from the Vigilare air defence ground environment and the High Frequency Modernisation projects.

Somewhat akin to Raytheon Australia's reliance on work with the US Army's **WIN-T** for its BTN proposal, Boeing relies heavily on its work on the US Brigade Combat Team Modernisation program for 'a unique understanding of how to create a federated BTN with a sophisticated system that plans and manages integrated communications equipment among several peer nodes'.

In a swipe perhaps at 'furriners' in the industry, Boeing says their program will be managed in Australia, by Australians who have more than a decade of experience delivering complex systems of systems to the ADF. The other contenders for this phase are **BAE Systems Australia** with **Thales Australia**, **Raytheon Australia** with **General Dynamics**, and **Lockheed Martin** with **Elbit Systems**.

ADM Comment: ADM also understands that work on JP2072 may take even longer as the program office seeks to get even more information from contenders before heading to the next phase. The chances of the four contenders explaining to the Commonwealth what this will do to schedule and cost (ie increase them both) is probably not a good bet. However, pointing out the mistakes of the hand that feeds them is something that is reserved for brave souls.



Detection Capabilities for UAS

Sentient have signed a long-term licensing agreement with Insitu Inc. to integrate Kestrel land and maritime automated detection software systems into Insitu's Unmanned Aircraft Systems (UAS).

Currently deployed as a separate product, Kestrel operates adjacent to Insitu systems. The incorporation of Kestrel software into Insitu's UAS will enhance operator effectiveness to utilise a much larger field of regard. Kestrel provides an automated target detection capability in both land and maritime domains. Kestrel Land MTI specialises in detecting moving targets within the field of view of an **electro-optical** (EO) and **infrared** (IR) sensor and has extensive experience in both Afghanistan and Iraq with the US and its allies. Kestrel Maritime automatically



detects objects on the surface of the ocean, including small boats and people.

“Many **ScanEagle** customers already use Kestrel to provide an automated detection functionality and are very satisfied with the results,” **Simon Olsen**, Sentient sales and marketing manager said.

“This agreement allows customers to benefit from the two technologies working together seamlessly to enhance airborne ISR missions,” Olsen added.



BvS10 unveiled

The **BvS10 Amphibious all-terrain vehicle (ATV)** from **Vehicle Systems Sweden** was unveiled by **BAE Systems** at the **2012 Land Warfare Conference in Melbourne**.

The protected amphibious twin-cab ATV vehicle is light and transportable, air mobile and swimmable - all while still providing the optimal mix of mobility, protection and lethality.

The BvS10 delivers agility across roles and environments including sea, desert, mountains, jungle and tidal flood plains.

“As it’s not a traditional infantry fighting vehicle, we’re not suggesting it for the Land Combat Vehicle System Project (Land 400). Rather, we see the BvS10 as an asset for the near coastal and riverine operational environments,” BAE Systems, director Land and Integrated Systems, Kim Scott said.

The agility and versatility of the BvS10 provides the potential to rationalise a number of existing vehicle and equipment systems, while delivering wide ranging support to the Landing Helicopter Dock and other components of the ADAS system,” Scott said.

The ATV delivers unique operational agility within the littoral environment. With minimal preparation it can be deep water launched and recovered from ship docks or landing craft and deployed from flight decks using Medium Lift Helicopters.

BvS10 has been designed with the military and is battle proven in different types of environments, from the hot desert climate in Afghanistan to the humid swamps of Chad serving UK, Dutch and Swedish forces. The **UK Ministry of Defence** have just signed a contract to regenerate their BvS10 fleet used extensively by the Royal Marines.





Night eyes a better option for troops

Defence manufacturer, Point Trading have launched their advanced night vision goggles, 'Night Eyes', at the Land Warfare Conference 2012.

Point Trading's Australian designed and manufactured Night Eyes is the most advanced binocular available and also offers unparalleled troop comfort. Powered by one AA and one CR123A battery, the compact binocular night vision system

operates up to 20 metres below water. The binocular system sits on a helmet and has a malleable aluminium frame which allows for the system to be configured to the operator's exact requirements facilitating greater functionality and comfort, while benefiting from long life for greater return on investment.

Underwater and ground warfare robots will be demonstrated in action on a man-made beach in Point Trading's exhibition space. Used for reconnaissance missions, urban warfare operations and first responder events, the robots have the ability to provide real time situational analysis and threat mapping. They can detect nuclear, radiological and chemical exposure, sample gas and liquids, dispose of bombs, open doors, diagnose pipes and subsea exploration thus ensuring personnel safety. Point Trading is one of the few companies to supply underwater robots in Australia.

Key to battlefield readiness, Point Trading's innovative **Power Management System** (PMS) ensures a minimum saving of 40 per cent on battery costs, coupled with a 50 per cent weight reduction, for 72-hour operations. A sleek and light design plus a greater battery life not only lowers cost but reduces personnel loads for maximum comfort and efficiency. Given the range of equipment deployed, PMS technology can provide Australian forces with a tactical advantage in the field and supports all current and future auxiliaries.

Point Trading are also demonstrating their **Enhanced Combat Helmets** and state of the art harness system. Point Trading provides significant savings to ADF because its Enhanced Combat Helmets are refurbished and serviced in Australia rather than being replaced by ADF annually.

"We have refurbished over 17,000 helmets, which amounts to \$1.5 million in savings each year for the ADF. We are also the Australian Helmet Integrator delivering flexibility and more savings for the ADF," **Avner Klein** chief executive officer of Point Trading said.



ADM Online: Weekly News 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 **BAE Systems** celebrated the completion of the last **M113 production vehicle** at Bandiana.

Firing tests of torpedo launchers for the new Hobart Class **Air Warfare Destroyers** (AWD) were held in Adelaide.

Also, applications were opened for more than \$8 million in grants to defence companies to develop innovative ideas to help build and sustain Australia's **Priority Industry Capabilities** (PIC).

And, Thales's installation of the **Traffic Collision Avoidance Systems** (TCAS) on the **AP-3C Advanced Flight Simulator** (AFS) was approved for pilot training by the Commonwealth's accreditation authority.

Movement at the station

NIOA have announced the senior appointment of **Martin Skin** in the role of **National Security Manager**. Prior to joining NIOA, Martin spent over 20 years in the Australian Defence Force, mostly in the Infantry and Special Forces. He was a company commander (general manager) in the Far North Queensland Regiment, which protected national borders around the remote communities of outback Queensland. In recent years Martin has held appointments in complex Defence programs.



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International

Design work for RN's Vanguard sub replacement

The UK Ministry of Defence (MoD) has awarded BAE Systems a further £315 million for ongoing design work for the replacement to the Royal Navy's Vanguard class nuclear submarines. This follows one made in May this year, when it revealed it had placed an initial £328 million design phase contract with BAE Systems Maritime – Submarines.

The Vanguard class, which carries the UK's nuclear deterrent, will be replaced from 2028. BAE Systems already has more than 1000 employees working on the replacement programme, the majority of which are focused on developing the new submarine's complex design.

The current Vanguard class comprises four submarines – *HMS Vanguard*, *HMS Victorious*, *HMS Vigilant* and *HMS Vengeance* – all of which were designed, and then built at Barrow-in-Furness. The new class of submarines has yet to be given an official name, though the program is named the Successor Deterrent Program by the MoD. In May, 2011 the MoD announced approval for the design phase, costing £3 billion. This latest award of work is part of that.

While BAE Systems has received the lions share of the funding **Babcock** has also been awarded government funds for future design elements.



Airbus identifies cause of MRRT boom mishap

Airbus Military has identified the cause of an in-flight refuelling boom detachment that affected an A330 multirole

tanker transport early last month, and says the incident was the result of a unique set of test circumstances.

The **EADS-designed boom structure** detached from the aircraft during a customer pre-acceptance flight on 10 September, before falling in a remote part of Spain from an altitude of 27,000ft. No one was injured in the incident, and the tanker - one of three destined for delivery to the United Arab Emirates - landed safely at Airbus Military's Getafe site near Madrid.

Airbus Military says a unique addition to the boom developed for the customer was being tested at the time of the incident. A back-up boom hoist intended to allow the structure to be retracted in the event of a failure to its primary system was being used, but its effects were unexpectedly countered by the main system until a failure and separation occurred. The set of circumstances being tested during the sortie could not have happened under normal operating conditions, the company notes, and procedures have been drawn up to



prevent a repeat.

Airbus had initially advised the RAAF as a precautionary measure to stop using the boom until further investigations had taken place. The RAAF is the launch customer for the boom-equipped A330 and has four of the five aircraft it ordered in-service. The aircraft also has **Cobham**-supplied probe refuelling systems fitted.

It's the second time the Airbus-developed boom has been involved in a serious in-flight incident. In early 2011 the boom of an A330 multi-role tanker transport destined for delivery to the RAAF detached during a training flight refuelling a Portuguese **Lockheed Martin F-16** over the Atlantic Ocean, but Airbus says the incidents are not related. A fix has been implemented to resolve that previous issue involving the installation of a warning on the MRTT's control system if the refuelling approaches the edge of its cleared envelope.

The UK's Royal Air Force has started taking delivery of the MRTT machines but its version, known as the Voyager, does not use a boom but relies on the Cobham probe.



DARPA seeks new IED detection devices

The US Defense Advanced Research Projects Agency (DARPA) is seeking demonstrations of advanced technologies for the detection of improvised explosive devices (IEDs), as part of its methods of explosives detection at standoff (MEDS) program.

During the proof-of-concept demonstrations, participants will be required to display non-contact methods and technologies for rapid and precise detection of bulk explosives embedded or packaged in

mud, meat or animal carcasses.

MEDS effort manager **Dr Judah Goldwasser** said the program would represent a change for the agency's past university performers, as it seeks proof-of-concept demonstrations of technologies and techniques, as opposed to only basic research. These may require new engineering and physics, he said.

While the building blocks for a solution are in place, to safeguard the operator's health, the techniques will have to be developed without ionising radiations, and are required to detect, but not necessarily image the IEDs located at a depth of 5cm or more.

Lockheed Martin and Austal's multi-mission combatant

April last year, the Austal/General Dynamics team, designers and builders of the Independence class Littoral Combat Ship (LCS) released details of their trimaran-based Multi Mission Combatant (MMC) offering.

Now **Lockheed Martin** has followed suit, pointing out that with two Freedom class LCS currently in the US Navy fleet, two more in production and two others under contract, the company is leveraging experience gained through the LCS program to offer its Multi-



Mission Combatant for navies worldwide. But unlike Austal, Lockheed Martin is offering their MMC in three sizes with lengths ranging from 85 to 118 metres and displacements from 1,800 to 3,500 tonnes.

Lockheed Martin describes their MMC concept as an agile, modular vessel capable of speeds in excess of 40 knots, provides the power of a larger platform with a smaller crew, similar to the core 40 sailors the US Navy uses on its LCS version of the ship.

The ship's design is intended to be adapted for a variety of missions, including anti-air, mine countermeasures, anti-surface, anti-submarine and electronic warfare, with inherent capability for supporting counterterrorism activities, anti-piracy missions, special operations missions, maritime interdiction and humanitarian relief operations. By leveraging the US Navy's latest technologies, Lockheed Martin says international navies can benefit from the ship's interoperable capabilities with systems like the common radio room and platforms such as the **MH-60R helicopters** and **Remote Multi-Mission Vehicles**.

The Austal MMC has a trimaran hull providing outstanding stability, capacity and sea keeping. Compared to monohulls, Austal says trimarans are more stable platforms for marine and aviation operations up to sea state 5. This technology, already proven in high-speed transoceanic service, means the MMC can deliver unparalleled combat effectiveness – anywhere in the world, under the most demanding conditions.

The principal characteristics of the Austal MMC are length 127.6 metres, width 31.6 metres and draft 4.4 metres. Full load displacement is 3,120 tonnes with a maximum speed of up to 40 knots. At cruising speed (16 knots) it has a range of 4,500 nm, at sprint (36 knots) range is 1,500 nm. The flight deck is 1,030 sq m and mission bay is 1,100 sq m. It has accommodation for 110 personnel including crew. (Note crew numbers depend on mission).

Contender for the BTN's satcom needs?

Selex Elsag has launched a Micro Very Small Aperture Terminal (Micro VSAT), a satcom terminal offering a low-cost, fully integrated, ultra lightweight, high performance, highly tactical capability. Micro VSAT is a highly flexible X-Band or Ku-Band terminal. It has been designed to provide users with an extremely lightweight, yet robust, deployable satcom capability. It can be easily and quickly deployed by a single operator - from box to satellite in less than five minutes.

Micro VSAT weighs in at a low 23kg. This is close to half the weight of comparable terminals offering similar performance. It is packaged into a single Peli case or a lightweight soft pack. Although Micro VSAT is a fully integrated Micro VSAT, it is designed around an innovative modular architecture, allowing for the flexibility needed for the present and the future.

The unit uses GPS positioning and inclinometers to provide the operator with a display to quickly and accurately align the antenna onto the satellite. This revolutionary method uses the same software as a motor driven system but, instead, outputs clear, simple visually displayed instructions to the operator. This reduces weight, power consumption and time to acquire the satellite.



New achievement for Elbit Systems in Brazil

Brazilian subsidiary of Elbit Systems has been awarded an initial production order valued at approximately \$25 million to supply 12.7/7.62mm Remote Controlled Weapon Stations (RCWS) to the Brazilian Army. The RCWS, named REMAX will be supplied within two years.

Specifically designed to meet Brazilian Army requirements as part of the **VBTP program**, REMAX has already been successfully tested. REMAX, is a stabilized weapon station for 12.7/7.62mm machine guns and will be used in armored vehicles for troop transport and in armored platforms that include logistics vehicles utilized in combat, border patrol and peace keeping missions.

This award marks the second contract award in approximately a month of Elbit Systems in Brazil, following the September 13, 2012 Elbit Systems announcement regarding a \$15 million initial production order awarded to another Elbit Systems subsidiary in Brazil, to supply Unmanned Turrets to the Brazilian Army.



FORTHCOMING EVENTS.....next page



FORTHCOMING EVENTS

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

MilCIS 2012

DATE: 6 – 8 November 2012, National Convention Centre, Canberra

ENQUIRIES: Consec – Conference Management, Phone: 02 6251 0675; Fax: 02 6251 0672; Email: milcis2012@consec.com.au; Web: <http://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. MilCIS is the only Australian conference focussing directly on the crucial technologies, products, systems and services associated with military communications and information systems.

6th Submarine Institute of Australia (SIA) Biennial Conference 2012

DATE: 14-15 November 2012, The Shine Dome, Canberra

ENQUIRIES: David Nicholls (Executive Manager), Email execmgr@submarineinstitute.com Phone: +61 413 133 391 Fax: +61 2 6260 5416

2012 will be a pivotal year for decisions concerning submarines. With the recent announcement of \$214m in funding for the Future Submarine Program and a significant boost in Sustainment funding for the Collins class, the SIA is grasping the opportunity to present powerful arguments to contribute to the development of the 2013 Defence White Paper against the most challenging budgetary circumstances for Defence since 1938. Delegates to the 6th Biennial Conference will hear from a range of influential speakers from Government, overseas and both the Public and Private sectors as they discuss the pivotal considerations for Australia's submarine capability.

ADM's Social Media in the Defence Environment

DATE: 5-6 December 2012, Hotel Realm, Canberra

ENQUIRIES: ADM Events - Jamie Burrage, Ph: 02 9080 4321;

Email: jamie.burrage@informa.com.au Web: www.admevents.com.au

Social media in the private sector has been a bumpy journey, where companies tread a fine line between credibility and ridicule whilst getting their policies right. In the public sector, and Defence in particular, the evolution of social media has created opportunities, whilst also highlighting the need for social media policies. This inaugural conference will examine the opportunities that social media can bring to the Australian Defence Force and the Department of Defence. By mitigating the dangers of misuse, social media can be an excellent tool for announcements, for recruitment, for connecting and for selling. There is no denying the place of social media in the modern workforce. Hear speakers discuss what tools and policies can help harness social media into an essential part of the Defence workplace.



ADM2013: 10th Annual ADM Defence/Industry Congress

DATE: 12 – 13 February 2013, Hyatt Hotel, Canberra

ENQUIRIES: ADM Events - Jamie Burrage, Ph: 02 9080 4321;

Email: Jamie.burrage@informa.com.au **Web:** www.admevents.com.au

The annual ADM Congress has evolved into a pivotal event in the Defence calendar, attracting senior officials from all areas of the Defence Force and Defence Industry. It is a critical forum for any organisation operating within the defence business sector. Also do not miss the ADM Awards Dinner. The dinner is the perfect opportunity for you to continue networking with colleagues and new contacts made at the Congress. More details to be released closer to the date

Avalon 2013: Australian International Airshow and Aerospace & Defence Exposition

DATE: 26 February - 03 March 2013, Avalon Airport, Geelong

ENQUIRIES: Aerospace Maritime Defence Association Ph 03 5282 0500;

Email: airshow@amda.com.au; **Web:** <http://www.airshow.net.au>

The Australian International Airshow and Aerospace & Defence Exposition is the essential aviation, aerospace and defence event for the Asia Pacific. Industry-only trade sessions will be held Tuesday to Thursday (all day) and Friday will be both a trade and public day. The exposition will open each day from 9am until 5pm. Associated industry and technology conferences, seminars and symposia will be held at Avalon and in Melbourne and Geelong during show week.

