



DEFENCE WEEK

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Procurement delays indeed woeful

Tom Muir

In her post on *The Strategist* last month, *Procurement problems: from go to woe*, ADM editor Katherine Ziesing says that it takes, on average, about a decade for a project to enter the Defence Capability Plan (DCP) and to be delivered. She said she'd joked with many industry folk, and even a few from DMO, that there's enough paperwork and associated bureaucratic hurdles involved that one could papier-mâché the capability into being, much more easily. We all had a giggle at the mental image of a paper defence force, she added, but the joke has stopped being funny.

Relevant to the foregoing, news that the RAN has recently conducted the world's first firing of a war shot **MU90 Lightweight Torpedo**, some 14 years or so since the program was funded and approved, is not wholly a matter for rejoicing. While the management failings of the acquisition of the Lightweight Torpedo under **JP2070**, revealed by the ANAO's forensic dissection of the project, are a matter of record, the loss of an airborne lightweight torpedo capability (where surely the real merits of such a lightweight torpedo lie) is particularly concerning.

At its best, the LWT capability is an airborne weapon that can be used effectively to hunt and kill submarines in the littoral or in deeper waters with little risk to the attacker, whereas ASW operations in the littoral using ship-launched LWT such as the MU90, is a much riskier business than an airborne release because the launching platform is





susceptible to counter attack. An airborne attack can be almost covert in its execution.

Overseas navies have taken the opportunity to integrate the MU90 into their air platforms, and we understand Boeing was prepared to undertake the integration of the MU90 onto the Poseidon, potentially improving it as an ASW weapon system and also its market prospects for those preferring the MU90 to the Mk54 LWT. However this country has killed off an

airborne MU90 capability with the decision to equip both the **MH-60R** and the **P-8A Poseidon** with the US Mk 54 lightweight torpedo under an \$83 million planned order, reported by the US Defense Security Cooperation Agency (DSCA) for 100 Mk 54 torpedoes, 13 exercise rounds and recoverable exercise torpedoes.

Perhaps there may be an opportunity to improve the utility of the ship-launched MU90 by using it as an anti-torpedo weapon and we understand that work has been underway to modify the system to suit this role, as one of a suite of counter-torpedo systems integrated with the ships' combat system.



Northrop Grumman to build MK54 Lightweight Torpedo Nose

Northrop Grumman Corporation has been awarded a contract by the US Navy for the production of acoustic nose arrays for the MK54 lightweight torpedo in support of Navy

and foreign military sales requirements. The initial scope is for 428 nose arrays with a potential for as many as 3,000 over the life of the contract.

The \$45.9 million firm-fixed-price, cost-plus contract includes options that, if exercised, would bring the cumulative value of the contract to \$294.3 million.

"We are pleased to support the Navy's torpedo enterprise once again by providing this undersea warfare capability to the Navy and our international partners," **Tom Jones**, vice president of Northrop Grumman's Undersea Systems business unit said.



This contract includes MK54 torpedo nose arrays for the US Navy, the **Royal Australian Navy** and the Indian Navy.

During the peak of the Navy's torpedo production from the late 1980s to the mid-1990s, Northrop Grumman produced more than 550 MK50 lightweight torpedoes along with 491 MK48 Advanced Capability (ADCAP) heavyweight torpedoes. Northrop Grumman was also a lead designer for the current MK48 ADCAP Mod 7 Common Broadband Advanced Sonar System upgrade in the early 2000s.



Sonar winch equipment installed on future destroyer

A large sonar winch weighing 6500kg has been loaded onto the future destroyer *Hobart* – the first of three ships being built at Techport Australia in Adelaide as part of the Air Warfare Destroyer (AWD) project.

AWD Alliance CEO **Rod Equid** said the winch will be used on operations to deploy and recover the underwater towed variable-depth sonar array. The sonar array will be fitted to the winch before sea trials begin in 2015.

"When in use, the variable-depth sonar array will be winched out to the acoustically quiet zone behind the ship and used to detect torpedos and submarines," Equid said.

"The variable-depth sonar array can operate in both active and passive modes to identify potential underwater threats, with the active mode transmitting sound energy into the water and listening for echo returns and the passive mode listening for underwater noise sources."

"The towed variable-depth sonar will work in close conjunction with the hull-mounted sonar as part of the ships' integrated sonar system to provide a comprehensive picture of the underwater environment."

The ship's underwater sonars were supplied by **Ultra Electronics** from the UK. The winch was manufactured by **Rolls Royce Canada Ltd** and lifted onto the aft of the ship in parts and is being reconstructed within the hull of the ship.

The winch consists of a pedestal, outrigger, drum and winding system. A separate control station, weighing 500kg has also been lifted into place this week.

The *Hobart* will be the first ship in the Royal Australian Navy fleet to use the combination of underwater sonars - an active and a passive hull-mounted sonar at the fore of the ship and an active and a passive towed variable depth sonar at the aft, giving the Navy a new level of operational capability.

"The *Hobart* is rapidly taking shape at Techport Australia with 20 of the 31 blocks now consolidated and a considerable amount of pre-fit out work completed. It is exciting to see parts of the combat system now being loaded onto the ship," Equid said.



UK's Taranis UCAV at Woomera for tests

Tom Muir

The concept demonstrator of the British unmanned air combat vehicle (UCAV) has been delivered to a flight test site in Australia and is scheduled to make its maiden flight within weeks, according to *Defense News*. Known as Taranis, the vehicle is sitting at the remote Woomera test centre in South Australia in preparation for a first flight scheduled for September, said the sources, who asked not to be named.

The first flight follows a three-year delay and more than 55 million pounds (US \$83.1 million) in additional costs caused by technical issues, an increase in the list of requirements and extended risk mitigation work on Taranis. The original budget when the program was launched in 2005 was 124 million pounds. By 2011, the delays and requirement changes had driven Taranis costs up to 142 million pounds.

Taranis is a **BAE Systems**-led program aimed at exploring some of the technologies and capabilities that could be incorporated into the Royal Air Force's first generation of unmanned combat air vehicle (UCAV). About the size of a **Hawk jet trainer**, the 8-ton Taranis will demonstrate autonomous controls, stealth and other technologies for possible inclusion in an operational aircraft.

The aim of the Taranis concept is to see if a stealthy unmanned aircraft capable of striking targets (with a human operator in the loop) with real precision at long range is possible. What the project will definitely achieve is to add to the understanding of strategic Unmanned Combat Aircraft Systems (UCAS), through the demonstration of relevant technologies and their integration into a representative Unmanned Air Vehicle system (UAV).

BAE Systems formed a teaming arrangement combining **Rolls-Royce**, the Systems division of **GE Aviation** (formerly **Smiths Aerospace**) and **QinetiQ** to work alongside UK MOD military staff and scientists to develop and fly Taranis. BAE Systems, as prime contractor, will provide many elements of the Taranis technology demonstrator, including the low observability, systems integration, control infrastructure and full autonomy elements (in partnership with QinetiQ).

In addition to the existing industry partners, the project has also engaged a significant number of other UK suppliers who will provide supporting technology and components.

The design of the Taranis UAV onboard mission systems will include advanced and highly flexible open systems architecture based on architecture developed by BAE Systems for the Hawk advanced jet trainer and **Typhoon** aircraft. An important advanced technology to be integrated into the Taranis system will be the systems intelligence which provides the high level of autonomy and improved operational effectiveness. For airborne surveillance and reconnaissance missions, BAE Systems's image collection and exploitation (ICE) system allows autonomous collection and distribution of high-quality imagery with very low bandwidth allocation. -*TM/DefenseUpdate*





Pacific security tensions concern Australia and Canada

Sources of security tension in the Asia-Pacific are cause for concern among regional partners Canada and Australia, according to the first report in a new series from The Centre for International Governance

Innovation (CIGI) and the Australian Strategic Policy Institute (ASPI).

In Sources of Tension in the Asia-Pacific CIGI Research Fellow James Manicom says that “notwithstanding its status as the world’s most economically vibrant region, the Asia-Pacific confronts a number of strategic challenges that are the source of considerable uncertainty.” He identifies a number of key strategic tensions that pose serious policy challenges for Canada and Australia, that include:

- Concern over the rise of China, which relates to two issues: the pace of and lack of transparency in its military modernization and the perception that its pursuit of “core interests” could cause one of Asia’s many territorial flashpoints to escalate.
- Uncertainties surrounding the capacity and will of the US to remain the region’s hegemonic power.
- Disputes over territory and maritime space such as the Senkaku/Diaoyu islands, where the combination of oil, gas, minerals and fisheries stakes with assertive nationalism has hardened state postures — preventing accommodation between claimant states.

“The new report, the first in CIGI-ASPI’s paper series, marks an important contribution to the study of the Asia-Pacific,” says CIGI Distinguished Fellow Len Edwards, who co-leads a joint-project with Peter Jennings of ASPI.

“The region’s economic, political and security significance will play an increasingly important role in global governance and it will be critical for Canada and Australia, as like-minded countries, to coordinate and build a stronger relationship in order to engage appropriately.”

The opinions expressed in the report are those of the author and do not necessarily reflect the views of CIGI or ASPI. To download a PDF copy, click [here](#).

39th edition

The Essential Guide for Defence Procurement Sourcing

To subscribe to the publication, email judyhinz@yaffa.com.au





NIOA appointed as Cadex Supplier

NIOA is now an authorised supplier of Cadex products. Founded in 1994, Cadex has become a world leader in helmet impact testing and development.

In 2000, Cadex established a Military division for special projects and has invested heavily in additional manufacturing equipment.

Product examples include the design, prototype, production and assembly of:

- Night Vision Helmet Mount
- Solo Sight Mount (.50 Cal machine gun and 40 mm)
- Recoil Picatinny Rail
- Vertical Grip
- C-6 Stock (MAG58)



Quickstep's RST technology to revolutionise auto industry

Quickstep is fast-tracking commercialisation of its patented Resin Spray Transfer ("RST") technology which is

poised to revolutionise the global automotive industry. This new technology, developed in Australia, was partly funded by an AusIndustry Climate Ready Grant.

Quickstep's RST technology meets the industry's three key manufacturing objectives - it allows strong vehicle parts to be produced at high speed, low cost and with a high quality finish.

This innovative 'robotised' process fully automates production of lightweight carbon fibre composite car panels so they can be made in minutes and at very low cost compared to other, more capital-intensive methods. RST enables car parts to be mass-produced with a high quality finish direct off the mould, a major improvement on existing carbon-fibre processes.

The use of lightweight materials in cars is increasingly a battleground for car manufacturers, driven by legislation in Europe and the US to reduce fuel consumption and carbon dioxide (CO2) emissions. About two-thirds of the energy needed to move a car is determined by weight, so the substantial weight savings available from using ultra-light, ultra-strong carbon fibre composite panels allow engines to be smaller, reducing fuel consumption and paving the way for mass adoption of affordable hybrid, electric and conventional cars with composite components.





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, a new **submarine training trial** which aims to

significantly reduce training chokepoints and increase graduate numbers passed out its first round of trainees this month.

The RAN successfully conducted the world's first firing of a "war shot" **MU90 Lightweight Torpedo**.

And, **Marshall Aerospace Australia** will provide engineering support services during the Indonesian Transfer Program, as the Indonesian Ministry of Defence takes ownership of four of the RAAF's C-130Hs.

International



JSF pilot training to capture Block 2A capability

With early Block 2A Joint Strike Fighter aircraft already delivered and more capable F-35s with some sensor functionality expected to be sent to Eglin Air Force Base, FL, shortly, the Air Force has

confirmed a move to expand its training syllabus for JSF pilots starting early next year to include more sorties and teaching higher-level capabilities.

F-35A pilot training today involves only experienced fighter pilots transitioning to the fifth-generation aircraft - not recently commissioned officers learning to fly their first operational platform - and that situation is likely to remain in place through 2016, when the Air Force hopes to declare initial operational capability. But as more capable aircraft come off of **Lockheed Martin's** production line, the service will increase the breadth of its training program to teach those veteran pilots how to use some of the JSF aircraft's unique systems.

The US Air Force will take a big step in that direction starting in the first quarter of 2014 by increasing its training requirements from six to at least eight sorties and covering data link and basic sensor fusion capabilities, according to **Col. Stephen Jost**, the commander of the 33rd Operations Group at Eglin AFB. Jost said in an Aug. 14 interview with *Inside the Air Force* that the decision to add sorties to the pilot



training qualification program was confirmed this week at an F-35-wide resource and scheduling conference in Orlando involving the Navy, Marine Corps and international JSF operators.

“The key capability that we’re trying to target with an expansion of our missions is the data link,” Jost said. “Data link capability gets us to basically do a lot more realistic training in primarily the tactical intercept as well as precision strike missions. We can more realistically go out and employ either a two- or four-ship depending on what we plan for to go out and execute more realistic F-35 mission sets.”



Boeing knocks out 40 JDAM kits a day

Boeing this week marked its production of the 250,000th Joint Direct Attack Munition (JDAM) guidance kit, a major milestone for a program that, since 1998, has reliably and affordably converted unguided munitions into near-precision weapons. The company’s St. Charles facility produces more than 40 JDAM kits every day, on time and on budget.

“The JDAM remains a valuable asset to warfighters around the world,” said US Air Force Maj. Gen. **Scott W. Jansson**, Air Force Life Cycle Management Center, Eglin Air Force



Base, Florida. “From the onset of the program, we saw the worth JDAM added to our mission portfolio, and we are still seeing the dividends through its advanced technologies.”

With a range of more than 15 nautical miles, JDAM can defeat high-value targets in any weather, day or night, with minimal risk to air crews. New variants such as Laser JDAM and JDAM Extended Range allow warfighters to prosecute moving targets and deploy the weapon from greater distances, capabilities that come with little to no development risk since they are based on proven technology.

ADM Defence Supply Chains Conference

Date: 4-5 December 2013, Adelaide

Enquiries: Keith Barks, Tel: +61(2) 9080 4342;
Email: Keith.barks@informa.com.au





C-17 flight formation to save fuel?

The US Air Mobility Command (AMC) is preparing to pitch to Air Force leadership a proposal for an advanced technology

demonstration of a concept that could save the service as much as \$10 million each year by changing the way it flies its most-used cargo aircraft. Since 2008, AMC has been working in partnership with several organisations - including the DARPA, NASA, Boeing, and the Air Force Research Lab - to reduce the C-17's fuel consumption through a program called Surfing Aircraft Vortices for Energy, or \$AVE.

According to the command's Chief Scientist Donald Erbschloe, the concept he and his team would like to demonstrate takes a cue from the flight formations of geese. When an aircraft - or a bird - flies, the tips of its wings as they move through the air create vortices, which Erbschloe said are like tubes of air that rotate very rapidly. Pilots typically try to avoid these vortices because they cause turbulence and drag. The premise of \$AVE - and of past flight-formation programs pursued by other organisations - is that, by flying aircraft in formation, pilots may be able to catch the updraft of the drag that's created by these wingtip vortices and reduce the strain on their engines.

"If you can fly to the outside of that circulating air, you're in the updraft, so you're getting a free lift," Erbschloe told *Inside the Air Force* in an Aug. 15 interview. "Your engines don't have to work as hard and you're saving fuel." -*Inside Defense*

GD awarded US Hydra-70 Rocket contract

General Dynamics Armament and Technical Products has been awarded a \$67.5 million contract by the US Army for the production of Hydra-70 air-to-ground rockets.

Hydra rockets can be mounted on most helicopters and some fixed wing aircraft and employ a variety of warheads to meet a wide range of mission requirements for all branches of the US military and select allies.

The Army Contracting Command in Redstone Arsenal, Ala., awarded the contract. Deliveries under this order are expected to be completed by the end of 2015. This contract is a modification to a previously awarded contract and that the cumulative value of General Dynamics' Hydra rocket work to more than \$1 billion.

ADM Northern Australia Defence Summit

Date: 29-30 October 2013, Darwin

Enquiries: Keith Barks, Tel: +61(2) 9080 4342;
Email: Keith.barks@informa.com.au

Raytheon achieves lethal intercept of low QE rocket

Raytheon successfully intercepted and destroyed a low quadrant elevation (QE) 107mm rocket as part of the second series of guided test vehicle (GTV) flight tests of the Accelerated Improved Intercept Initiative (AI3) program. The intercept is a major test milestone before the US Army live-fire engagements begin in September.

“Beginning only 18 months and one week ago, and with firm cost requirements, the AI3 interceptor project successfully engaged and destroyed an inflight rocket on a challenging, high-speed flight profile greatly enhancing the range of existing capabilities,” **Michael Van Rassen**, the US Army’s Project Director for **Counter Rockets, Artillery and Mortars (C-RAM)** and AI3 said. “The project used a system of systems approach that lowered risk and enabled an accelerated schedule by leveraging existing government components and off the shelf subsystems to expand the footprint of the protected area for our warfighters.”



Boeing EMARSS Aircraft begin flight tests

Two Boeing Enhanced Medium Altitude Reconnaissance and Surveillance System (EMARSS) aircraft have arrived at Aberdeen Proving Ground in Maryland for airborne tests of the target-tracking

capabilities they will provide to the US Army.

The extensively modified Beechcraft King Air 350 ER aircraft will undergo mission systems calibration and testing to certify them prior to delivery.

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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, featuring Air, 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: 7 - 9 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

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: 7 - 9 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour

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

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.

ADM will
be in
attendance

Pacific 2013 - International Maritime Conference

DATE: 7 - 9 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

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.

ADM will
be in
attendance



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

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.

ADM will
be in
attendance

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

DATE: 29 - 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.

ADM will
be in
attendance



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

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.

