

## **PUBLIC AIC PLAN** **NULKA IN-SERVICE SUPPORT**

### **Project / Company Details**

<b>Project Name:</b>	Nulka In-Service Support (ISS)
<b>Company Name:</b>	BAE Systems Australia Limited
<b>Company Location:</b>	Edinburgh Parks, South Australia
<b>Website Address:</b>	<a href="http://www.baesystems.com/australia">www.baesystems.com/australia</a>

### **Executive Summary**

The Nulka ISS Contract (Contract No. DMO-ESD-00326-2011) between the Commonwealth of Australia (CoA) and BAE Systems Australia Limited (BAE Systems) is a contract to provide support and maintenance for the Nulka Active Missile Decoy System. The Nulka Program is a joint Australia / US program, with BAE Systems being the design agent and Prime Contractor for the supply of all Nulka System requirements to both governments since the 1980s.

The Nulka ISS Contract is a follow on contract to the previous Nulka support and maintenance contract.

The services provided under this contract range from repair of sub-system and sub-sub-system components, field maintenance support, engineering design and support, Integrated Logistics Support (ILS) [including obsolescence management] and project management support for these Nulka System activities. Table 1 below is a summary of the significant components of the Nulka system being undertaken under the ISS contract.

<b>NULKA SUB-SYSTEMS</b>	<b>NULKA SUB-SUB-SYSTEMS</b>	<b>SUPPORT PROVIDED</b>	<b>TYPE OF WORK UNDERTAKEN</b>
General	all	Undertake: Studies to consider how the Nulka product can be improved. Re-design to address obsolescence, enhance TLS and improve production efficiency. Other activities as required by the CoA from time to time.	<ul style="list-style-type: none"><li>• Engineering analysis and design</li><li>• Through Life Support analysis and recommendations</li><li>• Engineering trade Studies</li><li>• Corrosion Analysis and recommendations</li></ul>
Nulka Round	Flight Vehicle (FV) - BAE Systems is the Design Agent on behalf of the CoA and Australian manufacturer.	Following re-certification by the CoA at forward sites, a small number of rounds require: <ul style="list-style-type: none"><li>- Clearing of known alerts</li><li>- Repair of damaged or faulty components</li></ul> This requires stripping the FV down, replacing components, reassembling the FV and re-testing.	<ul style="list-style-type: none"><li>• Dis-assembly and re-assembly of sub-systems, including handling of live ordinance.</li><li>• Replacement of faulty components</li><li>• Sub-system electrical testing and acceptance</li><li>• Electronic component repairs</li></ul>
	Payload (PL) - Designed and	If the PL fails routine testing, it is removed from the round and	<ul style="list-style-type: none"><li>• Dis-assembly and re-assembly of</li></ul>

	manufactured by a US based subcontractor.	returned to the OEM for repair.	sub-systems <ul style="list-style-type: none"> <li>• Replacement of faulty components</li> <li>• Sub-system electrical testing and acceptance</li> <li>• Electronic component repairs</li> </ul>
	Canister - BAE Systems is the Design Agent on behalf of the CoA and is manufactured in Australia	Following re-certification by the CoA at forward sites, a number of rounds require: <ul style="list-style-type: none"> <li>- Clearing of known alerts</li> <li>- Repair of damaged or faulty components</li> </ul> This requires removal of the decoy from the Canister by BAE Systems, providing the empty Canister to the subcontractor for repair, repairing of the Canister, return of the Canister to BAE Systems, reinstalling the Decoy into the Canister, pressurising the Canister and re-testing.	<ul style="list-style-type: none"> <li>• Dis-assembly and re-assembly of sub-systems</li> <li>• Replacement of faulty components</li> <li>• Sub-system electrical testing and acceptance</li> <li>• Electronic component repairs</li> <li>• Loom Repairs</li> <li>• Light metal (Aluminium) fabrication repairs</li> </ul>
Launch Sub-System (LSS)	Launcher - BAE Systems is the Design Agent on behalf of the CoA and maintains the equipment in Australia	The launcher is regularly inspected and tested on board and if any defects are detected the DMO Nulka Project Office (NPO) is advised. The NPO then either requests the equipment to be returned to BAE Systems for repair or directs BAE Systems to undertake servicing of the equipment on board.	<ul style="list-style-type: none"> <li>• Replacement of faulty components</li> <li>• Sub-system inspection</li> <li>• Medium to light metal (Aluminium &amp; Stainless Steel) fabrication repairs</li> </ul>
	Fire Control System (FCS) - BAE Systems is the Design Agent on behalf of the CoA. The FCS is a combination of Australia and Overseas components assembled by BAE Systems in Australia.	The FCS is regularly inspected and tested on board and if any defects are detected the DMO Nulka Project Office (NPO) is advised. BAE Systems is then directed to undertake servicing of the equipment on board, and if the equipment cannot be repaired on board, it is removed, and replaced with a spare unit. BAE Systems has all FCS repairs carried out by the relevant OEM.	<ul style="list-style-type: none"> <li>• Dis-assembly and re-assembly of sub-systems</li> <li>• Replacement of faulty components</li> <li>• Sub-system electrical testing and acceptance</li> <li>• Electronic component repairs</li> <li>• Loom Repairs</li> <li>• Software maintenance &amp; development</li> </ul>

**TABLE 1 – SUMMARY OF ISS CONTRACT ACTIVITIES**

### Scope of Work Opportunities

Notwithstanding the current maturity of the present supply chain, the Nulka Program is always exploring other possible component suppliers and subcontractors in an attempt to gain better value for money for its customers.

### Future Opportunities / Industry Engagement

Because of the rolling wave nature of the current Nulka ISS Contract, BAE Systems has an opportunity to develop a long-standing involvement with Nulka Support. Furthermore, as the product evolves to meet future requirements, and as current components become obsolete, there is a continual change in supply chain requirements.


BAE Systems attempts to leverage its procurement spend through preferred supplier agreements that foster key supplier relationships with a limited number of suppliers. In this way BAE Systems maximises cost reduction opportunities and gains productivity efficiencies through the reduction of internal transactional and administrative work volumes.

Just one of the initiatives that BAE Systems has taken recently in support of its preferred suppliers was to sign, in 2011, a Global Supply Deed (GSC) with the Australia Government to assist Australian suppliers with entry into global supply markets.

BAE Systems has a specialist Global Access Program (GAP) team who are responsible for creating global supply chain opportunities for Australian Companies. The GAP team supports development and continuous improvement activities with SMEs, provides advice around regulatory issues and acts as a single point of contact into BAE Systems' global supply chain.

It is BAE Systems preference to source through its preferred supplier agreements, but is continually seeking high performing, well managed companies to strengthen its team of key suppliers. To gain a better understanding of BAE Systems supply chain management approach and to find out how to pursue future opportunities with BAE Systems, please visit BAE Systems website for more information and contact details.

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