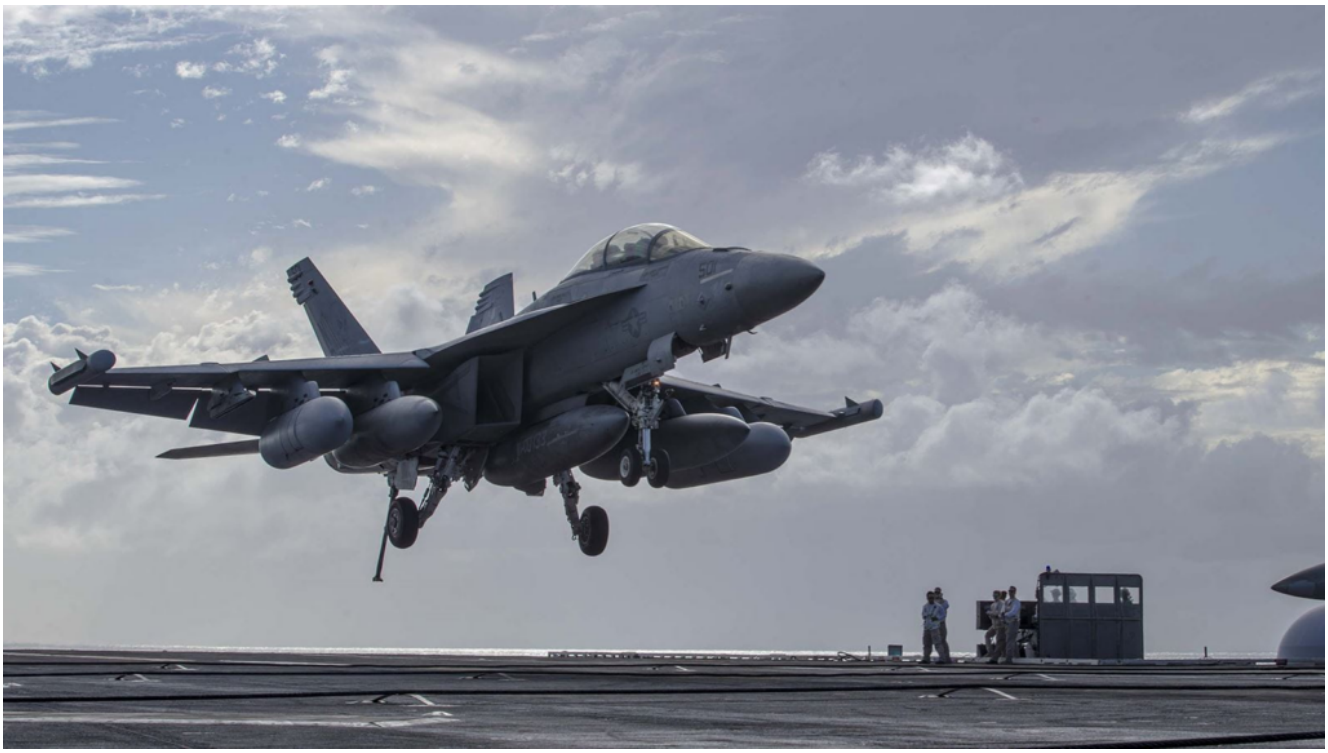
RTX’s Raytheon delivers first Next Generation Jammer shipsets to the Royal Australian Air Force



Technology will enhance country’s electronic warfare capabilities

From RTX

ARLINGTON, V.A. (April 20, 2026) – Raytheon, an RTX (NYSE: RTX) business, has delivered its first Next Generation Jammer (NGJ) pods to the Royal Australian Air Force.

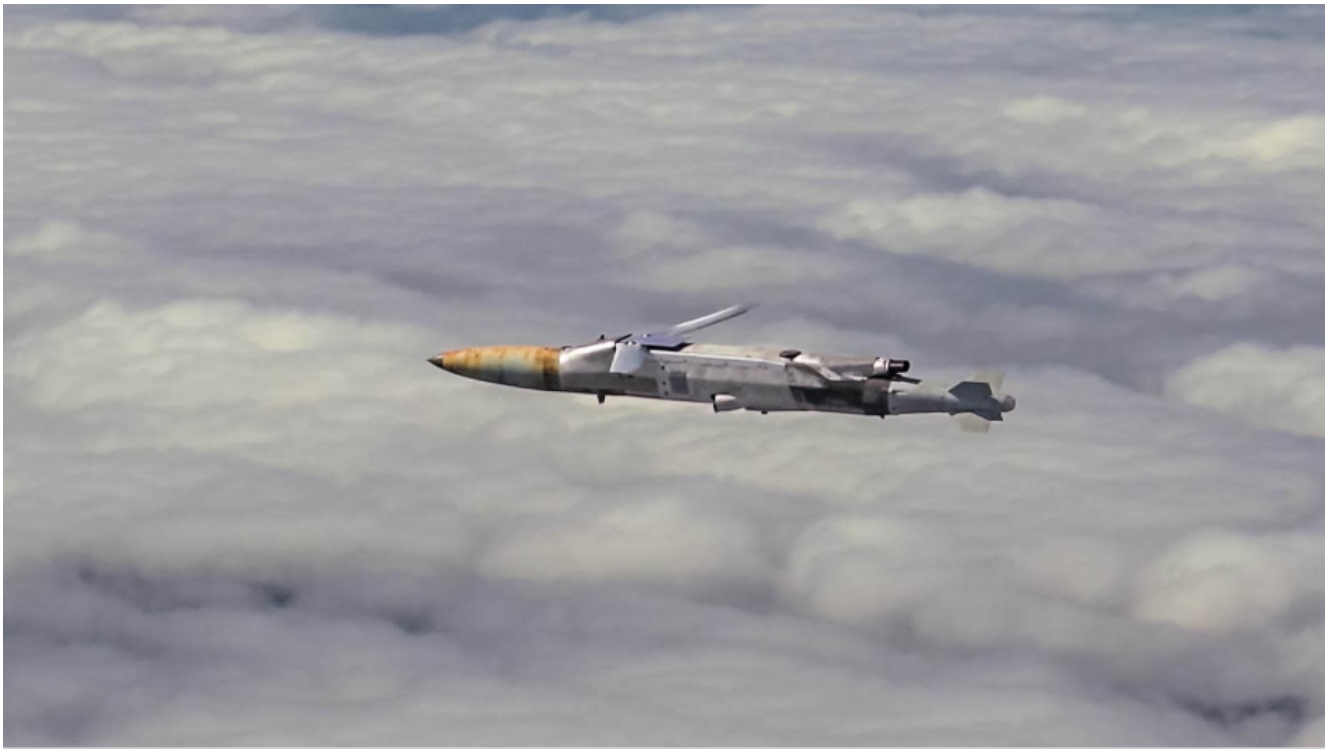
NGJ is a cooperative development and production program with the Royal Australian Air Force (RAAF). It is an airborne electronic attack system containing active electronically scanned arrays that radiate in the mid-band frequency range. By disrupting enemy radars and communication systems, NGJ enables aircrew to remain undetected while airborne, allowing

them to execute their missions with greater safety and effectiveness.

“This delivery marks a significant milestone in our collaborative efforts with the U.S. Navy and RAAF on NGJ,” said Barbara Borgonovi, president of Naval Power at Raytheon. “This advanced technology will greatly enhance RAAF’s electronic warfare capabilities, safeguarding vital assets on its aircraft and more effectively neutralizing adversary technologies across a wide range of missions.”

Raytheon has been partnering with the U.S. Navy and RAAF since the inception of the NGJ program. This first delivery of shipsets occurred ahead of schedule in September 2025, with future deliveries continuing through 2026. Raytheon is also providing on-site deployment and maintenance support in Australia to help support operational and mission readiness.

New long-range smart weapon flies hundreds of miles in first test



The first JDAM LR cruises above the U.S. Navy's Point Mugu Sea Range, California, on April 1, 2026. (U.S. Navy photo)
From Chris Bishop at Boeing, April 20, 2026

Boeing, U.S. Navy complete initial flight tests of the JDAM LR, validating powered flight and long-range capability.

Boeing and U.S. Navy teammates completed a series of flight tests last week for the GBU-75 Joint Direct Attack Munition Long Range (JDAM LR) at the Navy's Point Mugu Sea Range, California.

- JDAM is a low-cost guidance kit that converts existing free-fall bombs into accurately guided smart weapons. JDAM LR adds long-range capability and is the newest in the JDAM family of systems.

Why it matters: The tests validated the weapon's ability to operate from an F/A-18 Super Hornet fighter and sustain powered flight of a 500-pound (230-kilogram) JDAM.

- Military Code GPS navigation systems on JDAM LR tracked satellites for the entire test, improving the weapon's

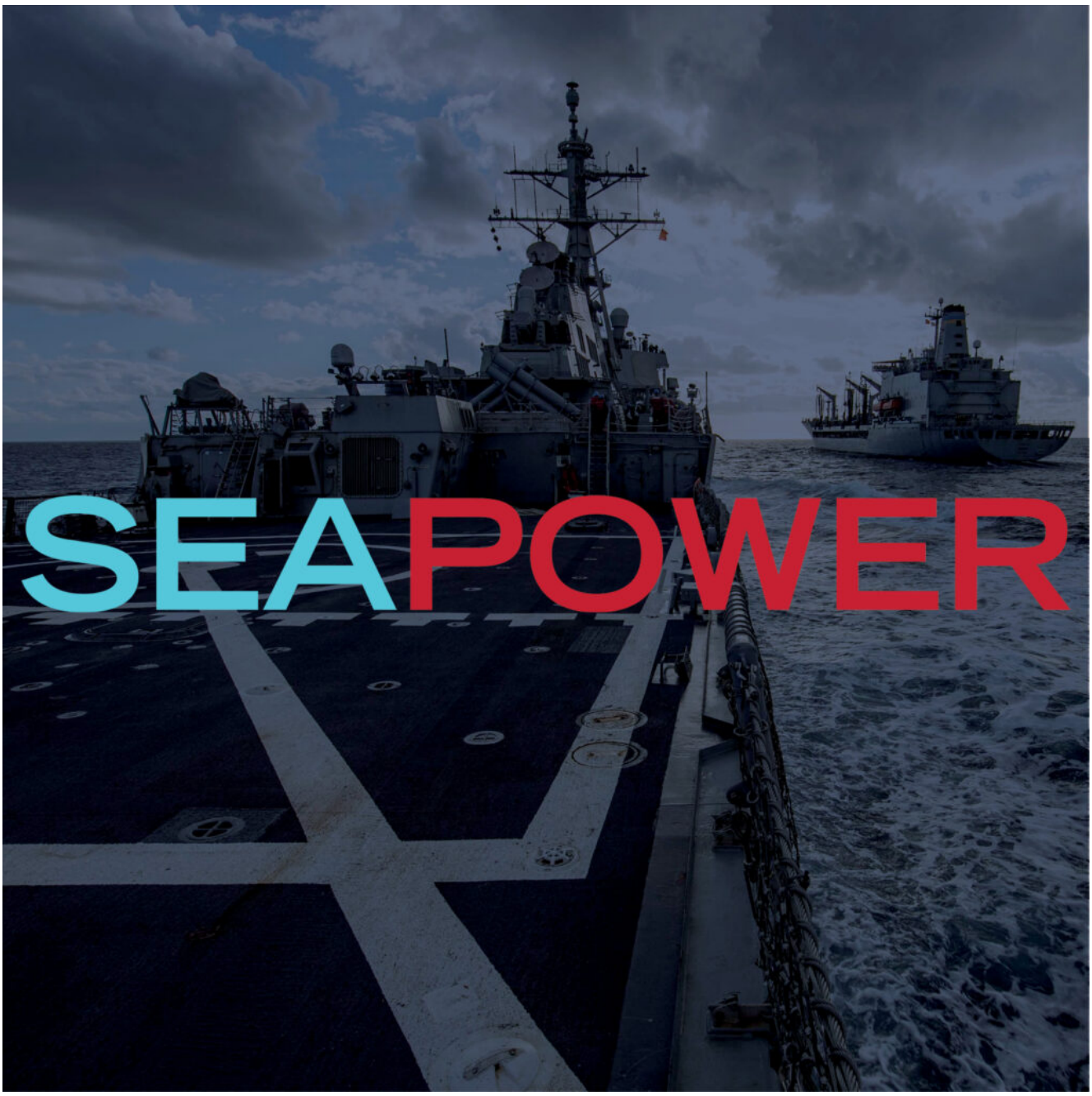
resilience and accuracy against GPS jamming and spoofing.

How they did it: An F/A-18E Super Hornet from China Lake Naval Weapons Station flew to Point Mugu and released an inert JDAM LR.

- The first test, on April 1, demonstrated safe separation, engine start, cruise and guidance through terminal flight and impact in water after a 34-minute flight. The weapon sustained powered flight for nearly 200 nautical miles and landed within meters of its planned target.

- For the next test, on April 3, teams flew a second planned flight profile, successfully incorporating altitude changes and weapon maneuvering during an otherwise similar flight.

U.S. Forces Disable Vessel Attempting to Enter Iranian Port, Violate Blockade



From U.S. Central Command, April 19, 2026

TAMPA, Fla. – U.S. forces operating in the Arabian Sea enforced naval blockade measures against an Iranian-flagged cargo vessel attempting to sail toward an Iranian port, April 19.

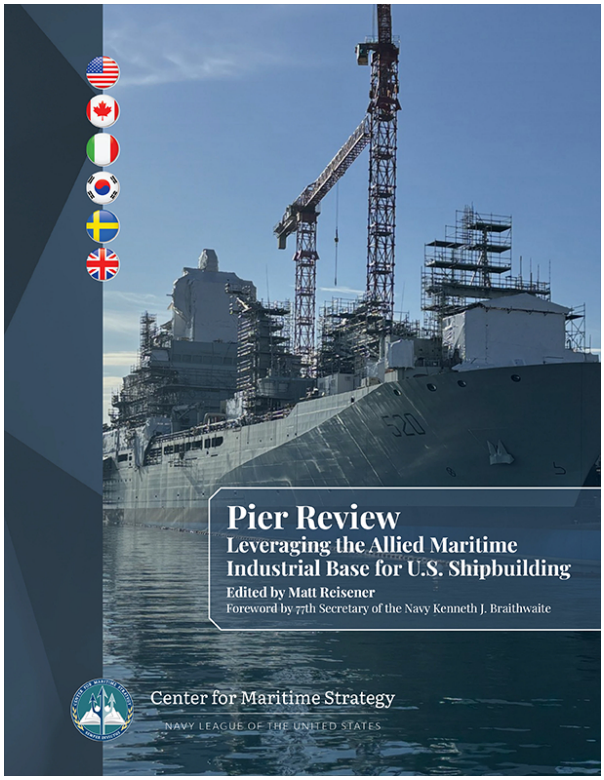
Guided-missile destroyer USS Spruance (DDG 111) intercepted M/V Touska as it transited the north Arabian Sea at 17 knots enroute to Bandar Abbas, Iran. American forces issued multiple warnings and informed the Iranian-flagged vessel it was in violation of the U.S. blockade.

After Touska's crew failed to comply with repeated warnings over a six-hour period, Spruance directed the vessel to evacuate its engine room. Spruance disabled Touska's propulsion by firing several rounds from the destroyer's 5-inch MK 45 Gun into Touska's engine room. U.S. Marines from the 31st Marine Expeditionary Unit later boarded the non-compliant vessel, which remains in U.S. custody.

American forces acted in a deliberate, professional, and proportional manner to ensure compliance. Since the blockade's commencement, U.S. forces have directed 25 commercial vessels to turn around or return to an Iranian port.

Maritime Industrial Base in Crisis, New CMS Report Finds

By Matt Reisener



America's mari

time industrial base (MIB) is in crisis. Decades of deindustrialization, incons

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However, many of the United States' maritime allies are experiencing similar challenges to their domestic shipbuilding industries and have adopted creative approaches to solving them. The United States must utilize the experience, knowledge and resources of its allies to develop the best strategy possible for building a stronger, more resilient MIB.

Accordingly, the Center for Maritime Strategy conducted a study of America's allied maritime industrial base to examine how five American allies (South Korea, Italy, Canada, Sweden and the United Kingdom) build commercial and naval ships, how they support their shipbuilding industries and what lessons America can learn from its allies about how to revitalize its MIB.

Each country faces similar shipbuilding challenges to America but has taken a different approach to addressing

them. Although South Korea and Italy have successfully maintained strong commercial and naval shipbuilding sectors, Canada and the United Kingdom have largely allowed their commercial sectors to atrophy while primarily focusing on warship construction, while Sweden has seen both sectors significantly diminish and maintains only marginal naval shipbuilding capabilities. Many of America's allies have successfully maintained strong MIBs by streamlining the process for designing and building ships. Among the countries studied, the most successful nations at sustaining strong commercial and naval shipbuilding industries have found ways to minimize late-stage design changes, build a greater variety of ships based on a common design and establish a shipbuilding culture which emphasizes delivering ships on time and under budget.

Similarly, the study illustrates how government investments in their MIBs can set their shipbuilding industries up for success, including by training the next generation of skilled tradespeople and supporting greater supply chain resilience. America's most successful shipbuilding allies have also heavily invested in integrating new technology into their shipyards, fully embracing automation, digitization and artificial intelligence to support their work – often with strong government support for these efforts.

America can build a stronger, more capable MIB by partnering with and learning from its allies. Accordingly, this study provides recommendations for how America can apply these insights to support its MIB while embracing greater multilateral maritime cooperation.

CMS and speakers from the allied nations in the report will host a panel discussion on the new report on Tuesday, April 21 from 3:30-4:30 p.m. in the Cherry Blossom Ballroom.

Recommendations

Reforming the Design and Build Processes

- **Design, then bend:** Only begin vessel construction once the design is 100 percent complete to avoid disruptions.
- **Make VCMs the norm:** Use vessel construction managers (VCMs) to oversee all government shipbuilding projects to streamline production and design processes.
- **Embrace modularity:** Creating common designs to be used across multiple types of ships could reduce delays in the design process and increase interoperability.

Embracing New and Emergent Technologies

- **Digitize, automate, and get "smart":** Integrate automation, digitization, and AI in shipyards to empower—not replace—the existing workforce.
- **Build ships to sail, engineer them to last:** Increase operability by incorporating condition-based maintenance (CBM) in ship design to reduce the unpredictability of maintenance and repairs
- **Cross the digital divide:** Embrace digitization by allocating Shipyard Infrastructure Optimization Program budgets to digitization, consulting mariners to address their needs, building worker trust in digital systems, and avoiding disrupting essential shipbuilding processes.

Increasing Allied Cooperation

- **Leverage maritime alliances:** Expand opportunities to collaborate with allies on shipbuilding, modeling existing frameworks like AUKUS, MASGA, and OCCAR.
- **Build a "bridge" over troubled waters:** When American yards are at capacity, construct the initial ships in a multi-vessel purchase in allied ports while simultaneously investing in U.S. shipyards to eventually onshore construction.
- **Use allied ports in a storm:** Engage U.S. maritime allies to provide drydock and port access to the U.S. Navy, especially those with maritime infrastructure in the Pacific.
- **"All hands on deck" for skilled labor:** Supplement the domestic shipbuilding labor pool with high-skilled migrants from allied countries.

Ensuring On-Time Delivery

- **Incentivize success:** Offer financial incentives (but not punitive fees) for on-time and on-budget delivery of ships.
- **Small blocks stack just as well as large ones:** Order ships in smaller blocks to allow greater flexibility in design and capabilities and avoid cascading delays across larger block buys.

Training Current and Future Shipbuilders

- **Educate, empower, lead:** Expand shipbuilding apprenticeship opportunities and increase support to trainees.
- **Engineer the future of naval architecture:** Expand existing and create new naval architecture and marine engineering programs to address labor shortages.

Strengthening U.S. Supply Chains

- **If you need it, print it:** Increase additive manufacturing capabilities and training opportunities to mitigate supply chain gaps and reduce overreliance on sole-source manufacturers.
- **Build supply chain contingencies:** Reduce supply chain vulnerabilities in a conflict by developing contingencies which identify alternate sources and lean on dependable allies.

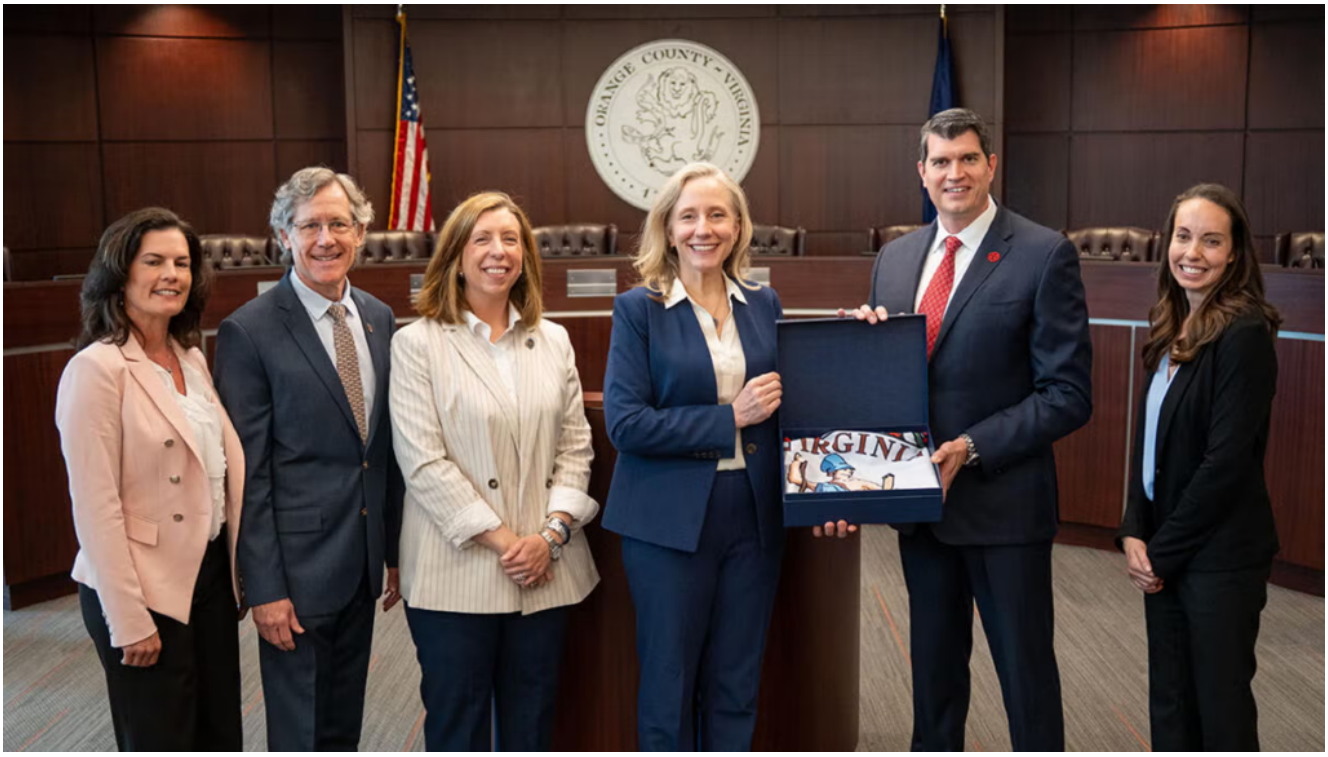
Revitalizing Commercial Shipbuilding

- **Chart a collaborative course:** Facilitate collaboration across government and industry to strengthen America as a competitor in the commercial shipbuilding sector.
- **Shared insight, collective impact:** Share best practices to encourage cooperation among U.S. and AMIB companies to strengthen the shipbuilding industry.

Read the full report here.

L3Harris Announces Billion Dollar Expansion to Boost

Solid Rocket Motor Production in Orange County, Virginia



Virginia Gov. Abigail Spanberger, L3Harris VP Mark Farley, and state and local leaders announce major solid rocket motor expansion in Orange County.
From L3Harris

ORANGE COUNTY, Va., April 15, 2026 – L3Harris Technologies (NYSE: LHX), Virginia Gov. Abigail Spanberger and the Orange County Board of Supervisors have announced an agreement to further expand L3Harris' solid rocket motor production capacity at its site in Orange County with the creation of the Virginia Advanced Propulsion Facilities (VAPF).

The more than $1 billion expansion project, which builds on a previously announced expansion at the Orange County site, is expected to more than double the manufacturing space and create more than 350 jobs over the next five years.

"L3Harris' continued investments in solid rocket motor facilities are bolstering manufacturing capacity for key

national defense programs," said Ken Bedingfield, President, Missile Solutions, L3Harris. "With a talented workforce and a community committed to long-term success, our expanded presence in Virginia will deliver additional capability to the Department of War and our allies."

"I congratulate L3Harris on its historic expansion in Central Virginia," said Gov. Spanberger. "With a deep talent pipeline and strong track record in the defense and advanced manufacturing sectors, the Commonwealth is ready to fill the hundreds of new positions coming to Orange County. L3Harris exemplifies the kind of partnership that builds the future of Virginia, and we look forward to celebrating this investment for many years to come."

"On behalf of the Board of Supervisors and our Economic Development team, we are thrilled to recognize and support L3Harris' $1.265 Billion expansion and the creation of 350+ new jobs in Orange County. This is a transformational announcement that will benefit Orange County for decades," said Orange County Board of Supervisors Chairman Bryan Nicol. "L3Harris has been an important, long-time member of our business community – making their growth and continued investment here particularly gratifying. This project is a recognition of Orange County's strong business climate, its economic vitality and our region's qualified workforce. The Board is grateful to be receiving a grant from Governor Spanberger's Commonwealth's Opportunity Fund and support from the General Assembly's Major Employment Investment Project Approval Commission to bring this opportunity to the Commonwealth."

"I'm pleased to see L3Harris expanding its operations in Virginia, bringing hundreds of good-paying jobs to Orange County while strengthening manufacturing capacity for critical national defense programs," said Rep. Eugene Vindman, D-Va. "This investment will more than double their footprint and build on a long track record of success in the region. I look

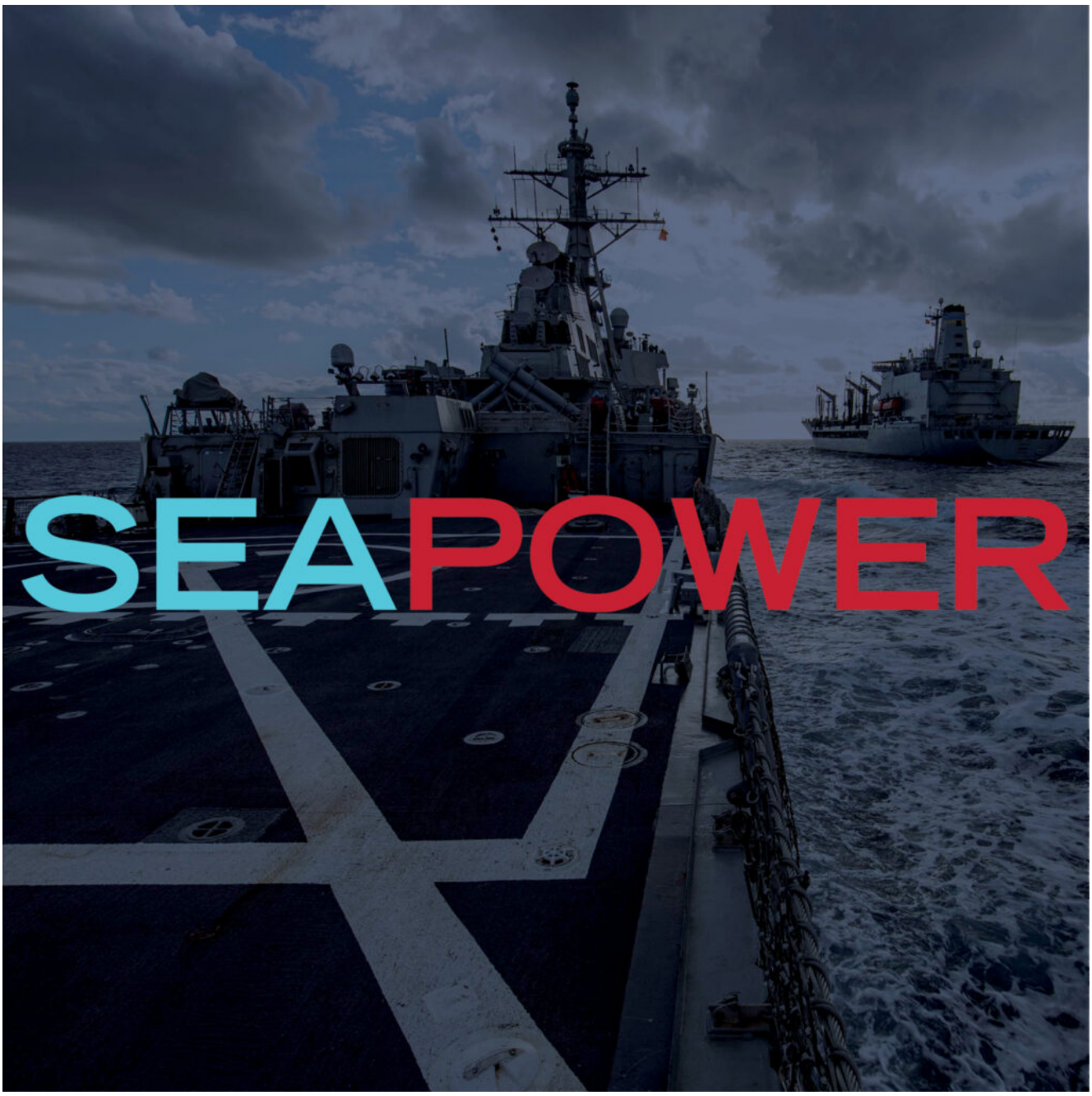
forward to continuing to partner with L3Harris to support this growth, create new opportunities for our workforce, and advance the aerospace innovation that drives both our economy and our national security.”

L3Harris plans to construct new facilities at the site to support key solid rocket motor production operations spanning multiple Department of War programs. The VAPF will support company operations such as mixing, grinding, casting and final assembly.

L3Harris’ site in Virginia currently has 256,000 square feet of manufacturing space and serves as the company’s Center of Excellence for Propellant Research and Small to Medium-sized Solid Rocket Motor Production.

L3Harris is also modernizing and expanding solid rocket motor production at its sites in Camden, Arkansas, and Huntsville, Alabama. The company’s ongoing investments in new facilities, equipment and processes will enable it to double, triple and quadruple solid rocket motor production rates for a range of key programs.

Secretary of War Announces Marine General, Navy Flag Officer Nominations



From the Department of War, April 15, 2026

ARLINGTON, Va. – Secretary of War Pete Hegseth announced that President Donald J. Trump has made the following nominations:

Marine Corps Lt. Gen. Roger B. Turner Jr. for reappointment to the grade of lieutenant general, with assignment as commander, U.S. Marine Corps Forces Pacific and commanding general, Fleet Marine Force Pacific, Camp H. M. Smith, Hawaii. Turner is currently serving as commanding general, III Marine Expeditionary Force and commander, Marine Forces Japan, Okinawa, Japan.

Marine Corps Maj. Gen. Keith D. Reventlow for appointment to the grade of lieutenant general, with assignment as director for Logistics, J-4, Joint Staff, Pentagon, Washington, D.C. Reventlow is currently serving as commanding general, Marine Corps Logistics Command, Albany, Georgia.

Marine Corps Maj. Gen. George B. Rowell IV for appointment to the grade of lieutenant general, with assignment as deputy commander, U.S. Indo-Pacific Command, Camp H. M. Smith, Hawaii. Rowell is currently serving as director, J-5, U.S. Indo-Pacific Command, Camp H. M. Smith, Hawaii.

Marine Corps Maj. Gen. Thomas B. Savage for appointment to the grade of lieutenant general, with assignment as deputy commandant, Training and Education, and commanding general, Training and Education Command, Quantico, Virginia. Savage is currently serving as commanding general, 1st Marine Division, Camp Pendleton, California.

Marine Corps Maj. Gen. James B. Wellons for appointment to the grade of lieutenant general, with assignment as deputy commandant for Programs and Resources, Headquarters, U.S. Marine Corps, Pentagon, Washington, D.C. Wellons is currently serving as special projects officer to the Assistant Commandant of the Marine Corps, Pentagon, Washington, D.C.

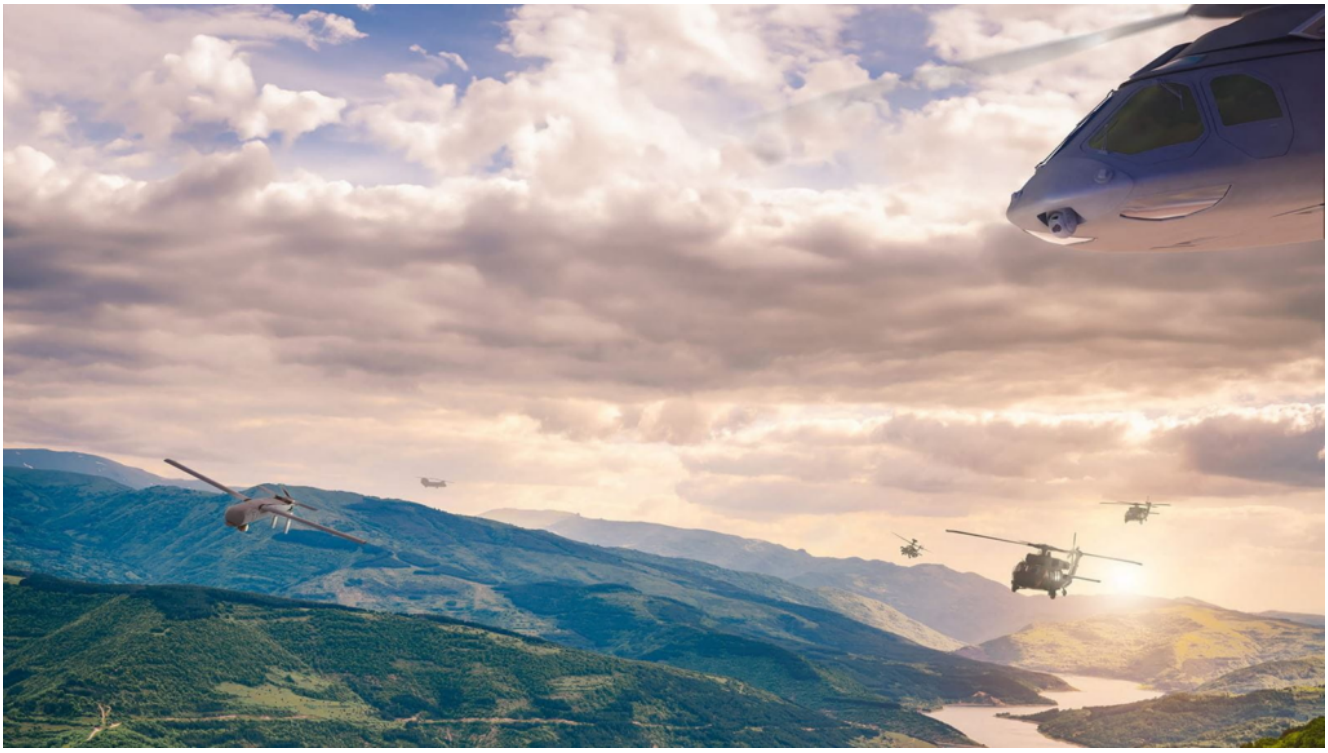
Marine Corps Col. Peter D. Houtz for appointment to the grade of brigadier general. Houtz is currently serving as assistant judge advocate general of the Navy, Office of the Judge Advocate General, Office of the Secretary of the Navy, Washington Navy Yard, Washington, D.C.

Navy Vice Adm. John F. Wade for reappointment to the grade of vice admiral, with assignment as senior military assistant to the Secretary of War, Pentagon, Washington, D.C. Wade is currently serving as commander, Third Fleet, San Diego, California.

Navy Rear Adm. Douglas L. Williams, for appointment to the

grade of vice admiral, with assignment as director for Strategic Systems Programs, Washington Navy Yard, Washington, D.C. Williams is currently serving as director for Test, Missile Defense Agency, Fort Belvoir, Virginia.

RTX’s Raytheon completes first flight test for RAIVEN® sensing system



April 15, 2026

Next-generation intelligent sensor provides superior situational awareness

ARLINGTON, Va., April 15, 2026 /PRNewswire/ — Raytheon, an RTX (NYSE: RTX) business, has successfully completed the first flight test of its RAIVEN® Staring system, an air-cooled

sensor suite that delivers greater situational awareness and operator survivability, on a UH-60 Black Hawk helicopter. During the test, the system, which included three sensors, accurately mapped urban landscape, marshes and coastline in zero illumination and with 270-degree situational awareness.

RAIVEN Staring, part of the RAIVEN product family, is a next-generation electro-optical and infrared (EO/IR) solution that is platform agnostic, scalable and customizable for missions across air, ground and sea. Its open systems architecture allows for easy system integration and component upgrades.

“This test showcases the RAIVEN Staring system’s advanced sensing capabilities, enabling partners and allies to better identify and respond to threats through integrated situational awareness,” said Dan Theisen, president of Advanced Products and Solutions at Raytheon. “This offering will provide a significant increase in survivability and mission effectiveness through unprecedented situational awareness, high-resolution pilotage functions as well as passive missile detection, warning and tracking.”

The RAIVEN EO/IR product family is configurable and can support up to a spherical 360-degree field of view, which significantly improves the speed and accuracy of object detection, recognition and identification. This provides operators with increased visibility in a variety of degraded visual environments, terrains and battle scenarios.

The sensors are produced in McKinney, Texas. Additional flight tests will take place throughout 2026.

Airbus and Lakota Connector Partners Successfully Execute Fourth Autonomous Flight Test

WASHINGTON (April 15, 2026)—Airbus U.S. Space & Defense, in partnership with Shield AI, L3Harris Technologies (NYSE: LHX), and Parry Labs, completed its fourth autonomous flight test on the H145 Airbus helicopter and successfully integrated all four company's technologies into a single aircraft together for the first time.

The test flights, which took place at the Airbus facility in Grand Prairie, Texas, focused on refining the aircraft's perception system to ensure it provides accurate, real-time information to an autonomous pilot ensuring obstacles are avoided within a landing zone.
"This test was vital for us to show the Lakota Connector's development in performing aerial logistics missions for the U.S. Marine Corps,"

said Rob Geckle, Chairman and CEO of Airbus U.S. Space and Defense. "Perception systems can make or break the success of an unmanned mission in the field, and I am excited to see our aircraft perform so well under uncertain conditions."

During the tests, each partner's contribution enabled the H145 aircraft to autonomously evaluate a landing zone, detect any obstacles obstructing it, and reroute to an alternate site as needed.

"L3Harris is delivering the digital backbone that advances autonomous aviation from concept to combat-ready capability," said Jason Lambert, President, Intelligence, Surveillance and Reconnaissance, L3Harris. "Our Modular Open System Architecture enabled this team to integrate four partner technologies seamlessly, demonstrating the speed and

interoperability that will define the future of unmanned logistics for the Marine Corps.”

Shield AI’s Hivemind demonstrated its core capabilities and autonomous perception of the aircraft.

“This H145 flight test proves Hivemind delivers scalable autonomy across rotary and fixed-wing aircraft without custom redesign,” said Christian Gutierrez, vice president of Hivemind Solutions at Shield AI. “That speed and flexibility are critical in contested logistics.”

Parry Labs provided edge compute and autonomy-enabling software infrastructure supporting onboard perception processing and real-time decision-making.

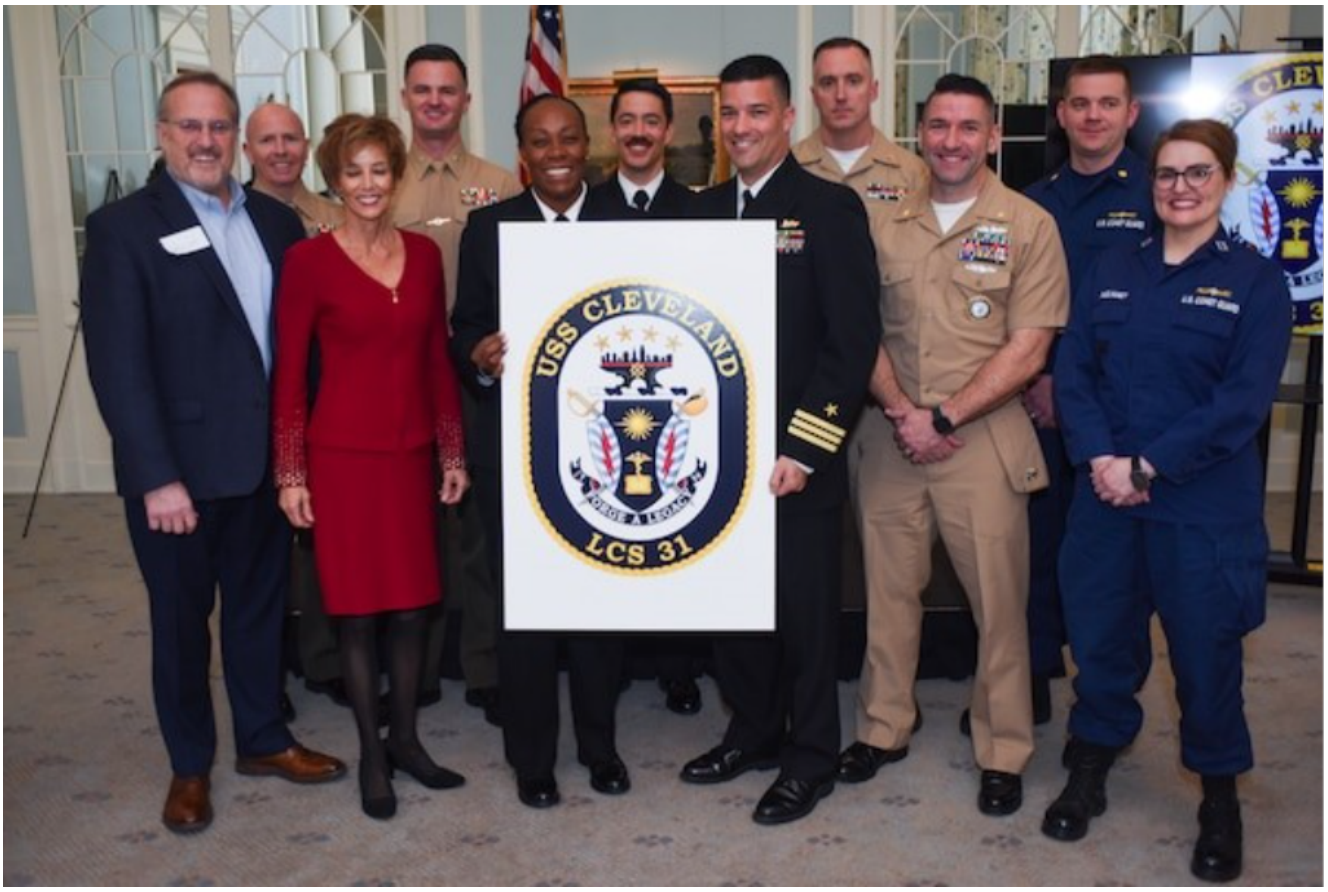
“Autonomy only works when perception and mission software operate together at the edge,” said Parry Labs CEO John “JD” Parkes. “This flight test showed how partner technologies can be rapidly integrated to deliver real-world operational capabilities.”

Airbus U.S. is currently in the second year of the Aerial Logistics Connector Middle Tier of Acquisition (MTA) Rapid Prototyping Program, which aims to provide the service with aircraft prototypes to demonstrate capabilities to the warfighter through a series of operational demonstrations and experiments.

In May 2024, Naval Air Systems Command (NAVAIR) awarded Airbus U.S. Space & Defense a Phase I Other Transaction Authority (OTA) through the Naval Aviation Systems Consortium, based on its unmanned UH-72 Logistics Connector concept, a variant of the proven UH-72 Lakota platform.

The Aerial Logistics Connector effort is one of several initiatives across the Department of Defense aimed at delivering logistical support in distributed environments during peer or near- peer conflicts.

Navy Announces Commissioning Date, Location for the Future USS Cleveland



Cmdr. Bruce Hallett, commanding officer of the Freedom-class Littoral Combat Ship USS Cleveland (LCS-31) and Command Master Chief Carla Bellamy take a group photo with the Cleveland Legacy Foundation and active duty service members after revealing the ships crest with Friday, April 5, 2024.
From U.S. Fleet Forces Command, 14 April 2026

The U.S. Navy will commission the future Freedom-variant Littoral Combat Ship USS Cleveland (LCS 31) on May 16, 2026, in Cleveland, Ohio.

Cmdr. Bruce Hallett, commanding officer of the Freedom-class

Littoral Combat Ship USS Cleveland (LCS-31) and Command Master Chief Carla Bellamy take a group photo with the Cleveland Legacy Foundation and active-duty service members after revealing the ships crest with Friday, April 5, 2024.

The commissioning marks the completion of the final Freedom-variant Littoral Combat Ship construction phase, a sustained acquisition effort between the Navy and industry partners for two decades.

The sponsor of LCS 31 is Robyn Modly, the wife of former Acting Secretary of the Navy Thomas Modly. In keeping with Navy tradition, Modly will give the order during the ceremony to "man our ship and bring her to life!" At that moment, the commissioning pennant will be hoisted, and USS Cleveland will officially enter the fleet.

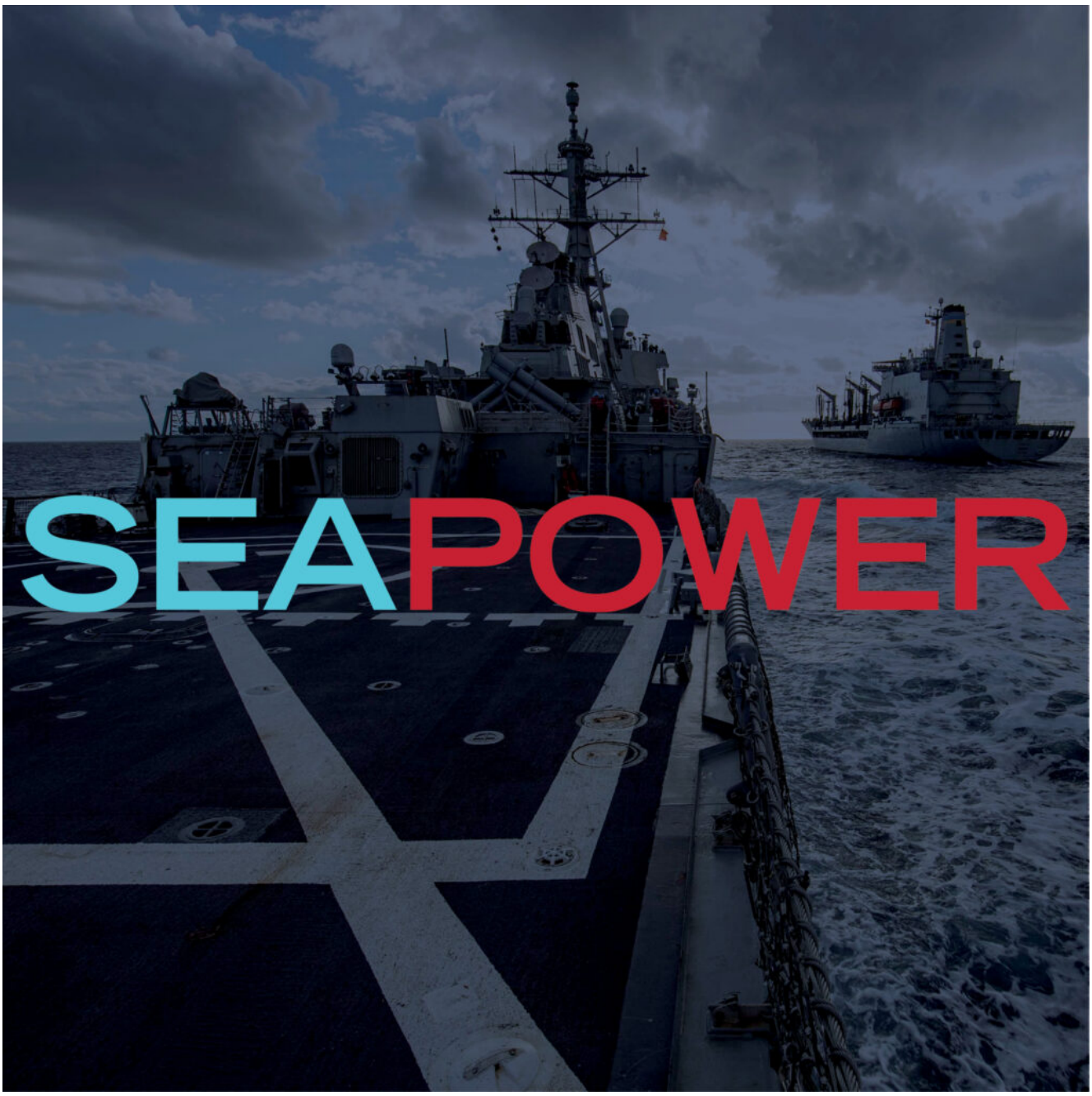
The ship's motto, "Forge a Legacy," honors Cleveland's industrial history and the strength of its citizens. The ship's crest features an anvil and a red stripe, symbolizing the city's steel manufacturing roots, and sixteen rays of sun representing USS Cleveland as the sixteenth Freedom-class ship. It is the fourth U.S. Navy ship to bear its name.

Following its commissioning, LCS 31 will be homeported at Mayport, Florida. Littoral combat ships are fast, optimally manned, mission-tailored surface combatants that operate in both near-shore and open-ocean environments, countering 21st-century coastal threats. LCS ships integrate with joint, combined, manned, and unmanned teams to support forward presence, maritime security, sea control, and deterrence missions around the globe.

The commissioning ceremony for the future USS Cleveland (LCS 31) will be livestreamed at http://www.dvidshub.net/webcast/37601. The webcast is scheduled to begin at 9:45 a.m. EST, and the ceremony begins at 10 a.m. EST on May 16.

The mission of Commander, Naval Surface Force, U.S. Pacific Fleet (CNSP) is to man, train, and equip the Surface Force to provide fleet commanders with credible naval power to control the sea and project power ashore.

U.S. to Blockade Ships Entering or Exiting Iranian Ports



From U.S. Central Command, April 12, 2026

TAMPA, Fla. – U.S. Central Command (CENTCOM) forces will begin implementing a blockade of all maritime traffic entering and exiting Iranian ports on April 13 at 10 a.m. ET, in accordance with the President's proclamation.

The blockade will be enforced impartially against vessels of all nations entering or departing Iranian ports and coastal areas, including all Iranian ports on the Arabian Gulf and Gulf of Oman. CENTCOM forces will not impede freedom of navigation for vessels transiting the Strait of Hormuz to and

from non-Iranian ports.

Additional information will be provided to commercial mariners through a formal notice prior to the start of the blockade. All mariners are advised to monitor Notice to Mariners broadcasts and contact U.S. naval forces on bridge-to-bridge channel 16 when operating in the Gulf of Oman and Strait of Hormuz approaches.