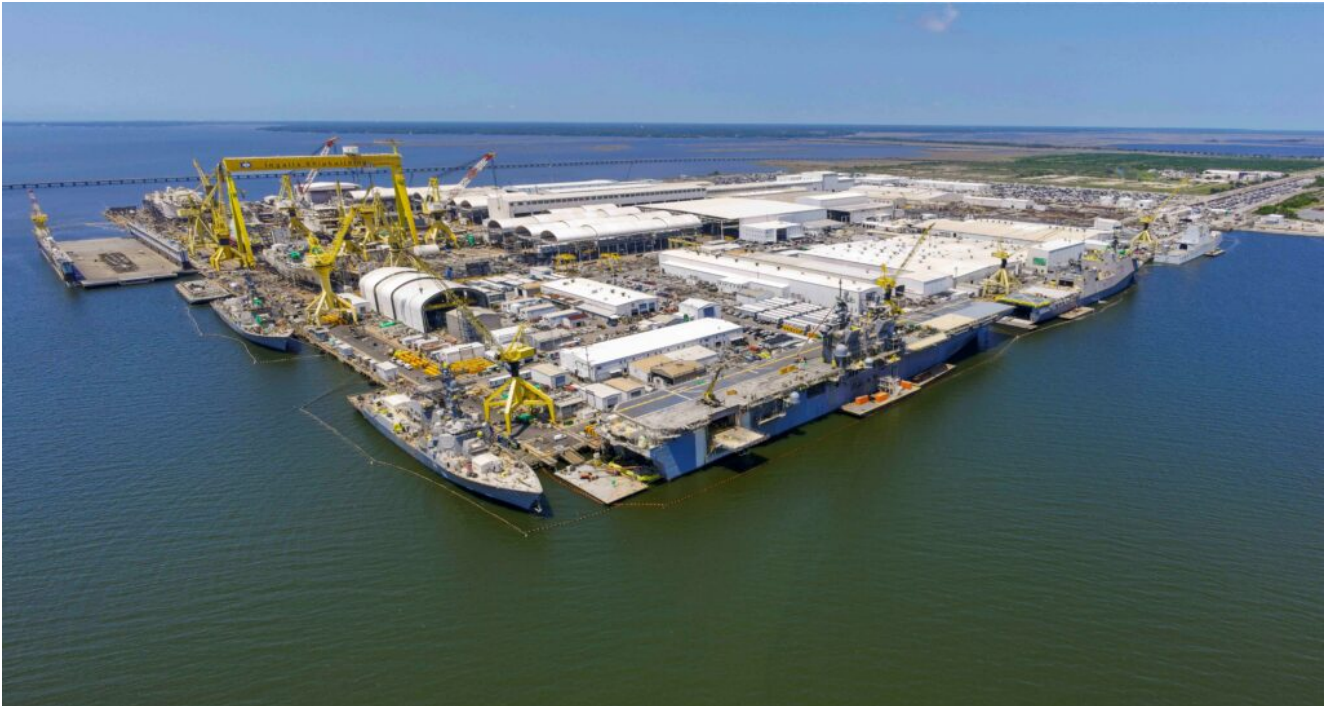


HII's Ingalls Shipbuilding is Awarded Frigate Lead Yard Support Contract



From HII

PASCAGOULA, Miss., April 28, 2026 (GLOBE NEWSWIRE) – HII (NYSE: HII) announced today that the U.S. Navy awarded its Ingalls Shipbuilding division a \$283 million contract to perform FF(X) class frigate lead yard support activities for the new frigate class. The contract allows Ingalls Shipbuilding to procure long lead time material, execute design work and begin pre-construction activities for the first ship.

“We are proud of our past performance in engineering, design and production of warships that meet U.S. military standards, a performance that gave the Navy confidence to select the national security cutter as the basis for the next small surface combatant and to choose Ingalls as the program’s lead yard,” said Brian Blanchette, Ingalls Shipbuilding president. “We are excited to partner with the Navy to bring these

preproduction steps under contract to accelerate delivery of the frigates that our warfighters need.”

Under this contract, Ingalls Shipbuilding will begin cutting and shaping raw material to support future phases of work on the main structure foundation and the overall construction sequencing plan of the first frigate. This new approach will enable a smooth transition from design to production at Ingalls Shipbuilding and eventually across the industrial base.

In December 2025, the [U.S. Navy selected Ingalls Shipbuilding to design and build](#) the future FF(X), leveraging the stable and proven design of the *Legend*-class national security cutter (NSC). Ingalls previously delivered 10 NSCs to the U.S. Coast Guard and will use the same proven build sequence for the FF(X) program. The new frigates will be constructed alongside production lines that currently support DDG 51 Flight III destroyers, LHA assault ships, LPD Flight II amphibious transport docks, and modernization activities for the *Zumwalt*-class guided missile destroyers.

To meet urgent Navy demand and support construction of next-generation platforms, Ingalls Shipbuilding has invested more than \$1 billion in modernizing its infrastructure, facilities, and toolsets. HII as a whole is actively working to expand U.S. shipbuilding capacity by, among other things, increasing the number of distributed shipbuilding partners, collaborating with international manufacturers, and evaluating the addition of another U.S. shipyard.

The Navy’s new class of smaller combatant ships, the FF(X), is a critical component of the Navy’s fleet of the future. The FF(X) will be a smaller, more agile surface combatant designed to complement the fleet’s larger, multi-mission warships and enhance operational flexibility around the globe.

FRCE delivers first metal 3D printed parts to fleet



Fleet Readiness Center East (FRCE) recently delivered its first non-flight-critical metal additive manufactured aircraft parts to the fleet, boosting flight line readiness. An FRCE aircraft welder and metal additive operator showcases a sample metal additive manufactured pylon fitting for the AH-1Z Viper that the depot's Advanced Technology and Innovation Team created for the H-1 Fleet Support Team.

From Fleet Readiness Center East, April 27, 2026

MARINE CORPS AIR STATION CHERRY POINT, N.C. – Fleet Readiness Center East (FRCE) is marking a new era of aircraft sustainment with the delivery of its first flight-

certified metal additive manufactured parts to the fleet, significantly improving aircraft downtime and flight line readiness.

A recent collaboration with the Naval Air Systems Command (NAVAIR) Additive Manufacturing Team and Fleet Support Teams has allowed the Advanced Technology and Innovation Team at FRCE to develop processes and obtain certification to use metal additive manufacturing to create its first non-flight-critical aircraft parts.

Metal additive manufacturing works similarly to traditional 3D printing, but instead of applying plastic filament layer by layer, it uses high-powered lasers to weld thin layers of aluminum powder into a solid object. Since establishing capability, FRCE has used this process to manufacture and deliver three flight-worthy parts to the fleet: the weapons pylon fitting for the AH-1Z Viper, the repair fitting for the main landing gear on the V-22 Osprey, and a blanking plate for the C-130 Hercules.

The integration of metal additive manufacturing marks a strategic shift in the command's warfighter support. This capability is designed to enhance mission readiness by providing a more efficient and localized solution for parts procurement, effectively reducing maintenance lead times and ensuring aircraft remain flight ready. This on-demand manufacturing initiative is a central element of FRCE's broader effort to modernize its support and enhance mission readiness.

Beyond delivering its first flight-ready metal additive manufactured parts, FRCE reached a second milestone along the way: successfully completing the rigorous capability demonstration in under six months. This achievement serves as a formal validation of the depot's metal additive manufacturing processes and confirms the 3D-printed metal parts made at the facility meet the same safety and quality

requirements as traditionally manufactured parts. FRCE's Advanced Technology and Innovation Team lead said this accomplishment was a group effort between many teams within NAVAIR.

"We were challenged to complete the qualification, production and certification processes for these parts in six months, and we not only met but exceeded that standard," the team lead said. "This is the fastest this sort of thing has ever been done within Naval Air Systems Command, and it shows that we are competitive with industry standards. This entire process has been a team effort between FRC East, our headquarters, the site in Lakehurst, and the Fleet Support Teams, working together to ensure these parts are ready and reliable for our troops."

The pylon fitting, a small but important attachment point for the aircraft's weapon pylons, was the depot's first flight-certified metal additive manufactured aircraft part. FRCE delivered the pylon fitting to the H-1 Fleet Support Team in early 2025, followed by the delivery of the landing gear repair fitting to the V-22 Fleet Support Team and the blanking plate to the C-130 Fleet Support Team later that year.

In addition to the three flight-worthy parts, the FRCE has also used the metal additive manufacturing equipment to produce specialized tooling and support parts for the depot's maintainers to use, allowing for more efficient repairs.

Metal additive manufacturing provides the fleet with a time-saving solution for replacing worn and damaged parts that can be difficult to obtain through the traditional supply chains. FRCE Additive Manufacturing Team lead said producing the parts in-house and on demand improves flight line readiness by decreasing aircraft downtime.

"If there's a fight and the fleet needs these parts tomorrow,

they won't have time to wait for those parts through traditional supply chains," the team lead said. "The fleet was having a hard time getting their hands on repair fittings for the V-22 main landing gear – it's basically a doorstop for the landing gear door when it comes up. They turned to additive manufacturing and asked us if it was something we could make, so we took on that part, and a few others, as part of our capability demonstration. The goal is to give the fleet what they need when they need it, and we did just that."

FRCE will soon expand its metal additive manufacturing capabilities to include stainless steel, a stronger and more durable material than aluminum. This expansion will allow the depot to produce a wider range of flight-critical parts and support equipment for the fleet, further increasing flight line readiness.

**NSWCDD graduates first
students from in-house
Wartime Readiness Short
Course**



DAHLGREN, Va. – Professor C.A. “K-Jack” Krajacich, director of Maritime Staff Courses at the U.S. Naval War College, teaches the first Naval Surface Warfare Center Dahlgren Division (NSWCDD) Wartime Readiness Short Course to a room full of Sailors and civilians. The course is designed to provide perspective on how maritime operations centers support the fleet. (Matt Lyman/NSWCDD Photo)

By Matt Lyman, NSWCDD Corporate Communications, April 24, 2026

DAHLGREN, Va. – The U.S. Navy, in times of competition, conflict, and contingency or combat operations, leverages Maritime Operations Centers to equip commanders and staff with the resources needed to execute responsibilities as a component, Fleet and/or Maritime Component Commander.

Naval Surface Warfare Center Dahlgren Division is applying the Maritime Operations Center doctrine, and in concert with the U.S. Naval War College, offered the first NSWCDD Wartime Readiness Short Course at the Innovation Lab March 24-26, 2026, in Dahlgren, Virginia.

Susan Botkin, the workforce development lead for NSWCDD, said the course ensures employees and military members understand how their work fits into larger Navy decision cycles and crisis-response frameworks.

The inaugural class included about 24 students, comprised of Sailors and government civilians from NSWCDD and other Warfare Centers. They attended the course to begin building a common operational language across NAVSEA and the warfare center enterprise, enabling more effective collaboration, faster problem-solving, and better alignment with Fleet priorities.

“It’s essential because it strengthens the workforce’s ability to think, plan, and operate in the same environment our Fleet commanders face every day. NSWCDD’s technical excellence must be paired with operational understanding,” added Botkin.

Instructors from the U.S. Naval War College taught the class, giving students direct access to professors who routinely teach senior officers preparing for command and major operational roles. This exposure accelerates learning, ensures our workforce receives instruction grounded in real-world operational experience, and allows students to ask questions and get on-the-spot feedback.

“The primary intended takeaway was a better understanding of how the Fleet plans and how the system commands accelerate support in a crisis. Despite cultural and institutional differences, there are many similarities between what the SYSCOMs do and how the Fleet conducts missions,” said Eric Dukat, associate professor, director of operations at the College of Maritime Operational Warfare, Naval War College.

That fact was not lost on the students who came from other Warfare Centers across the United States to attend the course.

“For the Warfare Center Enterprise, this training was about

moving from technical support to operational partnership. We are already experts at the *how*, but this course helped us better understand some of the *why*,” said Andria Wenz, the wartime readiness coordinator for NSWC Crane.

Students will graduate from the short course with a deeper understanding of how the Navy plans, fights, and executes operations. They will have insight into the Maritime Operations Center construct and how decisions are made at the operational level.

“By understanding MOC structures and the Navy Planning Process, we can go from being a reactive help desk to a proactive part of the Navy’s ‘Foundry’,” added Wenz.

They will leave with a stronger ability to align their technical work with Fleet needs, improved communication skills when working with operators, sponsors, and senior leaders and a broadened perspective on how NSWCDD and other warfare center capabilities contribute to deterrence, crisis response, and wartime execution.

“This signals to higher headquarters and to the Fleet that we take this seriously and that we are trying to prepare for crisis and/or conflict, because if we’re better, everyone’s better,” said Capt. Joe Oravec, commanding officer for NSWCDD.

Increased activity across the globe, cyber threats, unmanned system proliferation, and the pace of technological warfare highlight the importance of preparing civilians to support the Fleet during crisis or conflict and have driven warfare centers, including NSWCDD, to refocus on Wartime Readiness.

“Real-world events, the increased Navy presence around the world, rapid technological change and the fast-moving “era” of artificial intelligence, and contested maritime domains, have underscored the need for a workforce that understands operational readiness,” said Rob Ward, wartime readiness lead

for NSWCDD.

Students are expected to bring an enhanced toolkit back to their respective workspaces to help coworkers gain operational context and thus improve the quality and timeliness of technical solutions.

They will also support more informed decision-making during tight deadlines from the Fleet, all while enhancing warfare center credibility. Setting the warfare centers apart as workforces, specifically committed to technical excellence, who are always willing to be there to support the Sailors and the Fleet.

“Wartime Readiness is not just a short course; it is an investment in the Navy’s future. NSWCDD’s technical workforce plays a critical role in shaping the systems, tools, and capabilities the Fleet depends on,” said Ward.

“To design for the fight, we must understand the fight. This training builds that bridge. It equips our workforce with the operational mindset needed to anticipate Fleet needs, accelerate innovation and deliver solutions that matter in the moments that matter most. By empowering our people with this knowledge, NSWCDD strengthens its role as a trusted, operationally relevant partner to the warfighter,” added Ward.

USS San Antonio Returns to Norfolk from U.S. 4th Fleet

Deployment



NORFOLK, Va. (April 28, 2026) – Sailors assigned to the San Antonio-class amphibious transport dock ship USS San Antonio (LPD 17) man the rails upon the ship's arrival to Naval Station Norfolk, Virginia, April 28, 2026, following an eight-and-a-half-month deployment supporting the Iwo Jima Amphibious Ready Group (IWO ARG) and the 22nd Marine Expeditionary Unit (MEU)-Special Operations Capable (SOC) mission in the U.S. 4th Fleet area of operations. During the deployment the San Antonio supported Operation Southern Spear, conducted counter-narcotics and embassy reinforcement operations, and provided foreign humanitarian assistance to Jamaica following Hurricane Melissa. (U.S. Navy photo by Mass Communication Specialist 2nd Class Derek Cole)

From U.S Fleet Forces Command, April 29, 2026

NORFOLK, Va. – First-in-class San Antonio-class amphibious transport dock ship USS San Antonio (LPD 17) returned to its homeport in Norfolk, Virginia, April 28, 2026, after eight and a half months at sea supporting the Iwo Jima Amphibious Ready Group (IWO ARG) and the 22nd Marine Expeditionary Unit (MEU)-Special Operations Capable (SOC) mission in the U.S. 4th Fleet area of operations.

San Antonio, alongside USS Iwo Jima (LHD 7) and USS Fort Lauderdale (LPD 28), departed on Aug. 14, 2025. The three

ships make up the IWO ARG and were among the first expeditionary naval assets called to support Operation Southern Spear.

While on mission in the Caribbean, San Antonio's Sailors and Marines worked seamlessly to support national-level tasking with joint services and naval assets in the region to accomplish Department of War-directed operations and the President's priorities, which included Enhanced Counter Narcotics Operations designed to protect the homeland.

"The performance of our Navy-Marine Corps team during Operation Southern Spear was nothing short of exceptional," said Capt. Tom Uhl, San Antonio's commanding officer.

"Our deployment to the 4th Fleet area of responsibility required immense focus, and I stand continually impressed by this crew's dedication to the mission," said Uhl. "From the moment we left the pier, they leveraged their rigorous pre-deployment training to flawlessly execute enhanced counter-narcotics operations and seamlessly adapt to every contingency they faced in the region."

While in theater, San Antonio's Sailors and Marines supported the U.S. Southern Command mission, Department of War-directed operations, and the President's priorities to disrupt illicit drug trafficking and protect the homeland. The ship's integrated team of Sailors and Marines stood ready as the backbone of support for Marines conducting embassy reinforcement in the region. The ship also executed contingency operations in the region, including disaster response efforts in Jamaica from Oct. 31 to Nov. 13, 2025, in the aftermath of Hurricane Melissa. San Antonio's Sailors and Marines partnered with Joint Task Force (JTF) Bravo to provide foreign humanitarian assistance to those greatly affected by the hurricane.

"The destruction wrought by Hurricane Melissa was devastating

to see,” said Uhl. “Having just pulled into St. Croix for a resupply opportunity, we quickly got back underway in less than 24 hours and made best speed toward Jamaica.” A whole-of-force effort, San Antonio’s Sailors and Marines took the lead in the mission to provide – by sea, air, and land – water, food, supplies, and assistance into highly affected areas where damage prevented the logistical flow of aid. The careful mission planning aboard San Antonio, in concert with JTF Bravo and the 22nd MEU (SOC), enabled mission success. Using organic ARG-MEU air assets, San Antonio’s crew enabled its embarked Marines from the 22nd MEU (SOC) to airlift aid and personnel directly into Jamaica to augment JTF-Bravo’s ongoing efforts.

“By quickly surging to respond to this mission, our Sailors and Marines provided a beacon of hope for the people whose lives were upturned by the storm,” Uhl said. “I am extremely proud of this integrated team for meeting our tasking head on to provide aid to our neighbors in need.”

Central to most deployments, San Antonio also made several port calls, among them St. Croix, U.S. Virgin Islands, St. Kitts and Nevis, and Ponce, Puerto Rico. Sailors and Marines participated in several outreach projects across the community while in port.

Community service projects are a cornerstone of every deployment and allow Sailors and Marines to connect with and give back to the community, while fostering vital relationships with partners and allies across the world as ambassadors of the United States.

While in St. Kitts and Nevis, San Antonio’s Sailors and Marines had a unique opportunity to meet with leaders from the Caribbean Community and engage with the Prime Minister of St. Kitts and Nevis, Dr. Terrance Drew. The visit highlighted the strong diplomatic ties between St. Kitts and Nevis and the United States of America.

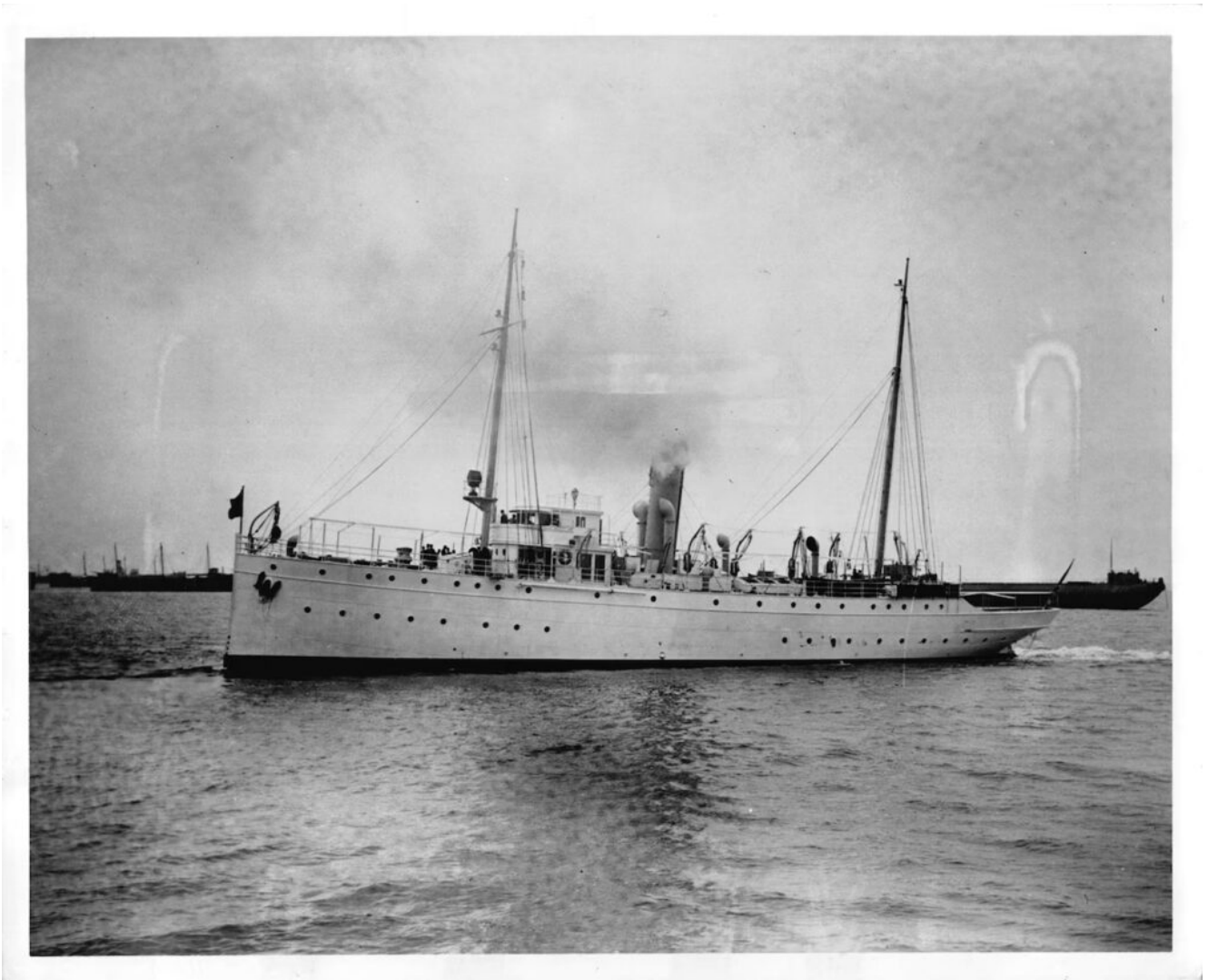
During the deployment, San Antonio traveled nearly 49,000 nautical miles and conducted roughly 453 hours of flight operations. This deployment proved the wide range of capabilities and flexibility that the U.S. Navy-Marine Corps team provides the Nation's leaders.

"For more than 20 years, USS San Antonio has deployed across the globe in support of U.S. strategic interests, serving as a symbol of freedom and 250 years of American sea power," Uhl said.

While in port in Norfolk, the warship will perform previously planned maintenance and preservation work to prepare for follow-on tasking. San Antonio's Sailors and Marines will also have the chance to reunite with family during this in-port period.

"The most important, key enabler in the resilience and efficacy of our force is without a doubt the Navy and Marine Corps families who support us on the homefront," said Uhl. "They are our strongest motivation to get through the hardest days, and our greatest source of excitement to return home."

Wreckage of U.S. Coast Guard Cutter Tampa Discovered Off Cornwall, United Kingdom



A historical photo of Coast Guard Cutter Tampa, which was lost in 1918 during World War I after being torpedoed by a German submarine. Tampa's wreckage was recently located off the coast of Cornwall, United Kingdom, marking the largest single naval American combat loss of life in World War I. (U.S. Coast Guard photo)

From U.S. Coast Guard Headquarters, April 29, 2026

WASHINGTON – The wreckage of the Coast Guard Cutter *Tampa* has been located and confirmed by the British technical-diving team Gasperados. The site lies approximately 50 miles off Newquay, Cornwall, United Kingdom, at a depth exceeding 300 feet deep in the Atlantic Ocean.

Tampa was lost in 1918 during World War I after being torpedoed by a German submarine in the Bristol Channel. The vessel sank in less than three minutes, resulting in the death of all 131 people aboard—111 Coast Guardsmen, four U.S. Navy

personnel, and 16 British Navy personnel and civilians. This remains the largest single American naval combat loss of life in World War I.

“Since 1790, the Coast Guard has defended our nation during every armed conflict in American history, a legacy reflected in the courage and sacrifice of the crew of Coast Guard Cutter *Tampa*,” said Adm. Kevin Lunday, commandant of the Coast Guard. “When the *Tampa* was lost with all hands in 1918, it left an enduring grief in our service. Locating the wreck connects us to their sacrifice and reminds us that devotion to duty endures. We will always remember them. We are proud to carry their spirit forward in defense of the United States.”

In 2023, the Coast Guard Historians Office was contacted by the Gasperados Dive Team regarding the *Tampa*. Over the past three years, the all-volunteer team conducted an extensive search for the wreckage.

“We provided the dive team with historical records and technical data to assist in confirming the wreck site,” said Dr. William Thiesen, Coast Guard Atlantic Area Historian. “This included the archival images of the deck fittings, ship’s wheel, bell , weaponry, and archival images of the *Tampa*.”

The Coast Guard is now developing plans for underwater research and exploration in coordination with its offices of specialized capabilities, historians, cutter forces, robotics and autonomous systems, and dive locker.

Additional information about the *Tampa*’s legacy can be found [here](#).

Saronic, Taiwan Institute Sign MOU to Advance AI Maritime Capabilities



Saronic's Corsair shown off the pier at Sea-Air-Space in 2025.
Photo credit: Brett Davis

Saronic Technologies announced April 27 it has entered into a memorandum of understanding with Taiwan's National Chung-Shan Institute of Science and Technology (NCSIST) to explore collaboration on advancing AI-enabled maritime capabilities, including autonomous surface vessels, to help address evolving security challenges in the maritime domain.

NCSIST serves as Taiwan's leading defense research and development institution and plays a central role in strengthening Taiwan's defense industrial base. Under the agreement, Saronic and NCSIST will identify opportunities to collaborate across a range of technologies and applications.

Areas of focus will include the development and advancement of AI-enabled command-and-control software and broader systems integration.

The collaboration will also explore how Saronic's dual-use autonomous surface vessels – including Corsair – and related maritime technologies can support Taiwan's maritime mission needs across the defense and commercial sectors. In addition, both parties will evaluate opportunities to expand supply chains and enhance sustainment and maintenance capabilities to support long-term operational readiness.

This effort brings together Saronic's expertise in the rapid design, development, and production of dual-use autonomous surface vessels with NCSIST's strengths in defense production, systems integration, and close alignment with Taiwan's military requirements.

“We are honored to partner with NCSIST, Taiwan's premier defense research and development organization at the forefront of advancing critical defense and dual-use technologies,” said Dino Mavrookas, Co-Founder and CEO of Saronic. “Through this collaboration, we aim to combine our expertise in autonomous maritime systems and technologies with NCSIST's deep operational insight to explore how to accelerate deployment of resilient, mission-ready capabilities.”

Coast Guard Offloads Over \$53M in Illicit Drugs From

the Eastern Pacific & Caribbean

From U.S. Coast Guard District, April 27, 2026



Bales of illegal narcotics are placed on pallets by crew members aboard USCGC Escanaba (907) during a drug offload of 7,050 pounds of cocaine at Port Everglades, Florida, April 27, 2026. The seized contraband was the result of one interdiction in the Caribbean Sea and one interdiction in the Eastern Pacific Ocean worth an estimated \$53 million dollars. *Photo credit: U.S. Coast Guard | Petty Officer 2nd Class Eric Rodriguez*

MIAMI – U.S. Coast Guard Cutter Escanaba’s crew offloaded approximately 7,050 pounds of cocaine worth more than \$53 million, Monday, April 27, at Port Everglades.

The seized contraband was the result of one interdiction in the Caribbean Sea and one interdiction in the Eastern Pacific Ocean.

“The crew’s achievements on this patrol reflect the very best of our service—courage, vigilance, and an unshakeable commitment to protecting the American people,” said Cmdr. Nicholas Seniuk, Escanaba’s commanding officer. “Every pound of narcotics kept off our streets represents lives changed, violence prevented, and communities made safer. We couldn’t be prouder of their extraordinary work.”

The following assets and crews were involved in the interdiction operations:

- USCGC Escanaba
- Coast Guard Helicopter Interdiction Tactical Squadron
- [Joint Interagency Task Force South](#)
- [Coast Guard Southeast District watchstanders](#)
- [Coast Guard Southwest District watchstanders](#)

Coast Guard Cutter Escanaba’s offload continues record-setting Coast Guard operations to interdict, seize, and disrupt transshipment of cocaine and other bulk illicit drugs by sea. These drugs fuel and enable cartels and transnational criminal organizations to produce and traffic illegal fentanyl threatening the U.S. This includes the Coast Guard’s seizure of over 511,000 pounds of cocaine in 2025 – over three times the Service’s annual average – as well as accelerated counter-narcotics operations in the Eastern Pacific through Operation Pacific Viper. Since launching this operation in early August, the Coast Guard has seized over 215,000 pounds of cocaine and apprehended 160 suspected narco-traffickers. The Coast Guard’s persistent operations and rapid response have denied criminal organizations billions in illicit revenue and prevented the flow of dangerous drugs into American communities.

Eighty percent of interdictions of U.S.-bound drugs occur at sea. This underscores the importance of maritime interdiction in combatting the flow of illegal narcotics and protecting American communities from this deadly threat. Detecting and

interdicting illicit drug traffickers on the high seas involves significant interagency and international coordination. Joint Interagency Task Force South, in Key West, conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once an interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard for the interdiction and apprehension phases. Interdictions in the Caribbean Sea are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard Southeast District, headquartered in Miami. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard Southwest District, headquartered in Alameda, California.

Coast Guard Cutter Escanaba is a 270-foot medium endurance cutter homeported in Portsmouth, Virginia, under U.S. Coast Guard Atlantic Area Command.

**MQ-25A Stingray achieves
successful first flight,
advancing future of naval
aviation**



The Navy's MQ-25A Stingray takes its first flight April 25 at Boeing's facility at MidAmerica Airport in Mascoutah, Ill. The MQ-25 is the Navy's first operational carrier-based unmanned aircraft. (Photo courtesy of Boeing)

From Naval Air Systems Command, April 27, 2026

NAS PATUXENT RIVER, Md. – The U.S. Navy's MQ-25A Stingray™ successfully completed its first test flight from Boeing's facility at MidAmerica Airport in Mascoutah, Illinois, April 25, achieving a key step for unmanned carrier operations.

The MQ-25A took off at 10:49 a.m. CDT and flew for approximately two hours. During the flight, U.S. Navy and Boeing Air Vehicle Pilots (AVPs) controlled the aircraft from the Unmanned Carrier Aviation Mission Control System MD-5 ground control station that includes Lockheed Martin's MDCX™ system. The AVPs executed a series of maneuvers and tests, successfully validating the aircraft's basic flight controls, engine performance, and handling characteristics.

“Achieving this first flight underscores the strong partnership between the Navy and our industry partners,” said Rear Adm. Tony Rossi, who oversees the Program Executive Office for Unmanned Aviation and Strike Weapons (PEO (U&W)). “The MQ-25A is not just an aircraft; it’s the first step in integrating unmanned aerial refueling onto the carrier deck, directly enabling our manned fighters to fly further and faster. This capability is vital to the future of naval aviation.”

The MQ-25A Stingray is the U.S. Navy’s first operational, carrier-based unmanned aircraft system, designed primarily to serve as an aerial refueling tanker. By taking over the refueling mission from crewed fighters, the MQ-25A will significantly extend the combat range and effective strike capability of the Carrier Air Wing.

“I am incredibly proud of the team for working tirelessly over the last several months to achieve this milestone,” said Capt. Daniel Fucito, Unmanned Carrier Aviation program manager (PMA-268). “The successful first flight officially initiates the rigorous flight test program, which will focus on expanding the aircraft’s performance envelope and verifying all mission systems.”

The MQ-25A integrated test team will continue ground control station integration, expanding the flight envelope, and verifying performance parameters prior to its ferry flight to Pax River later this year.

HII Builds on Manned-Unmanned Submarine Teaming Success with New Pentagon Deal Poised to Transform Undersea Warfare



New DIU Award further advances U.S. Navy's ability to autonomously deploy and recover unmanned systems from submarines

[From HII](#)

POCASSETT, Mass., April 27, 2026 (GLOBE NEWSWIRE) – HII (NYSE: HII), a global leader in unmanned and autonomous maritime platforms, has been awarded a contract by the Defense Innovation Unit (DIU) to deliver a submarine Torpedo Tube Launch and Recovery (TTLR) system. The system is designed to autonomously deploy and recover HII's REMUS unmanned underwater vehicle (UUV) from U.S. Navy submarines.

The DIU contract builds on HII's 120-year leadership in

undersea warfare as one of two builders of U.S. nuclear-powered submarines, as well as the world's largest producer of UUVs, and on a series of recent milestone achievements in manned-unmanned teaming. HII is advancing fully integrated, autonomous maritime capabilities that expand the reach and enhance the effectiveness of the U.S. Navy and its allies.

"This contract award reflects HII's 25-year leadership in advancing autonomous unmanned maritime platforms and integrating them into submarine operations," said Duane Fotheringham, president of the Unmanned Systems group in HII's Mission Technologies division. "There is no company with more expertise in both the manned and unmanned sides of teamed operations. We look forward to continuing our strong partnership with the U.S. Navy to deliver the innovative solutions our forces urgently need in the subsea domain."

To date, HII has delivered more than 750 REMUS vehicles to over 30 countries, including 14 NATO members. More than 90% of those systems remain in service after more than two decades, underscoring their durability, reliability, and long-term lifecycle value.

In June 2025, the U.S. Navy and Woods Hole Oceanographic Institution (WHOI) successfully advanced the ongoing Yellow Moray UUV capability, marking the first forward-deployed torpedo tube launch and recovery of an HII-built REMUS 600 UUV from the USS *Delaware* (SSN 791), a *Virginia*-class submarine constructed by HII. *Delaware* and an embarked unmanned undersea vehicle squadron (UUVRON-1) cadre, with WHOI support, conducted overseas operations that included three fully autonomous launch and recovery sorties conducted through the submarine's torpedo tube without diver assistance.

This demonstration represented a significant operational advancement in the autonomous teaming of manned and unmanned systems for intelligence, surveillance, and reconnaissance (ISR), as well as broader maritime missions.

In July 2025, a joint team from HII, WHOI and the U.S. Navy's Naval Undersea Warfare Center Division Newport completed the first recovery of the latest generation REMUS 620 into a *Virginia*-class submarine torpedo tube and shutterway test fixture at Seneca Lake, New York.

During in-water testing, the REMUS 620 demonstrated advanced autonomous navigation and communication capabilities. The vehicle successfully docked with a shock and fire enclosure capsule (SAFECAP) within a submerged torpedo tube test fixture and executed reverse swim-out launch and safe separation procedures – validating critical operational functions for future deployment.

These advancements reinforce HII's role as a leading sea power company and a key innovator in manned-unmanned teaming across two core growth areas: nuclear-powered submarine design and construction, and autonomous unmanned systems. Integrating UUVs through standard submarine interfaces extends mission reach, enhances stealth, and reduces operational risk and crew burden.

P-8A Poseidon Reaches IOC with Increment 3 Block 2 Modifications



P-8A Poseidon Increment 3 Block 2 system reached initial operating capability. Increment 3 Block 2 provides a significant upgrade to the P-8A airframe and avionics systems, and includes new airframe racks, radome, antennas, sensors, and wiring. Photo courtesy of Boeing.

From Naval Air Systems Command, April 24, 2026

NAS PATUXENT RIVER, Md. – The U.S. Navy declared Initial Operational Capability (IOC) for the P-8A Poseidon Increment 3 Block 2 (Inc 3 Blk 2) system. This significant milestone was achieved after the initial phase of Initial Operational Test performed by Air Test and Evaluation Squadron One (VX-1) with support from the Maritime Patrol and Reconnaissance Aircraft Program Office (PMA-290).

“The P-8A Inc 3 Blk 2 modifications enhance Naval Aviation’s Maritime Intelligence, Surveillance, Reconnaissance, and Targeting (ISR&T) capabilities – the eyes of the Fleet,” said Rear Adm. Michael Wosje, Director of Air Warfare (OPNAV N98). “This capability enhancement is in line with the CNO Fighting Instructions and the Golden Fleet Initiative, which shifts the

paradigm from platform-centric thinking to a warfighting system. We are delivering the P-8A Inc 3 Blk 2 as a high-end, networked, and rapidly adaptable platform.”

The P-8A is the Department of War’s only long-range full-spectrum anti-submarine warfare (ASW), cue-to-kill platform, with substantial armed anti-surface warfare (ASuW) and networked intelligence, surveillance, and reconnaissance (ISR) capabilities. Inc 3 Blk 2 provides a significant upgrade to the P-8A airframe and avionics systems, and includes new airframe racks, radome, antennas, sensors, and wiring. The modification incorporates a new combat systems suite with improved computer processing, higher security architecture, a wideband satellite communication system, an ASW signals intelligence capability, a track management system, and additional communications and acoustics systems to enhance search, detection and targeting capabilities.

“The recent deployment of P-8A Increment 3 Block 2 marks the culmination of a spiral development strategy that delivers winning capability to the Fleet and ensures that the P-8A will remain agile, relevant, and lethal for decades to come,” said Rear Adm. Craig Mattingly, Commander Patrol and Reconnaissance Group (CPRG), responsible for the manning, training, and equipping of the Maritime Patrol and Reconnaissance fleet of aircraft for the U.S. Navy.

PMA-290 has advanced P-8A’s capabilities through a phased, incremental acquisition strategy using Engineering Change Proposals (ECPs). This approach began with Increment 1, which reconstituted the capabilities of the legacy P-3C Orion, and continued with further upgrades in Increment 2.

“I am extremely proud of the dedicated and focused acquisition team that is delivering this capability to the fleet,” said Capt. Erik Thomas, PMA-290 program manager. “The P-8A Increment 3 Block 2 modifications could not have come at a better time in our current state of evolving threats. The

Poseidon is the cornerstone of sophisticated and lethal global maritime patrol and reconnaissance forces, and this enhanced capability ensures we sustain the core pillar of world-class maritime intelligence, surveillance, reconnaissance and targeting (ISR&T) and remain ready for our current and future fights.”

[PMA-290](#) is responsible for the acquisition, sustainment, and continuous modernization of the P-8A Poseidon, ensuring it remains the world’s premier multi-mission maritime patrol and reconnaissance aircraft.

[CPRG](#) works with the Joint Force, Allies, and Partners to find things beneath or on the sea and destroy them. Everything else is in support.