



DEFENCE WEEK

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G-Wagon receives Oz weapons suite

Around 200 Australian Army G-Wagon 6x6 Surveillance Reconnaissance Vehicles (SRV) are to receive a weapon mount suite from W&E Platt in a contract valued at more than AUD\$2.5 million.

This follows extensive design work and engineering evaluations, including live fire trials of advanced prototype weapon mounts designed specifically for the G-Wagon 6x6 SRV platform. The contract will see two weapon mounts fitted to each vehicle and also includes a spare parts package and technical documentation.

The bespoke weapon mount suite comprises a front rail mount installed on the upper dash structure for the vehicle commander and a rear rail mount fixed to the rear stowage compartment. The latter enables the rear gunner to engage targets left, right and to the rear of the vehicle.

Each weapon mount can accept a **Minimi 5.56mm light support weapon** or a **MAG-58 7.62mm general purpose machine gun**.

Units earmarked to receive the seven-tonne gross vehicle mass G-Wagon 6x6 SRV include the Army's three Regional Force Surveillance Units: the **Pilbara Regiment, NORFORCE** and the **51st Battalion, Far North Queensland Regiment**.

First deliveries of the Platt weapon mounts are scheduled to commence in October this year and continue through the first half of 2014.





Coalition defence policy highlights

Under the defence policy released this week Opposition Leader Tony Abbott said the Coalition would:

- Make the decisions necessary to ensure Australia has no **submarine** capability gap within 18 months of the election;
- Ensure that work on the replacement of the current submarine fleet will centre around the South Australian shipyards;
- Proceed with the acquisition of **Joint Strike Fighters** – subject to advice from the Chief of the Defence Force and Service Chiefs;
- Consider closely the need for **unmanned aerial surveillance** vehicles;
- Maintain a strong alliance with the **US** and deepen this long-standing alliance relationship;
- Undertake a first-principles review of the departmental structure and its major processes;
- Reform the **Defence Materiel Organisation** and strengthen its relationship with Australian businesses;
- Deliver fair indexation to military superannuants;
- Implement a **Free Defence Family Health Care Program** for all ADF dependents; and
- Rebuild the ADF Gap-Year program, growing to an average of 1,000 places per annum.

ASPI's comments

Commenting on the Opposition's defence policy statement this week, *ASPI's* **Andrew Davies** said it's not surprising that the Opposition is treading cautiously. For example, it promises to make a decision on the future submarine within 18 months of taking office, and accepts that the Collins fleet will need a life extension program. That's essentially the status quo anyway; the DMO is expecting to make a selection on a concept design for the future boats in 2015. And the Collins extension is necessary if a capability gap is to be avoided.

In the 3/9 post on *The Strategist*, Davies went on to say don't be surprised if a change of government sees further delay in decisions about the future subs. It's the biggest defence decision that will be made this decade, as most of the other major platform decisions have either already been made (**Joint Strike Fighters**, **amphibious ships** and **air warfare destroyers**) or are further in the future (like **next generation frigates** under **Sea 5000**). Taking time to get it right is preferable to making a snap decision that takes us down the wrong path.

Another example of policy caution in the Opposition statement is their stated approach to maritime surveillance. They've said in the past that they intended to buy **Triton drones** (the maritime version of **Global Hawk**) for border protection duties.





But the new policy takes a step back, saying instead that while they 'believe there is merit in acquiring new state-of-the-art unmanned aerial vehicles such as the Triton or equivalent capability... a decision on unmanned aerial vehicles can responsibly only be made from government'. That's wise, as decisions about the future of Australia's maritime surveillance and response capability necessarily take us into some complex questions.

The statement does have a **Joel Fitzgibbon** flavour reminiscent of the then government decision to delay the introduction of the program so that the P-8 and **BAMS** would not

be introduced at the same time. Defence pointed out at the time that they did not have the capability to handle both introductions at the same time.

Triton is an extremely capable platform. It has long endurance (24+ hours) and a sophisticated suite of sensors and communication systems. It was designed from the start as the unmanned part of the US broad area maritime surveillance system, where it will work with the manned **P-8 Poseidon aircraft**. The basic idea is that the unarmed, remotely-controlled Triton will do the surveillance leg work, leaving the engagement of submarine and surface targets to the armed Poseidon. That way the overall system uses its scarce response assets more efficiently, using the robots to do the job they're best suited to. Australia's current plan is to follow a similar path, replacing the RAAF's 19 **AP-3C Orions** with a mix of (nominally) seven Tritons and eight Poseidons. It's a sensible direction for an important defence procurement. -*Andrew Davies/The Strategist*

ALP comments

The Coalition's Defence policy continues to show a confused approach to Defence matters.

It should be a major concern for the Defence community. The policy guarantees uncertainty and confusion for our Defence Force and Defence Industries if a Coalition Government is elected on Saturday.

The ALP believes that if Abbott is elected he will deliver uncertainty for the Defence community through an 18 month hiatus while the Coalition comes up with a plan for Defence, casting into doubt major Defence acquisition programs which will directly impact on ADF capability, Defence Industries and thousands of jobs.

September ADM 2013 OUT SOON!

- What is next for the Hawk?
 - New capabilities for C-130
 - MRH90 grows up
 - Woomera update
 - How the Public Works Committee works
- And much more!



A deployable MCM capability

Tom Muir

For a deployable MCM capability Defence has turned to the acquisition of systems that will be used by task groups spearheading offensive amphibious and other operations in the littoral. To this end First Pass has been approved for Sea 1778 – Deployable Mine Counter Measures (MCM) – so those interested, including deployed maritime forces, should be looking forward to a capability to undertake mine detection, classification, identification, avoidance and when necessary, neutralisation.

According to the **DCP** this will be the means by which task groups will implement self-protective MCM along intended routes, through choke points and within objective areas. And it seems the task groups will be supported by the dedicated MCM force, currently centred on the **Huon Mine Hunter Coastal (MHC)** class of vessels. But these are due to be replaced down the track by the **Sea 1180 multi-role Offshore Combatant Vessel (OCV)** which may replace up to 26 vessels across four warship classes: the Armidale-class patrol boats, the Huon-class minehunters, the **Leeuwin-class** survey vessels, and the **Paluma-class** survey motor launches. They may well operate in support of the **LHDs** with amphibious operations benefitting from their survey and mine warfare capabilities.

So what sort of MCM capabilities will the RAN be acquiring - bearing in mind that the DCP makes it plain that most will be overseas acquisitions with local industry opportunities relegated to modifying, supporting, repairing etc? It seems that the RPDE organisation has provided **Sea 1778** with a task report that provided:

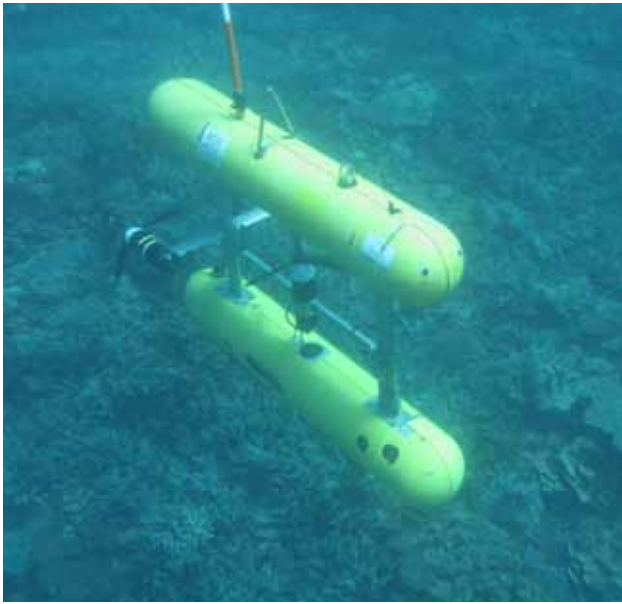
- An understanding of how to best employ **UUVs** as part of a deployable MCM capability part of a deployable MCM capability;
- Valuable technical information in order to refine the Function and Performance Specifications;
- An understanding of the roles of Clearance Diving Teams in conjunction with the employment of UUVs, and
- De-risking the UUV/Mine Warfare Command Support System/Mine Warfare Tactical Software interface work.

The results have directly informed the further development of the options set for Sea1778.

Evidently from the foregoing one can assume that unmanned underwater vehicles such as the **Kongsberg Remus** and similar are under consideration, as well as the plethora of mine neutralisation systems (one example **Atlas SeaFox** is in wide naval service), minesweeping systems and so on.

Earlier this year DSTO and **Kraken Sonar Systems** successfully completed acceptance trials of AquaPix synthetic aperture sonar. Following completion of system integration onboard DSTO's **REMUS 600 AUV**, the **AquaPix system** undertook dockside testing at HMAS Waterhen demonstrated its capability in deeper water tests, conducted from HMAS Creswell in Jervis Bay.

The system has been designed to provide cost-effective and ultra-high-resolution seafloor imagery at significantly longer ranges than conventional sonar in support of mine countermeasures, Q-route surveys, wreck searches, cable/pipeline survey missions.



Australian Autonomous Underwater Vehicle Facility (AUV)

Tom Muir

The Government supported Integrated Marine Observing System (IMOS) led by the University of Tasmania on behalf of the Australian marine & climate science community, has

established an Autonomous Underwater Vehicle facility to provide precisely navigated time series measurements of benthic imagery using Autonomous Underwater Vehicles (AUVs) at selected locations on Australia's continental shelf.

While very large-scale surface processes can be addressed adequately by remote sensing and ship-borne systems, characterisation of many marine processes requires the ability to sense at high resolutions in close proximity to the seafloor. The ability to conduct geo-referenced, high resolution, repeatable surveys of marine habitats – particularly those beyond diver depths – represents one of the key benefits of AUVs.

The facility incorporates a suite of observing programs that capitalise on the unique capabilities of AUVs and provides a critical observational link between oceanographic and benthic processes. To support a more complete understanding of natural, climate change, and human-induced variability in shelf environments, the facility generates physical and biological observations of benthic variables that cannot be cost-effectively obtained by other means.

The facility currently owns and operates the ocean going AUV called 'Sirius'. Managed by the **University of Sydney's Australian Centre for Field Robotics (ACFR)** this vehicle is a modified version of a mid-size robotic vehicle called Seabed built at the **Woods Hole Oceanographic Institution**. In addition to the specific instrumentation required for its benthic surveys it has a variety of navigational sensors including **GPS**, **Ultra Short Baseline Acoustic Positioning System (USBL)** and forward looking obstacle **avoidance sonar**, enabling precise tracking of the vehicle. This permits survey data collected by Sirius to be geo-referenced at high precision.

ADM Defence Supply Chains Conference

Date: 4-5 December 2013, Adelaide

Enquiries: Keith Barks, Tel: +61(2) 9080 4342;
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Cell tower for WGS?



Tom Muir

While conventional satellites may be decent at their jobs - they do have some drawbacks – the spacecraft themselves are expensive, getting them into orbit is also a costly process, and they can't be reclaimed once they're in use. Titan Aerospace, however, is offering an alternative that should have none of those problems. The company's Solara unmanned high-altitude aircraft is intended to serve as an "atmospheric satellite," autonomously flying in the sky's upper reaches for as long as five years continuously.

It seems that there are two models available. The Solara 50 with a 50-meter wingspan, length 15.5metre and weighing 160kg offers a payload capacity of some 32 kg. The larger Solara 60 will be 60 meters across, with the ability to carry up to 100 kg.

On either version, the upper wing and tail surfaces of the plane will be covered in approximately 3,000 solar cells, allowing it to generate up to seven kilowatts of power during the day – at a cruising altitude of 20 km (65,000 feet), the aircraft will be above the clouds and unaffected by weather disturbances. Hundreds of watts of that power will be stored in its on-board lithium-ion batteries, to keep its motor, autopilot, sensors and telemetry systems running throughout the night.

According to the manufacturer, **Titan Aircraft**, each aircraft will begin its mission by taking off from the ground shortly after midnight, then climbing to its cruising altitude using its own battery power. It will then have all of the next day to recharge its battery using sunlight, thus beginning a charging-and-storing cycle that could reportedly continue for up to five years. At the end of its mission, the airplane will return to the ground, allowing its cargo to be recovered and its parts to be salvaged.

The Solara's cruising speed will be about 104 km/h (65 mph), and it will have an operating range of over 4.5 million kilometres (about 2.8 million miles). That said, most of the aircraft's uses will likely involve it flying in circles over a given area. These uses could include surveillance, asset tracking, live mapping, or the monitoring of crops,



weather, disaster sites, or pretty much anything else that a low-altitude satellite might keep tabs on. That it can provide extra-ordinary cell phone coverage (up to 16000 square km) suggests an important low cost link to extending WGS coverage as and when required to troops on the ground.

The **Lockheed Martin High Altitude Long Endurance-Demonstrator (HALE-D)** – is an un-tethered, unmanned lighter-than-air vehicle that will operate above the jet stream in a geostationary position to deliver persistent station keeping as a surveillance platform, telecommunications relay, or a weather observer.

The HAA also provides the warfighter affordable, ever-present Intelligence, Surveillance and Reconnaissance and rapid communications connectivity over the entire battle space. Lockheed Martin says the technology is available now and ready for integration and flight test.

ADM comment

It seems highly likely that systems such as these will almost certainly find a role in matching this country's broad area surveillance needs - whether these be defence related or the myriad other needs of agriculturists, firefighters, weather observers, asset oversight, mapping and so on. Now for Wescam and others to further miniaturise their systems-TM/B.Coxworth/Gizmag



Tony Caristo (RPC) and Graeme Bulte (Aquaterro).

RPC and Aquaterro announce MOU

RPC Technologies and Aquaterro Advanced Product Supplies have entered into an agreement to work together on the local manufacture of high performance ballistic plates for personal body armour.

Aquaterro and RPC are looking at opportunities to service the personal protection market for Defence and Law Enforcement within Australia and the Asia Pacific region.

39th edition

The Essential Guide for Defence Procurement Sourcing
To subscribe to the publication, email judyhinz@yaffa.com.au





RAAF to gift an F-111C to Pacific Aviation Museum Pearl Harbor

The Pacific Aviation Museum Pearl Harbor has welcomed the General Dynamics F-111C jet (serial number A8-130) to its collection of vintage and high performance aircraft. A gift from the

Royal Australian Air Force, the jet is one of seven airframes being released to civilian institutions, the only one being gifted outright and the only one being given outside Australia. The others are on loan.

Arriving at Hickam Air Field of Joint Base Pearl Harbor-Hickam in three shipments, the final shipment was made Wednesday September 4, arriving at Hickam about 10 pm and moving to Pacific Aviation Museum about 1am Thursday, September 5, across Ford Island Bridge. This final shipment will include the fuselage of the plane. Members of the RAAF will accompany the fuselage on this final shipment of the aircraft to the Museum and will be at the Museum through September 12 to reassemble the aircraft, which is in pristine condition.

“This gift symbolises the close working relationship we enjoy with our American colleagues – on operations, on exercises and through airmen-to-airmen talks,” RAAF Chief of Air Force, Air Marshal **Geoff Brown** said.

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, ships and sailors from the Indonesian Eastern Fleet and the Royal Australian Navy completed **Exercise Cassowary** 2013 in the Darwin area.

The Australian Government announced the establishment of a **Space and Spatial Industry Innovation Partnership** with its headquarters at Mount Stromlo ACT and with locations in Queensland, South Australia and Western Australia.

And, **Northrop Grumman Australia** signed a definitive agreement with Qantas Airways Limited to acquire Qantas Defence Services Pty Limited.



International



LCS 4 completes acceptance trials

Independence-variant Littoral Combat Ship Coronado (LCS 4) successfully completed Acceptance Trials (AT) on August 23, 2013, in the Gulf of Mexico.

This milestone achievement involved the execution of intense comprehensive tests by the US Navy while underway, which demonstrated

the successful operation of the ship's major systems and equipment. This is the last significant milestone before delivery of the ship, which is expected in September.



Super Hornet testing success

During three weeks of flight testing the Advanced Super Hornet, Boeing and partner Northrop Grumman demonstrated that the fighter can outperform threats for decades to come with improvements that

make the jet much harder for radar to detect and give it significantly more combat range.

Through 21 flights in St. Louis and Patuxent River, Maryland, that began August 5, the team tested **conformal fuel tanks (CFT)**, an **enclosed weapons pod (EWP)**, and signature enhancements, each of which can be affordably retrofitted on an existing **Block II Super Hornet aircraft** or included on a new jet.

"We continually insert new capabilities into today's highly capable, already stealthy Super Hornet, and the Advanced Super Hornet is the next phase of this technology evolution," **Debbie Rub, Boeing Global Strike** vice president and general manager said.

Improvements to the aircraft's radar signature, including the enclosed pod, resulted in a 50 per cent reduction compared with the US Navy's stealth requirement for the current Super Hornet variant. The tests also showed that the CFTs increase the jet's combat radius by up to 130 nautical miles, for a total combat radius of more than 700 nautical miles.

"Even though we added components to the aircraft, their stealthy, low-drag design will enhance the combat capability and survivability of the Super Hornet on an aircraft



that has a combat-proven history launching and recovering from aircraft carriers," Mike Wallace, the Boeing F/A-18 test pilot who flew the Advanced Super Hornet configuration said.

Boeing and Northrop Grumman funded the testing. The companies, along with Hornet Industry Team partners **GE Aviation** and **Raytheon**, are investing in more advanced technologies for the Advanced Super Hornet, including internal **Infrared Search and Track**, an **enhanced engine** and a **next-generation cockpit**.



Euro Hawk sets record

The Euro Hawk unmanned aircraft system (UAS) set an endurance record August 8 when it flew continuously for 25.3 hours in European airspace. Built by Northrop Grumman Corporation, operating through its subsidiary Northrop Grumman ISS International Inc. (NGISSI), and Cassidian (EADS Deutschland GmbH),

the UAS climbed to 58,600 feet over Manching Air Base, Germany.

With a wingspan greater than most commercial airliners, Euro Hawk can fly at altitudes more than 60,000 feet for more than 30 hours. It can detect radar and communication emitters with its advanced signals intelligence sensors and updated payload software.

"This is the longest flight flown in European skies by an unrefuelled UAS in the more than 30,000-pound [14,600-kilogram] class," **Rolf Wirtz**, head of Mission Systems, **Cassidian's** UAS branch said.

On June 6, the Euro Hawk flew over the North Sea for the first time, soaring throughout Germany before returning 6.5 hours later to Manching Air Base.

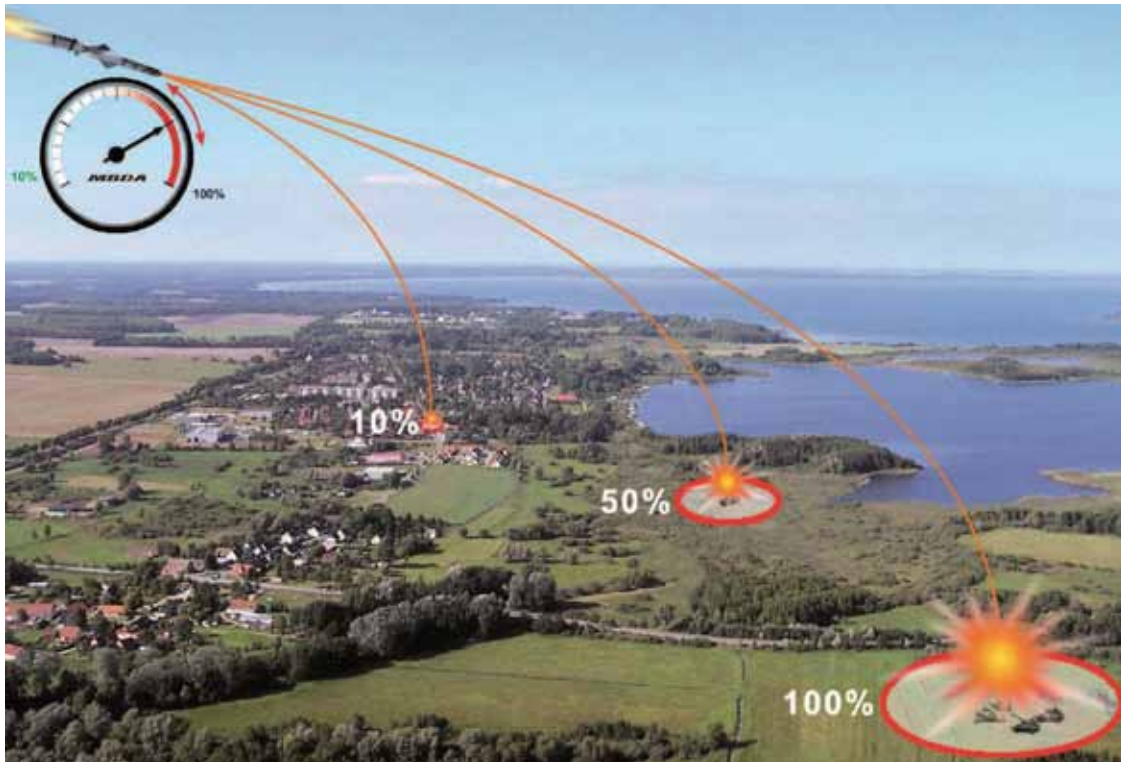
"To date, the Euro Hawk has completed 19 flights and approximately 200 flight hours," **Janis Pamiljans**, sector vice president and general manager of Unmanned Systems for **Northrop Grumman's** Aerospace Systems sector said.

2nd annual ADM Defence Support Services Summit

Date: 19 September 2013, Canberra

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

TDW demonstrates scalable warhead technology



Engineers at TDW GmbH have developed a new effector technology with which armed forces can achieve scalable target-adapted effectiveness. The subsidiary of MBDA Deutschland recently became the first company to successfully demonstrate this technology in a series of tests.

The demonstration, which took place on the grounds of Bundeswehr Technical Centre 91 (WTD 91) in Meppen, used 100 kg of explosive in an **Mk82 shell** with a scalable warhead. The effect of the tested warhead was comparable to the effect of 10 kg of high explosive. The purpose of the test was to significantly reduce the effective radius, i.e. to be able to effectively engage targets while at the same time minimising the damage to nearby buildings and vehicles.

With this successful test, the company has demonstrated not only the high maturity of the technology, but also the possibility of its integration into existing effector systems. This opens the door to capability extension in air-to-ground roles for Air Forces. The technology can be integrated, for example, into precision guided bombs. The German Air Force's **Eurofighters** and **Tornados** are equipped with such weapon systems. In principle, the effector technology can also be employed in army and navy missiles.

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





Selex ES upgrades ATC radars to protect them from 4G disruption

Selex ES has completed phase one of a project to upgrade more than half of the UK's air traffic management S-band radars to protect them from potential disruptions caused by the 4G mobile network. Contracted by the UK Ministry of Defence for military airports and sponsored by the Department for Transport for civilian airports, the completion of phase one means that the radars in London and the South East of England are ready for 4G to go live on the 29th August.

Selex ES is currently ahead of schedule on the rest of the project and will modify radars as far North as the Shetland Islands and as far West as Newquay as the 4G spectrum continues to be rolled out across the UK.

Air Traffic Management (ATM) radars, which are used by air traffic control centres to locate and direct aircraft, operate in the 2.7GHz band, adjacent to the 2.6GHz band used by the new, high-speed 4G network for mobile phones. Because of this, radars operating in the 2.7GHz band can be disrupted by 'noise' from the 4G network, necessitating the upgrades.

Selex ES has developed a protection solution, known as 'remediation', for four UK-based radar types which are manufactured and supported by Selex ES; the Watchman, S511, AR15 and ATCR33. Together, these systems make up more than 50 per cent of the UK's air traffic management radars. The remediation solution allows the radars to operate in the 2.7 to 3.6MHz band, ensuring they are not susceptible to 4G wireless LTE transmissions.



L-3 Wescam selected for Danish MX-15 imaging turrets

L-3 WESCAM has received an acquisition and sustainment contract from the Danish Defence Acquisition and Logistics Organization (DALO) to provide a minimum of eight MX-15 electro-optical and infrared (EO/IR) imaging systems for the Royal Danish Air Force's (RDAF) EH101 aircraft. System deliveries are expected to be complete by 2014.

Installation of the turrets will be done by DALO, while certification and configuration management will be provided by



AgustaWestland. The newly equipped EH101s will then be deployed to the **RDAF's 722.**

Squadron in support of RDAF **Tactical Troop Transport (TTT)** operations, training exercises within Denmark and possible future use in mission theatres globally. Maintenance of the MX-15 systems will be performed by DALO at its existing maintenance facility in Frederikshavn, Denmark.

The MX-15's all-digital, high-definition EO and IR cameras will provide increased visual range and wider fields-of-view than traditional standard-definition cameras. In addition, the systems will be configured with a zoom TV, high-magnification spotter TV, two laser sensors and MX-GEO Gen. 3 – a package that includes GEO-Scan, GEO-Tracking and Adaptive-GEO technologies. Together, this software suite helps deliver maximum geographic location accuracy and significantly reduces operator workload in demanding and stressful operations.



UK Ministry of Defence Extends Contract with BMT

BMT Hi-Q Sigma, in partnership with Nuvia, has been awarded a 12 month extension contract with the UK's Ministry of Defence (MoD).

This contract will see both companies continuing to provide technical expertise and program management support for the **Submarine Dismantling Project (SDP).**

The SDP, which was introduced to help develop a solution for the dismantling of the UK's nuclear submarines after they have left service with the Royal Navy, was recently given the green light to move forward to the next main phase.

Working on the project for the last four years, BMT has helped the SDP to build confidence with stakeholders and be recognised for key achievements. BMT will continue to work closely with the MoD team in this phase, helping to define a program that recognises and attains the required outcomes, as well as providing hands-on risk, schedule, interface and change management support at the project level.

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

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.



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.



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.



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.



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.

