Navy’s Carrier Air Wings Will Train as a Joint Fighting Force in Simulators at Sea

From NAWCAD Visual Information, 22 August 2024

Aviators across USS Abraham Lincoln’s (CVN 72) carrier air wing now train as a joint fighting force using advanced simulators developed and installed by the Naval Air Warfare Center Aircraft Division (NAWCAD).

The first-of-its-kind training capability, called Simulators at Sea, features connected desktop trainers that enable aviators to practice missions together while deployed—a historically limited capability.

“Simulators at Sea brings American aviators a level of readiness our carrier air wing has never experienced while deployed,” said NAWCAD Commander Rear Adm. John Dougherty IV. “This training is a game changing advantage that keeps our forces the most dominant in the skies.”

Aviators with Lincoln’s Carrier Air Wing (CVW) 9 flying F-35C Lightning II, F/A-18 E/F Super Hornets, EA-18G Growlers, and E-2D Hawkeyes are the first to deploy and rehearse naval missions including wartime scenarios with the Navy’s new Simulators at Sea. Previously, joint mission training on this scale has been significantly limited as practicing wartime scenarios holds risk, flight operations can be expensive, and open-air rehearsal puts Navy tactics on display for adversaries.

“Naval aviators train extensively working up to deployment, but those skills begin to atrophy the day they pull out of port,” said NAWCAD Joint Simulation Environment Director

Blaine Summers, whose team delivered the Simulators at Sea capability. “This was a capability gap we had to plug with a fully integrated carrier air wing solution—one we’re ready to scale across the Navy’s fleet of carriers.”

CVW-9 aviators have trained in its new simulators daily since its July 2024 deployment.

Simulators at Sea came together for Abraham Lincoln in less than 12 months following lessons learned from NAWCAD’s 2023 deployment of F-35 simulators onboard USS Carl Vinson (CVN 70). The Simulators at Sea effort was more complex, requiring significant integration efforts that stretched across the Naval Aviation Enterprise’s Naval Air Warfare Center Training Systems Division, NAWCAD’s Webster Outlying Field, and the Naval Aviation Training Systems and Ranges Program, as well as industry partners Boeing, Collins Aerospace, and General Dynamics Information Technology.

The warfare center plans to expand Simulators at Sea to other carriers in the future.

The Naval Air Warfare Center Aircraft Division employs more than 17,000 military, civilian and contract personnel. It operates test ranges, laboratories, and aircraft in support of test, evaluation, research, development and sustainment of everything flown by the Navy and Marine Corps. Based in Patuxent River, Maryland, the command also has major sites in St. Inigoes, Maryland, Lakehurst, New Jersey, and Orlando, Florida.

August 21 U.S. Central Command Update

From U.S. Central Command, Aug. 21, 2024

TAMPA, Fla. - In the past 24 hours, U.S. Central Command (USCENTCOM) forces successfully destroyed an Iranian-backed Houthi surface-to-air missile and radar system in a Houthi-controlled area of Yemen.

It was determined these systems presented a clear and imminent threat to U.S. and coalition forces, and merchant vessels in the region. This action was taken to protect freedom of navigation and make international waters safer and more secure for U.S., coalition, and merchant vessels.

USS San Diego Departs for Japan

From Commander, Surface Force, U.S. Pacific Fleet, 20 August 2024

SAN DIEGO – The San Antonio-class amphibious transport dock ship USS San Diego (LPD 22) left San Diego, Aug. 14, for Sasebo, Japan.

San Diego will replace USS Green Bay (LPD 20), also a San Antonio-class amphibious transport dock ship, which has been forward deployed to Sasebo for a decade. Green Bay will return to the United States at its new homeport of San Diego.

The forward presence of San Diego supports the United States' commitment to the defense of Japan, enhances the national security of the United States and improves its ability to protect strategic interests. San Diego will directly support the Defense Strategic Guidance to posture the most capable units forward in the Indo-Pacific Region.

"USS San Diego is prepared for this move. Being forward deployed will be very rewarding for the crew and families. We appreciate all the support and fond memories of the City of San Diego, but it's time for the city's namesake USS San Diego

to lead the charge. America is counting on us to deter aggression, defend our national security interests, and preserve our way of life," said Capt. David Walton, San Diego commanding officer.

San Diego was commissioned May 19, 2012, and has been stationed in San Diego for 12 years. The ship's motto is "Semper Vigilans," or "Always Vigilant." Its crest, adapted from the City of San Diego's coat of arms, recalls the city's origin as a mission settlement. The mission bell has been replaced with a ship's bell, acknowledging the city's long-standing connection to the maritime industry and the U.S. Navy. The palm wreath signifies honor and victory.

Maintaining an FDNF capability with the most advanced ships supports the United States' commitment to the defense of Japan and the security and stability of the vital Indo-Pacific region.

Sidus Space Awarded $2M Contract for US Navy Propulsion Program

SEAPOWER
The Official Publication of the Navy League of the United States

From Sidus Space

CAPE CANAVERAL, Fla., August 20, 2024 – Sidus Space, Inc. (NASDAQ: SIDU), a provider of end-to-end precision Space Infrastructure solutions that include satellite Data-as-a-Service on its proprietary on-orbit platform, proudly announces its selection by Craig Technologies for the manufacturing of two (2) Fleet Interactive Display Equipment (FIDE) Pre-production Unit Main panels for Bechtel Plant Machinery, Inc. (BPMI) in support of a critical U.S. Navy program. This significant subcontract, valued at $2 million, marks the third time Sidus Space has been chosen as a subcontractor for this customer.

Under the new agreement, Sidus Space will leverage its state-of-the-art facilities and experienced team to manufacture, assemble, test, and deliver the FIDE panel trainers for Craig Technologies who is leading the design phase of the two panels.

“Sidus Space is currently manufacturing thirteen (13) Propulsion Plant Trainers and had previously manufactured a related U.S. Navy trainer system. Our repeat engagements are a testament to the exceptional quality and reliability of our

services. This contract reinforces our commitment to delivering superior products that meet the rigorous standards of the defense sector. Our team is dedicated to contributing to the advancement of national defense capabilities through innovative mission critical technology," said Carol Craig, CEO of Sidus Space.

The project encompasses a range of sophisticated tasks, including precision manufacturing and rigorous testing processes, ensuring that every component meets the highest standards of quality and reliability. As Sidus Space continues to expand its portfolio of government and commercial projects, this latest subcontract exemplifies the company's unwavering dedication to excellence and its pivotal role in supporting the nation's critical infrastructure.

BPMI provides the U.S. Naval Nuclear Propulsion Program high quality nuclear power plant components for submarines and aircraft carriers. For more information, visit www.bpmionline.com.

General Dynamics Mission Systems Awarded Modification to Deliver Hammerhead Encapsulated Effectors to U.S. Navy

SEAPOWER
The Official Publication of the Navy League of the United States

From General Dynamics Mission Systems, August 20, 2024

TAUNTON, Mass. – General Dynamics Mission Systems announced today that it was awarded a cost-plus-fixed-fee modification to a previously awarded contract by the U.S. Navy worth $20.7 million to exercise an option for Hammerhead Encapsulated Effector systems. Hammerhead is a moored anti-submarine mine which delivers new capabilities and effects to the U.S. Navy.

Work will be performed in Taunton, Mass., and is expected to be completed by June 2026.

“General Dynamics Mission Systems has more than 60 years of experience designing, testing, integrating and delivering advanced maritime technologies. Our expertise in integrating undersea payloads and sensors is being applied to this critical maritime mine capability. The Hammerhead program will ensure that threats to the fleet will be neutralized safely and effectively. We look forward to delivering these additional Hammerhead systems to the U.S. Navy,” said Paul Dalton, vice president of Undersea Systems at General Dynamics Mission Systems.

BAE Systems to Upgrade Flight Control Computers for FA-18E/F and F-15EX Fighters

Technology refresh increases processing power to enhance aircraft performance, capabilities, and readiness

ENDICOTT, N.Y. – August 20, 2024 – BAE Systems has been selected by Boeing to upgrade the fly-by-wire (FBW) flight control computers (FCC) for the F-15EX Eagle II and F/A-18E/F Super Hornet fighter aircraft. The FCCs feature common core electronics that support the quad-redundant FBW flight control systems (FCS), providing the safety, reliability, robustness, and performance needed for the missions of these advanced platforms.

As the original manufacturer of the FCCs for both aircraft, BAE Systems will modernize the FCC electronics hardware and software to increase processing power, enhance cyber and product security, address obsolescence issues, and support sustainment well into the future. The upgraded FCC will leverage the company's high-integrity flight control product roadmap, built upon technology investments, and used across multiple recent military airborne platform flight control upgrades. The F/A-18E/F FCC will also receive an additional processor to enable future capabilities for the fleet.

"BAE Systems is a leader in high-integrity controls and this upgrade reflects our commitment to providing our customers with next-generation solutions," said Corin Beck, senior director of Military Aircraft Systems for Controls and Avionics Solutions at BAE Systems. "Our advanced flight-critical solution ensures that these platforms will maintain fleet readiness now, and in the future, as well as provisions the aircraft to support the integration of new functions."

These computers efficiently manage aircraft flight by processing pilot inputs, monitoring real-time aircraft movement conditions via on-board sensors, and transmitting commands to actuators that move the control surfaces. The redundant FCS, along with the flight control laws, enables the pilot to maintain controlled operation across the demanding flight regime and multiple loadout configurations. Additionally, the FCS can reconfigure how it controls the aircraft in case of a failure or battle damage by mixing the remaining control surfaces differently. The advanced FBW FCS allows the pilot to focus more on the mission and less on flying the aircraft.

BAE Systems has more than 40 years of experience developing and integrating flight control technology for military and commercial platforms. This flight control upgrade will be conducted at the company's state-of-the-art engineering and manufacturing facility in Endicott, New York.

Saildrone Completes Autonomous Survey of Gulf of Maine to Identify Potential Deep-sea Coral Habitat

Saildrone has surveyed 1,500 sq. nm in the Jordan and Georges Basins that had never before been mapped in high resolution.

From Saildrone, August 20, 2024

PORTLAND, Maine – Saildrone has mapped 1,500 square nautical miles in the north-central Gulf of Maine in support of the National Oceanic and Atmospheric Administration (NOAA)'s efforts to survey deep-sea coral habitat. The Gulf of Maine is a productive and dynamic marine environment, with a diverse

array of marine life, productive fisheries, unique underwater habitats, and a complex topography of deep basins, shallow banks, and steep slopes. However, there is extremely limited mapping data available, especially in deeper waters.

Two Saildrone Voyager uncrewed surface vehicles (USVs) gathered data at depths up to 300 meters around the Jordan and Georges Basins. The data has revealed a complex and varied underwater landscape, reflecting its glacial history and dynamic oceanographic processes.

“The Saildrone Voyagers are filling in a substantial gap in seafloor data in the Gulf of Maine. NOAA and partners are very interested in better understanding habitats in the region that may support fish production. These high-resolution seafloor maps will inform future surveying and modeling efforts, as well as aid in the New England Fishery Management Council’s fishery management decisions,” said Heather Coleman, a researcher with the NOAA Fisheries Office of Habitat Conservation’s Deep Sea Coral Research and Technology Program.

These high-resolution maps will guide visual surveys of coral and sponge habitats using remotely operated vehicles for multiple NOAA cruises in 2024 and 2025. The data will also inform new species distribution models in the Gulf of Maine, which until now was not possible because of the lack of high-resolution seafloor information.

“This is the first successful demonstration of Saildrone Voyager mapping capabilities, pushing the envelope of what is possible using autonomous systems for shallow to mid-depth EEZ mapping. Its state-of-the-art Norbit multibeam echo sounder combined with near-silent operations and classification from the American Bureau of Shipping, make Saildrone’s Voyager the USV of choice for near-shore mapping. These capabilities can be applied for any number of missions, from habitat exploration to safety of navigation to site characterization

for offshore wind," said Brian Connon, Saildrone's VP of Ocean Mapping.

Saildrone has been operating autonomous data collection missions for ocean research, seafloor mapping, and maritime security since 2015. To date, Saildrone has built more than 140 USVs across the three Explorer, Voyager, and Surveyor classes. The Saildrone fleet has already spent more than 42,000 days at sea and sailed more than 1,300,000 nautical miles from the High North to the Southern Ocean.

Secretary of the Navy Advances Maritime Statecraft in Copenhagen

From SECNAV Public Affairs, 19 August 2024

Secretary of the Navy Carlos Del Toro visited A.P. Moller-Maersk during a trip to the Kingdom of Denmark last week. During the visit, he met with A.P. Moller-Maersk CEO Vincent Clerc, and stated that the U.S. Navy would continue to protect commercial ships and mariners against unprovoked Houthi attacks on civilian shipping in the Red Sea.

During the visit, he met with A.P. Moller-Maersk CEO Vincent Clerc, and stated that the U.S. Navy would continue to protect commercial ships and mariners against unprovoked Houthi attacks on civilian shipping in the Red Sea. As during each of his previous Maritime Statecraft engagements with global maritime industry leaders, Secretary Del Toro encouraged investment in American shipbuilding. Discussions were productive and centered on attracting demand and investment in

constructing commercial sealift vessels in the United States.

The visit reflects ongoing efforts to renew the foundations of American seapower, since Secretary Del Toro announced his new maritime statecraft initiative at the Harvard Kennedy School on Sept. 26, 2023.

“With some of the world’s most technologically advanced shipbuilders already heeding our call to invest in integrated commercial and naval shipbuilding facilities in the United States, the next step in our maritime statecraft strategy is to attract the world’s foremost commercial shipping firms to signal their demand for new ships built in American shipyards,” Secretary Del Toro said.

In a more recent speech to the Naval War College on Aug. 8, Secretary Del Toro explained that “long-term solutions to many of the Navy’s challenges require we renew the health of our nation’s broader seapower ecosystem.” He added “Making naval shipbuilding more cost effective requires we restore the competitiveness of U.S. commercial shipping and shipbuilding.”

Secretary Del Toro’s visit follows months of collaboration with interagency partners – such as the U.S. Department of Energy and U.S. Department of Transportation Maritime Administration – and Congress to find innovative ways to leverage existing authorities and craft new incentives to build and flag commercial ships in the United States. For example, the Department of Energy’s Title 17 Clean Energy Financing program now permits the U.S. Government to offer low-interest loans for U.S.-built dual-fuel commercial ships. “Our calculus is that bringing a larger portion of the newbuild orderbooks of the world’s biggest shipping firms to American shores in the coming years will offer significant returns to Navy shipbuilding and sealift.”

Managed by the U.S. Maritime Administration, the Maritime

Security Program (MSP) maintains a fleet of commercially viable, militarily useful U.S.-flagged merchant ships in international trade to support military sealift requirements during times of conflict or in other national emergencies.

Secretary Del Toro said he and his team were looking forward to continuing discussions with the leadership of A.P. Moller-Maersk on their next visit to the United States in the coming weeks.

U.S. Coast Guard Completes Operation Island Chief in Pacific Region

U.S. Coast Guard personnel from District Fourteen and Air Station Barbers Point pose for a photo with a member of the Royal New Zealand Air Force and Forum Fisheries Agency at the Regional Fisheries Surveillance Centre (RFSC) in Honiara, Solomon Islands, Aug. 13, 2024. (U.S. Coast Guard courtesy photo)

From U.S. Coast Guard District 14 External Affairs, Aug. 19, 2024

HONOLULU — The U.S. Coast Guard completed Island Chief, a 13-day operation to safeguard the invaluable marine resources of Pacific Island nations and the Western Central Pacific Ocean.

From Aug. 5-16, an HC-130 Hercules airplane crew from Coast Guard Air Station Barbers Point patrolled the South Pacific High Seas in and around the exclusive economic zones of Fiji, Federated States of Micronesia, Kiribati, Palau, Papua New Guinea, Nauru, Republic of Marshall Islands, Solomon Islands, Tuvalu and Vanuatu to detect, investigate and report any

illegal, unreported and unregulated (IUU) fishing activity.

The Hercules crew worked with the Regional Fisheries Surveillance Centre, a part of the Forum Fisheries Agency (FFA) in Honiara, Solomon Islands, to reinforce the conservation work of the Western and Central Pacific Fisheries Commission.

Coast Guard participation in Operation Island Chief is part of Operation Blue Pacific, an overarching multi-mission Coast Guard endeavor promoting security, safety, sovereignty and economic prosperity in the Pacific while strengthening relationships between partner nations.

The Coast Guard conducted Operation Island Chief alongside the Pacific Quadrilateral Defense Coordinating Group (Pacific QUAD), in support of the Pacific Islands FFA and its members.

FFA Director General Dr. Manu Tupou-Roosen highlighted the significance of the FFA-led Operation Island Chief 2024, coordinating surveillance efforts for participating Members.

“Operation Island Chief reinforces FFA’s commitment to sustainable fisheries management and maritime security in the Pacific,” said Dr. Tupou-Roosen. “This operation exemplifies the spirit of regional collaboration and determination among Pacific Island nations. The compliance checks of vessels and operators through a robust regional surveillance operation ensures effective management regime and preserving our marine resources, as well as securing the livelihoods and food security of our people.”

“Given the vastness of the Pacific region, close collaboration between U.S. Coast Guard personnel, patrol assets and regional partners is integral to sustained success in combatting IUU fishing across the region,” said Marc Stegman, IUU fishing strategic advisor, Coast Guard District Fourteen.

Joint efforts for Operation Nasse covered over 7 million

square miles, with the Coast Guard contributing:

Over 37 hours of flight time

Over 10,500 miles flown

Over 232,100 square miles searched

Three missions flown from Vanuatu and four missions flown from Solomon Islands

70 vessels sighted and analyzed

Located in Honolulu, U.S. Coast Guard District Fourteen covers more than 14 million square miles of land and sea, conducting operations over the Hawaiian Islands, American Samoa, Saipan, Guam, Singapore and Japan.

U.S. Navy Awards SAIC Three Contracts for Engineering Services

PHILIPPINE SEA (Jan. 29, 2024) An EA-18G Growler, assigned to the “Gauntlets” of Electronic Attack Squadron (VAQ) 136, taxis on the flight deck of Nimitz-class aircraft carrier USS Carl Vinson (CVN 70). (U.S. Navy photo by MC2 Isaiah B. Goessl)
From SAIC, August 15, 2024

Contracts to support work at Naval Air Warfare Center Weapons Division, Point Mugu, California

RESTON, Va.–(BUSINESS WIRE)–Aug. 15, 2024– Science Applications International Corp. (NASDAQ: SAIC) has been awarded three contracts worth $58.2M to support the Airborne Electronic Attack (AEA) Integrated Product Team (IPT) Jammer Technique Optimization (JATO) Program, the International Program, and the AEA IPT EA-18G Program.

“These three contracts are a testament to SAIC’s reputation of delivering mission-critical solutions and dedicated support to the Naval Air Warfare Center Weapons Division, Point Mugu,” said Barbara Supplee, executive vice president, Navy Business Group at SAIC. “This work goes beyond technical services. We

are contributing to the sustainment of engineering services as well as airborne jammer optimization and effectiveness data collection and reporting for the Navy.”

Under the JATO contract, SAIC will deliver a wide range of technical services including jammer technique development, test and evaluation engineering, interoperability testing and analysis, threat analysis, tactics development, mission data development and production and Fleet liaison activities. This work will play a crucial role in optimizing jamming techniques, enhancing the effectiveness of Electronic Warfare (EW) platforms and systems and ensuring the readiness of the EA-18G aircraft and other EW assets.

Under the AEA IPT International contract, SAIC will continue to provide support to the international service project by performing maintenance of existing AEA simulations and development of tools and new simulations. SAIC will also perform the engineering, technical and policy support services for the international program teams, supporting Foreign Military Sales (FMS), Cooperative Development and other relationship programs for the Electronic Attack (EA) and Electronic Warfare products.

Additional support to AEA IPT includes engineering services for the development and sustainment efforts of both the United States Navy (USN) and Foreign Military Sales (FMS) configurations of the EA-18G. Engineering services will include cooperative and collaborative engineering support to other laboratories and will include general management, engineering support, product support and systems engineering, integration, and test for the EA-18G team.