Next Sub-Launched Ballistic Missile 'Won't Be Completely New'

ARLINGTON, Va. — The Navy's next-generation submarine-launched missile (SLBM) will not be a completely new design but will incorporate some of the current Trident D5 Life-Extension (D5LE) version systems.

The follow-on missile is currently known as the Trident D5LE2, according to Vice Adm. Johnny Wolfe, director of Strategic Systems Programs (SSP).

"What Ohio [-class SSBN] has today [D5LE] is what Columbia will initially have until we get the Life-Extension 2," Wolfe said Nov. 8 at the Naval Submarine League's annual symposium.

To lower technical and schedule risk in the Columbia-class ballistic-missile submarine program, the Navy decided to arm the boats initially with the existing Trident D5LE missile rather than develop an entirely new missile concurrent with the development of the submarine. At some point in the service life of the Columbia class, the boats will receive the D5LE2.

Wolfe said the SSP will begin trade studies in 2020 to "define an SLBM that can deploy throughout the life of Columbia," which is slated to serve to 2084. The studies will determine which D5LE components can be continued in the next missile and which will need to be modernized or replaced for D5LE2.

The D5LE2 "won't look like the D5 that we've got today, it won't be completely new, it will be somewhere in the middle," he said.

"If you look at the decisions that we made on Columbia, as we went down to 16 [launch] tubes [from 24 on the Ohio class],

part of that decision was made because there was an assumption that the reliability of this weapon system way out in the 2070s and 2080s will be just as reliable and supportable as it is today with the current Trident," he said.

Wolfe pointed out that the Trident missile inventory will decline to a point where new production will be needed. Part of the challenge is to sustain the industrial base to build, for example, rocket motors, so that the expertise is not lost during procurement troughs and would not have to be reconstituted.

"Our challenge is that whatever we do next has, at a minimum, the reliability, accuracy and supportability that we've got today," he said.

Marine Squadron to Return from EA-6B's Last Deployment

ARLINGTON, Va. – The Marine Corps' last squadron flying the EA-6B Prowler electronic attack aircraft is scheduled to return home in early November, marking the last operational deployment for the aircraft.

Marine Tactical Electronic Warfare Squadron Two (VMAQ-2) is returning from its final deployment to its home base, Marine Corps Air Station Cherry Point, North Carolina, from a base in the Central Command area of responsibility, the Marine Corps said in an Oct. 31 release.

VMAQ-2 is scheduled to be deactivated in March, the last of four VMAQ squadrons to operate the Prowler. The other three squadrons – VMAQ-1, VMAQ-3 and VMAQ-4, two of which were

formed from detachments of VMAQ-2 and one of which became a fleet replacement training squadron (VMAQT-1) until it was no longer needed – have been deactivated – one each year – over the past three years.

The VMAQ squadrons have deployed their EA-6Bs to numerous bases and aircraft carriers over their service, providing electronic jamming and attack in support of joint forces, including participation in combat operations in Libya, Kuwait, Iraq, Syria, Bosnia, Serbia, Kosovo and Afghanistan.

The Marine Corps is not fielding a direct replacement for the EA-6B, instead relying on other platforms like the F-35B and the Navy's electronic attack squadrons.

The Navy retired its last EA-6B squadron in 2015. The service now flies the EA-18G Growler electronic attack aircraft from aircraft carriers and in expeditionary roles from land bases to support joint forces.

Navy Awards NASSCO Contract for Materials for Expeditionary Base Ship

ARLINGTON, Va. – The Navy has awarded a contract to NASSCO for long-lead materials and other support to build the fourth Lewis B. Puller-class expeditionary mobile base ship (T-ESB 6).

Naval Sea Systems Command awarded to NASSCO – a General Dynamics company – a $136.8 million contract "for the procurement of long lead time material, pre-production and

engineering support for the Expeditionary Sea Base 6. This action allows the procurement of ship sets of the purchase specifications supporting integrated propulsion, main diesel generator engines, propeller and shafting, integrated bridge electronics, centrifugal pumps, fuel and lube oil purifiers and steering gear components," the Oct. 16 Defense Department contract announcement said.

The work is expected to be completed by May.

The Lewis B. Puller class T-ESB is a modification of the Montford Point class of expeditionary transfer dock ships, of which two were built. The T-ESBs are configured with a 52,000-square-foot flight deck, fuel and equipment storage, repair spaces, magazines, mission planning spaces and accommodations for up to 250 personnel. The ships are capable of supporting multiple missions including airborne mine countermeasures, counterpiracy operations, maritime security operations, humanitarian-aid and disaster-relief missions and U.S. Marine Corps crisis response. They also support MH-53 and MH-60 helicopters.

Two T-ESBs are in service: USS Lewis B. Puller and USNS Hershel "Woody" Williams. Under construction is T-ESB 5, USNS Miguel Keith.

Navy Strategic Systems Official: Hypersonics 'Coming to a Theater Near You'

WASHINGTON – The Navy's Strategic Systems Program (SSP) office is planning two more test flights to demonstrate conventional

prompt strike (CPS) capability, a program official said, to capitalize on the first test conducted a year ago.

“Hypersonics is coming to a theater near you,” Capt. Doug Williams, the SSP’s technical director, said at the third annual Triad conference.

“As part of a program of record within the Office of the Secretary of Defense, we [SSP] have been working a hypersonic glide technology demonstration,” Williams said. “We called it Flight Experiment No. 1. FE-1 flew about a year ago, Oct. 31. We took an old A3 [Polaris] rocket motor built in the late ’80s, made it a stack, and launched it off of Hawaii, flew it a couple thousand miles. It landed at Kwaj [Kwajalein Atoll].

“It was brilliant. The whole time we had telemetry pumping down. We saw everything in a virtual model, real time, and it was one of those things that makes your hair on the back of your neck stand up. And you stand up as you see the body do what the body did and the body land exactly where it was supposed to land. It was awesome,” he said.

Williams said that hypersonics is the No. 1 priority of Michael D. Griffin, undersecretary of defense for research and engineering.

“We’re leaning forward,” Williams said. “We have two more experiments to fly. We are working with the Office of the Secretary of Defense and with ASNRD&A [assistant secretary of the Navy for research, development and acquisition] staff to understand conventional prompt strike. For the Navy it is going to be indeed a program.”

Williams noted that even with the potential of conventional prompt strike, the primary mission of SSP is to provide a nuclear deterrence capability with the Strategic Weapon System. He cautioned that “if we don’t do that right, no one is going to care about CPS. We are on a path to ensure that we firewall this conventional capability. That, no doubt, will be

a heavy lift. We cannot have CPS drain Trident [the Navy's submarine-launched ballistic missile program]."

Coast Guard Releases 'Maritime Commerce Strategic Outlook'

ARLINGTON, Va. — The Coast Guard has released a 10-year vision for enabling maritime commerce, which "emphasizes the critical need for a ready, relevant, responsive Coast Guard," the service said in an Oct. 11 message.

The Coast Guard "Maritime Commerce Strategic Outlook" will guide the service's efforts in securing the strategically critical maritime environment while enabling its impact on the nation's economic prosperity.

A message to the service signed by Vice Adm. Daniel B. Abel, deputy commandant for Operations, noted that "America is a maritime nation. It is a nation shaped by seafarers who recognized the tremendous economic potential derived from unrestricted access to the oceans, internal waterways, deep-water ports, and protected straits and bays. Our American prosperity remains inextricably linked to the fate of the maritime environment.

"Our waterways, a wealth of natural resources and marine transportation networks, remain critical to our prosperity, our security and our identity as a nation. Americans have come to expect goods to be shipped safely and efficiently, and the Coast Guard has a vision for how our nation's waterways can meet the increased demand."

In the “Maritime Commerce Strategic Outlook”, the Coast Guard outlined three lines of effort (LOEs) that are critical to the success of the strategy.

■ LOE 1, “Facilitating Lawful Trade and Travel on Secure Waterways. The ease of moving people and cargo on America’s waterways is a competitive advantage and wellspring for economic prosperity and national security. The Coast Guard will manage risks to critical infrastructure, ensure efficient delivery of Coast Guard services, support vessel and facility standards, and promote resiliency and unity of effort among Marine Transportation System stakeholders.”

■ LOE 2, “Modernizing Aids to Navigation and Mariner Information Systems. Through technological advancements such as artificial intelligence, mobile and cloud-based computing, and data analytics, the Coast Guard will keep the service in step with emerging trends in the maritime industry. The Coast Guard must modernize information technology networks and applications that enable the Coast Guard to assess, monitor, and manage risk. The service will optimize maritime planning in order to address competing uses and growing demands for commerce, energy, food, resources, and recreation in U.S. waters. The service must also balance traditional navigation systems while building next generation waterway management systems, modernizing inland and coastal aids-to-navigation cutters, and applying emerging technologies. Regulatory frameworks, applications, and standards will be adapted to accurately incorporate the implementation of emerging technologies that will transform maritime operations, such as autonomous systems.”

■ LOE 3, “Transforming Workforce Capacity and Partnerships. The Coast Guard needs to develop an adaptive force that is proficient operating in a highly complex environment amid rapid acceleration of technology. The service needs to strengthen the workforce with the digital competencies to respond to changes in commercial markets and the maritime

industry. The Coast Guard will leverage robust auditing capabilities of third-party organizations to improve vessel plans, surveys, and certain required certificates to ensure the highest standards of compliance oversight. It is imperative to transform the workforce and roles of other enabling organizations to have the capability, experience, and expertise to address the broad spectrum of threats to our national interests."

Navy Elevates TACAMO Weapons Tactics Detachment to Full Command

ARLINGTON, Va.— The Navy has upgraded the TACAMO strategic communications community's weapons tactics detachment to a full command.

According to an internal Navy directive, the Detachment Weapons Tactics Unit of commander, Strategic Communications Wing One, at Tinker Air Force Base, Oklahoma, was disestablished on Oct. 1. In its place, on the same day, TACAMO Weapons School was established with a commanding officer instead of an officer in charge.

TACAMO, an acronym for "Take Charge and Move Out," is a system of survivable communications designed to maintain communications between the national command authority with the elements of the U.S. strategic deterrent triad: Air Force bombers and intercontinental ballistic missile bases and Navy ballistic-missile submarines.

The Navy's two operational TACAMO squadrons, Fleet Air

Reconnaissance Squadrons Three and Four, also based at Tinker, fly 15 Boeing E-6B Mercury aircraft in support of U.S. Strategic Command.

Marine Commandant: 2018 Recruiting Goal Met, but Dearth of Qualified Youth 'Should Scare You'

WASHINGTON – The Marine Corps met its recruiting goal in fiscal 2018, said the service's commandant, Gen. Robert B. Neller, despite a more challenging recruiting environment.

"We've made our recruiting goal every year," Neller told reporters Oc. 10 at a Defense Writers Group breakfast.

The Marine Corps met 100 percent of its goal in 2018, while the Army failed to meet its goal for the first time since 2005.

The improving U.S. economy, with the lowest unemployment rate since 1969, is adding to the stress of military recruiters.

Neller said the Corps achieved its goal without lowering standards.

"If anything, we've raised our standards," he said.

Neller pointed out that today less than 30 percent of the nation's youth are qualified – physically and otherwise – for military service.

“That should scare you,” he said.

He said that in the Marine Corps, 62 percent of the force – about 120,000 of 186,000 Marines – is 25 years old or less. The average age of Marines is the youngest of the U.S. armed forces.

“We’re getting good folks,” he said.

As a manpower-intensive service, the Marine Corps spends 65 percent of its budget on personnel costs.

Navy Air Warfare Director: C-2 Aircraft Retirement Moved Up to 2024

WASHINGTON – The replacement of the Navy’s C-2A Greyhound carrier on-board delivery (COD) aircraft with the CMV-22B Osprey tiltrotor transport aircraft has been moved up three years because of accelerated procurement of the needed Ospreys, a Navy admiral said.

“The initial plan was to sundown the C-2 in 2027,” Rear Adm. Scott D. Conn, director of Air Warfare in the Office of the Chief of Naval Operations, testified Sept. 28 before the House Armed Services Seapower and Projection Forces subcommittee. “With additional adds [CMV-22Bs] we’ve been able to push that left to FY ’24. The CMV-22 will IOC [reach initial operational capability] in the Navy in 2021. That is mapped to our first F-35 deployment for [F135] engine [transport] considerations. Transition will be complete by FY ’24.”

The Navy operates two squadrons of C-2As (for a total of 34

aircraft) which send out detachments of two aircraft with each carrier deployment.

Conn noted that the C-2A is more than 30 years old and is accordingly more difficult to sustain.

“We have gone from a 32 percent mission-capable rate in 2017 to 40 percent in ’18, so the trend is in the right direction, but it is nowhere near where we want it to be,” he said. “We’re going to continue to make those investments to make sure those aircraft are safe to get airborne until the end of its service life. I have to fully fund that aircraft until I’m completely done with it.”

He said the CMV-22 on a hot tropical day fully loaded with 10,000 pounds of cargo will be able to fly in excess of 1,100 nautical miles, “which meets our requirements for combat operations.”

The first CMV-22B in being built at the Boeing plant in Ridley, Pennsylvania, and will be delivered in 2020.

Conn said the CMV-22 will enjoy a shortened test program because its modifications are slight.

“We have to do a modified operational test,” he said. “The only thing we’re testing are that things that are different on the CMV-22 as compared to the MV-22. That’s going to be a very compressed test.

“We then IOC and get our first three aircraft to deploy in 2021,” he said. “There is no means by which I can accelerate that any further when you look at the [facilities construction], the training that’s required for our Sailors to operate and maintain, and the aircrew that have to fly it and get the hours they need. We’re going as fast as we can go. Any additional aircraft at this point would relieve or provide a shock absorber during the transition as we go from transition to deployment to follow-on detachments until we’re completely

divested of our C-2.”

New Navy Unit to Replace Special Projects Patrol Squadron

ARLINGTON, Va. – The Navy has established a new unit to sustain a special mission capability in its maritime patrol community with the coming retirement of the P-3 Orion aircraft.

A Sept. 10 internal directive from the Office of the Chief of Naval Operations directed the establishment on that date of Fleet Support Unit One at Naval Air Station Jacksonville, Florida, one of two sites that serve as home bases for the Navy’s P-8A Poseidon maritime patrols aircraft.

According to the directive, Fleet Support Unit One “will configure and operate P-8 aircraft to provide a follow-on special mission capability in place of [special] projects patrol squadron (VPU) P-3 aircraft due to sundown in 2019.”

The mission of the unit will be to provide “oversight, training, operations, maintenance, and configuration management for the P-8 quick reaction capability aircraft,” according to the directive.

Fleet Support Unit One will have an officer in charge rather than a commanding officer, who will report to commander, Patrol Reconnaissance Wing 11, at Jacksonville.

The Navy’s sole VPU squadron, VPU-2, operates several specially configured P-3C Orion aircraft from Marine Corps Air

Station Kaneohe Bay, Hawaii. The squadron is scheduled for deactivation in fiscal 2019 in concert with the phase-out of the P-3C from operational active-duty patrol squadrons.

Navy Nuclear Reactor Chief: Industrial Base Healthy, but Sustainment Requires High Energy

WASHINGTON – The Navy's nuclear propulsion industrial base is meeting the needs of the Navy, but it requires a lot of attention to sustain it to ensure its availability.

"The [nuclear industrial] base is small," Adm. James F. Caldwell, director, Navy Nuclear Propulsion Program, said Oct. 2 at the Center for Strategic and International Studies, a Washington think tank. "The base is healthy and capable of supporting our Navy nuclear propulsion needs. It's sustainable through the program of record but it takes a lot of energy to sustain that."

Caldwell noted that the nuclear vendors, particularly the principal vendors, share the culture of the Navy nuclear propulsion program.

"What matters the most to the Navy nuclear propulsion program is a stable 30-year shipbuilding plan and a stable budget," he said. "These are the things that stimulate our commercial vendors to support us. If they know that they're going to have the business, they will invest their facilities and stay the course with us."

Caldwell noted that “in the 1990s, when the force structure went down, it resulted in our major suppliers operating significantly below capacity. We were worried that the demise of the nuclear industrial base would result in the loss of the last critical skills that we needed. Since then we focused on right-sizing the industrial base to sustain the critical skills and facilities that we need, and the optimal words were low-rate production, consolidation and down-sizing as appropriate to sustain the skills that we need.”

He also said that “since the 1970s, the Navy nuclear propulsion program has been the sole source that has been driving [the delivery of] new reactors. We’ve done so through first-tier suppliers who don’t specifically rely on commercial business for their business. We have commissioned some 99 vessels since 1979.

“Today, our industrial base is made up of hundreds of vendors of various sizes, but we’re focused mostly on about 28 principal vendors,” he said. “Many of these have been with us for 40 or 50 years and some going on even 60 years. The portion of Navy work for these vendors ranges from 15 percent to 95 percent, some even a little more; the average is around 60 percent. Many of them are seeking opportunities to grow their business in the commercial sector.”

Caldwell regards the nuclear industrial base in three levels: reactor plant heavy components; flow components such as valves and pumps; and reactor instrumentation.

He said the Navy is down to one vendor for reactor plant heavy components, for which the Navy’s requirements are very stringent.

“In the flow control [components], there’s some degree of competition, but the barriers for entry are high,” he said. “It does take many years to develop vendors to be able to develop the equipment. Probably the most competition is in

reactor instrumentation and control. A lot of our vendors have other government business. In this area we have structured our approach to maintain a level of competition while also preserving some redundancy in the vendor base.”