

Coast Guard Exercises Contract Option for 10 Additional Fast Response Cutters



STRAIT OF HORMUZ (Aug. 22, 2022) From the left, U.S. Coast Guard fast response cutters USCGC Glen Harris (WPC 1144), USCGC John Scheuerman (WPC 1146), USCGC Emlen Tunnell (WPC 1145) and USCGC Clarence Sutphin Jr. (WPC 1147) transit the Strait of Hormuz, Aug. 22. The cutters are deployed to the U.S. 5th Fleet area of operations to help ensure maritime security and stability in the Middle East region. (U.S. Army photo by Spc. Noah Martin)

From U.S. Coast Guard Headquarters, Sept. 10, 2025

WASHINGTON – The U.S. Coast Guard has exercised a contract option with Bollinger Shipyards of Lockport, Louisiana, to fund initial construction on 10 additional Fast Response Cutters (FRCs), Tuesday. The \$507 million option supports ongoing efforts to modernize the fleet and expand the Coast

Guard's global maritime mission.

The action made possible by the passage of Public Law 119-21, known as the One Big Beautiful Bill Act, increases the total number of FRCs ordered under the current agreement from 67 to 77. Supported by historic investments, this legislation provides nearly \$25 billion – the largest single funding commitment in Coast Guard history – including \$1 billion dollars for additional FRCs. The first FRC funded through this option is expected to be delivered in fiscal year 2028.

“As the first Coast Guard contracting action to execute over \$100 million in reconciliation funds and the first reconciliation-funded action executed by a cutter program, this is a historic accomplishment for the Service,” said Rear Adm. Mike Campbell, the Coast Guard's Director of Systems Integration and Chief Acquisition Officer. “Since its introduction to the fleet in 2012 as the successor to the 110-foot Island class patrol boat, the Fast Response Cutter has consistently proven its capabilities, adaptability and effectiveness in a wide range of maritime environments and Coast Guard missions.”

Sentinel-class FRCs are critical assets in the Coast Guard's mission to control, secure and defend the U.S. border and maritime approaches. To date, 59 of these cutters are in service, replacing the aging fleet of 1980s-era Island-class 110-foot patrol boats. The Sentinel-class FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment; over-the-horizon cutter boat deployment to reach vessels of interest; and improved habitability and seakeeping. Expanding the FRC fleet continues the Coast Guard's modernization through Force Design 2028, an initiative introduced by Secretary of Homeland Security Kristi Noem to transform the Coast Guard into a more agile, capable and responsive fighting force.

The FRC fleet will complement the capabilities of the service's national security cutters (NSCs), offshore patrol cutters (OPCs) and polar security cutters (PSCs) as an essential element of the Nation's layered maritime security strategy.

Eureka Naval Craft Strikes New Shipbuilding Agreement with Bordeleon Marine Shipbuilders



Partnership targets US Navy Modular Attack Surface Craft program and counter narco-terrorism operations

From Eureka Naval Craft, Sept. 10, 2025

U.S. defense company Eureka Naval Craft is announcing a landmark agreement with Louisiana-based Bordelon Marine Shipbuilders to construct its state-of-the-art warships.

Both companies said the partnership is designed to support the administration's shipbuilding agenda, significantly strengthening the nation's military industrial base while aiming to create and safeguard thousands of highly skilled jobs. It directly supports the U.S Navy's call, in July this year, for industry develop ideas for its Modular Attack Surface Craft (MASC) Program to adapt to evolving geopolitical and technological challenges (see notes to editors 1).

The memorandum of understanding will provide the production-ready AIRCAT Bengal-MC modular attack surface craft (MASC see notes to editors 2) and Jaguar landing craft to meet the requirements of the U.S. Navy, U.S. Army and U.S. Marine Corps. In addition, the vessel can be adapted to combat narco-terrorism for the Department of Homeland Security (DHS) and the Drug Enforcement Administration (DEA).

"The Bengal-MC is at the forefront of maritime technology, engineered for unmatched speed, extended range, exceptional payload capacity, and versatile modularity," said Bo Jardine, CEO of Houston based Eureka Naval Craft. "As the US Navy has requested it is strategically designed to reinforce our defenses against China in the Indo-Pacific and counter Russian advances in the Baltic. Moreover the BengalMC's speed, range, and payload capacity make it ideal for counter-narcotics operations. With the ability to chase down drug smuggling craft at 50 knots and carry boarding teams, vehicles, or relief supplies. The platform serves as a versatile homeland mission asset for the United States Southern Command (SOUTHCOM), DEA and DHS."

Wes Bordelon, CEO of Bordelon Marine Shipbuilders, said: "This partnership brings a range of advantages to our country in line with the US Navy's request for innovative ideas. This MoU

can provide the rapid deployment and cost-effectiveness the Navy requires by using proven commercial technology Eureka has developed in the offshore market, with the AIRCAT vessels operating in West Africa. And we can do it right from our shipyard in Louisiana harnessing US suppliers nationwide ploughing investment back into the US economy.”

The 36-metre Bengal-MC’s versatile air-cushion catamaran design aligns directly with the U.S. Navy and Marine Corps’ MASC requirements. With a cruise speed of 38 knots and a sprint capability of up to 50 knots, it can carry heavy loads of troops, vehicles, and defense systems rapidly across long operational distances.

Jardine emphasized the importance of the vessel’s adaptable design, combined with SH Defence’s Cube modular mission deck system which allows operators to reconfigure the same hull within hours for anti-surface warfare, counterUAV, mine countermeasures, amphibious lift, humanitarian support, or counternarcotics patrols.

In addition, Jardine said the AIRCAT Bengal-MC has one of the most advanced autonomous navigation systems thanks to deploying technology developed with Australian defense company Greenroom Robotics. Greenroom has spent years developing its Advanced Maritime Autonomy (GAMA) Software system notably on a 57m decommissioned Armidale-class patrol boat, *Sentinel*, known as the Patrol Boat Autonomy Trial (PBAT) ensuring it is Unmanned Maritime Autonomy Architecture (UMAA) compliant.

“The Bengal-MC with its modular payload system, large aft deck, range and speed is ready to adapt to ever-evolving mission requirements to counter global threats. And it comes without the crippling costs and complex design requirements that have dogged naval shipbuilding programs for years,” said Mr. Jardine. “Unlike conceptual designs, these ships are mission-ready and production-ready now. They offer the services a proven and affordable path to fielding a MASC

fleet. They will be built for America in America.”

The MoU with Bordelon Marine comes shortly after Eureka signed a similar deal with Singapore shipbuilder Strategic Marine (S) Pte Ltd to ramp up production of its AIRCAT Bengal-MC warship in Asia.

**Leidos Australia Launches
into Australia-Pacific
Maritime Autonomy Domain with
New USV**



From Leidos, Sept. 9, 2025

MELBOURNE, Australia (9 September 2025) – Leidos has commenced the Australian build of [Sea Archer](#), a next-generation small uncrewed surface vessel (USV). This marks a major step forward in bringing Leidos’ proven autonomous technology and maritime systems portfolio to the Indo-Pacific region while supporting AUKUS objectives and the Australian Defence Force’s mission needs.

The move into local manufacturing of autonomous vessels fast-tracks proven U.S. capability to Australia, harnessing Leidos’

50-year heritage with the U.S. Navy and its record of more than 120,000 fully autonomous nautical miles at sea.

At the heart of Sea Archer is Leidos' advanced autonomy platform, LAVA, which enables high-speed, long-range, and smart mission execution across diverse maritime environments. Seamlessly integrated with Leidos' broader battle management technologies – including ADEPT and [AlphaMosaic](#), which harness AI to support distributed, autonomous fleet operations – Sea Archer embodies the future of naval capability: intelligent, adaptable and affordable.

Built for speed, endurance and multi-mission payloads, Sea Archer can reach sprint speeds up to 40 knots and has a range of 1,500 nautical miles. With a flexible payload bay capacity of more than 900kg, Sea Archer can support a wide range of mission options, including strike, logistics resupply, ISR (intelligence, surveillance, and reconnaissance), and electromagnetic deception operations.

The Australian production of Sea Archer will use local capability across the supply chain – from build to payload integration, autonomy software design and ship maintenance – supporting a robust sovereign ecosystem, rapid production and sustainment. NSW Central Coast-based Oceans Rivers Lakes has been appointed to build the first aluminium vessel and construction is already underway.

Leidos Australia's technical team will lead the integration of its autonomy software platform, which has already been successfully deployed across 12 different USV platforms.

Leidos Australia Chief Executive Paul Chase said, "Given Australia's vast northern approaches, platforms with coverage, endurance and agility are critical. The capability to monitor large areas, detect security threats, navigate hazardous environments and provide continuous uncrewed support enhances our nation's security posture, especially in today's

geostrategic environment.”

“We’re aiming to deliver a rapid production capability, and because of its easy-to-build aluminium hull, can have Sea Archer built at multiple shipyards across Australia. This approach will allow us to quickly deliver flexible, adaptable and affordable maritime solutions, using our fleet or customer vessels, to support mission needs,” he added.

Along with Sea Archer, Leidos’ [Sea Systems portfolio](#) includes operationally proven medium USVs—Sea Hunter, Sea Hawk, Ranger and Mariner—as well as a range of undersea systems including Sea Castle, Sea Spector and Sea Dart, a high-performance, low-cost, flexible and adaptable uncrewed undersea vessel. Sea Archer is currently undergoing sea trials in the U.S. and is expected to be mission-ready by 2026.

17th MCPON John Perryman Releases His Priorities



MCPON 17 PRIORITIES

Sailors and Families First
Be Confident
 Acknowledges our stress, submission, and annual accomplishment without the Sailors that bring them to life and the families who support them. By providing world-class facilities to work and live, reducing preventable stressors, ensuring ready access to helpful resources, and eliminating unnecessary friction, we create an environment where Sailors can fully focus on the mission. This involves improving the quality of our barracks, family housing, galleys, as well as other services and programs provided by our fleet; ensuring timely access to medical care for our Sailors and their families; and implementing a rigorous review process to identify and fix problems.



Technical Mastery At Every Level
Build Competence
 Supports the belief that victory at sea comes from knowing our systems, procedures, and people inside and out in order to bring them to bear. This means fostering a culture of system ownership, strict procedural compliance, tactical understanding, tactical backup, teamwork, and ongoing professional learning. Initiatives include delivering world-class technical training in state-of-the-art facilities, integrating regular training lessons and assessments into the work week, instituting objective proficiency checks that are directly linked to qualifications and advancement, and developing advancement teams that recognize and a Sailor's readiness for the next role.



Continuous Development & Talent Management
Live Character
 Ensures that every Sailor sees a clear, attainable path toward mastery and positions of increased leadership. This priority calls for professional military education and training, aligned with career milestones; deliberate development of the skills needed to succeed throughout a career; and transparent career mapping. By delivering these investments, we aim to retain and grow the Navy's most talented workforces.



CONFIDENT COMPETENT CHARACTER

From the Navy Office of Information, Sept. 9, 2025

WASHINGTON – The 17th Master Chief Petty Officer of the Navy (MCPON), John Perryman, released his priorities to the Fleet following the Change of Office ceremony Sept. 8, 2025.

Aligning with Chief of Naval Operations Adm. Caudle's priorities of keeping the Foundry, the Fleet, and the Fight, MCPON Perryman emphasized a vision rooted in a simple principle: Build Competence. Live Character. Be Confident. His key priorities center on **Sailors and Families First, Technical Mastery, and Continuous Development and Talent Management.**

"I am committed to removing distractions that don't matter, delivering training that does, and spotlighting excellence

wherever it's found," said Perryman.

In today's world of rising tensions, the maritime domain remains critical to national defense. MCPON Perryman underscored that while ships, submarines, and aircraft are impressive, it is Sailors—and the families who support them—who bring them to life.

"Our Navy must be manned by world-class Sailors, led by the best warfighters at every level," Perryman said. "You have my word—I will always fight for you, and for the families who stand beside you."

MCPON Perryman expanded on his priorities in a video message released following the ceremony. An accompanied priority graphic is available on navy.mil and his official social media platforms.

**HII Unveils AI-Enabled
ROMULUS Family of USVs
Powered by Odyssey to
Strengthen the Fleet**



[Release From HII](#)

NEWPORT NEWS, Va., Sept. 09, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII), America’s largest military shipbuilder and a global leader in autonomous maritime systems, today introduced ROMULUS, a modular, AI-enabled family of unmanned surface vessels (USVs) powered by HII’s Odyssey Autonomous Control System (ACS) software suite.

ROMULUS 190, the flagship of the ROMULUS family, is currently under construction. Built on a commercial-standard hull, it is engineered for rapid, repeatable production and immediate mission readiness. Designed for speeds exceeding 25 knots, the 190-foot vessel is capable of a minimum range of 2,500 nautical miles (nmi) carrying 4 x 40 foot ISO intermodal containers on the payload deck. ROMULUS 190 is being developed in partnership with Breaux Brothers, Beier Integrated Systems, and Incat Crowther.

ROMULUS is designed to meet the current and emerging requirements of the U.S. Navy, U.S. Marine Corps, joint forces, and allies. It delivers high-endurance, sustained open-ocean autonomy with a focus on lethality, cost

efficiency, and scalability.

“The future fight demands speed, agility, and resilience, all embedded in the Odyssey-powered ROMULUS family,” said Chris Kastner, HII president and CEO. “By matching world-class shipbuilding with decades of unmanned systems expertise, we are delivering a mission-ready, swarm USV capability built for the next generation of operations.”

An image accompanying this release is available at: <https://hii.com/news/hii-unveils-ai-enabled-romulus-family-of-unmanned-surface-vessels-powered-by-odyssey-to-strengthen-the-fleet/>.

Odyssey: Proven, Open, and Evolving

Odyssey ACS software suite has demonstrated performance on more than 35 USV platforms with over 6,000 operational hours in U.S. Navy, U.S. Marine Corps, U.S. Coast Guard, and international allied programs. Odyssey’s intuitive interface and enhanced, customizable features generate the required mission behaviors for greater lethality and survivability with simplified control of unmanned swarms across domains, making it a force multiplier for the modern fleet.

The software suite’s open-access, government-aligned architecture enables rapid integration of new sensors, payloads, and third-party autonomy technologies. It allows industry, government, and academia to test and refine capabilities, ensuring ROMULUS evolves in step with emerging naval concepts of operations.

ROMULUS integrates technologies from Shield AI, Applied Intuition, and C3 AI with HII’s Odyssey for enhanced autonomy, object classification, and lifecycle sustainment.

Multi-Mission, Multi-Domain Flexibility

ROMULUS’s reconfigurable design supports teaming across surface, subsurface, and air domains for missions including counter-unmanned air systems (C-UAS), intelligence,

surveillance and reconnaissance (ISR), strike operations, and the launch and recover of unmanned undersea vehicles (UUV) and unmanned aerial vehicles (UAV).

Enhanced-Domain Advantage with HII's REMUS UUV

Paired with HII's proven REMUS UUVs, ROMULUS significantly extends undersea reach, closing anti-submarine warfare sensing gaps and keeping manned platforms at a safer standoff distance. REMUS's decades-long track record in mine countermeasures (MCM) missions accelerates clearance operations and reduces fleet risk. Together, ROMULUS and REMUS deliver a scalable dual-domain solution across surface and subsurface missions.

Reinforcing HII's Leadership

With ROMULUS, HII reinforces its position as the global leader in durable, autonomous unmanned systems. Developed with support from HII's Dark Sea Labs Advanced Technology Group, ROMULUS takes its place alongside the proven REMUS UUV line, of which more than 700 have been delivered to over 30 nations and more than 90% are still operational after more than two decades. Together, ROMULUS and REMUS, powered by HII's Odyssey autonomy, form a dual-domain family of unmanned platforms that expands operational reach, maximizes mission flexibility, and ensures dependable performance across the full maritime spectrum.

Key ROMULUS Capabilities:

Modular, Open Architecture: Built on open standards, including Unmanned Maritime Autonomy Architecture (UMAA), Robot Operating System (ROS), and Data Distribution Service (DDS), Odyssey ensures compatibility with U.S. Navy autonomy requirements and control stations now and into the future. Odyssey's modular architecture also allows for rapid reconfiguration and integration with modular payloads, new sensors and systems.

Multi-Agent Autonomy: Odyssey enables control of either individual assets or swarms, a key capability for enabling the future fight. Odyssey's mission library delivers high-level autonomy with ease in executing rapid single-agent tasks or complex, multi-agent scenarios in coordination with crewed and unmanned platforms. Secure data management enables instant analytics or detailed post-mission review, while its modular design supports seamless integration of customer or third-party sensors, payloads, algorithms, and interfaces.

Intelligent Operations: Autonomous health monitoring, sensor fusion, and perception deliver intuitive mission planning, real-time situational awareness, and diagnostics. Navigation is compliant with the International Regulations for Preventing Collisions at Sea (COLREGS), ensuring operational reliability in all conditions.

Fleet Integration: Designed to align with future fleet Concepts of Operations (CONOPS), supporting unmanned and optionally manned missions and integrated operations with aircraft carrier strike groups and surface action groups.

**Remote Maintenance System
Kits on Track to Fleet
Deployment**



Raquel Parker, a logistics management specialist with Naval Surface Warfare Center, Port Hueneme Division's logistics outfitting branch, packs Augmented Reality Maintenance System (ARMS) kits for shipment to the U.S. Navy's Aegis Ashore Missile Defense sites in Poland and Romania, Aug. 14. Though not part of her regular tasking, Parker was asked to assist with procuring and assembling the kit items, as well as shipping them to all forward-deployed naval forces before the end of the fiscal year.

[Story by Teri Carnicelli](#), Sept. 9, 2025

OXNARD, Calif. – Naval Surface Warfare Center, Port Hueneme Division's (NSWC PHD) Augmented Reality Maintenance System (ARMS) team sent out more than 20 ARMS kits to the fleet in August, putting it closer to meeting command leadership's goal of ARMS on every deployed ship.

"Our highest priority, based on feedback from (Commanding Officer) Capt. (Tony) Holmes, is to make sure that every

deploying ship in the fleet pulls away from the pier with ARMS capability,” said Matt Cole, NSWC PHD ARMS project lead. “So far, we have been accomplishing that by targeting deploying carrier strike groups like the USS Nimitz (CVN 68) and USS Gerald R. Ford (CVN 78) groups. But our current round of fielding is rolling out capability to all our forward-deployed naval forces (FDNF) ships in places like Rota, Spain, and Yokosuka, Japan.”

The ARMS kits left the command in mid-August, heading to more than a dozen FDNF ships in the 6th and 7th Fleets. Additional kits were sent to the Navy’s Aegis Ashore Missile Defense sites in Poland and Romania for installation before the end of the calendar year.

According to Chris Black, NSWC PHD rapid prototyping experimentation and demonstration lead, the command also sent kits to the Iwo Jima Amphibious Ready Group and its lead ship USS Iwo Jima (LHD 7).

Using the ARMS kit, shipboard maintainers can contact a shore-based subject matter expert (SME) in real time with audio, video and text chat so the remote expert can see and hear what the Sailor is experiencing.

“We anticipate funding from Commander, Naval Air Force, U.S. Pacific Fleet (CNAP) and Commander, Naval Surface Force, U.S. Pacific Fleet (SURFPAC), and we will meet the end-of-month deadline to have ARMS on all FDNF ships,” said Black, who is overseeing the deployment of the ARMS kits.

“The ARMS team is actively working toward getting program sponsorship, but while the program is still in the development phase, we are receiving funding from the various type commanders like CNAP and SURFPAC that eagerly want this technology aboard their ships,” he added.

Cole said that the ARMS team's intent is to reach 100% of those set to deploy, or already deployed by the first quarter of next fiscal year.

"We also want to push our installations on ships a little earlier in the deployment cycle so Sailors can train with ARMS before they deploy," Cole said.

Collaborative efforts

ARMS team members also continue to collaborate with other systems commands (SYSCOMs) involved in developing and deploying ARMS, including Naval Air Systems Command (NAVAIR) and Naval Information Warfare Systems Command (NAVWAR). NAVAIR developed the software that NSWC PHD combined with commercial off-the-shelf hardware to create and ultimately field ARMS.

Representatives of both SYSCOMs attended a three-day meeting in July that the command hosted to discuss the overall ARMS fielding strategy, network integration requirements, metrics capturing, sponsorship options and more.

"The metrics that we are getting from Sailors and SMEs are going back to us as well as the NAVAIR software developers to improve the hardware and total kit," said computer scientist Nick Bernstein, ARMS engineering lead.

So far, metrics from nine ARMS-assisted shipboard maintenance events have been collected, showing a 92% reduction in SME time by using ARMS and a 94% cost avoidance, versus traditional shipboard support.

"Part of the discussion was focused on programmatic – how are we capturing metrics to tell the story of ARMS' impact, and how we can improve what we're capturing," Bernstein said.

Those metrics and feedback also fed into the development of

the next version of the ARMS kit, he said.

“We dug into requirements and use cases that each SYSCOM would like to prioritize as capabilities in the next version of the kit,” Bernstein said.

Using the feedback received, the ARMS team ranked priorities for software and hardware development over the next six months.

During the meeting, members of the command’s waterfront logistics division briefed the group on the logistical aspects of procuring, assembling and deploying the kits.

“Big picture, the goal of this meeting was to unite all the stakeholders on the requirements of the system and resources for the short-term and long-term plans for this program,” Bernstein said.

“Building these cross-organizational relationships will be key to help the program succeed as we all communicate a bit better and have a more common understanding,” he added.

Long-term sustainment

All three SYSCOMs, including Naval Sea Systems Command, have also been working toward developing an estimated program cost, with a range between barebones support and full-court press to field across the fleet over the next few years, until a formal Program Objective Memorandum dedicates program funding to ARMS, Bernstein said.

“We discussed who our potential sponsors are and which SYSCOM makes the most sense as the primary ARMS home,” he said. “There are still some open questions from this portion of the meeting, but we captured the plans for what’s next.”

Finding a permanent sponsor is just one goal of the long-term sustainment plan for ARMS, according to Cole. What started as a Naval Innovation Science and Engineering-funded research project under NSWC PHD's Office of Technology has now grown into a full-blown program with several areas of command support.

"We have been building out the team into multiple technical swim lanes, with different departments leading the development of ARMS and overseeing fielding and product support," Cole said.

In addition to the departments, Cole said the ARMS team has worked closely with the command's Office of Engineering and the Fleet Readiness Office to set up an operations team to respond to day-to-day fleet support demands for ARMS.

"Every one of these teams also includes important contributions from our partners in NAVAIR and NAVWAR," Cole said. "These improvements to our team structure and bench strength will be key as we take ARMS from a success story in rapid technology transition to a success story in long-term fleet capability."

Looking ahead, the team is already developing the next versions of the ARMS kit, due in large part to fleet and SYSCOM feedback.

"This major version upgrade will bring important software fixes and hardware improvements, as well as several highly requested features like multi-way calling and greater portability," Cole said.

"Our goal is to have these improvements out in the early part of next calendar year," he said. "We're tremendously grateful to the many dozens of people across NSWC PHD and external commands who have pulled out all the stops to help us

accelerate (ARMS') capability to the fleet."

Leonardo DRS Launches New AI-Enabled Rugged Smart Displays



New Product Line Expands Company's Advanced Tactical Computing Portfolio

From Leonardo DRS

ARLINGTON, Va., Sept. 8, 2025 – Leonardo DRS, Inc. (NASDAQ: DRS) announced today the launch of its new product line of high-performance AI-enabled Ground Vehicle Architecture Smart Display systems called Rugged Smart Displays – Ground (RSD-G). The next-generation, tactical computing systems are designed to set a new standard for ruggedness, performance, and connectivity over existing tactical smart display systems used in ground combat vehicles.

The new modular RSD-G systems bring the latest in advanced combat smart display technology. By integrating Intel Core™ i7 extended temperature processors with embedded AI capability, users have significant advantages in performance, autonomy, and responsiveness on the battlefield. The displays combine advanced computing technology with high-resolution, multi-function displays in four sizes, enabling military customers to modernize with common computing architecture across platforms.

At the heart of the RSD-G family is the embedded powerful AI capability designed to quickly analyze data from various vehicle-based sensors (cameras, radar, thermal imaging, and more), and combine it into a single comprehensive view for operators. By quickly providing reliable real-time situational awareness, users are able to make faster and more informed decisions during stressful combat scenarios.

“We are excited to launch this cutting-edge family of rugged smart displays designed to provide our military and allied forces with a decisive advantage in today’s complex battlespace,” said Denny Crumley, senior vice president and general manager of the Leonardo DRS Land Electronics business unit. “And by meeting the growing demand for AI-enabled, modular architectures for ground combat vehicles with this capability, we have proudly reinforced our position as industry leader in mission computing technology.”

Network computing and integration is a key strategic focus for Leonardo DRS as it continues to be the leading provider of advanced C5I technologies with the U.S. military, the U.K. Ministry of Defense, and allied militaries around the world. These capabilities are enabling increased data and communications needed for situational awareness in multi-domain battlefield operations. The company is investing in the future of C5 through the development of next-generation battle management systems, AI processing solutions and advanced C5ISR/EW Modular Open Suite of Standards/ Sensor Open System

Architecture aligned mounted systems – all aimed at enabling future network and platform processing to improve sensor fusion, situational awareness, and reduce the cognitive burden for commanders and crews.

Fighter Jet Services Contract Provides Airborne Threat Training



Fighter Jet Services contract provides fleet support using contractor-owned and operated high subsonic and supersonic

fighter aircraft for a variety of airborne threat simulations for both U.S. Navy and U.S. Marine Corps aviators.

[Release From Naval Air Systems Command](#)

NAS PATUXENT RIVED, Md. – The U.S. Navy awarded a \$554 million indefinite delivery/indefinite quantity contract to Airborne Tactical Advantage Company (ATAC) in late July to provide naval aviators with training support services under the Fleet Fighter Jet Services.

“The Fighter Jet Services contract represents a critical investment in the readiness and capability of our fleet air training and certification programs,” said Capt. Jason Pettitt, Adversary and Specialized Aircraft Program Office (PMA-226) and AV-8B Harrier Program Office (PMA-257) program manager. “By leveraging contracted air services (CAS), we are able to provide our aircraft squadrons and shipboard operators with advanced training to counter emerging airborne threats, including electronic warfare operations.”

The contract provides approximately 6,500-7,000 flight hours per year of fleet support using contractor-owned and operated high subsonic and supersonic fighter aircraft – Mirage F1, F-21 Kfir and Mk.58 Hawker Hunter – for flying a variety of airborne threat simulations for both U.S. Navy and U.S. Marine Corps aviators. This includes simulating threat aircraft capabilities in an electronic combat environment, integrating as part of aggressor force in support of adversary air requirements.

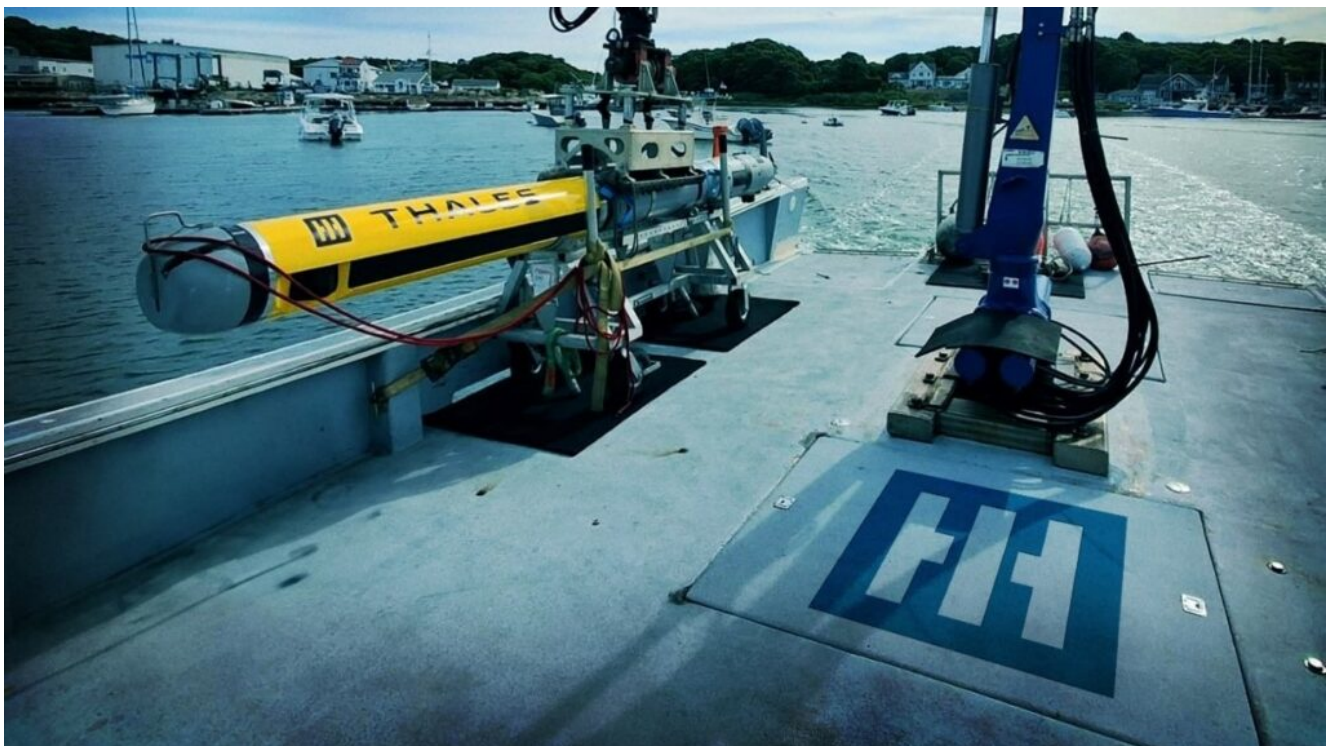
Using the CAS approach enhances the effectiveness of aircrew and operators while preserving the fatigue life of operational F/A-18 and EA-18 aircraft.

“The FJS contract underscores our commitment to maintaining a highly trained and mission-ready force while achieving significant cost savings for the Navy and the nation,” Pettitt said.

Through the CAS, ATAC is responsible for operating and maintaining tactically relevant aircraft along with associated systems required to interface with other supporting platforms and ground force personnel.

The contract runs through 2030.

Thales, HII Partner to Develop Advanced Autonomous Undersea Mine Countermeasures



[Release From HII](#)

LONDON, Sept. 09, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII) and Thales today announced the successful integration and field exercise of the Thales SAMDIS¹ 600 sonar with HII's next

generation REMUS 620 medium unmanned underwater vehicle (UUV).

The integration demonstrates the seamless compatibility of Thales' world-leading multi-aspect synthetic aperture SAMDIS 600 sonar with HII's highly modular, long-endurance REMUS 620 UUV. Together, the systems deliver advanced autonomous mine detection, classification, and imaging, offering naval forces and partners around the world enhanced capability for undersea security, mine countermeasures, and subsea infrastructure monitoring.

The exercise, completed at the end of August at the HII Pocasset facility (Massachusetts, USA), marks a major milestone in advancing autonomous undersea mine countermeasure capabilities.

An image accompanying this release is available at: <http://hii.com/news/thales-and-hii-partners-to-develop-advanced-autonomous-undersea-mine-countermeasure-capabilities>.

"Teaming the Thales' advanced SAMDIS 600 sensor in the REMUS 620 underscores the power of collaboration in driving innovation for our customers," said Duane Fotheringham, president of Mission Technologies' Unmanned Systems business group. "This milestone demonstrates not only the adaptability of the REMUS 620 but also the strength of industry partnerships in delivering next-generation, interoperable solutions that enhance undersea dominance for NATO and allied forces."

"SAMDIS empowers missions with enhanced efficiency and effectiveness, serving as a crucial enabler for precise acoustic identification through its multi-aspect and high-resolution SAS capabilities. This achievement is the result of a strong working relationship with HII, demonstrating the strength of industry collaboration in delivering advanced solutions for the benefit of our users' missions," said Paul

Armstrong, managing director, Underwater Systems, Thales in the United Kingdom.

HII and Thales' collaboration builds on decades of leadership in unmanned and underwater systems. Thales is the world's leading exporter of naval sonar systems, while HII's REMUS UUV family has become the benchmark for modular, reliable, and mission-ready autonomous undersea vehicles.

Ford Carrier Strike Group Operates in the High North with NATO Allies



From U.S. 6th Fleet Public Affairs, Sept. 8, 2025

The USS Gerald R. Ford Carrier Strike Group (GRF CSG) led an allied maritime force with Allied Maritime Command (MARCOM) and NATO Allies Norway, Germany and France to conduct routine operations in the High North region from Aug. 23-Sept. 8, 2025.

The USS Gerald R. Ford Carrier Strike Group (GRF CSG) led an allied maritime force with Allied Maritime Command (MARCOM) and NATO Allies Norway, Germany and France to conduct routine operations in the High North region from Aug. 23-Sept. 8, 2025.

The High North is a critical region for the U.S. and NATO Alliance to stand together in support of a safe, stable and secure Euro-Atlantic region by enhancing military capabilities, readiness and interoperability.

“What we’re doing is a building block on the last three years of our U.S. Carrier Strike Groups’ work off the coast of Norway and in the High North seas with the Royal Norwegian Navy. This consistent teamwork has fostered a strong and enduring relationship between our two navies,” said Rear Adm. Paul Lanzilotta, commander of Carrier Strike Group Twelve. “Our mutual understanding of each other’s naval priorities, perspectives, and methods ensures efficient and effective work whenever we operate together. We are extremely fortunate to continue to build on this steadfast U.S.-Norwegian naval relationship to defend against threats to maritime security.”

A surface action group (SAG), led by USS Bainbridge (DDG 96) and USS Mahan (DDG 72), was joined by Royal Norwegian Navy HNoMS Thor Heyerdahl (F 314) and French Navy FS Aquitaine (D 650) operating under national authorities and FGS Hamburg (F220) operating under MAROM Standing NATO Maritime Group 1.

The SAG transited Southeast of Svalbard off the Northern coast of Norway and conducted various operations supported by coalition auxiliary ships USNS William McLean (T-AKE 12),

HNoMS Maud (A 530) and FS Somme (A 631).

“We are thrilled to work alongside our friends and Allies as we take on the challenge of ensuring peace and freedom are shared by all traversing our waterways,” said Royal Norwegian Navy Cmdr. Lars Ole Hoknes, commander of Thor Heyerdahl. “The Norwegian Sea and the areas surrounding it must remain free, no matter the cost.”

Additionally, the USS Gerald R. Ford (CVN 78) and USS Winston S. Churchill (DDG 81) conducted flight operations and strike exercises in the Norwegian Sea in collaboration with the Royal Norwegian Air Force.

In July 2024, the Department of Defense released the 2024 DoD Arctic Strategy, the fourth iteration for the Department, which outlines the United States’ commitment to preserving the Arctic as a secure and stable region with Allies and partners.

The allied maritime force’s operations, led by GRF CSG, are a testament to this commitment, advancing the strategy’s lines of effort to enhance maritime domain awareness and the ability to campaign in the Arctic. The strategy builds upon the 2022 National Security Strategy, the 2022 National Defense Strategy, and the 2022 National Strategy for the Arctic Region.

The GRF CSG continues to support U.S. 6th Fleet’s maritime operations and theater security cooperation missions, working alongside Allies and partners to deter aggression, preserve economic prosperity and keep the seas free and open.

Carrier Strike Group Twelve is on a scheduled deployment to the U.S. 6th Fleet area of operations to support the warfighting effectiveness, lethality, and readiness of U.S. Naval Forces Europe-Africa, and defend U.S., Allied and partner interests in the region. For more than 80 years, U.S. Naval Forces Europe-U.S. Naval Forces Africa has forged

strategic relationships with our Allies and partners, leveraging a foundation of shared values to preserve security and stability. You can find more information on DVIDS at <https://www.dvidshub.net/unit/CVN78>.