General Dynamics NASSCO Christens the USNS Thurgood Marshall, the Seventh Ship in the T-AO Program Built for the U.S. Navy

From General Dynamics NASSCO, June 4, 2026

SAN DIEGO – General Dynamics NASSCO has christened and launched the USNS *Thurgood Marshall* (T-AO 211), the seventh ship in the fleet oiler program built for the U.S. Navy. The ship is named in honor of Thurgood Marshall, the first African American appointed to the U.S. Supreme Court, serving from 1967 to 1991. He was a prominent civil rights lawyer who argued and won the landmark Brown v. Board of Education case, which helped end racial segregation in public schools.

Maj. Gen. David Bligh, Judge Advocate General of the Navy, representing the Secretary of the Navy, served as the principal speaker at the ceremony.

“The General Dynamics NASSCO team has been a strong partner of our forces for decades, particularly in the design and construction of our Naval auxiliary ships,” said Bligh. “There is a vital link between our defense industrial base and the effectiveness of our fighting men and women around the world.”

Remarks were also delivered by NASSCO President Dave Carver and representatives of the Navy. Following the remarks, ship co-sponsors Melonie Tibbs, Cecilia L. Marshall, and Alissa Kamens Marshall christened the vessel with the traditional champagne bottle break across the hull.

“What we christen tonight is not just a ship – it’s the embodiment of American unity that will carry Thurgood Marshall’s legacy, and the legacy of America, all over the world,” said Carver. “His name on the hull of this ship reminds us that service takes many forms – and that truth, courage, and conviction must always guide our mission.”

Fleet oilers serve as a supply lifeline for U.S. Navy vessels carrying out missions across the globe, including in the Western Pacific, Indian Ocean, and beyond. Crafted for underway replenishment, the oilers transfer fuel, lubricants, fresh water, and small amounts of dry cargo as part of the Navy’s combat logistics force. NASSCO designs all new vessels with double hulls to protect against oil spills and to enhance the durability of cargo and ballast tanks. The vessels measure 746 feet long, with a full load displacement of 49,850 tons. Each can carry 157,000 barrels of oil, along with significant dry cargo and aviation capability, and can reach a top speed of 20 knots.

“To the men and women of General Dynamics NASSCO, your work

directly contributes to this nation’s security,” said Vice Adm. Douglas Verissimo, representing the Chief of Naval Operations. “Your professionalism matters. You have not simply constructed a vessel – you have delivered operational capability and I truly thank you.”

The first five ships in the class – USNS *John Lewis* (T-AO 205), USNS *Harvey Milk* (T-AO 206), USNS *Earl Warren* (T-AO 207), USNS *Robert F. Kennedy* (T-AO 208), and USNS *Lucy Stone* (T-AO 209) – have all been delivered to the Navy. The USNS *Sojourner Truth* (T-AO 210) recently completed successful sea trials and is set to be delivered on Tuesday, June 9, 2026. The USNS *Thurgood Marshall* (T-AO 211), USNS *Ruth Bader Ginsburg* (T-AO 212), USNS *Harriet Tubman* (T-AO 213) and USNS *Dolores Huerta* (T-AO 214) are currently under construction.

U.S. Forces Disable Non-Compliant Oil Tanker in Gulf of Oman

From U.S. Central Command, June 8, 2026

TAMPA, Fla. – U.S. forces disabled an unladen oil tanker in the Gulf of Oman, June 8, after the vessel violated the ongoing blockade against Iran by attempting to sail to an Iranian port.

U.S. Central Command (CENTCOM) disabled Palau-flagged M/T Marivex as it transited international waters in the Gulf of Oman toward Iran. An F/A-18 Super Hornet from USS Abraham Lincoln (CVN 72) fired a precision munition into the ship's engineering and steering spaces after the crew failed

to comply with directions from U.S. forces. Marivex is no longer sailing to Iran.

CENTCOM forces have disabled seven non-compliant vessels, redirected 134 ships that complied, and allowed 42 vessels supporting humanitarian aid to pass since initiating the blockade on April 13.

Astrion Selected by U.S. Navy to Build, Integrate, and Sustain Maritime Autonomous Systems

The hybrid fleet takes shape

From Asttrion, June 2, 2026

HUNTSVILLE, Ala., June 02, 2026 (GLOBE NEWSWIRE) — Astrion, a defense technology company building the integration and orchestration layer for modern warfare, has been selected as one of nine awardees on a $349.4 million indefinite-delivery/indefinite-quantity (IDIQ) contract awarded by Naval Information Warfare Center (NIWC) Pacific. The contract supports the development, integration, and sustainment of unmanned maritime systems through May 2034.

The award reflects the growing importance of autonomous systems across the maritime environment and the increasing demand for mission-ready systems integration, testing, and sustainment capabilities. Through this contract, Astrion will provide technical solutions for the full lifecycle of unmanned maritime systems, from specification, design, and integration through testing, fielding, operations, and sustainment.

“Robotic warfare is the future of armed conflict — on land, at sea, and in the air. Victory comes from the orchestration of multi-vendor autonomous systems into a force that fights as one,” said Tom Vice, chairman and CEO, Astrion. “The Navy is expanding the number, type, and tempo of autonomous systems faster than at any point in its history, and the harder problem is no longer building the platforms. It is orchestrating them. Astrion operates and maintains the Navy’s two Medium Displacement Unmanned Surface Vessels (MDUSVs) at sea today, and we bring the systems integration, test, and sustainment discipline that turns autonomous platforms into deployable combat capability. We are built for this work.”

Astrion brings established experience in supporting the U.S. Navy’s unmanned maritime system initiatives, including the MDUSV program, which develops and deploys long-endurance unmanned surface vessels like Seahawk and Sea Hunter to demonstrate new technologies and support distributed maritime operations.

Astrion’s work spans integration, test and evaluation, and sustainment of complex autonomous platforms in multi-vendor, government-owned environments. Astrion is known for delivering measurable improvements in maritime systems reliability, mission readiness, and lifecycle cost efficiency. Its experience and capabilities are critical to the efficient and affordable adoption of unmanned systems across the Navy.

SIMA San Diego Reestablished to Drive Fleet Self-Sufficiency and Warfighter Readiness

SAN DIEGO (June 4, 2026) From left to right, Capt. Brian Karosich, commanding officer of Southwest Regional Maintenance Center; Vice Adm. James Downey, commanding officer, Navy Sea Systems Command; Chief of Naval Operations Adm. Daryl Caudle; Capt. Bill Albert, commanding officer of Shore Intermediate Maintenance Activity (SIMA) San Diego; and Vice Adm. Brendan McLane, commander, Naval Surface Force, U.S. Pacific Fleet, cuts the ceremonial ribbon signifying the reestablishment of Shore Intermediate Maintenance Activity (SIMA), San Diego. The Navy reestablished SIMAs in San Diego and Norfolk in June as

training commands for Sailors to improve their skills at repairing, maintaining, and modernizing surface warships. (U.S. Navy photo by Christopher Menzie)
From the Navy Office of Information, June 5, 2026

SAN DIEGO – In a decisive move to restore and expand organic ship repair capabilities, the Navy officially reestablished Shore Intermediate Maintenance Activity, San Diego (SIMA SD) on June 1. This strategic West Coast command will develop Sailors as advanced intermediate-level (I-level) maintenance technicians and in Fleet Technical Assist (FTA) roles, directly addressing the Navy's critical need for self-sufficiency at sea.

SIMA SD's return was marked by a June 4 ceremony presided over by the Chief of Naval Operations (CNO), Adm. Daryl Caudle.

"The end state of standing up SIMA is in our ability to forge adaptive and innovative Sailors," said Adm. Caudle during the ceremony. "Sailors who are empowered to keep our ships ready at sea so they can fight at sea when our nation calls. In the next fight, we cannot assume there will be a safe harbor, a contractor on the pier or the luxury of time."

Originally established in 1978, SIMA SD provided shore-based I-level training for Sailors until its consolidation into SWRMC in 2004. This second standing-up of the command represents a return to a proven model, modernized for today's high-tech Fleet.

SIMA SD will focus intensely on Sailor development, improving Fleet readiness, and strengthening the Navy's warfighting advantage.

One of the most critical evolutions in this new SIMA model is the shift away from legacy, stove-piped maintenance training. Today's complex operating environments demand technically versatile Sailors who can sense, assess, synthesize, and resolve casualties in real time, thousands of miles from the

nearest shipyard.

“This is a new era for SIMA,” said SIMA Commanding Officer, Capt. Bill Albert. “Today’s reestablishment marks a strategic inflection point. We are actively reversing the degradation of technical skills at sea by sending highly trained, master-level technicians back to the Fleet where they are needed most.”

SIMA SD improves upon its historical foundation by deploying a multidisciplinary training rotation. Rather than limiting Sailors to a single specialized shop during their tour, they will rotate through various rate-specific communities of practice. This cross-training, combined with hands-on Fleet Technical Assist support, will develop the versatile, advanced troubleshooting skills required to handle complex casualties under way.

Operationally, SIMA SD will coordinate closely with Fleet and under Type Commanders to optimize training pipelines, while strengthening alignment with Naval Reserve Forces to maximize surge repair capabilities.

Sailors returning to the Fleet from SIMA SD will be fully equipped to diagnose and resolve issues at sea, minimizing the Navy’s reliance on outside contractors and costly in-port repairs. This enhanced organic capability directly supports the CNO’s strategic goal of maintaining an 80% surge-ready Fleet.

While SIMA SD will operate as a separate command from SWRMC, the two organizations will maintain a tight, collaborative partnership to ensure the San Diego waterfront remains fully mission capable.

The reestablishment of SIMA SD underscores the Navy’s commitment to building America’s Fleet of the Future. For over 250 years, American naval power has projected strength globally. That mission continues – and intensifies.

We operate forward 24/7, 365 days a year. This operational tempo demands continuous capability delivery, and the Fleet of the Future is our answer.

U.S. Marine Corps Expands Autonomous Fires Capability with Oshkosh Defense ROGUE-Fires Block 2 Award

From Oshkosh Defense LLC, June 1, 2026

OSHKOSH, Wis. – Oshkosh Defense LLC, an Oshkosh Corporation [NYSE: OSK] business, announced today it has received two delivery orders from the U.S. Marine Corps for the Remotely

Operated Ground Unit for Expeditionary Fires (ROGUE-Fires) Block 2 Production, totaling $92M.

Built on the battle-tested Oshkosh Defense Joint Light Tactical Vehicle (JLTV), ROGUE-Fires combines next-generation autonomy with the protection, mobility, speed, and off-road capability Marines rely on in austere environments. The JLTV's proven transportability, operational interoperability and available sustainment provide a strong foundation for expeditionary fires missions and distributed operations.

Oshkosh Defense was initially awarded the ROGUE-Fires contract in 2022, and the platform has since become the first semi-autonomous ground system fielded by the U.S. military. The ROGUE-Fires offers the only in production and fielded semi-autonomous ground system for offensive and defensive fires.

The Block 2 configuration introduces Forterra's next-generation autonomy and expanded weapon system integration to support Expeditionary Advanced Base Operations (EABO) and distributed long-range precision fires missions.

"As the Marine Corps continues to modernize its force structure and operational capabilities, Oshkosh remains focused on delivering advanced ground mobility solutions that support mission success," said Pat Williams, Chief Programs Officer at Oshkosh Defense. "With new technology integration and expanded weapon system flexibility, ROGUE-Fires Block 2 demonstrates Oshkosh's ability to integrate advanced technologies onto proven tactical vehicles."

ROGUE-Fires, built on a Modular Open System Approach, provides the architecture that now supports integration with the MLRS Family of Munitions (MFOM) and rapid swapping of future payload weapon systems based on mission requirements. This modular approach provides Marines with greater operational flexibility across evolving expeditionary fires missions and beyond.

Forterra's AutoDrive autonomous driving system is built to support operations in contested and GPS-denied environments.

Vehicle deliveries under the contract are expected to continue through 2031.

RENK America Moving to Become Second Builder of Ship Propulsion Bull Gears for U.S. Navy Ships

RENK is positioning itself to offer to provide the main gearboxes for the Navy's proposed FF(X) frigate, a development of the Coast Guard's Legend-class national security cutter. (U.S. Navy)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. — A 120-year-old American manufacturing company now owned by a German firm is positioning itself to return to building main gearboxes for new U.S. Navy ships as a Tier 1 supplier.

RENK Group AG bought Cincinnati Gearing Systems of Cincinnati, Ohio last year, which made the main reduction gear sets for the two fast combat support ships (AOEs) and the Kaiser-class fleet replenishment oilers three decades ago. Now called RENK America Marine and Industry (RAMI), RAMI is part of the global RENK Group's Marine and Industry division.

RENK Germany provided the main gear boxes for the Coast Guard's Legend-class national security cutters and is providing the main gear boxes for the Heritage-class offshore patrol cutters.

"Right now, for the big gear boxes – on aircraft carriers, cruisers, destroyers – there's really only one supplier in America," said Thom Burke, president of RENK America Marine and Industry (RAMI), in an interview with Seapower. "RENK's big idea was to use Cincinnati Gear's legacy experience in gearboxes to get back into bringing the Navy a second supplier. I was brought in to pivot us harder towards Navy business."

During his Navy career, Burke commanded two ships, including a nuclear-powered aircraft carrier.

RAMI has approximately 120 employees who "grind the gears, make all the components, assemble the components, [and] test the assemblies." Burke said.

Since supplying gear boxes to the AOEs and T-AOs 25 or 30 years ago, "we fell out of the ability to make the big, giant bull gears that drive those main reduction gear sets," he said. "RENK is making investments in the company to prepare us to do that so that we can compete on frigate, destroyer, battleship, cruiser, whatever that next ship is going to be

for the Navy.

Noting that the Navy is planning on building new frigates based on the Legend-class national security cutters, Burke said that “we’re [RENK] the incumbent for those vessels, so we’re preparing to grow ourselves up to be able to make frigates for the Navy if they so choose to do that.”

RAMI has been asked for a price quote for the proposed frigate Flight 1 design and is “trying to figure out ways to make those gearboxes here in America, here in Cincinnati, instead of Germany.”

Burke said that Cincinnati and now RENK products are on every destroyer in the U.S. Navy right now.”

The company also builds equipment for Textron’s LCAC 100-class of Ship-to-Shore Connectors and components for sustaining the Ohio-class submarines and for equipping the new Columbia-class submarines.

“There’s plenty going on now, and there’s plenty potential for the future,” Burke said, noting that RAMI wanted “to be able to offer the Navy a robust capability.”

Asked about RAMI’s workforce and the current industry-wide workforce challenges, Burke said, “We have been very aggressively trying to grow the workforce … [and] get a second shift. … “We’re filling out that second shift now.”

He said RAMI has hired 15 workers over the last six months.

“I’m trying to grow my own,” he said. “So far we’ve made a lot of progress, but it’s a continuing challenge for sure.”

RAMI has a partnership with a local high school and community college and is leveraging the Navy Talent Pipeline Program and the Accelerated Training in Defense Manufacturing (ATDM) Program in Denville, Virginia, which is “specifically designed to help adult learners earn the skills necessary to make an

immediate impact in the submarine industrial base (SIB),” the ATDM website said.

NSWC Indian Head Division Hits Milestone with First-Ever Mk 70 Solid Rocket Motor Cast

NSWC IHD cast its first-ever Mk 70 propellant grain into a salvaged Mk 12 booster case, a significant step toward increasing the command’s production capacity of large solid

rocket motors for national defense programs. The command's Mk 70 Production Using Salvaged Hardware (PUSH) program reuses components from Mk 12 Terrier boosters to produce certified Mk 70 boosters for fleet readiness and training requirements. (U.S. Navy photo Released)

By NSWC IHD Public Affairs, June 4, 2026

INDIAN HEAD, Md. – Naval Surface Warfare Center Indian Head Division (NSWC IHD) recently cast its first-ever regrained Mk 70 solid rocket motor (SRM) in the command's manufacturing facilities in Indian Head, Maryland. This effort represents a major milestone in NSWC IHD becoming the Department of War's (DoW) second source for reclaimed and re-grained SRMs.

The cast was a significant step toward increasing NSWC IHD's production capacity of large SRMs for national defense programs and to address a bottleneck in the defense industrial base. The Mk 70 is a high-performance solid rocket booster heavily used by the DoW and NASA for various missions across the globe.

"This cast was more than four years in the making. A lot of learning and adjustment went into this," NSWC IHD Cast Propellant Production Branch Manager Frank Cooper said. "The ability to cast a Mk 70 is a big first step in revitalizing the command's diminished capacity."

The team cast approximately 1,500 lbs. of propellant grain into a Mk 12 booster case before sending it to cure, which enables them to be one step closer to this summer's Mk 70 SRM static firing test.

"This Mk 70 booster is a true drop-in replacement for the customer and ultimately the fleet," NSWC IHD Surface Systems Branch systems engineer and project manager Vandit Shah said. "Our team took this from concept all the way to the actual unit. It shows collaboration across all Indian Head departments and detachments, as well as [Naval Air Weapons Station] China Lake and the U.S. Army [Futures Command, DEVCOM

Aviation and Missile Center]. The government owns every aspect of this production line."

NSWC IHD's Mk 70 Production Using Salvaged Hardware (PUSH) program, funded by Test Resource Management Center (TRMC) and the Navy's Aerial Targets Program Office (PMA 208), produces "new" Mk 70 rocket boosters by harvesting, refurbishing and refilling existing components from older, retired missile inventories like Mk 12 Terrier boosters to deliver units quicker and more cost-effectively to the fleet.

"The ability to mix, cast, cure and test a Mk 70 SRM represents a critical milestone that will propel Indian Head forward in the realm of cast composite rocket motor manufacturing, including Mk 104 dual thrust rocket motor re-grain operations in partnership with industry," NSWC IHD Commanding Officer Capt. Steve Duba said. "The team at Indian Head Division continues to take on the Navy's most challenging and relevant energetic systems work to meet wartime surge demand now."

NSWC IHD – a field activity of the Naval Sea Systems Command and part of the Navy's Science and Engineering Establishment – is the leader in ordnance, energetics, and EOD solutions. The Division focuses on energetics research, development, testing, evaluation, in-service support, manufacturing and disposal; and provides warfighters solutions to detect, locate, access, identify, render safe, recover, exploit and dispose of explosive ordnance threats.

Fincantieri: WASS Submarine

Systems and Magellan Aerospace Sign Agreement to Support Canadian Underwater Defense Capabilities

The understanding establishes a framework to explore Canadian industrial cooperation in heavyweight torpedoes and countermeasures capabilities

From Fincantieri, June 4, 2026

Fincantieri, through its subsidiary WASS Submarine Systems, a leader in the design and development of advanced underwater defense systems, and Magellan Aerospace Corporation ("Magellan"), have signed a Memorandum of Understanding (MoU) to identify and develop areas of industrial cooperation aimed at strengthening Canada's defense sovereignty and enhancing

its underwater defense capabilities. The agreement was signed during CANSEC 2026, the defense exhibition recently held in Ottawa, Canada.

Within this framework, WASS Submarine Systems and Magellan will work together to explore opportunities for Canadian industrial participation in heavyweight torpedoes and torpedo countermeasures system capabilities. Areas of cooperation include the production of components, energetic sections, subassemblies, final assembly and factory testing, as well as maintenance and in-service support activities.

With over 150 years of heritage in underwater defense, WASS brings extensive industrial and technological expertise in advanced underwater systems to this collaboration. The agreement provides a foundation for progressive cooperation between the two companies, contributing to the development of a sustainable and competitive industrial capability in Canada across the lifecycle of underwater defense systems. By combining WASS' long-standing expertise in underwater defense systems with Magellan's established industrial presence in Canada, the collaboration aims to support the long-term development of sovereign underwater capabilities, strengthen local industrial participation, and enable sustainable in-country sustainment.

Austal USA Grows Leadership Team

From Austal USA, June 4, 2026

MOBILE, Ala. – Austal USA welcomed three new members to the company's senior leadership team. Michael Pruitt, Vice

President of Surface Ship Programs; Michael Oberdorf, Vice President of Submarine Programs; and Andrew Hinkebein, Director of State and Local Government Relations.

With over 25 years of experience directing large-scale shipbuilding activities, Michael Pruitt has managed multi-billion-dollar Navy surface ship portfolios at both Huntington Ingalls Industries and Northrup Grumman Shipbuilding. He's led cross-functional teams to deliver complex Naval and commercial programs. His expertise spans production efficiency, supply chain management, and workforce training development, with a proven track record of fostering safety, compliance, operational excellence, and risk mitigation across all stages of ship construction and delivery.

Pruitt holds a Bachelor of Science in Business and is a certified Six Sigma Green Belt, bringing a strong foundation in business and process improvement to his new role.

A qualified nuclear engineer with a master's of science in electrical engineering and a Navy career that spanned over 30 years, retired Captain Michael C. Oberdorf brings deep expertise in nuclear submarine operations, Navy program funding, and strong relationships with senior leaders, making him uniquely positioned to drive growth in Austal's submarine module business. He joins Austal USA from Bath Iron Works where he was senior director of operations demonstrating exceptional leadership in new construction programs.

Oberdorf served as Shipyard Commander and Installation Commander at Portsmouth Naval Shipyard, leading a $1.5B organization of 6,700 personnel in submarine overhauls, modernization, and refueling. His Navy career includes key leadership roles at Norfolk Naval Shipyard and aboard USS RONALD REAGAN (CVN 76), where he was responsible

for consistently improving safety, quality, and operational efficiency.

As director of local and state government affairs, Andrew Hinkebein will lead the company's engagement efforts with state and local governments, economic development organizations, community stakeholders, and strategic partners. He'll also oversee Austal USA's external communications initiatives.

A United States Marine Corps veteran, Hinkebein brings extensive experience in the areas of government affairs, public policy, economic development, and maritime defense. Most recently, he served as director of government affairs for Bollinger Mississippi Shipbuilding, where he worked with federal, state, and local stakeholders to advance shipbuilding initiatives, workforce development efforts, infrastructure investments, and defense industrial base priorities.

Hinkebein previously served as State Director for U.S. Senator Tommy Tuberville of Alabama, overseeing statewide operations and stakeholder engagement across Alabama. He also served on the staff of Senate Armed Services Committee Chairman Roger Wicker of Mississippi, where he worked on issues involving national defense, shipbuilding programs, economic development, and strategic investments supporting the nation's defense industrial base.

"These three highly experienced industry professionals each boast broad defense backgrounds that will contribute unique perspectives to their Austal USA leadership roles," Austal USA President Gene Miller stated. "We are excited to have them join our senior leadership team and look forward to having them help to grow Austal USA."

Coast Guard takes delivery of 19th HC-130J long range surveillance aircraft

HC-130J CGNR 2019 departs the Lockheed Martin Aeronautics facility in Marietta, Georgia, on April 14, 2026, for the Coast Guard Aviation Projects Acquisition Center in Elizabeth City, North Carolina, where warranty and logistics flights were conducted before the aircraft's induction into the missionization process. (U.S. Coast Guard photo courtesy of Lockheed Martin Aeronautics)June 5, 2026

WASHINGTON – The Coast Guard accepted delivery of its 19th HC-130J Super Hercules long range surveillance aircraft, designated CGNR 2019, from Lockheed Martin Aeronautics in Marietta, Georgia, on April 10, 2026.

The aircraft entered the year-long missionization effort needed to make it fully mission-ready on June 3, following completion of warranty and logistics flights by the Coast Guard Aviation Projects Acquisition Center in Elizabeth City,

North Carolina.

The acquisition of CGNR 2019 is part of a broader, ongoing modernization of the Coast Guard's aviation fleet. The HC-130J serves as the long-range search and rescue variant of the C-130J. Compared to the legacy HC-130H model, the new HC-130J aircraft features a more advanced engine and propellers, yielding a 20 percent increase in speed and altitude, as well as a 40 percent increase in range. Notably, this is the first C-130J aircraft delivered to the Coast Guard in which a Block 8.1 upgrade – providing enhanced approach and landing systems, expanded diagnostics, and civil GPS – was installed during baseline production at Lockheed Martin.

These enhancements allow the aircraft to travel further, stay on scene longer, and respond more rapidly to emergencies.

"Every new HC-130J we add to the fleet drastically expands our operational reach and maritime domain awareness," said Rear Adm. Mike Campbell, Director of Systems Integration (CG-SI) and Assistant Commandant for Aviation (CG-AIR). "CGNR 2019 represents our ongoing commitment to providing our aircrews with the most advanced command and control platforms available to execute our complex, demanding missions across the globe."

With an extended endurance of over 20 hours, the HC-130J plays a vital role in executing the Coast Guard's most demanding traditional missions. These include search and rescue, drug and migrant interdiction, law enforcement, cargo and personnel transport, and securing U.S. maritime borders and approaches. Furthermore, its advanced command, control, communications, computers, cyber, intelligence, surveillance, and reconnaissance (C5ISR) equipment allows it to serve as a vital command and control platform, identifying objects and seamlessly sharing real-time data with operational forces and cooperating agencies.

The missionization process, executed by L3Harris Integrated

Mission Systems in Waco, Texas, integrates specialized equipment necessary to execute Coast Guard missions, including the Minotaur Mission System Suite. This advanced open-architecture system provides real-time tracking and Rescue 21 integration to enhance the common operating picture and maritime domain awareness. The aircraft will also be equipped with an advanced electro-optical/infrared (EO/IR) sensor turret and a 360-degree, belly-mounted, multi-mode surface search radar, a feature that was first used on the Coast Guard's HC-130J configuration.

The expansion of the HC-130J fleet is heavily supported by the Fiscal Year 2025 (FY25) budget reconciliation. This investment will enable the Coast Guard to expand HC-130J operations to two additional air stations, bringing the total number of funded aircraft to 25. Using the historic $25 billion investment provided by the FY25 budget reconciliation, the Coast Guard has already ordered over $13 billion in new fleet assets and capabilities, demonstrating the Service's commitment to modernizing acquisition and delivering next-generation technology.

The Coast Guard currently operates the HC-130J out of three air stations: Elizabeth City, North Carolina; Kodiak, Alaska; and Barbers Point, Hawaii. After completing its missionization process in mid-2027, CGNR 2019 will be fully operational as an HC-130J and will support the transition of Air Station Sacramento, California, from C-27J to HC-130J operations.