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DEFENCE WEEK

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Out at last: Air 5428 Pilot Training RFT

Tom Muir

The long awaited RFT for Air 5428, the Fixed Wing Pilot Training Systems was finally released on Friday August 2, closing February 17, 2014. There will be an industry brief at RAAF Williams, Laverton, Victoria on Tuesday September 17, following the estimated release of an addendum to the RFT September 2, 2013.

Under the tender the Commonwealth is seeking an outcome that will provide the country with a new tri-service fixed wing **Pilot Training System (PTS)** that will, amongst other things:

- provide platforms for flight screening and cover all facets of undergraduate pilot training from basic flying up to entry into Air Force Lead-in Fighter and Operational Conversion Units;
- provide candidates for the **Helicopter Aircrew Training System (HATS)** to be delivered under **Project Air 9000 Phase 7** (NB HATS is scheduled to graduate its first helicopter crews in late 2016, and the PTS was planned to graduate ADF pilots about six months later, in early 2017. Defence says both projects are on track to deliver the required capability in the timeframe laid out in the current Defence Capability Plan, but in the case of the fixed-wing program at least, this is a two-year band--Ed.) and will include the initial training of **Qualified Flying Instructors (QFIs)** to support the PTS and fixed-wing operational training.

Airborne platforms selected for pilot training will also be assessed for their suitability for use by 4 SQN, and **Aircraft Research and Development Unit (ARDU)**. If selected, the aircraft will be acquired by a Commonwealth Initiated Option.

The Commonwealth requires a choice of locations to consider

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for the collocated Pilot Selection Agency and Basic Flying Training School (BFTS). The locations are RAAF East Sale and an alternate location of the tenderer's choosing (that is not an ADF site), denoted as the "Off-base location". To be compliant with these conditions of tender, tenderers must submit tenders for both RAAF East Sale and the alternate "Off-base location," essentially two tenders.

The Commonwealth is allowing tenderers to offer the recommended combination of Commonwealth and private ownership of and private financing of the aircraft, Flight Training Devices, Learning Environment.

The Commonwealth is seeking an outcome that will:

- provide the Commonwealth with value for money;
- meet the Commonwealth's current and future defence capability requirements; and
- provide significant and sustainable benefits to the Commonwealth, the defence industry and the successful tenderer.

Specifically the PTS aims to enable an increase in graduation numbers, specifically the number of fast jet capable pilots, generate pilot skills consistent with advanced 4th/5th generation aircraft, enable withdrawal of current training media; and provide the opportunity for the integration of synthetic training systems.

Training types

Army/Navy: The PTS will provide initial flight training to Army/Navy trainees in a course optimising the development of competencies and cognitive skills on a fixed wing platform before Army/Navy trainees transition on to a rotary platform/s operated by the **Joint Helicopter School (JHS)** under the HATS program.

Air Force: The PTS will provide initial flight training to Air Force trainees in a course optimising the development of competencies and cognitive skills for Air Force trainees before undertaking **Lead-in-Fighter training (LIFT)** or operational conversions.

Air Force flight training should establish the learning gradient suitable for trainee pilots transitioning onto **Joint Strike Fighter (JSF)**. Air Force training should be cognisant of the capabilities of potential future LIFT platforms and the training program optimised to reflect the needs of the current and future fast jet training continuum.

Air Force graduates not selected to undertake fast jet training shall attain the prerequisite competencies and experience to transition onto operational platforms operated by **Air Lift Group (ALG)** and **Surveillance & Response Group (SRG)**.

The PTS will not address non-fast jet specific competency requirements (Multicrew, Automation, Multi-engine etc). Initial multi-crew training may be conducted under Project AIR5232 Option 2 or remain the responsibility of ALG and SRG operational conversion units. See full details in the tenders PDF with DWP 265 today.

2nd annual ADM Defence Support Services Summit

Date: 19 September 2013, Hyatt Hotel, Canberra
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Big guns aim for Air 5428

Tom Muir

Raytheon Australia, teamed with BAE Systems Australia and Hawker Beechcraft, put up its collective hand as far back as December 2010 for the PTS requirement. Their solution was centred on the Hawker Beechcraft T-6C, a military trainer supported by advanced simulation and a comprehensive training system architecture.

According to Raytheon, the team will offer an advanced PTS including aircraft, simulators, training devices, instructors and facilities, as well as courseware certified and maintained to exacting Defence standards.

In announcing the teaming agreement, the Raytheon Australia's MD **Michael Ward**, emphasised the importance of a systems engineering approach to increase the effectiveness of fixed wing flying training. He also pointed to Raytheon's extensive training pedigree including **Hornet** and **Super Hornet** training systems, the RAN **Retention and Motivation Initiative**, electronic warfare training system and a range of relevant training programs in the US and the UK.

He also noted that BAE Systems currently delivers all flight screening and basic flight training for the ADF and a range of flight training for the Royal Brunei Air Force, Republic of Singapore Air Force and the Royal Saudi Air Force at their Tamworth facility (see upcoming August edition of *ADM* for more).

Other likely, but as yet publically uncommitted contenders must include **Boeing Defence Australia** and **Thales Australia**. Both tendered for the **interim basic flying training (IBFT)** requirement that went to BAE Systems Australia.

An acknowledged leader in the delivery of simulation and training systems **Lockheed Martin Australia (LMA)** says it is working to provide scalable and tailored solutions to meet Australia's current and future simulation and training needs. One current pursuit is the delivery of an innovative solution for the ADF's future PTS. *ADM* suspects that LMA will almost certainly propose a pilot training system along the lines of the UK's successful **Military Flying Training System (MFTS)** under the Ascent flying training program proposed and managed by the **Lockheed Martin/Babcock team**.

ADM also understands that the LMA-led team has an exclusive agreement with Pilatus for the PC-21.

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UK Military Flying Training System

Tom Muir

When originally proposed the intent of the Ascent prohram under the Lockheed Martin/ Babcock team was to partner with the UK Ministry of Defence and begin supporting Advanced Jet Training operations. Other training capabilities would then be added incrementally, until the agreement became a full service operation that covered airfields, simulators, aircraft, fuel, and instructors while providing all aspects of pilot and rear crew specialisations. That process is now underway.

The most advanced fixed-wing aircraft Ascent will manage will belong to the British government, thanks to a 2006 purchase of 28 **Hawk 128 jets** as Lead-in Fighter Trainers. In British service, they will be known as **Hawk-T Mk.2**, to distinguish them from earlier-generation Hawk trainers in service with the RAF.

Ascent will also train transport pilots, however, and even the fighter pilots need to earn their wings on simpler aircraft. Helicopter pilots will also receive training under MFTS. Those aircraft will be provided via a pair of 25-year public-private partnerships, which include aircraft, ground training, availability and support.

Hawk 127 upgrade disappoints

Tom Muir

Relevant to the Lead In Fighter Training (LIFT) requirements of the upcoming Air 5428 Pilot training System has been the upgrade of the RAAF's 33 Hawk 127, which Defence Minister Stephen Smith announced last year would be upgraded to a configuration based on the so-called new generation T2 model Hawk 128 flown by the UK Royal Air Force.

This is the Latest Hawk LIFT type acquired for the UK's fast jet training, including **LIFT** training for **Typhoon** and possible **F-35**, under the **Ascent Military Flying Training System**. However *ADM* discovered that this upgrade is limited to new primary and secondary mission computers, OC2 software, new datalink and **TCAS (traffic collision avoidance system)**.These will be provided as kits and work packages for BAE Systems Australia to equip the RAAF Hawk 127s at its Williamtown NSW facility.

Hawk 128 capabilities over that of the upgraded Hawk 127 include more power - the Hawk 128 has the uprated Adour 951 turbofan engine with 6500 lb thrust, compared with the 127's Adour 871 rated at 5845 lb thrust. The 128 also has full NVG capabilities, and ACMI pods which have not been announced as equipping our Hawk 127s.

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Bidders jostle for combined Defence/ Civil ATM requirement

Tom Muir

Issued by Airservices Australia on June 28, the RFT for the Airservices Australia and the RAAF requirement for a Civil Military Air Traffic Management System (CMATS) / Air 5431, also known as oneSKY AUSTRALIA, has attracted very wide interest with companies such as ITT Excelis, Lockheed Martin Australia and the incumbent TAAATS provider, Thales Australia, putting up their hands.

The ATM predecessor TAAATs, awarded to Thales Australia in 1994 by Airservices Australia, was successfully delivered in 1997 and has been progressively updated to reflect changing technologies and requirements and as such is one of the world's most advanced Air Traffic Management systems.

Other contenders are sure to follow potentially including **BAE Systems Australia**, **Rohde & Schwarz Australia**, **CSC Australia**, **IBM**, and possibly **Indra Australia** and **Saab Systems**.

Lockheed Martin has teamed with Australian-based partners **Adacel Technologies Limited**; **Daronmont Technologies**; and **Frequentis Australasia Pty Ltd**. In addition, **Airbus ProSky** with subsidiary, **Metron Aviation**, will join the team.

Kestrel selected to facilitate target detection requirements in Latin America

Sentient and CarteNav Solutions have announced that both Kestrel Land Moving Target Indicator (MTI) and Kestrel Maritime automated target detection capabilities have been selected by CarteNav to enhance its AIMS-HD moving map display (MMD) and sensor management system (SMS), addressing urgent operational requirements in Latin America.

The integration of Kestrel enhances AIMS-HD functionally by highlighting moving targets in high-definition (HD) full motion video that is displayed alongside mission data on a digital moving map. Integrating critical MTI detections with the tactical operating picture provides mission commanders, both in the air and on the ground, with actionable intelligence as needed.

"It is great to get such a positive response from customers. The first integrated AIMS-HD solution has already been deployed and we are working with numerous prospects that are interested in evaluating or deploying the integrated solution over the next six months," **Simon Olsen**, director business development, strategy and partnerships at Sentient said.

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Questacon launches students on zero-gravity journey of discovery

Questacon is giving students a glimpse into working in space through the launch of Mission Astronautica.

Mission Astronautica is a two-month student research project developed by Questacon in partnership with **Raytheon Australia** and **NASA's Neutral Buoyancy Laboratory (NBL)** in Houston, Texas. Around 150 students from eight schools in five Australian states will participate in the project.

The launch connected the students for a videoconference mission briefing from former NASA astronaut, **Clay Anderson**, highlighting how astronauts are trained at the Raytheon-operated NBL. The facility's pool simulates the micro-gravity conditions of space through the use of neutrally buoyant space suits and submerged mock-ups of spacecraft.

Anderson challenged the school groups to build their own neutrally buoyant objects from simple materials and complete a set of tasks. Throughout the project period, students will work with Questacon to develop their ideas and report back to the NBL in September. Engineers from the NBL and Raytheon will give the students advice along the way.

Questacon director, **Professor Graham Durant**, said, "We're thrilled to be able to give Australian students a chance to talk to staff from the world's leading astronaut training facility and explore the challenges of preparing for a space mission."

"Interactive videoconferencing is an exciting, growing program area for Questacon. Through our Schmidt Studio, we connect Australian classrooms with local and international scientists to share the latest cutting edge science."

"Since 2010 we have connected more than 10,000 students and teachers from 300 schools around Australia and with their peers in the USA, New Zealand and Asia," Professor Durant said.

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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, Thales Australia brought local suppliers together to present a new opportunity to play a major role in the manufacturing of the company's **Hawkei** protected vehicle.

The US Air Force awarded BAE Systems an eight-year, $534 million contract to maintain the readiness of the nation's **intercontinental ballistic missiles**.

And, Airbus Military delivered the first **A400M** new generation airlifter, which is known in French service as the A400M Atlas, to the French Air Force.

International

Japan unveils biggest warship since WWII

Japan has unveiled its biggest warship since World War II, a $1.2 billion helicopter carrier aimed at defending territorial claims, drawing criticism from regional rival China which accused its neighbour of "constant" military expansion.

The ceremony to showcase the 248-metre (810-feet) vessel came as **Shinzo Abe's** conservative government, which took office last December, considers ditching the nation's pacifist constitution and beefing up the military.

Japan plans to use the helicopter carrier, named **Izumo** and expected to go into service in 2015, to defend territorial claims following maritime skirmishes with China, which has demonstrated its own military ambitions in recent years.

The Japanese-built carrier can accommodate nine helicopters and is expected to play a major role in disaster and rescue missions, as well as defending sea lanes and sovereignty claims, according to the defence ministry.

The navy's biggest vessels currently are a pair of smaller helicopter carriers.

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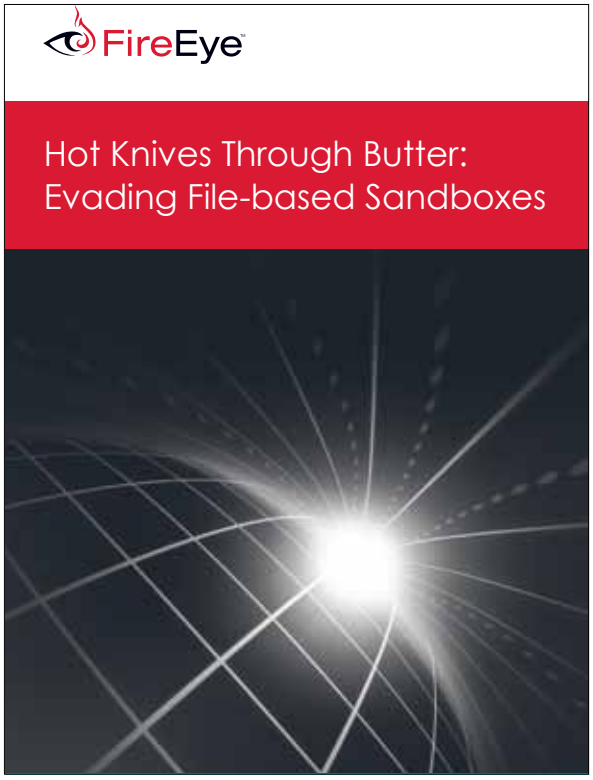

Cyber Security: Is Sandboxing useless? Report suggests it is

FireEye has released a new report titled, *"Hot Knives Through Butter: How Malware Evades Automated File-based Sandboxes,"* that reveals several techniques used by advanced malware to sidestep signature-based defences during attacks. Today's sophisticated, polymorphic malware is able to hide, replicate, and disable host protections using a variety of techniques, rendering single-flow, file-based sandbox solutions ineffective.

"In today's threat landscape, traditional **sandboxes** no longer offer a silver bullet against sophisticated attackers," **Zheng Bu,** senior director of research and co-author of the report said. "**Malware** is increasingly able to determine when it is running in a virtual environment and alter its behaviour to avoid detection. Effective detection requires analysing the context of behaviour and correlating disparate phases of an attack through multi-flow analysis — which is how our researchers identified the malware samples outlined in this paper."

The FireEye Labs research team leveraged the company's **Multi-Vector Virtual Execution (MVX)** engine's signature-less, dynamic, real-time detection capability to identify new evasion techniques.

The FireEye report outlines the methodologies malware authors are using to evade file-based sandboxes, which typically fall into one or more of the following categories:

- Human Interaction: Malware that involves human interaction lies dormant until it detects signs of human interaction. The UpClicker Trojan discovered by FireEye in December 2012 used mouse clicks to detect human activity, establishing communication with malicious CnC servers only after detecting a click of the left mouse button.
- Configuration: Sandboxes mimic the physical computers they are protecting, yet they are still configured to a defined set of parameters. Most sandboxes only monitor files for a few minutes before moving on to the next file. Therefore, cybercriminals simply wait out the sandbox and attack after the monitoring process is completed.
- Environment: Malware often seeks to exploit flaws present only in specific versions of an application. If a predefined configuration within a sandbox lacks a particular combination of operating system and applications, some malware will not execute, evading detection.
- Classic VMware Evasion Techniques: VMware, a popular virtual-machine tool, is

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particularly easy to identify because of its distinctive configuration, which proves useful to malware writers. For example, VMWare's distinctive configuration allows malware to check for VMWare services before executing.

Understanding the techniques malware authors are using to evade detection from file-based sandboxes will allow security professionals to better identify the potential for an Advanced Persistent Threat (APT) attack.

To download the report click **here**.

Belgium receives its first NH90 Naval Helicopter

Eurocopter has delivered the first NH90 NFH (NATO Frigate Helicopter) to the Belgium Armed Forces.

In addition to being the no. 1 NH90 NFH received by Belgium, it also is the first built at Eurocopter's Donauwörth, Germany industrial site.

Belgium will become the fifth country to put the European-developed NH90 NFH version into service, joining France, Italy, the Netherlands and Norway. The aircraft is rated at Full Operational Capability (FOC), ensuring its aptitude for the full range of Belgium naval missions – such as Search and Rescue (SAR) or military missions at sea.

Training of Belgium Navy flight and maintenance crews on the NH90 NFH will begin next month, with operations to be initiated in 2014 using its first two helicopters. Belgium has ordered eight NH90s in total, including four of NFH naval versions. The NH90 NFH is replacing the Belgium Navy's **Sea King** helicopters. Its configuration is identical to the Dutch NH90 NFH version.

"The NH90 NFH is operationally proven, and Belgium will benefit from this helicopter's already validated performance, reliability and versatility," **Michel Polychroniadis**, director of the NH90 Program at Eurocopter said. "The Belgium acceptance teams and flight crews have been impressed by the NH90 NFH's flight stability and its capabilities, providing a preview of the operational enhancements that will be provided for the country's army."

Military services currently operating the NH90 NFH have successfully utilised the helicopters in rescue, transport and surveillance missions. As an example, more than 50 persons have been rescued to date by French Navy NH90 NFH rotorcraft, while the Netherlands recently deployed its NATO Frigate Helicopters to the Horn of Africa in support of the European Union's Atalanta naval operation.

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Expanding C-130 support services in Poland

BAE Systems has won a contract from WZL2 to support the Polish Air Force (PLAF) C-130 fleet for upcoming Periodic Depot Maintenance (PDM) requirements.

With a five-year contract and two additional renewal years, BAE Systems will provide a variety of services including technical, training and modifications support.

LM to offer equipment package for US Army Helicopters

Lockheed Martin will offer a universal, highly adaptable and affordable mission equipment package (MEP) to meet requirements for the Joint Multi-Role/Future Vertical Lift (JMR/FVL) rotary wing program, with potential applications for other customers and platforms.

The Lockheed Martin MEP will integrate proven solutions from three of the Corporation's business areas and more than 30 years of experience integrating mission equipment components and subsystems into a wide variety of US Army, Navy, Marine Corps, Air Force and international rotary- and fixed-wing programs. The product will be an affordable, dependable solution for multiple customers due to its open architecture and **future airborne capability environment (FACE)** software design.

FORTHCOMING EVENTS.....page 11

ADM Defence Supply Chains Conference

Date: 4-5 December 2013, Adelaide
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FORTHCOMING EVENTS

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

DSEI

DATE: **10-13 September, 2013, ExCel, London**

ENQUIRIES: **Web: www.dsei.co.uk**

DSEI is the largest fully integrated defence and security show in the world, feautringAir, Naval, Land and Security show content. Based in ExCeL, London every two years, the event provides unrivalled access to key markets across the globe.

ADM will be in attendance

SimTecT

DATE: **16 - 19 September, 2013, Brisbane Convention and Exhibition Centre, Queensland**

ENQUIRIES: **Web: www.simtect.com.au**

SimTecT is the annual Simulation Technology and Training Conference held by Simulation Australia.

ADM will be in attendance

2nd annual ADM Defence Support Services Summit

DATE: **19 September, 2013, Hyatt Hotel, Canberra**

ENQUIRIES: **ADM Events - Keith Barks, Ph: 02 9080 4342;**
Email: keith.barks@informa.com
Web: www.admevents.com.au

A must-attend for any organisation currently doing business with Defence, or for those wanting to gain a foothold in the service delivery of defence support.

ADM will be in attendance

Pacific 2013 - International Maritime Exposition

DATE: **07 - 09 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour**

ENQUIRIES: **Penny Haines, Ph: 03 5282 0500, Email: phaines@amda.com.au;**
Bob Wouda, Email: bwouda@amda.com.au
Web: www.pacific2013imc.com

Since its inception in 2000, the biennial Pacific International Maritime Exposition has continued to expand. The number of commercial maritime and naval defence industry participants from around the world has grown substantially.

ADM will be in attendance

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As the only comprehensive international exhibition of its kind in the Asia Pacific region, PACIFIC2013 will again provide the ideal showcase for commercial maritime and naval defence industries to promote their capabilities to decision makers from around the world.
PACIFIC2013 will be held in conjunction with the 'International Fleet Review' which will be commemorating the centenary of the first entry of the Royal Australian Navy Fleet into Sydney.

RAN Seapower Conference 2013

DATE: **07 - 09 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour**

ENQUIRIES: **Sea Power Conference Team**
Email: seapower.conference@defence.gov.au
Web: www.seapowerconference2013.com.au

ADM will be in attendance

The Sea Power Conference will be an integral part of the International Fleet Review 2013, Pacific Maritime Congress and Pacific 2013 International Maritime Exposition. This year will mark the eighth conference in the series.
The Sea Power Conference will explore the broad theme of Naval Diplomacy and Maritime Power Projection: The Utility of Navies in the Maritime Century, which is designed to capitalise on the presence of many foreign navies in Sydney for the International Fleet Review.

Pacific 2013 - International Maritime Conference

DATE: **07 - 09 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour**

ENQUIRIES: **Pacific 2013 IMC Conference Managers**
Ph: 02 9265 0700
Email: pacific2013imc@arinex.com.au
Web: www.pacific2013imc.com

ADM will be in attendance

The Pacific 2013 International Maritime Conference will be held in association with the Pacific 2013 International Maritime Exposition and the Royal Australian Navy's Sea Power Conference.
Normally held every two years, the Pacific International Maritime Exposition and the associated conferences have been brought forward to October 2013 to coincide with the Royal Australian Navy's centenary celebrations of the first arrival of the RAN's fleet unit in Sydney on 4 October 1913.
Pacific 2013 IMC provides a unique opportunity for people involved in maritime and naval affairs around the world to discuss the latest maritime developments in design, naval architecture, engineering, science and technology.

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2013 Maritime Environment Working Group Conference

DATE: **10 October, 2013, Sydney**
ENQUIRIES: **Web: www.govdex.gov.au**
This meeting will provide another opportunity for defence and industry representatives to discuss the latest updates with regard to DCP projects. RSVP no later than 30 September 2013 on the MEWG Govdex site.

SIA 2nd Submarine science, technology and engineering conference

ADM will be in attendance

DATE: **15 - 17 October, 2013, Adelaide**
ENQUIRIES: **Web: www.submarineinstitute.com/sia-conferences/**
The peak event in Australia for engineering of what is one of the most complex Defence assets - conventional submarines. In addition the conference covers the full range of underwater technologies, many of which are relevant and in use for under-sea resources exploration and exploitation.

Safeskies

DATE: **16 - 17 October, 2013, Hotel Realm Canberra**
ENQUIRIES: **Web: www.safeskiesaustralia.org**
Safeskies Conferences is an Australian based not-for-profit organisation which holds a biennial aviation safety conference in Canberra. The 2013 conference has as its theme 'People and Technology', and speakers will probe some of the issues surrounding this theme.

ADM Northern Australia Defence Summit

ADM will be in attendance

DATE: **29 Oct - 30 October, 2013, Darwin Convention Centre**
ENQUIRIES: **ADM Events - Keith Barks, Ph: 02 9080 4342;**
Email: keith.barks@informa.com
Web: www.admevents.com.au
Bringing together key figures from the NT Government, senior military figures, and senior industry representatives, this conference is all about the continuing development and support of Defence in the Top End. Hear about the current and new initiatives offered by Government and what industry can bring to support Defence's strategic objectives.

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ADM Defence Supply Chains Conference

DATE: **4 - 5 December, 2013, Hotel Grand Chancellor, Adelaide**

ENQUIRIES: **ADM Events - Keith Barks, Ph: 02 9080 4342;**
Email: keith.barks@informa.com
Web: www.admevents.com.au

***ADM* will be in attendance**

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 sup porting the operation and maintenance of these capabilities. SMEs can also be the birthplace of many of the innovative technologies that contribute to Australia's defence capability edge.

Defence projects and initiatives can facilitate access to opportunities for Australian industry to access supply chains of major sub-suppliers, there are also barriers that sometimes prevent SMEs from accessing lucrative supply chains. The effective utilisation of Defence supply chains helps make Australian industry globally competitive.

By attending the ADM Defence Supply Chains Summit, you will hear about supply chain perspectives from Defence primes, leaders within the DMO, case studies from SMEs, risk and cost mitigation strategies, preparation strategies, and network with an array of Defence stakeholders.

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