

# RTX's Raytheon awarded \$1.1 billion U.S. Navy contract to produce AIM-9X Block II missiles



From RTX, June 04, 2025

*Award represents largest production contract to date*

TUCSON, Ariz., June 4, 2025 /PRNewswire/ – Raytheon, an RTX (NYSE: RTX) business, was awarded a \$1.1 billion contract from the U.S. Navy to produce AIM-9X Block II missiles. This is the largest contract awarded for the program and will increase production to 2,500 missiles per year.

“This award represents a historic milestone for the AIM-9X program, further emphasizing its importance to the U.S. and partnered nations,” said Barbara Borgonovi, president of Naval Power at Raytheon. “Through our partnership with the U.S. Navy, we are well-positioned to support this increased

demand.”

AIM-9X is the most advanced infrared-tracking, short-range, air-to-air and surface-to-air missile that is combat proven in several theaters around the world. It is configured for easy installation on a wide range of modern aircraft and provides proven layered defense with ground-launched capabilities, including the National Advanced Surface-to-Air Missile System, or NASAMS.

A U.S. Navy-led joint program with the U.S. Air Force, AIM-9X is used by over 30 allied and partner nations and continues to gain international interest.

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## **USS Sampson Deploys to U.S. Northern Command Area of Responsibility**



The Arleigh Burke-class guided-missile destroyer USS Sampson (DDG 102) steams alongside the aircraft carrier USS Nimitz (CVN 68) in the Pacific Ocean, Oct. 5, 2024. Nimitz is underway in 3rd Fleet conducting routine training operations. (U.S. Navy photo by Mass Communication Specialist Seaman Joseph M. Paolucci)

From U.S. Fleet Forces Command Public Affairs, June 4, 2025

SAN DIEGO – The Arleigh Burke-class guided-missile destroyer USS Sampson (DDG 102) departed Naval Base San Diego, June 3, 2025, to support operations in the U.S. Northern Command (USNORTHCOM) area of responsibility.

Sampson is relieving littoral combat ship USS Charleston (LCS 18), continuing the Navy's role in maritime operations that support national security priorities.

Sampson will conduct operations in direct support of USNORTHCOM's mission to protect the homeland by enhancing maritime domain awareness and deterring illicit activities in coordination with U.S. interagency and law enforcement partners.

The deployment is part of the Department of Defense's support to national objectives along the U.S. southern border, following Presidential directives and ongoing interagency efforts to improve border security and homeland defense.

During this deployment, Sampson will operate with an embarked U.S. Coast Guard Law Enforcement Detachment (LEDET). This joint presence strengthens the ship's ability to conduct maritime interdiction operations, contribute to border security, and support counter-narcotics efforts and humanitarian missions as needed.

As a surface combatant assigned to Destroyer Squadron 9, Sampson brings robust multi-mission capabilities to the task of defending U.S. sovereignty and supporting homeland defense operations in coordination with USNORTHCOM.

USFFC is responsible for manning, training, equipping and employing more than 125 ships, 1,000 aircraft, and 103,000 active-duty service members and government employees, and providing combat-ready forces forward to numbered fleets and combatant commanders around the globe in support of U.S. national interests.

USFFC also serves as the Navy's Service Component Commander to both USNORTHCOM and U.S. Strategic Command, providing naval forces in support of joint missions as Commander, Naval Forces Northern Command (NAVNORTH) and Commander, Naval Forces Strategic Command (NAVSTRAT). USFFC is the Strategic Command Joint Force Maritime Component Commander (JFMCC STRAT) and executes Task Force Atlantic in coordination with U.S. Naval Forces Europe.

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# BAE Systems Awarded \$30M for Identification Friend or Foe Common Transponder



From BAE Systems, June 4, 2025

*IFF technical refresh positions the Department of Defense to meet future cyber and crypto requirements and eliminates obsolescence*

GREENLAWN, N.Y. – June 4, 2025 – The U.S. Navy has awarded BAE Systems \$30 million to refresh the AN/APX-123A(V) Common Transponder (CXP), which provides time-critical insights that help prevent friendly fire incidents. The refreshed CXP will support the U.S. Navy fleet and joint forces for air defense, weapon systems, air traffic control, and range instrumentation.

The upgrade will serve as a replacement option for currently installed Identification Friend or Foe (IFF) transponders on existing and emerging platforms including unmanned aerial vehicles, ships, fixed-wing aircraft, and helicopters. As a form, fit, and function replacement, its design will address obsolescence and processing capacity to support future needs. The open-system architecture design and high-density field programmable gate array technology ensures ongoing versatility and future utility through software upgrades, without the risk and cost associated with hardware modifications.

“Common transponders provide our service men and women with a reliable and secure solution to help them identify friendly forces and make decisions in a variety of threat environments,” said Seth Guanu, Combat Identification Products program area director at BAE Systems. “The level of speed, security, and accuracy matters to support interoperability across U.S. forces. This modernization effort enables us to deliver a critical capability to thousands of existing applications and equip emerging platforms.”

The AN/APX-123A(V) CXP will be Mark XIIB IFF certified with Mode S and Mode 5 for secure and encrypted data exchange – meeting latest Department of Defense standards. It will also include additional receive channels for passive acquisition of Mode 5 Level 2 and Automatic Dependent Surveillance – Broadcast In, enhancing situational awareness for warfighters. It will provide high-performance, multi-function capabilities while supporting the latest crypto requirements.

With more than 80 years of [IFF experience](#), BAE Systems has delivered over 1,500 interrogators, 6,000 combined interrogator transponder systems, and 16,000 transponders.

The AN/APX-123A(V) CXP technical refresh work will be performed at BAE Systems’ Greenlawn, New York and Austin, Texas facilities. Production hardware is expected to be qualified for flight and delivered to users in 2027.

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# SASC Chairman Wicker Releases Defense Reconciliation Bill



Mississippi Senator and Chairman of the Senate Armed Services Committee Roger Wicker speaks with nominee for Deputy Secretary of Defense Stephen A. Feinberg prior to a SASC hearing in Washington, D.C., Feb. 25, 2025. *Photo credit: DoD | U.S. Air Force Senior Airman Madelyn Keech*

Sen. Roger Wicker (R-Mississippi), chairman of the Senate Armed Services Committee, on June 3 released the text of the defense portion of the reconciliation bill, named the One Big Beautiful Bill.

The defense portion was negotiated by members of the House and Senate Armed Services Committees in coordination with the White House and the Department of Defense.

“This bill is a landmark down payment toward the modernization of our military and our defense capabilities,” Wicker said in a statement. “It represents a generational upgrade for our national security with historic funding for Golden Dome, American manufacturing, innovative unmanned technology, and new shipbuilding efforts.”

Among other things, the bill would:

- Approve \$9 billion to improve servicemember quality of life, including housing modernization, childcare and education improvements, and health care.
- Authorize \$29 billion for shipbuilding to expand the maritime industrial base, build 13 battle force ships, and rapidly grow an unmanned fleet.
- Provide \$25 billion for the proposed Golden Dome missile defense system, including space-based missile interceptors.
- Provide \$23 billion to re-stock crucial munitions, rebuild U.S. supply chains for critical minerals and expand advanced manufacturing capacity.
- Authorize \$16 billion to scale production of innovative low-cost and next-gen weapons like drones, counter-drone tech, cheap munitions, and artificial intelligence.
- Provide \$9 billion for air superiority, including accelerating delivery of next-generation aircraft and autonomous systems.
- Authorize \$12 billion for Pacific deterrence, including expanding military exercises in the region, building infrastructure to defend forces and conduct military operations in the Western Pacific and improving Taiwan’s defense.
- Provide \$3.3 billion for border security and funds Department of Defense personnel and logistics support to help carry out the administration’s border, immigration and counterdrug enforcement agenda.

“The House and Senate Armed Services Committees are committed to implementing President Trump’s peace through strength agenda with a generational investment in our national defense,” said Mike Rogers (R-Alabama), chairman of the House Armed Services Committee.

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## SECDEF Orders Renaming of USNS Harvey Milk



The John Lewis-class replenishment oiler USNS Harvey Milk (T-AO-206) conducts a replenishment at sea with the world’s largest aircraft carrier, USS Gerald R. Ford (CVN 78), December 13, 2024. Photo credit: *U.S. Navy | Mass Communication Specialist 2nd Class Maxwell Orlosky*

According to numerous reports, Secretary of Defense Pete Hegseth has ordered the renaming of USNS Harvey Milk (T-

A0-206), a John Lewis-class oiler named after the Navy veteran and gay rights activist.

First reported by Military Times, a memorandum has ordered the changing of the name and the timing of the action, right at the beginning of Pride month, was on purpose, part of the Department of Defense objective of re-establishing a “warrior culture.”

Fox News reported that further name changes may be coming pending internal reviews.

Milk served four years in the Navy in the early 1950s, serving aboard the submarine rescue ship USS Kittiwake as a diving officer and later as a diving instructor at Naval Station San Diego. He resigned at the rank of lieutenant junior grade, leaving service rather than face a court martial for being gay, according to Wikipedia.

Later, he became the first openly gay man to be elected to public office in California as a member of the San Francisco Board of Supervisors. In late 1978, Milk and San Francisco Mayor George Moscone were shot to death by a disgruntled member of the board of supervisors, according to Wikipedia. Milk was posthumously awarded the Presidential Medal of Freedom in 2009.

The USNS Harvey Milk, the second in the John Lewis class of oilers, was officially named in 2016 and launched in 2021. The ship is operated by Military Sealift Command.

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# BAE Systems Launches \$250M State-of-the-Art Shiplift and Land Level Facility in Jacksonville



From BAE Systems, June 2, 2025

JACKSONVILLE, Fla. – June 2, 2025 – BAE Systems unveiled its new shiplift and land-level repair complex during a ribbon-cutting ceremony at the company's Jacksonville, Florida shipyard. This marks a significant milestone in the \$250 million investment to transform its ship repair capabilities and solidify its role as a key partner to the U.S. Navy and commercial maritime industry.

The ceremony brought together approximately 500 attendees, including BAE Systems employees, subcontractors, Navy personnel, shipyard neighbors, local community members, and other distinguished guests, including Acting Chief of Naval

Operations Admiral Jim Kilby and BAE Systems, Inc. President and CEO Tom Arseneault.

“Today marks an important milestone as we celebrate the completion of a world-class ship repair facility upgrade here in Florida. The introduction of our new shiplift and land level repair facility represents more than just progress for BAE Systems Ship Repair—it reflects a shared commitment to innovation, growth and collaboration,” Arseneault said. “Together with the United States Navy, and other key industry partners that depend on this port, we are building a stronger foundation for the future, to help maintain our maritime superiority.”

The shiplift and land level repair complex will support the maintenance and repair of Mayport-based Navy vessels and commercial ships sailing into the Port of Jacksonville. With the capacity to lift ships displacing up to 25,000 tons and accommodate multiple vessels for maintenance simultaneously ashore, the new complex expands the shipyard’s capabilities threefold.

BAE Systems’ new facility will significantly enhance production efficiency, strengthen regional maritime capabilities, and advance environmental stewardship. Its completion represents the company’s long-term initiative to bolster support for the U.S. Navy while also accommodating a broader range of commercial vessels at competitive scales.

“From my vantage point, this shiplift and land level facility is contributing to the national movement that is making America safer and more secure,” said Admiral Kilby. “It’s a necessary element to forging a defense industrial base able to support, sustain and generate our fleet.”

The project, together with Pearlson Shiplift Corporation, Foth Engineering, and Kiewit Infrastructure South Co., replaces an 80-year-old drydock that had reached the end of its lifecycle.

The state-of-the-art shiplift system's platform spans 492 feet by 110 feet, offering a more cost-effective and efficient alternative to traditional drydocks. It will be one of the ten largest shiplift systems in the world and the largest in the Americas.

The first vessel lift in the facility is anticipated later this month.

BAE Systems is a leading provider of ship repair, maintenance, and modernization services to the U.S. Navy's fleet of combatant ships in their homeports; refit and hauling services for commercial and privately held vessels; and fabrication services for the submarine industrial base. The company operates three full-service shipyards in California, Florida, and Virginia, and offers a highly skilled, experienced workforce; a large team of suppliers and subcontractors; seven dry docks and railways; and significant pier space and ship support services.

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**SEAL Nominated for 4th Star,  
Commander of U.S. Special  
Operations Command**



ARLINGTON, Va. – Secretary of Defense Pete Hegseth announced June 3 that the president has nominated Navy Vice Adm. Frank M. Bradley for appointment to the grade of admiral, with assignment as commander, U.S. Special Operations Command, MacDill Air Force Base, Florida.

If confirmed by the Senate, Bradley would succeed Army General Bryan P. Fenton.

Bradley currently serves as commander, Joint Special Operations Command/commander, Joint Special Operations Command Forward, U.S. Special Operations Command, at Fort Bragg, North Carolina.

Below is Bradley's official biography from the Navy's website:

“Vice Adm. Frank M. Bradley is a U.S. Navy SEAL Officer and a

native of Eldorado, Texas. Bradley is a 1991 graduate of the United States Naval Academy, where he studied physics and was a varsity gymnast. He began his career as a SEAL after completing Basic Underwater Demolition school (BUDs/SEAL) Class 179 in 1992. Bradley earned a Master's in Physics from the Naval Postgraduate School in Monterey, California, where he received a provisional patent for his research in 2006.

“He has commanded at all levels of special operations, including Special Operations Command Central, leading joint special operations throughout the Middle East and South Asia. He commanded Naval Special Warfare Development Group, has multiple tours in command of joint task forces, and was among the first to deploy to Afghanistan following the attacks of September 11, 2001. Additionally, he has served with SEAL Team FOUR, SEAL Delivery Vehicle Team TWO, and the Italian Incursori (Italian SEALs) as an international exchange officer.

“His staff duty has included service as assistant commander, Joint Special Operations Command, JSOC's J-3 Technical Operations Division Chief and Deputy J-3, vice deputy director for Global Operations for the Joint Staff J-3; executive officer for the Chairman of the Joint Chiefs of Staff, General Joseph F. Dunford, Jr., and deputy director for CT Strategy for the Joint Staff J-5.”

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**RTX's Raytheon Awarded \$536 million US Navy Contract for**

# SPY-6 Family of Radars



*Contract provides continued integration and test support for the U.S. Navy's most advanced maritime radar*

From RTX, June 3, 2025

ANDOVER, Mass. (June 3, 2025) – Raytheon, an RTX (NYSE: RTX) business, has been awarded a \$536 million contract from the U.S. Navy for the [SPY-6 family of radars](#). The contract is a follow-on to the previously awarded [Integration and Production Support contract](#) and includes upgrading Flight IIA destroyers with the SPY-6(V)4 variant.

Under the sole source award, Raytheon will provide continued support for the SPY-6 family of radars through training, engineering services, ship installation, integration and testing, as well as software upgrades to enhance radar capabilities.

“SPY-6 is the most advanced radar in the U.S. naval fleet, providing ships a new level of defense against evolving threats,” said Barbara Borgonovi, president of Naval Power at

Raytheon. “This contract highlights the essential role of this technology in supporting the U.S. Navy’s technology roadmap for several decades to come.”

SPY-6 is now installed on two new U.S. Navy ships, with three additional ships slated for installation and undergoing various stages of testing in 2025. Over the next decade, SPY-6 is expected to be deployed on more than 60 U.S. Navy ships, enhancing defense against air, surface, and ballistic threats.

Work on this contract is expected to be completed by May 2026.

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## **USS Harry S. Truman Strike Group Returns from 8-Month Deployment**



MEDITERRANEAN SEA (May 19, 2025) The Nimitz-class aircraft carrier USS Harry S. Truman, right, the Arleigh Burke-class guided-missile destroyer USS Jason Dunham (DDG 109), center, and the Ticonderoga-class guided-missile cruiser USS Gettysburg (CG 64) sail in the Mediterranean Sea. USS Harry S. Truman, the flagship of the Harry S. Truman Carrier Strike Group (HSTCSG), is on a scheduled deployment in the U.S. 6th Fleet area of operations supporting U.S. Naval Forces Europe-Africa to defend U.S., allied and partner interests. (U.S. Navy photo by Mass Communication Specialist 3rd Class Mike Shen)

[by Commander, U.S. 2nd Fleet Public Affairs](#), June 2, 2025

NORFOLK, Va. – The flagship of the Harry S. Truman Carrier Strike Group returned to its homeport of Norfolk, Virginia on June 1, following an eight-month deployment to the U.S. 5th and 6th Fleet areas of operations.

The strike group, which departed for deployment in September 2024, consisted of USS Harry S. Truman (CVN 75), Ticonderoga-class cruiser USS Gettysburg (CG 64), Arleigh Burke-class destroyers USS Stout (DDG 55) and USS Jason Dunham (DDG 109) of Destroyer Squadron (DESRON) 28, and Carrier Air Wing (CVW) 1 with nine embarked squadrons.

While sailing across Europe and the Middle East, the strike group conducted a wide range of missions, including exercises with NATO Allies and combat operations in the Red Sea.

“The performance of every Sailor and asset in our strike group has been nothing short of exceptional,” said Rear Adm. Sean Bailey, commander of HSTCSG. “I am immensely proud of my team. They have repeatedly proven time and again that they are warfighters who stand ready for anything. As we return home, it is truly gratifying to reunite our Sailors with their families and friends who have supported them throughout this journey.”

The strike group operated in the North Sea during NATO’s Neptune Strike 24-2 and supported maritime and air presence operations with ships from Portugal, Norway, and Italy. Italian frigate ITS Carabiniere (F 593) also deployed alongside the strike group during operations in Europe.

Harry S. Truman Carrier Strike Group made port calls to Norway, Sweden, Finland, Germany, Spain, France, Croatia and Greece while deployed to the U.S. 6th Fleet area of operations, promoting peace through strength.

On Feb. 1, while operating in support of U.S. Africa Command from the Red Sea, the strike group supported a large-scale airstrike and delivered 124,000 pounds of ordnance against ISIS-Somalia operatives.

“Throughout this deployment, our aviators showed immense proficiency and professionalism while striking Houthi targets across Yemen and defending the strike group and merchant vessels from threats,” said Capt. Leslie Mintz, commander of CVW-1. “I could not be prouder of the dedication and hard work of all the maintainers, ordnance handlers, administrative, and logistics support for their work keeping our aircraft flying,

aviators safe, and ordnance ready to drop around the clock.”

In March, the Harry S. Truman Carrier Strike Group led initial strikes against Iran-backed Houthi targets in Yemen during U.S. Central Command’s Operation Rough Rider. The strike group launched Tomahawk Land Attack Missiles and precision airstrikes for more than 50 days, conducting continuous operations to degrade Houthi capabilities and disrupt threats to commercial shipping.

“These warrior Sailors demonstrated superb grit for more than eight months,” said Capt. Chris Hill, commanding officer of USS Harry S. Truman. “Even in the face of significant challenges, they persevered, never giving up when their nation needed them. It’s been an honor to serve alongside such dedicated professionals and to take them home to their families.”

During the deployment, the Harry S. Truman strike group completed more than 13,000 sorties and 25,000 flight hours, and the ships sailed over 240,000 nautical miles combined.

The strike group’s mission is to conduct prompt and sustained combat operations at sea and maintain a forward presence through sea control and power projection capabilities.

For more information, visit DVIDS at <https://www.dvidshub.net/unit/CVN75>.

U.S. 2nd Fleet, reestablished in 2018 in response to the changing global security environment, develops and employs maritime ready forces to fight across multiple domains in the Atlantic and Arctic in order to ensure access, deter aggression and defend U.S., allied, and partner interests.

For more U.S. 2nd Fleet news and photos, visit [facebook.com/US2ndFleet](https://www.facebook.com/US2ndFleet), X – @US2ndFleet, and

<https://www.linkedin.com/company/commander-u-s-2nd-fleet>.

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# Coast Guard Cutter Diligence Returns Home After 61-day Counter-Drug and Fisheries Patrol



Coast Guard Cutter Diligence (WMEC 616) crew members seize

approximately 40 pounds of cocaine from a disabled sailing vessel in the Caribbean Sea, April 24, 2025. Diligence's crew conducted a 61-day counter-drug and fisheries patrol in the Caribbean Sea and Gulf of America. (U.S. Coast Guard photo)  
From U.S. Coast Guard Atlantic Area, June 2, 2025

PENSACOLA, Fla. – The crew of Coast Guard Cutter Diligence (WMEC 616) returned to their home port in Pensacola, May 21, following a 61-day patrol in the Caribbean Sea and Gulf of America, where crew members conducted counter-drug operations and fisheries boardings to enforce U.S. federal law at sea and protect America's maritime boundary.

Diligence deployed in support of Joint Interagency Task Force – South (JIATF-S) while underway in the Seventh Coast Guard District's area of responsibility. Crew members worked closely with international and interagency partners to disrupt drug trafficking ventures in the Caribbean Sea.

While at sea, the crew interdicted two separate drug-smuggling vessels suspected of drug trafficking and provided logistical support to partners for several additional interdictions.

On April 12, Diligence interdicted a vessel suspected of drug smuggling. After a pursuit and use of disabling fire, crew members gained control of the go-fast style vessel. After retrieving 28 bales of jettisoned marijuana, the crew of Diligence seized approximately 1,660 pounds of marijuana in total and apprehended the three suspected smugglers on board.

On April 23, a military patrol aircraft located a disabled sailing vessel approximately 170 miles off Colombia. [Coast Guard Cutter Diligence](#)'s crew boarded the vessel and seized approximately 40 pounds of cocaine.

During patrol, Diligence worked with the Royal Netherlands navy offshore patrol vessel HNLMS Groningen (P 843), U.S. Navy assets, Tactical Law Enforcement Team – Pacific (PACTACLET),

and Coast Guard Cutters Campbell (WMEC 909), Venturous (WMEC 625) and John Patterson (WPC 1153). The collective interoperability of these units highlights the importance of multi-national and interagency cooperation in support of maritime counter-drug operations.

While underway in the Eighth Coast Guard District's area of responsibility, the crew conducted fisheries enforcement missions while underway in the Gulf of America. While patrolling near the maritime boundary line near Mexico, Diligence's law enforcement teams conducted five boardings of U.S. commercial fishing vessels. These inspections ensured compliance with federal safety standards and fishery management regulations, supporting the Coast Guard's mission to promote safe and sustainable fishing practices.

While moored in Galveston, Texas, Diligence was opened to the public and the crew provided over 100 tours, sharing information about the ship and the Coast Guard's missions.

"Our success during this recent patrol is tied to a much broader effort that includes regional and interagency partners, said Cmdr. Nolan Cain, commanding officer of Diligence. "The crew continues to work incredibly hard to secure the maritime border and bring narcotics traffickers to justice. A special thanks to the City of Galveston for hosting us during two port calls."

Based in San Diego, California, PACTACLET personnel provide counter-narcotic law enforcement capabilities and support the interdiction, apprehension and processing of suspected drug smugglers. PACTACLET members are skilled in law enforcement boarding procedures at sea and are critical for mission execution.

Detecting and interdicting illicit drug traffickers on the high seas involves significant interagency and international coordination. JIATF-S, in Key West, conducts the detection and

monitoring of aerial and maritime transit of illegal drugs. Once an interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard for the interdiction and apprehension phases. Interdictions in the Caribbean Sea are performed by members of the U.S. Coast Guard under the authority and control of the Seventh Coast Guard District, headquartered in Miami.

Diligence is a 210-foot, Reliance-class medium endurance cutter. Its primary missions include counter-drug and migrant interdiction operations, enforcement of federal fishery laws, and search and rescue in support of U.S. Coast Guard operations throughout the Western Hemisphere.

For information on how to join the U.S. Coast Guard, visit [GoCoastGuard.com](https://www.goCoastGuard.com) to learn about active duty, reserve, officer, and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be found [here](#).