

ADM **DEFENCE WEEK** AUSTRALIAN DEFENCE MAGAZINE SERVING THE BUSINESS OF DEFENCE **PREMIUM EDITION**



Australia and France are entering into a very long term, high technology, and politically sensitive program in the Future Submarines.

NAVAL GROUP

The Future Submarine timeline challenge

Katherine Ziesing | Canberra

In the wake of the visit by **numerous** French delegations last week in support of the first Australia-France Defence Industry Symposium, Safran Group chairman and French Ministry for Foreign Affairs special representative for Australia Ross McInnes spoke to *ADM* about his role in the French government to foster and support the relationship between the two nations.

"The whole point of the symposium was to encourage and explain what true AIC can mean between our nations," McInnes said. "The C can also stand for cooperation, capacity and content, not just capability. The Commonwealth is rightly concerned that it has a true sovereign capability to build and maintain submarines independently."

IN THIS ISSUE

The Future Submarine timeline challenge	1
Special Operations Helicopter RFI released under Land 2097 Phase 4	3
Ties with Indonesia need maritime vision and industry involvement: Lowy Institute	5
UK confirms interest in Wedgetail	7
US Hornets poised for Australian repairs	9
Lockheed Martin taps Harris for F-35 processor	11
First soil turned at Kapooka for satellite ground station	12
Forthcoming Events	14

Under the framework signed at the end of 2016 by the Australian and French Defence ministers, both nations will have access to unprecedented levels of reciprocal technology. The agreement is predominately centred on the Future Submarine program, meaning the relationship will depend on technology transfer from France to Australia. True transfer, McInnes explains, cannot happen from “16,000 miles away in Cherbourg and has to be done here with Australian businesses.”

“We’re not low cost countries, we both have a large pool of educated talent, and this is fertile ground for this transfer to occur,” McInnes said.

McInnes also noted the impatience around the program with companies questioning why Australia is not yet in contract.

“This is a long complex program, and until final design issues are settled with the Commonwealth, we need to build the right foundation,” McInnes explained to ADM. “There is already a native supply chain in place for the Barracuda (the reference design for the Australian Shortfin Barracuda) for reasons of national independence. What we have to do in Australia is reconstitute that supply chain, giving the most we can in terms of Australian content. And that’s where the trade-

offs have to be; the Commonwealth will have to judge what priorities they want in terms of industry content.

“Do they want industry content that is big in dollar terms but not critical, or something that is more modest in dollar terms but is critical when it comes to Australian sovereign capability over the coming decades?”

“It’s a luxury to have the challenges that you have in Australia right now when it comes the trade-offs in front of you for the Future Submarine.”

Whilst Safran Group in Australia predominantly has a civil aviation business centred on engines and nacelles for both civil and military customers, it is looking to expand its defence business in line with the growing Defence budget, McInnes confirmed wearing his other hat as Safran Group chairman.

Safran provides optronics and avionics systems for the Tiger ARH and MRH90 helicopters, along with complete support services for those technologies. They also make inertial navigation systems for Huon class minehunters and Collins class submarines, along with Infrared Search and Track (IRST) systems for the Navy.

Safran is also part of the Barracuda program in France, providing optronics for the masts, and are also looking to expand that line of business into the Australian market.

ADM Comment: McInnes’ comments come in the wake of the fact that the initial \$923 million Design and Mobilisation Agreement (according to Budget papers) officially ended last week with the Strategic Partnership Agreement (SPA) yet to be signed. Negotiations for the SPA have seen delegations flying back and forth between France and Australia for months to get the finer details of the agreement confirmed.

ADM understands Naval Group Australia has an unofficial hiring freeze until such time as the SPA contract is signed for the next phase of the decades-long program.

“This criticism does not address the fact that good planning right now will save time, effort and money down the track”

And the very public battle about the technology behind the program continues to rage, as does the re-emergence of the nuclear debate.

What is certain is the fact that Australia and France are entering into a very long term, high technology, and politically sensitive program for both parties. The foundation that was set for the Collins class program at this point was the one of the chief reasons for the issues that occurred down the line in terms of its capability and subsequent management.

So yes, the SPA has not been signed, and neither have any contracts with Australian industry (MoUs notwithstanding). Over \$1 billion has been spent on the Future Submarine program to this point with nothing tangible to show for it except mountains of paperwork and many frequent flyer miles.

Yet this criticism does not address the fact that good planning right now will save time, effort and money down the track, ensuring that the mistakes of the past do not re-emerge in the future. As a taxpayer (and avid defence watcher), that is time and money I would rather see spent today.

Special Operations Helicopter RFI released under Land 2097 Phase 4

Nigel Pittaway | Melbourne

Defence has issued a Request for Information (RFI) to industry for the proposed acquisition of a Special Operations Helicopter capability to complement the MRH-90 Taipans now about to enter service with Army's 6th Aviation Regiment at Holsworthy.

Army's requirement is for sufficient numbers of helicopters to maintain 16 on



A Black Hawk helicopter hovers over the flight deck to enable Army special operations soldiers to fast-rope onto HMAS Sirius

DEFENCE

line at any given time, and Defence has asked interested bidders for their own estimations on the number required to achieve this. Industry has until November 2 to respond to the RFI, with the overall timeline expected to include a Request for Tender (RFT) in the fourth quarter of 2019 and entry into service in 2022.

"The project is considering a wide range of procurement options, based around a light helicopter as the major system," notes Acting First Assistant Secretary of CASG's Helicopter Division, Brigadier Jeremy King and Major General Kath Toohey, Head of Army's Land Capability, in the cover letter. "The acquisition strategy is developmental and is subject to Government approval."

"The primary role for the new helicopter is air assault by small teams of Special Forces troops"

The RFI calls for a proven light commercial or military off the shelf helicopter (COTS/MOTS) which is already in service and able to be rapidly transported aboard the RAAF's C-17A Globemaster aircraft. The helicopter must be optimised for operations in dense urban environments and capable of being fitted with "simple" electro-optic sensors (EOS) and weapons. Four helicopters are required to be uplifted by a single C-17, and while the RFI does not specify a desired size or weight, it must be capable of accommodating two pilots and four troops sitting on the cabin floor. In a letter to industry back in

July, MAJGEN Toohey and CASG Helicopter Systems Division's First Assistant Secretary Shane Fairweather discussed a helicopter in the four-tonne class.

The primary role for the new helicopter is air assault by small teams of Special Forces troops, mandating a fast-roping system which can rapidly deliver Special Forces whilst the helicopter is hovering outside ground effect (OGE). Secondary roles include intelligence, surveillance and reconnaissance (ISR), fire support and general utility and the helicopter must be capable of rapidly reconfiguration for these roles.

The main operating base will be at Holsworthy but Defence is also considering the establishment of a permanent detachment (referred to as the 'Independent Detachment' in the RFI) at another location, which is yet to be decided. The requirement for 16 helicopters is derived from the requirement to have four permanently on line at Holsworthy, four at the Independent Detachment and two simultaneous deployments, each of four helicopters.

Likely contenders include Airbus Helicopters (H145M), Bell (B407GT), Boeing (AH-6i), Leonardo (AW109 Trekker), MD Helicopters (MD530G) and Northstar Aviation (B407MRH Lightning).

For more details regarding Land 2097/4, see the October 2018 issue of *ADM*.



HMAS Anzac sailors line the decks for fleet inspection at Lombok, Indonesia.

DEFENCE

Ties with Indonesia need maritime vision and industry involvement: Lowy Institute

Ewen Levick | Sydney

A report released this week by the Lowy Institute has called for Australian policymakers to focus on developing a shared maritime vision with Indonesia, potentially involving defence industry collaboration, in order to stabilise historically volatile military ties.

Author Evan Laksmana opens with an observation that despite cooperation in other areas, ties between the ADF and its Indonesian counterpart have stopped and started in recent years.

Scott Morrison visited Jakarta after just a week in office, reinforcing an Australian tradition of sending new PMs to Indonesia before any other international destination. The visit saw the conclusion of a free trade agreement and the elevation of bilateral ties.

Defence relations, on the other hand, have been rocky. News emerged in 2013 that Australian intelligence had intercepted high-level communications between Indonesian politicians, and 2016 protests made by visiting Indonesian soldiers over training materials used in Campbell Barracks in Perth did not help the relationship.

The report notes that historical rockiness between the ADF and the Indonesian armed forces stems from inherent strategic tensions. The 1976 White Paper allowed the ADF to disregard possible threats from India, China, and Japan, leaving Indonesia as the only state credibly able to mount a direct armed attack against Australia. The capabilities of the ADF were consequently designed to

protect against threats from or through Indonesia, and it is hard to form a good relationship with an organisation you're built to defeat. Indonesian White Papers, meanwhile, hardly mentioned Australia.

Those times, the report argues, have passed as great power competition returns to Asia. Moreover, both Australia and Indonesia suffer from 'sea blindness': "a condition where states vastly underrate the importance of the maritime domain or acknowledge it but delay protective measures." Australia's strategic culture is built on a sense that "the country is first and foremost a continent," in which maritime approaches are seen as a source of threat rather than a benefit, whilst

Indonesia's diverse population has created an 'Army-centric' national security apparatus with a similar continental tradition.

There is room, Laksmana argues, to rectify this 'unevenly developed maritime outlook'. First, it will require both states to avoid overly-politicising defence cooperation, which causes significant ebb and flow in the military relationship. Second, Canberra should "de-emphasise the discourse" that Indonesia is its most important security partner in order to avoid unnecessary expectations for defence cooperation. Third, the ADF should not seek to "professionalise" the Indonesian military over human rights as there is "no systematic

proof" that foreign education shapes norms development in Indonesia, and attempts to do so "foster a fear of foreign intervention."

It also requires a rebalancing towards joint maritime training activities. Indonesia was included in less than 7.5 per cent of multilateral exercises involving Australia between 1997 and 2015. Even amongst those, Laksmana notes that there has been a significant focus on the Army as a result of the Bali bombing and counter-terrorism cooperation. Canberra should therefore recalibrate training activities "to focus on joint maritime challenges." The report also argues that Special Forces exercises should be reduced as they "tend to be controversial".

Laksmana also calls for the development of a mutual defence-industrial base as Indonesia modifies its military. The maritime environment faced by both states' navies is sure to create commonalities in equipment that might be best served by Australian companies with an expertise in local conditions.

Much needs to happen for these goals to be realized, but if the government is serious about making Australia a top ten defence exporter, perhaps the Indonesian Navy should be made a priority customer.

"The maritime environment faced by both states' navies is sure to create commonalities in equipment that might be best served by Australian companies"



An E-7A Wedgetail from Number 2 Squadron sits on the tarmac at Nellis Air Force Base.

DEFENCE

UK confirms interest in Wedgetail

In mid-August, ADM revealed that three RAF crewmembers, comprising a pilot, an Electronic Support Measures Operator (ESMO), and a Surveillance and Control Officer undertook an E-7 Wedgetail conversion course with 2 Sqn at Williamtown.

ADM also understands that at least two USAF personnel concurrently underwent Wedgetail conversion at Williamtown.

This week, the British government confirmed that it was in discussion with Boeing and the RAAF about the potential for the E-7 Wedgetail to replace its current Sentry fleet.

"Our future with Australia will already see us operate the same maritime patrol aircraft, world-class Type 26 warships and supersonic F-35 jets. Wedgetail may join that formidable armoury and help us work together to take on the global threats that we both face," British Defence Secretary Gavin Williamson said.

Whilst a formal decision awaits the outcome of discussions, the UK Ministry of Defence said that it has "concluded that the potential procurement of the E-7 represents the best value for money option for the UK against need, whilst representing a significant opportunity for increased defence cooperation and collaboration with our key ally Australia."

Minister for Defence Christopher Pyne and Minister for Defence Industry Steve Ciobo welcomed the announcement and said it would further deepen Australia's relationship with the UK and was an endorsement of a crucial part of Australia's air combat capability.

"The Wedgetail is a great Australian success story, designed for the RAAF with investment by the Australian Government and significant contribution by

Australian industry, it is a highly advanced world-best aircraft," Minister Pyne said.

"Widely recognised as the most advanced aircraft of its type in the Western world, the Wedgetail provides state-of-the-art airborne surveillance, communications and battle management systems."

"The aircraft has reportedly earned a reputation for being the coalition's AEW&C of choice"

Australia has had Wedgetail aircraft deployed in the Middle East since October 2014 in support of operations against ISIL, where it has reportedly earned a reputation for being the coalition's for-purpose aircraft thanks to both its performance and high mission success rate.

"Australian industry, including the more than 200 Australian companies that have contributed to our own Wedgetail acquisition and sustainment, stands to benefit from what could become one of Australia's most significant defence exports,"

Minister Ciobo said.

"A UK procurement will add to the global fleet of Wedgetails, already including Australia, Turkey and South Korea, which can be supported and sustained by Australian industry."

The announcement follows the third Australia-UK Defence Industry Dialogue (AUKDID), held in London in July.

TOP COMMENTS

[Fighting to Win: the importance of the tank to the ADF in the 21st century](#)

While I doubt Australia will be storming a beach anytime soon, it is quite possible that we may have to unload without a suitable dock. A lot of the islands in the Pacific, SE Asia and the Philippines don't have the capability of handling 27,700 ton ships. A lot of these places can't handle a 60 ton tank either.

– DJ

It is about time we talked about the LCM-1E. We have 12 of these landing craft and it is pretty obvious that they will become progressively less suited to our needs as the Army heaves up. The fundamental issue with the LCM-1E is that it was designed to move the Spanish Marines about, not a hardened up ARA.

– Johnno



Bayly's team is now investigating whether TAE can repair parts from US-based Hornets.

DEFENCE

US Hornets poised for Australian repairs

Back in 2008, before the Commonwealth doubled down on Australian Industry Capability (AIC) requirements, local companies were collaborating on sustainment for the Classic Hornets and Super Hornets.

As a result, Australian companies now stand to win business supporting overseas military equipment.

In 2015, when 40 per cent of repairs to the RAAF's F414 Super Hornet engine were conducted locally, GE and TAE went through the engine from front to back, component by component, to assess which repairs could be carried out in country. 80-90 per cent of F414 repairs are now done in Australia along with upwards of 90 per cent on the F404.

According to Jody Riggs, turbfans business manager at TAE Aerospace, Australian proven quality of build across the F404 and F414 engine space is an important factor time-on-wing results and greatly reduced unscheduled engine removals compared to other countries' Hornet fleets.

One example is the secondary flap in the engine afterburner.

"There is a large quantity of secondary flaps per engine and they have a high wear rate. They were considered 100 per cent throwaway, and are expensive to replace," Paul Bayly, GE's F414/F404 project manager in Australia, said.

To combat unnecessary waste, the TLS program devised a unique repair that also reduced reliance on the US supply chain and allowed valuable parts to be reused.

Bayly's team is now investigating whether TAE can repair parts from US-based Hornets. This could bring a large volume of repairs into Australia from the US

military, which flies some 546 Super Hornets with more on order from Boeing.

"It would mean increased throughput in our programs and increased labour demand. So that's a win straightaway," Riggs said. "But ultimately, it means that the biggest player in the world would be sending their work to us, and we could leverage that to bring in future repairs."

Whilst it can be challenging to reach economies of scale for tooling and processes involved in repairing the diversity of parts on ADF military aircraft, RAAF Williamtown is home to businesses that repair GE avionics on Hawk 127 training jets, the C-130J Hercules, and soon on the C-27J Spartan transport aircraft.

The C-27Js will soon move to RAAF Amberley in Queensland, which means GE will see repair operations for the Dowty propellers on those aircraft move to GE Aviation's facility at Brisbane Airport.

"It can sometimes take months, if not a year or more, for parts to come back from an overseas repair," David Mahoney, director of military business for GE Aviation Systems South Asia/Pacific, said. "In the meantime, our military customer only keeps so many spares. So if we didn't have the repair facility here, and all of this kit had to go offshore, the turnaround time would cause a number of aircraft to remain on the ground."

"That's not efficient, and it's one of the reasons why the Australian Government wants to maximise AIC."

"Australian proven quality of build greatly reduced unscheduled engine removals compared to other countries' Hornet fleets"

PEOPLE ON THE MOVE

Penske Transportation Group International is pleased to announce the appointment of Tracy Black as the chief financial officer for Penske's Australian and NZ operations. CPA-qualified and holding an MBA and a Master of Accounting, she will oversee the financial departments for PTGI and its subsidiaries, Penske Commercial Vehicles and Penske Power Systems.



MOST READ ONLINE AT WWW.AUSTRALIANDEFENCE.COM.AU



1. [F-35 testing reveals potential for increased service life](#)
2. [New Wedgetail agreement consolidates Boeing contracts](#)
3. [ASC develops new welding technique for submarines](#)
4. [HI Fraser and Issartel sign joint venture for Future Submarines](#)
5. [Fighting to Win: the importance of the tank to the ADF in the 21st century](#)

Lockheed Martin taps Harris for F-35 processor

Lockheed Martin has selected Harris to develop and deliver the next generation Integrated Core Processor (ICP) for the F-35 fighter jet.

The F-35's ICP acts as the brains of the F-35, processing data for the aircraft's communications, sensors, electronic warfare, guidance and control, cockpit and helmet displays.

"We are aggressively pursuing cost reduction across the F-35 enterprise and, after conducting a thorough review and robust competition, we're confident the next generation Integrated Core Processor will reduce costs and deliver transformational capabilities for the warfighter," Greg Ulmer, Lockheed Martin vice president and general manager of the F-35 program, said.

"The next generation Integrated Core Processor for the F-35 will have positive benefits for all customers in terms of life cycle cost, capability, reliability and more."

The new Integrated Core Processor is a key element of the planned "Technology Refresh 3" modernization that takes advantage of fast evolving computing power to ensure the F-35 remains ahead of evolving threats.

Additional elements in the tech refresh include the Panoramic Cockpit Display Electronic Unit and Aircraft Memory System, which were also awarded to Harris last year.

The Harris-built ICP will be integrated into F-35 aircraft starting with Lot 15 aircraft, expected to begin deliveries in 2023.

Lockheed Martin and the Pentagon released an agreement for Lot 11 that brought the cost per aircraft to the lowest point yet. However, the good news was spoiled within two hours of the announcement when an F-35B crashed in South Carolina, the first such accident in the program's history.



RAAF Corporal Cory Cochrane inspects an Australian F-35A on the flight line at Luke Air Force Base, Arizona.

DEFENCE

First soil turned at Kapooka for satellite ground station

Deputy PM Michael McCormack has turned the first sod to mark the construction phase of a Defence Satellite Ground Station at Kapooka, in his NSW electorate.

The Wideband Satellite Capability project involves the acquisition and sustainment of a new Satellite Ground Station in the East (SGS-E) of Australia and the implementation of a Wideband SATCOM Network Management System (NMS) under JP 2008 Phase 5B.

"I'm pleased to be at Kapooka today with representatives from the project's contractors, Northrop Grumman Australia and Viasat, for this ground-breaking activity which will provide flexibility to the ADF's wideband beyond line-of-sight communications," Minister McCormack said.

"This \$24 million investment means goods and services can be sourced from local businesses throughout the construction phase and ongoing maintenance jobs.

"The ground station will provide the satellite communications gateway on the east coast of Australia"



Deputy PM Michael McCormack turned the first soil for the construction of the satellite ground station.

MICHAEL MCCORMACK VIA
TWITTER

"This is a wonderful result for the Riverina and Kapooka Army Base to remain a vital cog in the ADF network into the future."

The new ground station will provide site and frequency redundancy to the Wideband Global Satellites visible from mainland Australia.

"This ceremony represents the beginning of construction work which is critical to the broader \$220 million program to significantly enhance the communications capability of the ADF while providing local jobs during the construction phase," Minister for Defence Christopher Pyne said.

"Once completed in 2021, the ground station will provide the satellite communications gateway on the east coast of Australia, and in conjunction with the Wideband SATCOM NMS will deliver a holistic satellite communications network management and situational awareness capability to the ADF.

"This will ensure the ADF has an end-to-end communications service consistent with the operational need for network enabled operations."

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Forthcoming Events

ADM EVENTS

More detail on **ADM** Events can be found on our dedicated website: admevents.com.au

- [ADM Defence in Northern Australia Summit](#) – 10-11 October 2018
- [ADM Congress 2019](#) – 13 February 2019

2018 Defence Innovation Hub Conference

Date: 10 Oct 2018

Location: ADFA

Website: <https://www.eventbrite.com.au/e/2018-defence-innovation-hub-annual-conference-tickets-49835040949>

The Defence Innovation Hub invites representatives from industry and research organisations to attend the second annual Defence Innovation Hub conference in Canberra on 10 October 2018. This will be a unique opportunity to learn more about the Defence Innovation Hub and hear updates from Defence senior leaders. This year we will also have case study presentations from Defence Innovation Hub partners as well as innovation displays. There will also be opportunity to engage with Centre for Defence Industry Capability, Next Generation Technologies Fund and Australian Defence Export Office representatives.

BMT's Whole Life Warship Capability Management course

Date: 22-26 October 2018

Location: Adelaide

Website: <http://www.bmtdesigntechnology.com.au/training-courses/whole-life-warship-capability-management/>

BMT's Whole Life Warship Capability Management course is run over five days and is accredited by the Royal Institution of Naval Architects. The course covers: warship concept development and design management; regulation, seaworthiness and safety systems; platform systems and fundamentals of naval architecture; above and below water battlespace systems; production, sustainment and cost engineering.

WA Indo-Pacific Defence Conference 2018

Date 30 October 2018

Location Crown Towers – Perth, WA

Website <http://perthusasia.edu.au/defence-forum-2018>

The 2018 Western Australian Indo-Pacific Defence Conference will convene strategic thinkers from the military, industry, academic and government in Perth, home to Australia's largest naval base, a growing defence industry, and a vibrant civic and academic community. This conference will promote the State's defence capability to national and international defence stakeholders. The aim is to provide new and relevant information from high-level speakers to educate and inspire our local industry, and to assist them in becoming world class and globally competitive (export ready).

NZDIA 2018 Forum

Date 30 October – 1 November 2018

Location Central Energy Trust Arena, Palmerston North (NZ)

Website <http://www.nzdiaforum.co.nz/page/528148>

The 2018 NZDIA Forum is our 21st forum. We aim to bring together industry (local, regional and international) and a wider range of government interests than has been achieved previously. The NZDIA forum has, for 20 years, been the most important event on NZ soil for defence and industry to come together. This year we are creating the opportunity and space for a wider cross section of industry: local, Australasian and global with a broader interest in national security encompassing defence, to come together. The speaking and workshop program is coming together as we identify how best to deliver excellent value to our traditional constituency and new attendees.

Veterans Film Festival

Date 1 November – 3 November

Location Palace Electric Theatre, ADFA, Canberra

Website www.veteransfilmfestival.com

The RSL National Veterans Film Festival (VFF) is an annual event, putting the spotlight on stories about veterans, first responders, their families and the influence of warfare on our society. The festival presents a curated program of carefully selected feature films, short films and media art from Australia and around the globe. Our focus is on recent work by talented indie filmmakers. However, within our program we also present mainstream films, retrospectives and provide opportunities to meet with filmmakers and content creators via Q&A's, panels, etc. All films submitted to the official competition will be eligible to compete for the coveted Red Poppy Awards.

SIA Biennial Conference

Date 7-8 November 2018

Location Rex Hotel, Canberra

Website www.submarineinstitute.com/sia-conferences

Join submarine professionals and key decision makers as the ninth in the biennial series of conferences run by the Submarine Institute of Australia returns to Canberra to explore the issues and opportunities emerging from the decision to extend the lives of the Collins class submarines.

ACA Corrosion & Prevention 2018

Date 11-14 November 2018

Location Adelaide Convention Centre

Website <http://www.corrosion.com.au>

As always, the focus of the ACA's annual conference and trade exhibition will be the safe and effective management of the continuing challenge posed by corrosion. More than 400 delegates are expected to attend the conference and extensive exhibition supported of key industry suppliers. Industry experts will deliver five plenary presentations—including the F P Thompson Lecture, which will be delivered by Professor Brian Kinsella, Curtin University, Australia.

MilCIS 2018

Date 13-15 November 2018

Location National Conference Centre, Canberra

Website www.milcis.com.au

In November each year, the Defence Chief Information Officer Group (CIOG) partners with the UNSW Canberra and the Institute of Electronic and Electrical Engineers (IEEE) to present MilCIS.

Australian Warrior Expo

Date: 15-17 November 2018

Location: Brisbane Showgrounds, Exhibition Building

Website: www.australianwarriorexpo.com.au

The Australian Warrior Expo (AWE) is Australia's premier Law Enforcement, Military, Emergency Services and Security Expo and is the only event of its type in Australia. AWE is dedicated to showcasing the latest products, technology, equipment and services to this niche market. AWE will bring both professionals and agencies together including Government Procurement Managers, Decision Makers and Operators.

Avalon Airshow 2019

Date: 26 February - 3 March 2019

Location: Avalon Airport

Website: <https://www.airshow.com.au/airshow2019/index.asp>

The Australian International Airshow and Aerospace & Defence Exposition is one of Asia-Pacific's most prestigious aviation and aerospace events and the most comprehensive aviation, aerospace and defence exposition in the southern hemisphere. Avalon hosts multiple concurrent conferences and expo streams, across the spectrum of Defence, Airlines, Business and General Aviation, Sport and Recreational Aviation, Airports, MRO, Space, Unmanned Systems, Air Safety and Ground Equipment.

TEAM DEFENCE AUSTRALIA EVENTS

- **AUSA 2018** – 8-10 October 2018, Washington DC, US
- **Euronaval 2018** – 23-26 October 2018, Paris, France
- **Indo Defence 2018** – 7-10 November 2018, Jakarta, Indonesia

For more information go to the business.gov.au TDA webpage [here](#). TDA EOIs will open a few months prior to the event – to keep up to date [register](#) for the CDIC newsletter.