

THE STRATECH GROUP LIMITED

(Incorporated in Singapore)

Company Registration No. 201430212R

ARTICLE ON THE GROUP'S FLAGSHIP PRODUCTS iFERRET™ AND SUPER BULLSEYE® BY PUBLICATION "AIR FORCE PRINT NEWS TODAY"

The Board of Directors (the "**Board**") of The Stratech Group Limited ("the Company") would like to refer to an article entitled "**New sensors expected to speed up ADR (Airfield Damage Repair) process**" by the publication "**Air Force Print News Today**" dated 2 June 2015 on news from Tyndall Air Force Base, United States of America, regarding the Company's product, iFerret™ *intelligent* Airfield/Runway Surveillance and Foreign Object & Debris (FOD) Detection System and its Rapid Airfield Damage Assessment System (RADAS) capability.

BY ORDER OF THE BOARD

Leong Sook Ching
Executive Director/Company Secretary
25 June 2015

Air Force Print News Today

Air Force news from around the world

New sensors expected to speed up ADR process

by Jess Echerri
AFCEC Public Affairs

6/2/2015 - TYNDALL AIR FORCE BASE, Fla. -- From the time a detonation occurs on a runway, Air Force engineers must quickly locate, identify and repair the damage while mitigating risks presented by any unexploded ordnance, or UXO, left remaining after the attack.

Engineers and scientists at the Air Force Civil Engineer Center's Readiness Directorate are continuously researching and developing new methods to enhance the approach to airfield recovery.

Most recently, a team of civil engineers, geospatial engineers and software technicians ran a qualification test and evaluation of a prototype of the Air Force's Rapid Airfield Damage Assessment System, or RADAS, at the Silver Flag Training Site here May 7.

The newest additions to the RADAS are the iFerret and Super BullsEye systems designed by engineers at Stratech Systems Limited, an infrastructure technologies solutions company based in Singapore. The Super BullsEye sensors are in fixed positions to detect when and where weapons impact occurs. Alternatively, the iFerret sensors are able to scan the runway to assess airfield damage in real time. Currently being used to detect foreign object debris at commercial airports, AFCEC engineers are adapting the system for military applications including damage and UXO detection.

"The system utilizes real-time change detection to locate items and we are developing classification algorithms to support airfield damage detection," said Lance Filler, airfield damage repair program manager at AFCEC.

Representatives from several organizations came together to participate in the tests, conducting various test scenarios to assess how well the RADAS operated on its own and how well it integrated UXO mitigation and airfield recovery processes.

In order to comply with the standards set forth in the airfield damage repair modernization program, the RADAS must be able to locate, measure and classify all damage, and select the minimum airfield operating surface within 30 minutes after an attack. The minimum airfield operating surface is a section of the airfield that can be operated in isolation from the rest, making it a priority for repairs. Additionally, the RADAS must maintain these capabilities day and night in all weather conditions.

"We require 24/7, all-weather performance," Filler said. "The system has been performing day and night; however, we are concentrating on night operations without the use of supplemental illumination."

Engineers are also utilizing new software called the Geospatial Expeditionary Planning Tool, or GeoExPT. The software is a geospatial information system based-application that provides users with a dynamic map of the airfield with all UXO, damage and repairs. This program utilizes iFerret information to select appropriate candidates for the minimum airfield operating surface, as well as to prioritize and manage repair efforts.

"This system has done very well," said Master Sgt. Dan Linville, expeditionary modernization superintendent. "We've expanded its use from identifying craters to also identifying unexploded ordnance. This particular test has allowed us to validate our training aids too."

After selection of the minimum airfield operating surface, UXO disposal teams begin assessing and mitigating the UXO threat using available means such as remotely piloted aircraft, unmanned ground vehicles or other multiple UXO removal systems. Repairs can then be completed with existing airfield damage repair practices.

Although this technology is showing great promise, AFCEC will continue to look at additional emergency remote sensing technologies and platform, Linville said.



TYNDALL AIR FORCE BASE, Fla. -- Software technicians from Dynamic Software Solutions monitor the Geospatial Expeditionary Planning Tool software during a qualification, testing and evaluation for the Air Force rapid airfield damage assessment system at Silver Flag Training Site here May 14. Representative from several organizations came together with the Air Force Civil Engineer Center's detachment here to participate in the QT&E to assess how well the RADAS operated on its own and how well it integrated with airfield recovery processes. (U.S. Air Force photo/Jess Echerri/Released)