Royal Navy Ship to Support Haiti Earthquake Response

The Royal Navy ship RFA Wave Knight is supporting the international humanitarian response both as a landing pad for US military helicopters and the U.K. government is also sending a team of medical and humanitarian experts to the country following a request for international assistance by the Haitian government. *U.K. MINISTRY OF DEFENCE*

LONDON — The U.K. Government announced on Aug. 19 a package of up to £1 million of initial support to Haiti, as the country recovers from the recent devastating earthquake, the U.K. Ministry of Defence said in a release.

The Royal Navy ship RFA Wave Knight will also support the U.S. contribution to the international humanitarian response. The Wave-class fast fleet tanker — part of the Royal Navy's Royal Fleet Auxiliary (RFA) — will serve as a landing pad for U.S. military helicopters responding to the crisis in Haiti.

This is in addition to significant U.K. contributions to the U.N. Central Emergency Response Fund, the Red Cross Disaster Relief Fund and the Start Fund, which have allocated funding of £5.8 million, £600,000 and £250,000 respectively.

Following a request for international assistance from the Haitian government, the United Kingdom will send a team of medical experts and a U.K. humanitarian expert to provide support.

"Communities in the Caribbean can rely on the Royal Navy to come to their aid when disaster strikes," said Defence Secretary Ben Wallace. "The Royal Navy has a proud history of supporting British Overseas Territories and other partners in the Caribbean during hurricane season. I'm proud that the U.K. can now play a part in the U.S. effort to respond to the

devastating earthquake in Haiti."

Experts from the U.K.'s Emergency Medical Team (UK EMT) will be deployed to Haiti this week to assess requirements for medical assistance and identify additional support that the UK could provide to affected communities.

"It is at times like this that the international community must come together to help those in crisis," said U.K. Minister for the Caribbean Lord (Tariq) Ahmad of Wimbledon. "The UK's support will add to Haiti's efforts to provide emergency disaster relief to those most vulnerable, including access to vital healthcare and sanitation."

The team of four medical experts from the United Kingdom, Italy and France specialize in emergency medicine, rehabilitation and logistics, as well as humanitarian health care. They are expected to deploy for up to two weeks.

On top of this, a U.K. humanitarian expert will arrive in Haiti as part of a U.N. Disaster Assessment and Coordination (UNDAC) mission, to help assess damage and humanitarian needs resulting from the earthquake.

The United Kingdom will also support the Caribbean Disaster Emergency Agency (CDEMA) who will support the Haiti Civil Protection Department with operations and coordination.

MQ-25 Achieves Air-to-Air Refueling with E-2D

The MQ-25 Stingray test asset refuels an E-2D aircraft Aug.18 at MidAmerica Airport in Illinois. *BOEING*

PATUXENT RIVER, Md. – The Navy's Unmanned Carrier Aviation program completed its first aerial refueling flight with an E-2D aircraft Aug.18 at MidAmerica Airport in Mascoutah, Illinois.

The Boeing-owned MQ-25 test asset, known as T1, transferred fuel to an E-2D Advanced Hawkeye, the newest variant of the E-2 platform which was upgraded with an aerial refueling capability in 2019.

"Once operational, the MQ-25 will refuel every receiver-capable platform including E-2," said Capt. Chad Reed, the Navy's Unmanned Carrier Aviation (PMA-268) program manager. "This flight keeps us on a fast track to getting the Stingray out to the fleet where its refueling capability will greatly increase the range and operational flexibility of the carrier air wing and strike group."

This test marks the second refueling flight for the MQ-25 program. In June, the government/industry team completed the historic first unmanned tanking flight with an F/A-18 Super Hornet.

During the six-hour flight, Navy E-2D pilots from Air Test and Evaluation Squadron Two Zero (VX) 20 approached T1, performed formation evaluations, wake surveys, drogue tracking and plugs with the MQ-25 test asset at 220 knots calibrated airspeed (KCAS) and 10,000 feet. This test allows the program to analyze the aerodynamic interaction of the two aircraft. The team can then determine if any adjustments to guidance and control are required and make those software updates early, with no impact to the developmental test schedule.

T1 testing will continue over the next several months to include flight envelope expansion, engine testing, and deck handling demonstrations aboard an aircraft carrier before the MQ-25 engineering, manufacturing and development aircraft are delivered next year.

“MQ-25 is leading the way as naval aviation transforms to include cutting-edge unmanned platforms,” said Capt. Michael France, the Navy’s Airborne Command & Control and Logistics Wing (ACCLW) commodore. “Our fleet integration team (FIT) is actively preparing for the Stingray’s arrival and we’re excited for the innovative capabilities of the MQ-25 that will transform our mobility and power projection. For the first time, the eyes and ears of the fleet will now be able to provide up-to-the-minute information from deep within theater to facilitate rapid-decision making by carrier strike group leadership.”

The ACCLW will integrate the MQ-25A Stingray into the carrier air wing alongside the E-2 and C-2 squadrons. The Stingray’s persistent mission tanking coupled with the E-2D’s aerial refueling capability will transform the Hawkeye from an over-the-horizon airborne early warning platform limited to shorter missions in the carrier environment, to an asset capable of providing comprehensive battle management for extended periods from anywhere within the battlespace.

The MQ-25A FIT is working with PMA-268 and Boeing to ensure the end user (MQ-25 operators) have early input as the aircraft moves quickly from development through test. The Navy will begin standing up the fleet replacement squadron, Unmanned Carrier-Launched Multi Role Squadron (VUQ) 10, later this year followed by two MQ-25A squadrons, VUQ-11 and 12. These squadrons will deploy detachments to the U.S. Navy’s aircraft carriers.

MQ-25 will be the world’s first operational carrier-based unmanned aircraft and provide critical aerial refueling and intelligence, surveillance and reconnaissance capabilities that will greatly expand the global reach, operational flexibility and lethality of the carrier air wing and carrier strike group. The Stingray is a foundational step toward the Navy’s strategic vision of a future fleet augmented by unmanned systems to pace the evolving challenges of the 21st

century.

BAE Systems to Provide Engineering, Integration for Navy's Secure Communications

MCLEAN, Va. – The U.S. Navy awarded BAE Systems, Inc. a $140 million indefinite-delivery/indefinite-quantity contract for communications engineering support and integration services. From concept through deployment, the company will customize command, control, communications, computer, and intelligence (C4I) systems to ensure America's warfighters have reliable and secure communications across all domains, the company said in an Aug. 18 release. The contract – which BAE Systems has won for the past 40 years – includes one base ordering year with four option years.

"We are pleased to continue our longstanding partnership with the Navy in supporting secure and robust military operations worldwide," said Lisa Hand, vice president and general manager of BAE Systems Integrated Defense Solutions business. "As the threat landscape continues to evolve, maintaining an information advantage through secure information technology (IT) systems is critical. We deliver advanced C4I systems with surety that information access and data transmission are secure and reliable."

Through this contract, BAE Systems will support the Naval Air Warfare Center Aircraft Division Webster Outlying Field Integrated Command and Control (C2) and Intelligence Division's mission with rapid response solutions to close critical communication capability gaps. In addition to

engineering design and integration of legacy, current, and next-generation exterior communications, BAE Systems will also provide technical support for IT infrastructure, electronic security systems, and audio-visual and video-teleconferencing.

Leonardo DRS Link-22 Signal Processing Controller Successfully Completes Interoperability Testing

An artist's conception of Leonardo DRS' Link-22 Signal Processing Controller in action. *LEONARDO DRS*

ARLINGTON, Va, – Leonardo DRS announced it has successfully completed formal interoperability testing of its Link-22 Signal Processing Controller (SPC) within the NATO Improved Link Eleven (NILE) Link-22 Network. Compliance with this standard allows Leonardo DRS to provide world-class production of the technology and full interoperability with all NATO and allied partners supporting operations and exercises in the Indo-Pacific Command theater.

Leonardo DRS worked closely with the NILE team to successfully complete all cycles and posture for future advancements. The success illustrates that Leonardo DRS SPCs are compliant with Link-22 Block Cycle 9 specifications for current and emerging mission requirements for users around the world.

Link-22 tactical datalinks are used by the U.S. military and other allied military forces to increase joint and coalition

communications in the surface, subsurface, land, and air domains by providing unprecedented situational awareness across the battle space. It is the primary means to exchange data, including radar tracking information beyond line of sight.

“Leonardo DRS is very proud to provide a fully compliant Link-22 solution to our allies around the world,” said Larry Ezell, senior vice president and general manager of the Leonardo DRS Airborne and Intelligence Systems business. “These systems are positioned for current and emerging mission requirements and the signal processor controllers ensure U.S. and allied forces have the best long-haul communications and situational awareness possible.”

With over 40 years of tactical datalink experience, 1,100 Link-22-capable SPCs and more than 3,000 Link-11 Data Terminal Sets delivered, deployed, and on order, military services around the globe depend on Leonardo DRS for beyond-line-of-sight communications guaranteeing interoperability across domains, platforms, and nations. The company continues to invest in Link-22 technology, giving users high performance for today’s battlefield while offering capability and growth for future mission sets.

HII Completes Acquisition of Alion Science and Technology

NEWPORT NEWS, Va. – Huntington Ingalls Industries (HII) has completed the acquisition of Alion Science and Technology, a technology-driven solutions provider located in McLean, Virginia, from Veritas Capital, a leading investor in

companies operating at the intersection of technology and government, HII announced in an Aug.19 release.

Alion provides advanced engineering, research and development services in the areas of intelligence, surveillance and reconnaissance (ISR), military training and simulation, cyber and data analytics and other next-generation technology-based solutions to the global defense marketplace. Alion has more than 3,200 employees with more that 80% of employees maintaining security clearances.

“Alion greatly expands our ability to provide leading-edge solutions to the nation’s most complex national security challenges,” said Andy Green, HII executive vice president and president of HII’s Technical Solutions division. “Alion is a perfect complement to our existing capabilities in the technology-driven defense and federal solutions space. The services and products they provide are directly in line with the strategic focus that we have articulated for Technical Solutions. Most importantly, we are excited to welcome such a widely respected group of experts to our team.”

U.S. Forces Conduct Sinking Exercise

U.S. joint forces conduct a coordinated multi-domain, multi-axis, long-range maritime strikes in the Hawaiian Islands Operating Area during a sinking exercise on the decommissioned guided-missile frigate ex-USS Ingraham (FFG 61), Aug. 15, 2021. The exercise synchronized joint, multi-domain, multi-axis fires with near simultaneous times on target to sink the hulk. *U.S. NAVY / Mass Communication Specialist 1st Class*

David Mora Jr.
PEARL HARBOR, Hawaii – U.S. joint forces conducted coordinated multi-domain, multi-axis, long-range maritime strikes in the Hawaiian Islands Operating Area during a sinking exercise on the decommissioned guided missile frigate ex-USS Ingraham, Aug. 15, the U.S. 3rd Fleet said in an 18 Aug. release.

Units from Vinson Carrier Strike Group (VINCSG), Submarine Forces Pacific, 1 Marine Expeditionary Force/3rd Marine Air Wing, III Marine Expeditionary/3rd Marine Division, and U.S. Army Multi-Domain Task Force participated in the joint, live-fire exercise.

“Lethal combat power was effectively applied to a variety of maritime threats over the last two weeks in a simulated environment as part of the Navy’s Large-Scale Exercise and expertly demonstrated Sunday with live ordnance,” said U.S. 3rd Fleet Commander Vice Adm. Steve Koehler. “The precise and coordinated strikes from the Navy and our Joint teammates resulted in the rapid destruction and sinking of the target ship and exemplify our ability to decisively apply force in the maritime battlespace.”

Former Navy vessels used in sinking exercises, referred to as hulks, are prepared in strict compliance with regulations prescribed and enforced by the Environmental Protection Agency under a general permit the Navy holds pursuant to the Marine Protection, Research and Sanctuaries Act.

Each exercise is required to sink the hulk in at least 1,000 fathoms (6,000 feet) of water and at least 50 nautical miles from land and surveys are conducted to safeguard against harm to people or marine mammals during the event. Prior to being transported for participation in a sinking exercise, each vessel is put through a rigorous cleaning process for environmental safety and is inspected to ensure the ship meets EPA requirements.

Ex-Ingraham was a guided missile frigate commissioned on Aug. 5, 1989, and was decommissioned on Jan. 30, 2015. The ship was named for Duncan Nathaniel Ingraham and is the fourth Navy ship with the namesake. It is the second of its name to be used in a sinking exercise; ex-USS Ingraham (DD 694), which was decommissioned in 1971 and sold to the Greek Navy, was sunk in 2001.

USS Higgins, USS Howard Arrive in New Homeport, Yokosuka, Japan

The Arleigh Burke-class guided-missile destroyer USS Howard (DDG 83) arrives at Commander, Fleet Activities Yokosuka (CFAY), Japan Aug. 16 as one of the newest additions to Commander, Task Force (CTF) 71/Destroyer Squadron (DESRON) 15. Howard is assigned to CTF 71/DESRON 15, the Navy's largest forward deployed DESRON and the U.S. 7th Fleet's principle surface force. *U.S. NAVY / Ryo Isobe*

YOKOSUKA, Japan – The Arleigh Burke-class guided missile destroyers, USS Higgins (DDG 76) and USS Howard (DDG 83) arrived Aug. 16, to their new forward-deployed location in Fleet Activities Yokosuka, Japan, commander, Task Force 71 said in a release.

The forward presence of Higgins and Howard directly supports enduring national security strategic guidance initiatives to posture the most capable units forward in the Indo-Pacific Region. Their addition to Destroyer Squadron (DESRON) 15 continues support toward the security of the United States and its allies and partners, including shared strategic

interests.

The United States values Japan’s contributions to the Indo-Pacific and its long-term commitment and hospitality in hosting U.S. forces forward-deployed there. These forces, along with their counterparts in the Japan Maritime Self-Defense Force, frequently operate together allowing a rapid response with maritime and joint forces to uphold a rules-based international order that promotes security and well-being.

Higgins and Howard’s arrival brings striking power and operational readiness to maintain a presence in the region, preserve peace and security, and further our maritime partnerships.

“We are excited to have Higgins and Howard join our forward-deployed team,” said Capt. Chase Sargeant, commander, Task Force (CTF) 71. “These two ships will be an integral part of the 7th Fleet team for years to come.”

Higgins is a Flight II destroyer with ballistic missile defense capabilities and Howard is a Flight IIA destroyer capable of embarking two MH-60 variant helicopters with improved ballistic-missile defense, anti-air, and surface warfare capabilities.

“These destroyers are some of the most capable ships our Navy has to offer,” added Sargeant. “Adding them to our forward deployed forces is a clear signal of our continuing commitment to our partners and allies, and our mutual commitment to maintaining stable regional maritime security.”

Sailors and their family members received relocation briefings and support, to include the current Commander Naval Forces Japan COVID-19 mitigation measures all service members and their families are expected to adhere to. These measures ensure the United States Navy is doing its part to stop the spread of the corona virus and protect Sailors, their families

and the local community.

As the U.S. Navy's largest forward-deployed fleet, 7th Fleet employs 50 to 70 ships and submarines across the Western Pacific and Indian Oceans. U.S. 7th Fleet routinely operates and interacts with 35 maritime nations while conducting missions to preserve and protect a free and open Indo-Pacific region.

U.S. Coast Guard Completes Operation Nanook 2021

The USCGC Escanaba (WMEC 907) sails by an iceberg in the Labrador Sea. The Escanaba is a 270-foot Famous-class medium endurance cutter with a crew of around 100 conducting many of the service's missions, emphasizing law enforcement and security. *U.S. COAST GUARD / Petty Officer 3rd Class Dyxan Williams*

NUUK, Greenland – Strengthening partnerships and testing interoperability, the Coast Guard cutters Escanaba (WMEC 907) and Richard Snyder (WPC 1127) participated in Operation Nanook in early to mid-August, Coast Guard Atlantic Area said Aug. 17.

Operation Nanook is the Canadian Armed Forces' signature Arctic operation, comprising a series of comprehensive, joint, interagency, and multinational activities designed to exercise the defense of Canada and security in the region and incident management response and search rescue capabilities. With commercial traffic and cruise ships increasingly visible in the Arctic, international collaborations are necessary to meet this increased traffic's potential search and rescue

challenges. Nanook-Tuugaalik is the maritime component of the Nanook series of deployments and training events intended to be an Arctic naval presence operation and domain awareness of the waters in and around Baffin Bay and Davis Strait. Nanook-Tatigiit is the incident management and search and rescue exercise portion.

“We had excellent training with the crews of HMCS Harry Dewolf [AOPV 430], HMCS Goose Bay [MM 707], and Richard Snyder. The joint effort during Tuugaalik and Tatigiit included multi-ship small boat training, formation steaming, hailing and signals exercises, and more. Weather, especially in the Arctic, is a genuine consideration, and increasing sea state and fog tested us,” said Cmdr. Ben Spector, the commanding officer of Escanaba. “The U.S. Coast Guard remains committed to conducting operations and combined maritime exercises throughout the Atlantic and the Arctic region, ensuring mission capacity and future force readiness. Training with our partners and allied nations ensure all countries are ready, relevant, and responsive in an ever-evolving maritime environment.”

This operation is also the first time the U.S. Coast Guard deployed a 154-foot Sentinel-class fast response cutter to the region, USCGC Richard Snyder. As the inventory of FRCs grows, the U.S. Coast Guard continues to test the full range of their capability, including operations in high latitude environments. While these ships are not ice-strengthened, units observed mitigations, such as the deployment time of year and carefully considering operating areas.

“The FRC has fared exceedingly well in the Arctic. Our major concerns were fuel and food, and there have been no issues with either as the cutter continues to steam through the operational area and complete all training and interactions with stellar results,” said Lt. Cmdr. Gregory Bredariol, the commanding officer of Richard Snyder. “We’ve done some once-in-a-lifetime activities including fjords transits, getting

close aboard icebergs much larger than the cutter, restricted waters transits in harsh conditions and deployment to an unfamiliar but mission-critical area. Our colleagues aboard the Escanaba were critical in our deployment, assisting with logistics and operational support. I can’t express enough our appreciation as we deployed far from our normal operations area and completed mission sets that we don’t generally practice. As a cutter based in Atlantic Beach, North Carolina, we primarily focus on living marine resources and search and rescue.”

Following Nanook, both ship’s crews are conducting engagements and resupplying in Nuuk. Snyder will return home. Escanaba will transition to support Frontier Sentinel, an annual exercise between the U.S. Coast Guard, U.S. Navy, and Royal Canadian Navy, ensuring the ability of the Tri-Party Staff and tactical assets to work together. This year’s live exercise uses feedback from the prior year’s tabletop discussion.

Participants in all exercises are observing COVID-19 protocols to mitigate exposure and comply with host nation guidelines. Exercise scenarios took into account our COVID restrictions and respective realities.

Operation Nanook is the third of four major deployments of the U.S. Coast Guard’s Atlantic Arctic Season. In June, the USCGC Eagle (WIX 327) visited Iceland, where Vice Adm. Steven Poulin, the Atlantic Area commander, hosted Icelandic officials for Arctic discussions. Also, in June, the USCGC Maple (WLB 207) participated in the Danish Joint Arctic Command’s annual exercise, Ex Argus, in Southern Greenland with international partners. Later this fall, the USCGC Healy (WAGB 20) will make stops along the U.S. East Coast after transiting the Northwest Passage on their circumnavigation of North America.

Operation Nanook has been held annually since its inception over a decade ago. Last year’s exercise was scaled down due to

the COVID-19 pandemic. While participants could not conduct port visits, the activity focused on naval readiness, ship tracking, and gunnery operations between multinational partners, including the United States, Canada, Denmark, and France. The U.S. sent the USCGC Tahoma (WMEC 908) and USCGC Campbell (WMEC 909) to participate.

USCGC Escanaba is a 270-foot Famous-class medium endurance cutter with a crew of about 100 operating for the U.S. Coast Guard Atlantic Area. USCGC Richard Snyder is a Fifth Coast Guard District 154-foot Sentinel-class fast response cutter with a crew of about 24 also operating for U.S. Coast Guard Atlantic Area. The Atlantic Area commander and staff oversee all Coast Guard domestic operations east of the Rocky Mountains, including the Arctic, Caribbean and Southern Atlantic and Coast Guard out-of-hemisphere operations in Europe, Africa and Southwest Asia.

Oshkosh Defense Demonstrates ROGUE Fires Against Target at Sea

ROGUE Fires was demonstrated at SINKEX in Hawaii, Oshkosh Defense said Aug. 18. *U.S. MARINE CORPS / Maj. Nicholas Mannweiler*

OSHKOSH, Wis. – Oshkosh Defense successfully demonstrated the Joint Light Tactical Vehicle-based Remotely Operated Ground Unit for Expeditionary (ROGUE) Fires at the Sink at Sea Live Fire Training Exercises in Hawaii, the company said Aug. 18.

As part of the demonstration, a Navy Marine Expeditionary Ship

Interdiction System (NMESIS) launcher, based on a ROGUE Fires chassis, successfully launched a Naval Strike Missile (NSM) and scored a direct hit on a target at sea, said the company, a wholly owned subsidiary of Oshkosh Corp.

The exercise, known as SINKEX, is a component of the U.S. Navy's Large-Scale Exercise 2021, a global event in which Sailors and Marines test and validate the Navy and Marine Corps' operating concepts.

ROGUE Fires is an unmanned ground vehicle that leverages the Joint Light Tactical Vehicles' extreme off-road mobility and payload capacity and Oshkosh's advanced autonomous vehicle technologies to support Ground-Based Anti-Ship Missile operations. The unmanned technology associated with ROGUE Fires allows the vehicle to operate in teleoperator or leader-follower modes, which protect warfighters from threats by removing them from the vehicle entirely.

"ROGUE Fires was purpose-built and leverages next-generation capabilities from several proven Oshkosh Defense vehicle platforms and technologies," said Pat Williams, vice president and general manager of U.S. Army and Marine Corps Programs.

"Much like the JLTV itself, ROGUE Fires is tailorable to the mission at hand. The flexible design allows for the integration of scalable weapon system payloads to offer the combatant commanders flexibility based on the mission's requirements."

Since receiving the JLTV production contract in 2015, Oshkosh Defense has worked closely with leading weapon system manufacturers to integrate and test various weapon system payloads and levels of firepower onto the platform.

"The successful LSE demonstration validates the maturity of ROGUE Fires as a weapons platform and highlights its ability to add significant firepower and capability into the light tactical wheeled vehicle fleet," Williams said.

Navy Awards Austal USA Contract for LCS Maintenance, Modernization

USS Indianapolis (LCS 17), shown here at its 2019 commissioning ceremony, is one of the LCS homeported in Mayport, Florida. *U.S. NAVY / Mass Communication Specialist 3rd Class Timothy Haggerty*

MOBILE, Ala. – Austal USA was awarded a sustainment execution contract (SEC) by the U.S. Navy Aug. 13 for repair, maintenance, and modernization for all littoral combat ships (LCS) homeported in Mayport, Florida, the company said in an Aug. 16 release.

The SEC East contract is the second major service contract for Austal USA this month following the SEC West award Aug. 5. As a result, Austal USA is now positioned to support the entire LCS fleet worldwide. This award also marks a milestone in Austal USA's expansion to the east coast.

"Austal USA is committed to the success of the LCS program and the growth of our services business. This award enables us to support both variants anywhere in the world," Austal USA interim president Rusty Murdaugh said. "The SEC West and SEC East awards are a direct reflection of the growth of our services capabilities and the confidence the U.S. Navy has in Austal to provide critical services to the fleet regardless of location."

The SEC East award is yet another building block to Austal's continued investment in its service business. Following continued investment in its service centers in Mobile, San

Diego and Singapore, Austal USA was awarded an SEC West contract Aug. 5 to support all LCS homeported in San Diego. Additionally, In September 2020, the company invested in its U.S. Gulf Coast service operation, expanding its Mobile service center by purchasing 15 acres of waterfront property along the Mobile River. The purchase included 100,000 square feet of covered repair facilities and a 20,000-ton Panamax-class floating dry dock and supports both government and commercial service and repair.

“We’re excited to add service capabilities in Mayport to support the U.S. Navy’s Southeast Regional Maintenance Center and grow our involvement in the Jacksonville community,” Murdaugh said. “We continue to invest in our service business to ensure our customers have the very best service and support available to them anytime, anywhere.”