

# Lockheed Gains \$13.9 Million for Navy Advanced Electronic Warfare Systems Work

SYRACUSE, N.Y. – Lockheed Martin will continue supporting engineering and fielding efforts for the Surface Electronic Warfare Improvement Program (SEWIP) AN/SLQ-32(V)6 under a \$13.9 million engineering services contract awarded by the U.S. Navy, the company said in a Jan. 13 release.

Services include engineering efforts to perform analysis and design, document engineering baselines and modification of systems, subsystems and components for test and evaluation.

“We are proud to continue providing the U.S. Navy with ongoing engineering services for the SEWIP program. Our partnership and commitment to the Navy and to keeping our warfighters safe is our No. 1 priority,” said Hamid Salim, vice president of advanced product solutions for Lockheed Martin Rotary and Mission Systems. “The SEWIP system enables electromagnetic spectrum dominance for our naval fleet.”

AN/SLQ-32(V)6 incorporates electronic support receiver, antenna and combat system interface upgrades as well as adding the high gain/high sensitivity adjunct sensor, the specific emitter identification adjunct sensor, the AN/SLA-10D blanker and a liquid conditioning

unit.

This

award is part of a five-year contract totaling \$75 million if all options are exercised. Work will be performed at the corporation's electronic warfare center of excellence in Syracuse, New York.

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## **Navy Awards Lockheed \$43 Million for E-2D Electronic Support Measures Upgrade**

OWEGO, N.Y. – Lockheed Martin has received a \$43 million contract modification from the U.S. Navy to upgrade to the AN/ALQ-217 Electronic Support Measures (ESM) system for the E-2D Advanced Hawkeye, the company said in a release.

This

modification increases the scope of the existing E-2D AN/ALQ-217D electronic support measures and provides upgrades to the receiver/processor, active front end and receiver antenna weapons replaceable assemblies.

These

upgrades will give the warfighter additional performance in dense littoral and open-ocean environments. The system's enhanced situational awareness and full

autonomy will also reduce operator workload, enable faster reaction time and improve survivability.

“We are pleased to provide an upgraded AN/ALQ-217 ESM system for our U.S. Navy customer,” said Hamid Salim, vice president, Advanced Product Solutions, Lockheed Martin Rotary and Mission Systems. “The additional modifications are critical upgrades for the E-2D Advanced Hawkeye to improve overall performance in a contested battlespace and provide the capability required by today’s warfighter.”

The Lockheed team will deliver several AN/ALQ-217D ESM upgrade kits to support development and test through 2023. This is a 12-month period of performance adjustment from the initial contract award.

The base AN/ALQ-217D contract upgrades include improved combat identification networked-electronic warfare for multiship geolocation with other carrier air wing aircraft and detection of advanced threat radar systems. In addition, the upgrades further improve the platform’s antennas and active front ends.

Lockheed Martin has been the AN/ALQ-217 ESM supplier on the E-2D Advanced Hawkeye program since 1999. Most of the work will be performed in Owego, New York, and is expected to be completed by September 2023.

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# Raytheon, Major Tool and Machine Team Up on SPY-6 Radars

WASHINGTON, D.C. –

Raytheon has signed an exclusive teaming agreement with Major Tool & Machine Inc. to develop array structures for the U.S. Navy's SPY-6 radar program when it transitions from low-rate initial production to hardware production and sustainment, Raytheon said in a Jan. 14 release.

SPY-6 is a family of next-generation, integrated air and missile defense radars that is being installed on more than 50 ships across seven Navy ship classes.

"Major Tool's array structures will literally serve as the foundation upon which we build the U.S. Navy's most advanced radars," said Paul Ferraro, vice president of Raytheon's Seapower Capability Systems business. "Our team of industry-leading partners is ready to deliver SPY-6's unmatched, multimission capability to the surface fleet."

Since its inception in January 2014, the Raytheon-led SPY-6 program has met all 20 milestones, ahead of or on schedule. The radar has a track record of performance, demonstrating its multimission capabilities against an array of single and multiple, simultaneous targets throughout the Navy's extensive testing program.

AN/SPY-6(V) remains on schedule for delivery to the first DDG 51 Flight III, the future USS Jack H. Lucas (DDG 125). The

first delivery of AN/SPY-6(V)2 to LHA 8, the USS Bougainville, an America-class amphibious assault ship, is on plan for 2021.

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## **L3Harris to Provide Expeditionary UUVs to Navy**

FALL RIVER, Mass. – L3Harris Technologies has been selected to provide an unmanned undersea vehicle for expeditionary undersea missions for U.S. military forces by the U.S. Navy and the Defense Innovation Unit (DIU), the company said in a Jan. 14 release.

DIU, which accelerates commercial technology to solve national security solutions, awarded the agreement to L3Harris for the Navy's Next Generation Small-Class Maritime Expeditionary Mine Countermeasures Unmanned Undersea Vehicle (MEMUUV) program.

<https://www.youtube.com/watch?v=5DcWpCJaxVA>

This award includes the delivery and testing of an Iver4-900 PW UUV and two field swappable modular payload sections, including real aperture and synthetic aperture sonars. Additional sensors, swappable battery chemistries and data solutions are included with the prototype system to provide U.S. military forces with a highly capable UUV that can detect, classify, localize and identify targets on the ocean floor and in the water column in support of Expeditionary Mine Countermeasures (ExMCM), Explosive Ordnance Disposal (EOD) and undersea search operations.

“The Iver4 is the culmination of many years of UUV

development, customer feedback and application knowledge for military applications,” said Daryl Slocum, vice president and general manager of unmanned maritime systems for L3Harris. “This platform has been custom-built to address the needs of the ExMCM and EOD communities. With its flexible payload, transportable package, extended endurance and high-performance accuracy, the Iver4 is leading the next generation of small class UUVs.”

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## **Lockheed to Deliver 50 C-130Js Via Multiyear III Award**



Two KC-130J Super Hercules conduct a ceremonial formation flight for the VMGR-352 75th anniversary above Marine Corps Air Station Miramar, California. U.S. Marine Corps/Lance Cpl. Clare J. McIntire

MARIETTA, Ga. – Lockheed Martin will deliver 50 C-130J Super Hercules to the U.S. government through a C-130J Multiyear III award, which was finalized by the government on Dec. 27, Lockheed announced Jan. 13.

The Department of Defense awarded more than \$1.5 billion in funding for the first 21 C-130J aircraft on the multiyear award. The overall award, worth more than \$3 billion, provides Super Hercules aircraft to the U.S. Air Force (24 HC/MC-130Js), Marine Corps (20 KC-130Js) and Coast Guard (options for six HC-130Js). Aircraft

purchased through the C-130J Multiyear III award will deliver between 2021 and 2025 and will be built at Lockheed's Marietta, Georgia, facility.

"The C-130J Multiyear III award represents a joint commitment between Lockheed Martin and the U.S. government in delivering proven capability that meets our operators' mission and affordability requirements," said Rod McLean, vice president and general manager of air mobility and maritime missions at Lockheed.

The C-130J is the global standard in tactical airlift, providing a unique mix of versatility and performance to complete any mission. The Super Hercules worldwide fleet has more than 2 million flight hours and is the airlifter of choice for 20 nations.

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## **Leonardo to Build Navy's New Training Helicopter**

ROME – Leonardo, through AgustaWestland Philadelphia Corp., has been awarded a contract valued at \$176.5 million for the production and delivery of 32 TH-73A helicopters, initial spares, support and dedicated equipment and specific pilot and maintenance training services, the company said in a release.

Work will be mostly performed at Leonardo's Philadelphia facility and is expected to be completed by October 2021.

"On the cusp of celebrating nearly 40 years of operating in Philadelphia, Leonardo is thrilled the U.S. Navy has selected our TH-119-based offer and us as a local and long-term partner," said Alessandro Profumo, Leonardo's CEO. "We are proud to be a core contributor to the future of U.S. defense."

"Today's brilliant news is a ringing endorsement for our solutions setting new industry standards for training," said Gian Piero Cutillo, managing director of Leonardo Helicopters. "We are committed to working with the U.S. Navy to ensure future pilots meet all evolving service requirements."

"Our plan since day one has been to offer the U.S. Navy the training capabilities they asked for, without compromise," said William Hunt, managing director of Leonardo Helicopters Philadelphia. "We are honored to deliver on that promise, build the new fleet in Philadelphia and maintain it from Milton, Florida."

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## **Former CNO Adm. Vern Clark to Chair SNA Board of Directors**



Retired Adm. Vern Clark, a former CNO and the new chairman of the Surface Navy Association board of directors. Defense Media Activity

Retired Adm. Vern Clark will assume the position of chairman of the board of directors of the Surface Navy Association (SNA) this week at

the association's annual banquet on Jan. 16.

Clark was approved by the board on Jan. 13 at the association's annual board of directors meeting. He succeeds retired Adm. James Hogg, who has been chairman since 1994.

In addition to numerous ashore assignments, Clark served at sea aboard the destroyers USS John W. Weeks and USS Gearing. He commanded USS Grand Rapids, USS McCloy, USS Spruance, the Atlantic Fleet Anti-Submarine Warfare Training Center, Destroyer Squadron 17 and Destroyer Squadron 5.



Clark speaks to attendees at his retirement ceremony. As a flag officer, he commanded the USS Carl Vinson Battle Group/Cruiser-Destroyer Group 3, the U.S. 2nd Fleet and U.S. Atlantic Fleet. He became the 27th chief of naval Operations in 2000 and retired in 2005. He serves on boards or as a trustee of corporations, organizations and universities.

Hogg is a 1956 graduate of the U.S. Naval Academy and was commissioned in 1956. His sea commands included a guided missile cruiser, two destroyer squadrons, a cruiser-destroyer flotilla and the U.S. 7th Fleet. He served for 35 years and retired from active duty in 1991 as an admiral. He was the director of the NO's Strategic Studies Group at the Naval War College in Newport, Rhode Island, from 1995 to 2013. Hogg succeeded Adm. Arleigh Burke (then chairman emeritus) as chairman of SNA's board.

*“Vern Clark, with his experience and expertise as a surface warfare officer and as a leader, will ensure our association continues its steady course of growth, success and increasing value to the Navy and all those it serves.”*

*Retired Adm. James Hogg, outgoing chairman of the SNA board*

“It’s been an honor and privilege to lead SNA for the past 25 years, and it has been immensely gratifying – both professionally and personally – to see our association grow in support of the surface warfare professionals in the Navy and Coast Guard in so many meaningful ways,” Hogg said. “Vern Clark, with his experience and expertise as a surface warfare officer and as a leader, will ensure our association continues its steady course of growth, success and increasing value to the Navy and all those it serves.”

“We have been incredibly fortunate to have Adm. Jim Hogg at the helm of our association during a period of incredible growth and success in meeting its mission,” said retired Vice Adm. Rick Hunt, who is the president of SNA. “Surface warriors have benefited from his leadership and his dedication to his shipmates, past, present and to come. SNA’s success in maintaining a strong membership, growing participation in our symposiums and professional development events, active chapters and sound financial health is in no small part due to his contributions.”

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## **Sikorsky, Rheinmetall Unveil Plans for German Heavy-Lift CH-53K**



Sikorsky and Rheinmetall submitted a bid for production and operation of the Sikorsky CH-53K King Stallion heavy-lift helicopter. Photo by Sikorsky

Koblenz, Germany –

Sikorsky and Germany’s Rheinmetall submitted a bid for the production and operation of the Sikorsky CH-53K King

Stallion as the Bundeswehr's new heavy-lift transport helicopter for its Schwerer Transporthubschrauber (STH) program, Lockheed Martin, which owns Sikorsky, said in a release.

"Our entire team is pleased to offer the CH-53K, the most efficient, capable and intelligent helicopter that will deliver the best long-term value to the Bundeswehr through the 21st century," said Beth Parcella, CH-53K's international business development director.

Sikorsky and Rheinmetall formed a STH project team of more than 10 German companies, which includes MTU Aero Engines, Autoflug GmbH and Hydro Systems.

Parcella stressed that it was important "to build a strong German industrial team early on and to capitalize on the know-how of the German teammates for the STH project." This will ensure the quality of the offer and subsequently the high availability of the CH-53K in the German air force, she said.

"German companies will play a significant role in the success of the CH-53K program," said Mike Schmidt, managing director of Rheinmetall Aviation Services. "For the industry, this means the creation of many new, long-term jobs for highly qualified employees and an important transfer of know-how. Sikorsky and Rheinmetall prepared the application together over a long period of time – this has strengthened the bonds within our team."

The CH-53K's avionics and digitized flight control systems are designed to accommodate future software upgrades, and its internal payload capability may be increased substantially with relatively simple modifications. An integrated sensor system enables the aircraft to predict and prevent problems at an early stage and thus drastically reduce the maintenance effort, which is key for high availability rates of the fleet.

Additionally, the CH-53K is equipped with air-to-air refueling fully interoperable with Lockheed Martin's KC-130J tanker aircraft, which the Bundeswehr is planning to operate and which is already being used by France.

The CH-53K easily accommodates the same air transport pallets, enabling fast cargo handling between it and fixed-wing transport aircrafts such as the C130-J and the A400M. This means that the helicopter can be used particularly in areas where these aircraft cannot land.

The CH-53K can be used for the tactical transport of personnel and material as well as for disaster relief, humanitarian missions, medical evacuation or combat search-and-rescue operations. For example, no other heavy-lift helicopter can transport more water to fight fires and simultaneously carry material and personnel. The CH-53K features fly-by-wire flight controls, reducing the pilots' workload and allowing pilots to anticipate limits while keeping their eyes outside.

If the bid is successful, Sikorsky and Rheinmetall intend to set up a logistics hub and a STH fleet support center at Leipzig/Halle Airport. The two are in talks with representatives of state government, local companies and the airport operator.

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## **Keel Laid for Future Destroyer USS John Basilone**

BATH, Maine – The keel of the future USS John Basilone (DDG 122) was ceremoniously laid at General Dynamics Bath Iron Works shipyard on Jan. 10, the Program Executive Office-Ships said in a release.

Speakers at the ceremony included Capt. Seth Miller, DDG 51-class program manager, Diane Hawkins, niece of the ship's namesake, and the ship's sponsors, Amy Looney and Ryan Manion.

The ship's sponsors authenticated the keel by etching their initials into the keel plate, a tradition that symbolically recognizes the joining of modular components and the ceremonial beginning of the ship.

"It's an honor to celebrate this milestone with Ms. Looney, Ms. Manion and members of the Basilone family," Miller said. "Laying the keel for our nation's 72nd Arleigh Burke destroyer, and building a ship named for a man who embodied the spirit of commitment and strength, this is a truly special occasion."

The ship's namesake was a U.S. Marine Corps gunnery sergeant who was killed in action during the Battle of Iwo Jima in World War II. Basilone received the Medal of Honor for heroism displayed in the Battle of Guadalcanal in 1942 and for conspicuous gallantry displayed in the Battle of Iwo Jima after he single-handedly destroyed an enemy blockhouse and led a Marine tank under fire safely through a minefield.

Arleigh Burke-class destroyers are multimission surface combatants that serve as integral assets in global maritime security, engaging in air, undersea, surface, strike and ballistic-missile defense as well as providing increased capabilities in anti-submarine warfare, command and control and anti-surface warfare.

As a Flight IIA Arleigh Burke-class destroyer, John Basilone will employ the Aegis Baseline 9 Combat System, which includes Integrated Air and Missile Defense capability, delivers quick reaction time, high firepower, and has increased electronic countermeasures capability for anti-air warfare.

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# MARAD Announces Funding Availability for Small U.S. Shipyards

WASHINGTON – The U.S. Department of Transportation’s Maritime Administration (MARAD) announced the availability of \$19.6 million in federal funding to support capital improvements and employee training at small U.S. shipyards. The Small Shipyard Grant Program helps modernize eligible shipyard operations by improving efficiency and fostering quality ship construction, repair and reconfiguration.

“The Department of Transportation will be investing \$19.6 million to help shipyards across the country improve their facilities and maintain their efficiency,” Transportation Secretary Elaine L. Chao said.

The private American shipyards that build and repair America’s military and commercial fleets contribute billions of dollars to the nation’s economic growth. In 2013, the private shipbuilding and repair industry supported nearly 400,000 direct and indirect jobs nationwide, \$37.3 billion in gross domestic product and \$25.1 billion in labor income.

“U.S. small shipyards are the economic backbone for communities throughout the country,” Maritime Administrator Mark. H. Buzby said. “They are a proven, wise investment, leveraging the skills and expertise of our shipyard community, which in turn empowers our entire maritime industry.”

Available to U.S. shipyards with fewer than 1,200 production employees, the Small Shipyard Grant Program supports a variety of projects, including capital and related improvements and

maritime training programs to foster technical skills and operational productivity. Since its inception in 2008, the program has awarded more than \$223 million through 244 grants.