Future USS Richard M. McCool Jr. Successfully Installs EASR Antenna

Release from Nava Sea Systems Command

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NEWS | Feb. 9, 2023

Future USS Richard M. McCool Jr. Successfully Installs EASR Antenna

By Team Ships Public Affairs

The Enterprise Air Surveillance Radar (EASR) antenna landed on the future USS Richard M. McCool Jr. (LPD 29), Jan.16, 2023.

This marks the completion of EASR system deliveries for what will be the first LPD 17 Class ship and the first U.S. Navy install and activation of the SPY-6(V)2, rotating variant, S-Band radar.

“The progress made is a testament to the collaboration across

multiple organizations in bringing this next-generation radar to the LPD program. The Navy and our industry partners look forward to systems activation and testing as LPD 29 continues on the path to sea trials later this year," said Capt. Cedric J. McNeal, Amphibious Warfare Program Manager, Program Executive Office (PEO Ships).

SPY-6(V)2 provides the U.S. Navy with a common hardware variant for carrier and amphibious ships. In addition to providing hardware and software commonality, the radar will also contribute to increased engagement and overall ship self-defense.

As with all incremental technology enhancements, the Navy is applying an increased focus to ensure that the system is provided on schedule, integrated into the ship/combat system and activated. Ultimately, EASR will be made ready as an integral sensor in an integrated Ship Self-Defense System to support the ship's employment.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, boats and craft.

HII Breaks Ground on New Submarine Facility at Newport News Shipbuilding

[Release from HII]

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HII Breaks Ground on New Submarine Facility at Newport News Shipbuilding

NEWPORT NEWS, Va., Feb. 09, 2023 (GLOBE NEWSWIRE) — Global all-domain defense partner HII (NYSE: HII) recently broke ground on a new project that will support nuclear submarine construction at its Newport News Shipbuilding division.

The Multi-Class Submarine Production Facility is one of three new facilities, enabling NNS to further support the construction and delivery of *Columbia*– and *Virginia*-class submarines.

“The Navy has made it clear how important both the *Columbia*- and *Virginia*-class submarine programs are to our nation’s defense,” said Brandi Smith, NNS vice president of *Columbia*-class submarine construction. “The Multi-Class Submarine Production Facility is an intentional investment to accelerate our efforts to deliver the highest quality submarines our Navy needs.”

Wednesday's groundbreaking marked the first phase of construction. Work on two additional facilities is expected to begin later this year. The Multi-Class Submarine Production Facility is designed to be adaptable, allowing NNS to support both *Columbia*- and *Virginia*-class construction.

The Multi-Class Submarine Production Facility is funded jointly by the Navy and HII, and is part of $1.9 billion in capital investments HII is making at NNS between 2016 and 2025. NNS is one of only two shipyards capable of designing and building nuclear-powered submarines for the U.S. Navy.

The Navy has identified the *Columbia*-class as its top acquisition priority. Twelve *Columbia*-class boats will replace the fleet of *Ohio*-class nuclear ballistic submarines and take over the role of the nation's sea-based strategic deterrent; these submarines will provide the most survivable leg of the nation's strategic triad.

NNS is a major contractor and shipbuilding partner in the *Columbia*-class program, designing, constructing and delivering six module sections per submarine under contract to General Dynamics Electric Boat.

Under a separate teaming agreement with Electric Boat, NNS is also building *Virginia*-class submarines for the Navy. The advanced capabilities of *Virginia*-class submarines increase firepower, maneuverability and stealth.

In November, NNS celebrated the keel authentication for *Arkansas* (SSN 800), the 27th *Virginia*-class fast attack submarine, as the shipyard continues to invest in its workforce and facilities to make steady progress on delivering these important assets to the Navy.

BAE delivers 1,000th F-35 Lightning II fuselage to Lockheed Martin in major milestone for the world’s largest defense programme

Release from BAE Systems

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BAE delivers 1,000th F-35 Lightning II fuselage to Lockheed Martin in major milestone for the world’s largest defense programme

7 Feb 2023

BAE Systems has delivered the 1,000th rear fuselage to

Lockheed Martin for the F-35, the world's most advanced and capable fifth generation fighter.

More than 1,500 employees at the Company's facilities in Samlesbury, Lancashire, produce the rear fuselage for every F-35 in the global fleet. The first fuselage was delivered to Lockheed Martin in 2005.

Speech marks at an event today celebrating the 1000th delivery, Cliff Robson, Group Managing Director, BAE Systems Air, said:
"This is a significant moment for everyone involved in the programme and a testament to the highly-skilled workforce we have in the North West of England.

"Our role on the F-35 programme is another example of how we make a substantial contribution to the local and national UK economy and help to deliver capability which is critical for national security."

Speech marks Bridget Lauderdale, Lockheed Martin Vice President and General Manager of the F-35 programme, said:

"The F-35 programme powers economic growth and prosperity for the UK injecting approximately £41billion* into the UK economy and supporting more than 20,000 jobs in the UK supply chain, many of those based in the North West.

"With more than 500 companies in our UK supply chain, we're proud of the role that our partnership with BAE Systems has in delivering the world's most advanced aircraft for the UK and 17 other allied nations."

F-35 aircraft inside hangar BAE Systems has been involved in the F-35 programme since its inception and plays key roles across the development, manufacture and sustainment of the aircraft, which is operated by the Royal Air Force, Royal Navy and air forces across the world.

The F-35s global programme of record amounts to more than 3,000 F-35s amongst the programme's 17 customers. Work on the programme will continue at BAE Systems' advanced manufacturing hub at Samlesbury for many years to come.

Speech marks Susan Addison, Senior Vice President for US Programmes at BAE Systems Air, said:

"This is an important milestone for our business and demonstrates both the expertise of our people and their commitment to delivering for the F-35 programme.

"The roles we play today are underpinned by a world-class manufacturing pedigree and industrial know-how in the UK, which has been developed through decades of cutting edge experience in combat air programmes. We are proud of what we do for our customers and the air forces who help keep us safe."

Shipbuilding Industry Workforce, Not Capacity, Is Limiting Shipbuilding and Repair for Navy

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ARLINGTON, Va. – The nation's shipyards have the facilities capacity to handle increased shipbuilding for the U.S. Navy but are limited by skilled workforce shortages, a shipbuilding executive told Congress, also noting the importance of stability in the demand signal from the Navy.

"The single biggest issue facing the [shipbuilding] industry is people, and that's going to be the case going forward, and we've got to be more creative in our workforce development," said Matthew Paxton, president of the Shipbuilders Council of America, testifying Feb. 8 before the House Armed Services Committee.

In reply to a question from Rep. Bob Wittman, R-Virginia regarding the Navy saying that the shipbuilders cannot deliver three Arleigh Burke destroyers funded last year, Paxton said the shipbuilding industry, "has under-utilized assets, and assets not utilized at all. There is capacity in the shipyard industrial base across new shipbuilding and ship repair. Whatever the demand signal is from Congress, we're going to meet it … because we're going to sequence our yards to be more

productive and we're going to train up the workforce and we're going to deliver those assets."

"I think private industry fundamentally disagrees [that] we don't have the assets," he said.

Paxton thanked the committee for its support for federal investments in the shipbuilding industrial base. He also noted that the private shipbuilding industry "every day of the week is investing in their workforce. They have training facilities, apprenticeship programs, they team with local community colleges, so investments like this from the federal level get bang for the buck for what the private industry is doing as well. While we care deeply about the submarine industrial base, the fact is that some of these monies are going to go across other shipbuilding programs is absolutely critical. It's also critical for our supply chain."

"Shipyards and shipyard repair facilities are highly capital-intensive enterprises, … and a lot of our shipyards employ thousands of employees," Paxton said. "We get a new shipbuilding plan every year. It sends a confusing message industry. To the extent that we can have stable budgets and a stable demand signal, industry will respond accordingly. They have in the past."

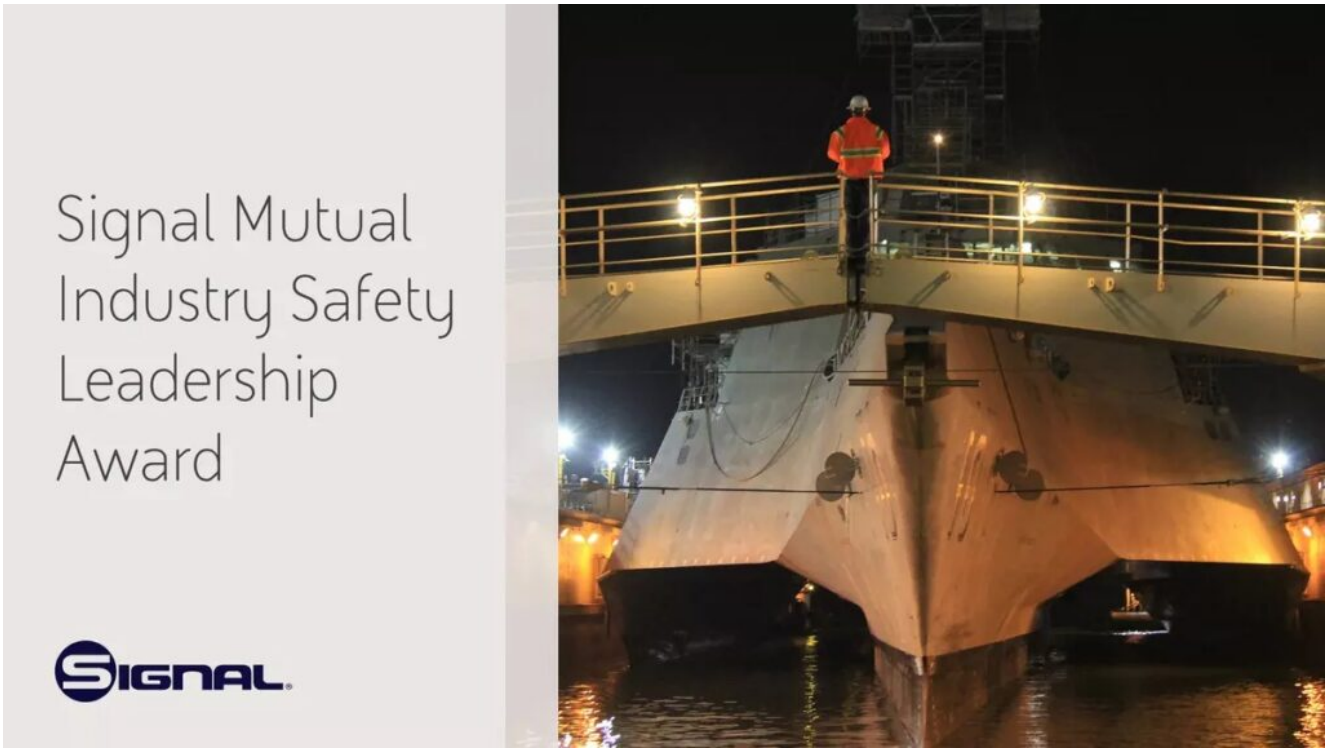
Paxton added that, "Acquisition strategies like incremental funding, advance procurement, block-buy contracting are huge for shipyards because that gives them long-lead-time materials that they need to sequence ships, to have that [material] come in, whereas some of the material that they are buying [that used to take] only 18 months to get now [takes] two to three years to get."

He said the stability of a 10-year horizon "allows shipyards to make critical investments in [their] facilities and in [their] workforce."

Paxton also noted that the shipbuilding industry "has

benefited when we split various ship sizes across shipyards. There is goodness in trying to get series construction going, keep hot production lines going, and keep the workforce learning.”

BAE Systems’ U.S. shipyards recognized for safety leadership by Signal Mutual



Release from BAE Systems

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NORFOLK, Va. – Feb. 7, 2023 – For the second year in a row, BAE Systems, Inc.’s Ship Repair business has been recognized by Signal Mutual as a top company for safety. The prestigious Signal Mutual Industry Safety Leadership award was presented

to BAE Systems, one of only five companies to receive it, during the industry group's annual conference in Salt Lake City this week.

In presenting the award, Signal Mutual noted that, in 2022, BAE Systems had a noteworthy safety culture because of the leadership's clear visibility and engagement of with employees. Signal Mutual also noted that BAE Systems' focus on safety in its shipyards resulted in a low frequency rate of claims compared to industry standards, no excessive loss cases, and no fatalities for more than two years.

"Shipyards can be hazardous. However, our leaders' commitment to empowering all employees to declare a 'Stop Work' when they see something out of order is critical to ensuring that our teammates complete their work and return home safely every day," said Paul Smith, vice president and general manager of BAE Systems Ship Repair. "This award instills pride within us as industry leaders, and it inspires us to continue protecting each other and setting high standards for those who work alongside us."

BAE Systems employs nearly 3,000 people across three shipyards in California, Florida, and Virginia who work alongside thousands of U.S. Navy personnel, commercial vessel owners, subcontractors and vendors who are also based at the sites.

"Everyone in the team is empowered and trusted to be a safety, health, and environmental leader," said Noushin Sprossel, Safety, Health and Environment (SHE) director for BAE Systems Ship Repair. "Our tremendous progress towards achieving SHE excellence and recognition for our performance reflects our commitment to make the safety and health of our workforce a priority."

Signal Mutual is an organization that provides workers' compensation services to about 300 high-performing organizations in the maritime industry, including nearly 100

shipyard companies.

US Navy partners with Japan Maritime Self-Defense Force to deliver JPALS equipment

An F-35C from Strike Fighter Squadron (VFA) 147 lands on the flight deck of USS Carl Vinson (CVN 70) during flight deck and carrier air traffic control center certification. JPALS initial operational capability was declared following the successful installation, integration and flight certification of the first JPALS production unit aboard USS Carl Vinson in December 2020. JPALS is currently being deployed on all U.S. Navy aircraft carriers and amphibious assault ships. Japan

joins the United Kingdom and Italy as foreign military sales customers to procure JPALS.
U.S. Navy photo
Release from the Naval Air Systems Command

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Published:

Feb 7, 2023

NAVAL AIR SYSTEMS COMMAND, Patuxent River, Md.

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The U.S. Navy, in partnership with Japan Maritime Self-Defense Force (JMSDF) representatives, awarded an $8.6 million foreign military sale in December 2022 to Raytheon Intelligence & Space for the procurement and delivery of a Joint Precision Approach and Landing System (JPALS) unit.

The Naval Air Traffic Management Systems Program Office (PMA-213) worked closely with the vendor and the international customer to leverage existing contract options to bring this cutting-edge technology to the JMSDF.

“The urgency with which this contract was completed is a testament to our commitment to closely collaborate with our JMSDF partners, which is critical to the 2022 National Defense Strategy call to bolster robust deterrence in the INDO-PACOM [Indo-Pacific Command].” said Cmdr. Charles Steele, PMA-213 JPALS deputy program manager (DPM).

JPALS, which is a software-based, high-integrity differential GPS navigation and precision landing system, ensures enhanced safety and increased operational capability to equipped aircraft. JPALS enables aircraft to approach and land on ships at sea while operating in all-weather conditions and is integrated on the F-35.

PMA-213 International Programs DPM, Casey Edinger said, “JPALS is a critical enabler of enhanced F-35B Joint Strike Fighter landing capabilities for coalition partners. Japan’s acquisition of JPALS significantly enhances and furthers their modernization goals, operational readiness, force projection, and PACOM [Pacific Command] interoperability operations. In addition, the execution of this Japanese foreign military sale (FMS) case and the subsequent award to Raytheon demonstrates U.S. Navy and Raytheon’s dedication to supporting Japan’s commitment to joint coalition force operations and interoperability.”

JPALS is currently being deployed on all U.S. Navy aircraft carriers and amphibious assault ships. Japan joins the United Kingdom and Italy to procure JPALS, which is currently deployed on the U.K. Royal Navy’s HMS Queen Elizabeth, and the Italian Navy’s ITS Cavour. JPALS is scheduled to be deployed on the JMSDF’s JS Izumo in 2024.

JPALS has been supporting F-35B deployments on U.S. Navy LH-class amphibious assault ships since 2016 and F-35C deployments on U.S. Navy aircraft carriers since 2021.

“Leveraging existing production capabilities and historical cost/technical data optimized the use of diminishing supply sources, prevented significant price increases, and avoided any deployment schedule impacts,” said John Britt, PMA-213 procuring contracting officer.

U.S. Army and Air Force takes

over USS Tripoli’s Flight Deck

Release from Commander, Naval Surface Forces

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By Petty Officer 2nd Class Maci Sternod

02 February 2023

SAN DIEGO, CA, UNITED STATES –

Amphibious assault carrier USS Tripoli (LHA 7) worked with the United States Army’s 16th Combat Aviation Brigade based out of Joint Base Lewis-McChord, Washington, and the United States Air Force’s 66th Rescue Squadron, based out of Nellis Air Force Base in Las Vegas, to land both UH-60M Black Hawk, HH-60 Pave Hawk and AH-64 Apache helicopters on Tripoli’s flight deck, Jan. 22-26.

“Tripoli helped the Army pilots by giving them the hours of practice landing on a ship so that they could complete their deck landing qualification,” said U.S. Marine Corps Maj. Keith Hibbert, Tripoli’s air operations officer.

As a result of these joint operations, Tripoli was able to cross train with the U.S. Army and U.S. Air Force.

“It was extremely rewarding being able to work with the Air Force and Army during this evolution because it’s not something you get to do every day,” said Lt. Jon Kokot, Tripoli’s mini boss.

The qualification tested not only the pilots, but Tripoli’s flight deck crew as well.
Air Force, Army, and Navy pilots use different terminology and procedures, presenting a unique challenge for Tripoli’s crew. The U.S. Army’s aircraft also require a different procedure to secure them to the flight deck.

“The Apache helicopter has different tie down points for the chains that we’ve never seen before,” said Kokot. “We had to have one of their guys come out and show us how to tie the helicopter down.”

The experience gave Tripoli’s crew a chance to prepare for similar evolutions in the future and expand the ship’s capabilities. The landing qualifications demonstrated that Tripoli has the ability to conduct flight operations with other military branches.

Tripoli is underway conducting routine operations in U.S. 3rd Fleet.

Navy and Industry Partners Complete Production Mk 18 Unmanned Underwater Vehicle Systems

Release from Naval Sea Systems Command

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NEWS | Feb. 3, 2023

Navy and Industry Partners Complete Production Mk 18 Unmanned Underwater Vehicle Systems

By PEO Unmanned and Small Combatants Public Affairs

Washington – The Navy announced today a significant milestone in the delivery of unmanned undersea warfighting capability to the fleet. Production of the MK 18 Mod 2 Unmanned Underwater Vehicle (UUV) program of record has completed.

Managed by the Expeditionary Missions program office under the Program Executive Office for Unmanned and Small Combatants (PEO USC), the MK 18 Mod 2 UUV program began production in 2012 through competitively awarded contracts with Hydroid, Inc. in Pocasset, Massachusetts (now owned by Huntington Ingalls Industries (HII)). Since the initial production lot, more than 90 MK 18 Mod 2 UUV vehicles have been provided to the fleet.

“The Department’s long-standing partnership with HII and their subcontractors demonstrates how mature technologies coupled with innovative acquisition approaches can speed the delivery of critical mission-enabling capabilities to our warfighting forces,” said Capt. Jon Haase, program manager of the Expeditionary Missions program office (PMS 408).

The MK 18 Mod 2 UUVs form a critical component in the Navy’s suite of Expeditionary Mine Countermeasures (ExMCM) Company’s mission capabilities. ExMCM forces provide a rapid, world-wide mine countermeasure response capability that supports Joint Force maneuver in various maritime mission areas. In July 2022, the Navy awarded the Medium Unmanned Undersea Vehicle (MUUV) contract to Leidos to design, test, and manufacture the next generation ExMCM MUUV, known as Viperfish. Viperfish will improve upon the current MK18 Mod 2 UUVs by providing increased ExMCM capabilities.

Future USS Marinette (LCS 25) Delivered to Navy

Release from Naval Sea Systems Command

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By Program Executive Office Unmanned and Small Combatants (PEO USC) Public Affairs

WASHINGTON – The Navy accepted delivery of the future USS Marinette (LCS 25) from Lockheed Martin this week at the Fincantieri Marinette Marine shipyard in Marinette, Wisconsin.

“Today marks a significant milestone in the life of the future USS Marinette,” said Capt. Andy Gold, LCS program manager. “I

look forward to the commissioning of Marinette later this year and recognizing the contribution of her namesake town and the great shipbuilders who bring these warships to life, ensuring they are ready to accomplish mission tasking in support of our nation’s maritime strategy.”

The ship successfully completed her acceptance trial in November 2022, which is the last milestone before the ship is delivered to the Navy. During the trial, the Navy conducted comprehensive tests of LCS 25’s systems, which spanned multiple functional areas essential to a ship being able to perform at sea – including main propulsion and auxiliaries and electrical systems. The ship also performed demonstrations of its operational capabilities, including a full power demonstration, steering and quick reversal, anchor drop test, and combat system detect-to-engage sequence. As a result of these successful trials, the Navy accepted delivery and will continue post-delivery certifications and qualifications to ready her for Fleet operations.

LCS 25 is outfitted with the combining gear correction that will allow for unrestricted operations. The correction addresses a class-wide flaw that was identified as the Fleet deployed these ships in greater numbers.

After her commissioning, planned for June 2023, Marinette will be homeported in Mayport, Florida.

Three more Freedom-variant ships are under construction at the Fincantieri Marinette Marine shipyard in Marinette, Wisconsin. The future USS Nantucket (LCS 27) is scheduled for delivery in the summer of 2023. Additional ships in various stages of construction include the future ships USS Beloit (LCS 29) and USS Cleveland (LCS 31). LCS 31 will be the final Freedom-variant LCS.

The LCS class is now the second-largest surface ship class in

production. LCS is a highly maneuverable, lethal, and adaptable ship designed to support focused mine countermeasures and surface warfare missions. The Freedom and Independence-variant LCS integrate new technologies and capabilities to support current and future operational missions, from deep water to the littorals.

Navy, MSC, Coast Guard Ships Involved in Search and Recovery of Chinese Balloon Payload

The next generation landing craft, ship to shore connector (SSC), landing craft, air cushion (LCAC), successfully completed well deck interoperability testing with the amphibious dock landing ship USS Carter Hall (LSD 50) and demonstrated the craft are another step closer to fleet integration.
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ARLINGTON, Va. – Three U.S. Navy ships, a Military Sealift Command ship, and three Coast Guard cutters have sortied from the U.S. East Coast and are participating in the search and recovery effort for the payload of the Chinese balloon that was shot down over U.S. territorial waters off South Carolina.

The Harpers Ferry-class dock landing ship USS Carter Hall (LSD 50), Ticonderoga-class guided-missile cruiser USS Philippine Sea (CG 58) and Arleigh Burke-class guided-missile destroyer USS Oscar Austin (DDG 79) took up station to track the descent of the balloon's payload as it fell into the water.

The ships now include the USNS Pathfinder (T-AGS 60), an oceanographic survey ship operated by the Military Sealift Command.

The Coast Guard also has deployed to the salvage area three cutters – USCGC Venturous (WMEC 625), USCGC Richard Snyder (WPC 1127), and USCGC Nathan Bruckenthal (WPC 1128) – as well as small boats and aircraft to ensure the safety of the salvage area.

According to the Defense Department, the payload fell into a depth of 47 feet of water, a depth easily accessible to divers.

Gen. Glen VanHerck, Commander, North American Aerospace Defense Command and United States Northern Command, briefing reporters Feb. 6, said that the recovery effort was being led by Adm. Daryl Caudle, commander of U.S. Fleet Forces Command

and U.S. Naval Forces, U.S. Northern Command.

VanHerck said the Navy ships in the vicinity of the splashdown of the balloon are collecting and categorizing debris.

“The Pathfinder is a ship that conducts survey operations using sonar and other means to map out the debris field,” VanHerck said. “It’s capable of conducting oceanographic, hydrographic, bathymetric surveys of the bottom of the ocean to do that. And they’ll eventually produce us a map – they’re in the process of doing that, and I expect to have much more today – of the full debris field. But we expect the debris field to be of the rough order of magnitude of about 1,500 meters by 1,500 meters, and so, you know, more than 15 football fields by 15 football fields. But we’ll get a further assessment of that today.”

VanHerck said that “[y]esterday’s sea states did not allow us to conduct some of the operations that we would have liked to have conducted such as underwater surveillance. And so those forces that provide the explosive ordnance disposal to make sure the scene is safe, they’re out today, this morning, and they went out in what’s called a rigid hull inflatable boat this morning, Eastern time approximately 10:00 o’clock, to proceed to the – the area to utilize unmanned underwater vehicles using side scan sonar to further locate sunken debris. And so, we expect them to get on there and to do some additional categorization of potential threats such as explosives that may be on, hazardous materials that could be in batteries, et cetera, so we’re working very hard.

The Military Sealift Command operates two dedicated salvage ships, but both are based in the Pacific Ocean.

The balloon, floating at about 60,000 feet above sea level, was launched by China on Jan. 21 and crossed into U.S. airspace over the Aleutian Islands on Jan. 28. It crosses over Canada and into the continental United States over Idaho on

Jan. 31. President Joe Biden gave the order to shoot down the balloon on Feb. 1.

“Military commanders determined that there was undue risk of debris causing harm to civilians while the balloon was over land,” a senior Defense Department official said in a Feb. 5 briefing to reporters. ”As a result, they developed a plan to down the balloon once it was over water in U.S. territorial airspace. That mission has now been successfully completed. At the direction of the president, the U.S. military, at 2:39 p.m. this afternoon, shot down the high-altitude surveillance balloon off the coast of South Carolina and within U.S. territorial airspace.”

According to Pentagon spokesman Brig. Gen Patrick Ryder, the Chinese balloon was steerable, and therefore able to be guided over sensitive U.S. defense bases.

On Feb. 4, the balloon was intercepted by two F-22A Raptor fighters launched from Joint Base Eustis-Langley, Virginia. One of the F-22As fired an AIM-9X air-to-air heat-seeking missile that deflated the balloon and sent the balloon’s solar panels and payload crashing into the ocean off Myrtle Beach.

“We have multiple U.S. Navy vessels and Coast Guard vessels in the region right now, establishing a security perimeter, conducting search for any debris that may be on the water to ensure the safety of U.S. civilians, any maritime activity that is ongoing out in the water,” a senior military official said in the Feb. 5 briefing. “We will provide, under NORTHCOM [U.S Northern Command] command and control, a salvage vessel, United States Navy, which will be on-scene within a couple of days. The debris is in 47 feet of water, primarily. The recovery, that will make it fairly easy, actually. We planned for much deeper water.”

The downing of the balloon is the first aerial kill attributed to the F-22A. The two F-22As in the intercept used the

callsigns Frank One and Luke One in apparent reference to Frank Luke Jr., the U.S. Army Air Service ace who was credited with downing 14 German observation balloons as well as four airplanes during combat over the Western Front during World War I. Luke died on Sept. 28, 1918, from German machine fire from the ground.