Leonardo's Contender for U.S. Navy Training Helicopter Performs First Flight

ROME – Leonardo has successfully completed the initial flight test of the TH-119 instrument flight rules (IFR) training helicopter Dec. 20, the company said in a release.

The TH-119, Leonardo's bid to replace the U.S. Navy's aging fleet of TH-57 Sea Ranger training helicopters, is a variant of the successful AW119, manufactured in the United States with strong local supplier base. By completing this important milestone, the TH-119 remains on track to achieve full FAA IFR certification early this year, making it the only single-engine IFR-certified helicopter in production in decades.

The TH-119 was flown by Leonardo pilot Patrick McKernan at the company's Philadelphia plant where all variants of AW119s are built. The helicopter performed excellently during the flight which included an assessment of general handling and avionics systems. If selected by the U.S. Navy, a fleet of over 125 TH-119s will be built in Philadelphia utilizing the plant's existing AW119 manufacturing and support facility.

"Already made in USA, the TH-119 is an affordable, off-the-shelf teaching helicopter that combines proven performance, flexibility and safety," said Andrew Gappy, Leonardo director of U.S. government sales. "It is built to accomplish every current Navy undergraduate training mission and flight skill maneuver with plenty of room to grow over the venerable TH-57."

A variant of the successful AW119 specifically configured for military training, the TH-119 is the only modern single-engine helicopter certified to operate in actual instrument conditions, resulting in more available training days. The

TH-119 is a full-spectrum training helicopter, meaning that with a single-variant configuration the Navy can accomplish fundamental training flights like sliding landings, hovering and full autorotations (without offloading any of them to simulation) equally as well as advanced training flights including NVG, instruments, navigation, tactics, hoist, external cargo and search and rescue.

The TH-119's dual-display Genesys Aerosystems advanced glass cockpit allows instruction from either pilot seat with full IFR capabilities including flight director and 3-axis full autopilot. Its unique 180-degree adjustable observer seat offers student pilots full view of the cockpit providing a better learning environment even while riding as a passenger. The TH-119 combines exceptional power margins, thanks to its popular and reliable 1,000-shaft-horsepower Pratt & Whitney Canada PT6-B engine, with the durability of a cocoon-type metal airframe and reinforced shock stabilized skids for touchdown maneuver training. To minimize time on the ground and maximize operational flexibility the TH-119 can "hot" pressure refuel.

JFD Completes Second Submarine Rescue System for Indian Navy

OLDMELDRUM, Scotland – JFD, the underwater capability provider serving the commercial and defense diving markets and part of James Fisher and Sons plc, has successfully delivered the second of two third-generation submarine rescue systems to the Indian Navy. The delivery represents a significant milestone

in the provision of a comprehensive submarine rescue capability that will enhance safety for submariners.

Under a $243.4 million contract, JFD is providing two complete third-generation fly-away submarine rescue systems to the Indian Navy, including deep-search-and-rescue vehicles (DSRV), launch-and-recovery systems equipment, transfer-under-pressure systems, and all logistics and support equipment required to operate the service. The contract also includes a 25-year all-encompassing maintenance support service.

The equipment was designed, manufactured, integrated and tested by JFD prior to shipping to India, with the second system expected to arrive in country in January. The system will be mobilized onto the rescue vessel in order to begin a full series of sea acceptance trials, with JFD personnel remaining in country to work in close partnership with the Indian Navy to complete comprehensive training on the safe operation of the system.

“JFD is pleased to have successfully completed the delivery of the second advanced submarine rescue system to the Indian Navy,” said Giovanni Corbetta, JFD managing director. “The third-generation system represents a step-change in real-world submarine rescue capability and has been specifically designed to provide a comprehensive and highly capable submarine rescue service whilst ensuring the system is as quick and simple to mobilize as possible to maximize the chances of a successful rescue.

“Protecting the lives of submariners is the foundation of our business, and our teams of experts have worked tirelessly to ensure the seamless delivery of all of the submarine rescue systems JFD operates across the globe, continually driving the highest standards in safety,” Corbetta said. “The active participation of the Indian Navy throughout the build, acceptance and ongoing trials of the two systems trials is key to conducting safe and efficient operations in support of

submarine rescue to allow them the ability to respond effectively to an emergency when a submarine is in distress.”

Having completed comprehensive factory acceptance testing which was signed off by the Indian Navy, the second system has been delivered to the customer just eight months after the first system. All of the technologies utilized in JFD’s third-generation system are proven in service, and while innovative in arrangement, the methodology is built on tried and tested approaches and therefore requires little shift in operating doctrine, existing procedures, training and crewing competencies.

The Indian Navy formally inducted its first DSRV into service at a ceremony in Mumbai on Dec. 12, meaning that the Indian Navy has now joined a select league of nations with the capability to search, locate and provide rescue to distressed submarines.

“The DSRV (induction) is a landmark event and it marks the culmination of years of focused efforts of the Navy in acquiring niche submarine rescue capability,” said Adm. Sunil Lanba, chief of the Naval Staff for the Indian Navy. “With these capabilities, the Indian Navy has joined the select league of navies that operate such assets.”

Munro Returns Home from 105-Day Western Pacific Patrol

ALAMEDA, Calif. – The crew aboard Coast Guard Cutter Munro returned Dec. 24 to their homeport in Alameda after a 105-day, 17,000-nautical mile, multimission deployment to the Western Pacific Ocean, according to the Coast Guard Pacific Area.

The crew conducted a Western Pacific Living Marine Resources patrol during the 105-day deployment. Munro's law enforcement teams conducted 10 at-sea inspections of foreign-flag fishing vessels on the high seas to counter illegal, unregulated and unreported fishing practices in the Western and Central Pacific Fisheries Commission area.

"The crew worked tirelessly to execute 10 fisheries boardings, 186 flight evolutions and dozens of boat operations in support of fisheries enforcement which demonstrates U.S. presence in the Western Pacific," said Munro's commanding officer Capt. Jim Estramonte. "Munro's successful deployment paves the way for future Coast Guard Oceania patrols. Having the opportunity to bring the cutter to Guadalcanal, a place of Coast Guard lore, made the patrol even more meaningful for the crew."

Coast Guard Repatriates 41 Migrants to the Dominican Republic

SAN JUAN, Puerto Rico – The Coast Guard repatriated 15 migrants Dec. 21 and 26 others Dec. 20 to the Dominican Republic, following the interdiction of four migrant vessels in Mona Passage waters off the Dominican Republic and Puerto Rico, the 7th Coast Guard District said in a release.

The interdictions were a result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG).

"Crossing the perilous waters of the Mona Passage aboard grossly overloaded makeshift boats with no life-saving

equipment onboard is extremely dangerous and a potentially life-threatening situation," said Cmdr. Christopher Douglas, Coast Guard Sector San Juan chief of response. "The excellent interagency collaboration between the responding local and federal agencies led to the successful interdiction of all four migrant vessels and the safe recovery of 41 migrants."

"Ramey Border Patrol Sector has adjusted its presence in key locations around Puerto Rico, in response to the increased activity in our area," said Xavier Morales, Ramey Sector chief patrol agent in Aguadilla. "It is usual to see an increase in smuggling activities during the holiday season. Smugglers have the perception that law enforcement decreases during this period, however our agents remain vigilant, working 24 hours, seven days a week."

The crew of a Customs and Border Protection (CBP) DHC-8 maritime patrol aircraft detected the first migrant vessel Dec. 17 transiting without navigational lights, approximately 11 nautical miles north of Aguadilla, Puerto Rico. Coast Guard watchstanders in Sector San Juan diverted the Cutter Joseph Tezanos, while a CBP Caribbean Air and Marine and a Puerto Rico Police Joint Forces of Rapid Action marine unit also responded to interdict the suspect vessel.

The crew of the CBP marine unit arrived on scene and interdicted the 30-foot makeshift boat with eight migrants onboard, six men and two women, who claimed Dominican nationality. Joseph Tezanos arrived on scene soon thereafter, embarked the migrants and later transferred them to the Cutter Joseph Napier. Joseph Napier transported the migrants to La Romana, Dominican Republic, where they were repatriated and transferred to Dominican Republic Navy authorities Dec. 20.

Joseph Napier interdicted a second migrant vessel Dec. 20, after the crew of a patrolling CBP DHC-8 detected a 25-foot boat transiting toward Puerto Rico, approximately 15 nautical miles east southeast of Isla Saona, Dominican Republic. The

crew embarked 18 migrant adults from the makeshift boat, 16 men and 2 women, who claimed Dominican nationality. Joseph Napier rendezvoused with a Dominican Navy patrol vessel on Dec. 20 in waters south of Santo Domingo, where the crew embarked and received custody of the migrants.

Ramey Sector U.S. Border Patrol agents detected a third and fourth migrant vessel early Dec.20, approximately eight nautical miles north of Desecheo Island, Puerto Rico. Coast Guard watchstanders in Sector San Juan diverted the Cutter Winslow Griesser, which responded along with two Puerto Rico Police Joint Forces of Rapid Action marine units to interdict the suspect

vessels. A patrolling CBP Caribbean Air and Marine DHC-8 vectored-in the police units that closed-in and stopped both migrant vessels.

One of the interdicted vessels was carrying seven men, while the other was carrying eight, who claimed Dominican nationality. Winslow Griesser arrived on scene shortly thereafter and safely embarked the migrants from both vessels. The cutter rendezvoused with a Dominican Navy patrol vessel Dec. 21 in waters just off Samana, Dominican Republic, where the crew embarked and received custody of the migrants.

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention.

Winslow Griesser, Joseph Napier and Joseph Tezanos are 154-foot fast response cutters homeported in San Juan.

National Security Cutter Kimball Arrives at New Homeport in Hawaii

HONOLULU – The U.S. Coast Guard Cutter Kimball arrived at its new homeport of Honolulu Dec. 22, according to the 14th Coast Guard District.

Kimball is the seventh of the Coast Guard's national security cutters (NSCs) and the first to be homeported in Hawaii. The vessel is arriving following a transit from Pascagoula, Mississippi, where it was built.

A second NSC will arrive next year. Known as the Legend-class, NSCs are designed to be the flagships of the Coast Guard's fleet, capable of executing the most challenging national security missions, including support to U.S. combatant commanders. NSCs are 418 feet in length, 54 feet in beam and 4,600 long tons in displacement. They have a top speed of more than 28 knots, a range of 12,000 nautical miles, an endurance of up to 90 days and can hold a crew of up to 150. These new cutters are replacing the aging high-endurance Hamilton-class cutters (378 feet) that have been in service since the 1960s.

Kimball will routinely conduct operations from South America to the Bering Sea. The cutter's unmatched combination of range, speed, and ability to operate in extreme weather provide it the mission flexibility necessary to conduct alien migrant interdiction operations, domestic fisheries protection, search and rescue, counter-narcotics and homeland security operations at great distances from shore, keeping threats far from the U.S. mainland.

The cutter's namesake is Sumner J. Kimball. While Kimball was not a member of the Coast Guard, he was appointed the superintendent of the Life-Saving Service, a predecessor

service of the Coast Guard. Kimball reformed the Revenue Cutter Service and established a training school for young officers that would later develop into the U.S. Coast Guard Academy. His efforts to transform the collection of facilities around the U.S. coastline led to a coherent and well-trained organization.

Future USS Paul Ignatius Successfully Completes Acceptance Trials

PASCOGOULA, Miss – The future USS Paul Ignatius (DDG 117) successfully completed acceptance trials on Dec. 20, returning to Huntington Ingalls Industries' (HII's) Pascagoula shipyard after spending two days at sea in the Gulf of Mexico, Naval Sea Systems Command said in a Dec. 21 release.

During acceptance trials, the ship and its crew performed a series of demonstrations for review by the U.S. Navy's Board of Inspection and Survey (INSURV). These demonstrations are used by INSURV to validate the quality of construction and compliance with Navy specifications and requirements prior to delivery of the ship to the U.S. Navy.

"The ship performed very well, which is a testament to the preparation and commitment of the Navy-shipbuilder team," said Capt. Casey Moton, DDG 51 class program manager, Program Executive Office Ships. "The ship also previously performed a successful SM-2 shoot during builder's trials, further demonstrating the readiness of the ship's Aegis weapon system and ship's force. These trials put the ship on a solid path towards delivery to the Navy."

The DDG 51-class ships currently being constructed are Aegis Baseline 9 Integrated Air and Missile Defense destroyers with increased computing power and radar upgrades that improve detection and reaction capabilities against modern air warfare and ballistic missile defense threats. When operational, DDG 117 and its sister ships will serve as integral assets in global maritime security.

The future USS Paul Ignatius is expected to be delivered to the Navy early next year. HII's Pascagoula shipyard is also currently in production on the future destroyers Delbert D. Black (DDG 119), Frank E. Peterson Jr. (DDG 121), Lenah H. Sutcliffe Higbee (DDG 123) and Jack H. Lucas (DDG 125), the first Flight III ship. HII was recently awarded a contract for the design and construction of six additional DDG 51 class Flight III ships.

Australian Navy Frigate Seizes Illegal Drug Shipments in the Middle East

CANBERRA, Australia – The Royal Australian Navy frigate HMAS Ballarat seized more than 900 kilograms of heroin worth approximately $195.2 million during two boarding operations that took place Dec 21-23 as part of Operation Manitou, the Australian Ministry of Defence said in a Dec. 28 release.

HMAS Ballarat conducted flag verification checks by boarding vessels of interest, under the direction of the Combined Maritime Forces' Combined Task Force 150 in international waters in the Arabian Sea. The fishing vessels, known as dhows, were believed to be engaging in illegal activity.

The boarding team discovered and seized illegal narcotics on both dhows; 165 kilos of heroin was found on the first dhow, and 766 kilos on a second. The drugs were transferred to Ballarat for disposal.

“A thorough search by the boarding parties uncovered a large quantity of heroin intended for distribution around the world,” said Comdr. Paul Johnson, commanding officer of HMAS Ballarat. “By keeping these illegal narcotics out of the hands of those that exploit others, we improve the lives of those in the region. The crew is well prepared for these activities and I am glad that they have been able to showcase their professionalism in supporting security in this complex maritime environment.”

“These drug seizures support Australia’s long-term mission to ensure maritime security, stability and prosperity in the region,” said Rear Adm. Jaimie Hatcher, commander of Australian Forces in the Middle East. “This operation will impact on the flow of narcotics around the world and the use of drug money to fund extremist organizations. This is a promising start to Ballarat’s work here and the crew should be very pleased with this excellent result.”

These are the first seizures Ballarat has made since starting operations in the Middle East Region during November in support of Operation Manitou.

Navy Orders Five Ospreys from Bell-Boeing

ARLINGTON, Va. – The Navy has ordered five more V-22 Osprey tiltrotor aircraft under a modification to a multiyear

contract.

Naval Air Systems Command awarded to Bell Boeing a $367 modification for five Ospreys on Dec. 28, an addition to a $4.2 billion contract for 78 Ospreys awarded on June 28.

Under the new order, Bell Boeing will deliver three CMV-22B carrier-onboard-delivery aircraft for the Navy and two MV-22B assault transport aircraft for the Marine Corps by October 2023.

The Ospreys ordered in June include 39 CMV-22Bs for the Navy, 34 MV-22Bs for the Marine Corps, one CV-22B for the Air Force and four MV-22Bs for the government of Japan.

Coast Guard Concludes Maritime Security Ops for Economic Leaders Week

ALAMEDA, Calif. – U.S. Coast Guard members recently completed loading six small boats and accompanying equipment onboard the USS Green Bay in Townsville, Australia, for transport back to the United States.

The loadout follows the Coast Guard's recent deployment to Port Moresby, Papua New Guinea (PNG) where 94 Coast Guard personnel logged more than 2,000 underway hours providing round-the-clock maritime security during the 2018 Asian Pacific Economic Cooperation (APEC) Economic Leaders Week, Nov. 12-18. The high-profile summit was attended by leaders and senior officials from 21 nations, including Vice President Mike Pence representing the United States.

A first-of-its kind Memorandum of Understanding signed by U.S. Ambassador Catherine Ebert-Gray and PNG Police Commissioner Gary Baki provided temporary authority for the Coast Guard to deploy small boats and specialized members as part of an adaptive force package (ADF) that provided port security, waterside protection, and anti-terrorism capabilities prior to and during the summit.

Operating under the control of the U.S. Indo-Pacific Command, the ADF worked in cooperation with PNG's Joint Security Task Force and the Australian Defense Forces.

The ADF was led by Port Security Unit (PSU) 305, based in Fort Eustis, Virginia, and included Reserve and active-duty service members from PSU 301 based in Cape Cod, Massachusetts, PSU 308 based in Kiln, Mississippi, and PSU 313 based in Everett, Washington, along with Maritime Safety and Security Team (MSST) Honolulu, MSST Seattle, MSST San Francisco and MSST Los Angeles/Long Beach.

"As a global leader in maritime law enforcement and port security, the U.S. Coast Guard was proud to work with the PNG Joint Security Task Force and our Pacific partners to ensure safety and security throughout the APEC Economic Leaders Week," said Cmdr. Michael McCarthy, commanding officer of PSU 305.

The deployed service members and their international partners conducted waterway security at three separate maritime restricted areas around Port Moresby including waterways surrounding the APEC Haus, the main venue during the summit, and several cruise ships which served as lodging for global leaders and dignitaries during the summit.

Throughout the deployment the ADF operated from the Royal Australian Navy's HMAS Adelaide, a 757-ft long Australian amphibious assault ship equipped with a well deck that

allowed for launching and recovering the Coast Guard's six 32-

foot transportable port security boats.

Coast Guard personnel participated with their international partners in a Remembrance Day Ceremony Nov. 11 commemorating the 100th anniversary of World War I on the Adelaide's helicopter landing deck.

The APEC security mission is one of several recent joint operations conducted by the Coast Guard in the Western Pacific. In August, the service participated in the 17th annual Southeast Asia Cooperation and Training exercise, which brought together service members from navies and coast guards from nine nations to focus on increasing maritime domain awareness through collaborative and coordinated information sharing.

The Coast Guard is also engaged in the Oceania Maritime Security Initiative, with law enforcement detachments deployed on supporting U.S. Naval vessels such as the USS Shoup, assisting Pacific nations with protecting their exclusive economic zones and combating illegal, unreported and unregulated fishing.

"The United States is a Pacific nation," said Vice Adm. Linda Fagan, commander, Coast Guard Pacific Area. "We have deep and long-standing ties with our partners in the region, and more importantly, we share a strong commitment to a free and open Pacific, governed by a rules-based international system that promotes peace, security, and shared prosperity."

LRASM Reaches Early

Operational Capability Status on U.S. Air Force B-1B

ORLANDO, Fla. – Lockheed Martin has delivered the first Long Range Anti-Ship Missiles (LRASM) to U.S. Air Force operational units, achieving early operational capability (EOC) status ahead of schedule.

After successfully completing the required integration, flight testing and modeling and simulation, warfighters accepted the first of many tactical production units, meeting key criteria for the EOC declaration milestone.

“This event is the culmination of successful partnerships with the U.S. Air Force, Navy and DARPA,” said David Helsel, LRASM director at Lockheed Martin Missiles and Fire Control. “This milestone serves as a great example of collaboration to bring critical capabilities to the warfighter at accelerated acquisition timelines.”

LRASM is designed to detect and destroy specific targets within groups of ships by employing advanced technologies that reduce dependence on intelligence, surveillance and reconnaissance platforms, network links and GPS navigation in contested environments. LRASM will play a significant role in ensuring military access to operate in open ocean/blue waters, owing to its enhanced ability to discriminate and conduct tactical engagements from extended ranges.

LRASM is a precision-guided, anti-ship standoff missile based on the successful Joint Air-to-Surface Standoff Missile–Extended Range. It is designed to meet the needs of U.S. Navy and Air Force warfighters in contested environments.

The air-launched variant, integrated onboard the U.S. Air Force’s B-1B, provides an early operational capability meeting the offensive anti-surface warfare Increment I requirement.

LRASM is on schedule to achieve EOC on the U.S. Navy’s F/A-18E/F Super Hornet in 2019.