

Coast Guard, Navy interdict 14 aliens 18 miles southeast of Catalina Island, Calif.



A U.S. Coast Guard Law Enforcement Detachment (LEDET) embarked aboard the Arleigh Burke-class guided-missile destroyer USS Sampson (DDG 102), interdicted 14 aliens aboard a 33-foot sport fishing vessel approximately 18 miles southeast of Catalina Island, California, Sunday morning.

From U.S. Coast Guard Southwest District, Oct. 8, 2025

PACIFIC OCEAN – A U.S. Coast Guard Law Enforcement Detachment (LEDET) embarked aboard the Arleigh Burke-class guided-missile destroyer USS Sampson (DDG 102), interdicted 14 aliens aboard a 33-foot sport fishing vessel approximately 18 miles southeast of Catalina Island, California, Sunday morning.

Watchstanders at the Sector San Diego Joint Harbor Operation Center (JHOC) received notification of a vessel crossing north

of the maritime boundary line operating with no navigation lights. Sampson approached the vessel as it loitered in the contiguous zone off San Clemente Island and San Diego and observed two persons aboard the vessel giving the appearance of fishing. When Sampson distanced itself from the vessel, it stopped loitering and continued transiting on a northerly course. Watchstanders at the JHOC then directed Sampson to board the vessel using its attached LEDET.

13 adults aboard the vessel claimed Mexican nationality and one adult claimed Ecuadorian nationality. The 14 aliens and the vessel were brought to Oceanside, CA, and custody of the people was transferred to another Department of Homeland Security (DHS) agency.

Upon mission completion, tactical control of Sampson returned to U.S. 3rd Fleet.

This operation reflects ongoing cooperation between the U.S. Navy, U.S. Coast Guard, and interagency partners to disrupt transnational criminal networks operating in the maritime domain.

Sampson is employed under U.S. Northern Command's maritime homeland defense authorities with a Coast Guard Law Enforcement Detachment embarked to enable maritime interdiction missions to prevent the flow of illegal drugs and other illegal activity. U.S. Northern Command is working together with the Department of Homeland Security to provide additional military forces and capabilities at the southern border.

Coast Guard Cutter Midgett Returns to Hawaii Following 79-day Counterdrug Patrol



Crew members of the U.S. Coast Guard Cutter Midgett (WMSL 757) stand at parade rest on the flight deck of the cutter in San Diego, Sept. 25, 2025. The Midgett's crew prepared to offload drugs interdicted in the Eastern Pacific during counter-narcotic patrols, eliminating 21,126 pounds of cocaine worth an estimated \$156 million in value. (U.S. Coast Guard photo by Petty Officer 3rd Class Roberto A. Nieves Felix)

[Release From U.S. Coast Guard Oceania District](#)

HONOLULU – The Coast Guard Cutter Midgett (WMSL 757) crew returned to their Honolulu home port Friday after a 79-day deployment to the Eastern Pacific Ocean in support of the counterdrug mission “Operation Pacific Viper.”

While patrolling international waters off the Pacific coasts

of Mexico and Central America, Midgett's crew apprehended 19 suspected drug smugglers and interdicted four suspected drug smuggling vessels, preventing 21,126 pounds of cocaine, with an estimated value of more than \$156.4 million, from reaching U.S. shores.

The drugs [were offloaded in San Diego](#) on September 25 by the Midgett crew and multiagency partners. The Midgett deployed to the region under the tasking of Joint Interagency Task Force – South (JIATF-S) in support of the Coast Guard's Operation Pacific Viper.

During the deployment, Midgett's crew conducted counterdrug missions in the Coast Guard's Southwest District area of responsibility countering transnational criminal organizations and preventing illegal narcotics from reaching the United States. The trafficking of illegal drugs poses an urgent threat to the American people, and the men and women of the U.S. Coast Guard do everything in their power to interdict drugs before they reach our shores and our citizens.

Detecting and interdicting narco-terrorism on the high seas involves significant interagency and international coordination. Joint Interagency Task Force-South based in Key West conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and apprehension. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard's Southwest District, headquartered in Alameda, California.

Midgett's crew worked alongside other Coast Guard units including law enforcement personnel from Tactical Law Enforcement Team South (TACLET SOUTH), Helicopter Interdiction Tactical Squadron (HITRON) crews, contractors operating V-BAT

Unmanned Aerial Systems (UAS), and Department of War assets. Notably, the ship [achieved a significant milestone with HITRON](#)—accomplishing their 1,000th interdiction of suspected drug smuggling vessels.

“This deployment showcased the power of partnerships in combating transnational crime,” said Capt. Brian Whisler, Midgett’s commanding officer. “From HITRON and TACLET SOUTH to the entire JIATF-S team, the Midgett crew worked seamlessly with our partners to achieve significant results. I am deeply impressed by the dedication and skill of every member of this crew, who consistently exceeded expectations during challenging circumstances. We are incredibly proud of our contribution to Operation Pacific Viper and remain steadfast in our commitment to control, secure, and defend our borders and maritime approaches.”

Midgett, commissioned in 2019, is the eighth Legend-class national security cutter and is one of two homeported in Honolulu. The cutter’s primary missions are counter-drug operations and defense readiness.

Coast Guard orders additional waterways commerce cutters



From Headquarters, U.S. Coast Guard, Sept. 30, 2025

WASHINGTON – The Coast Guard is moving forward with the acquisition of the new Waterways Commerce Cutter (WCC) class, designed to replace the legacy fleet of inland tenders and facilitate commerce vital to the nation’s economic security and strategic mobility.

The service has ordered production of the first river buoy tender (WLR) and long lead time material (LLTM) for the second inland construction tender (WLIC), with construction to take place at Birdon America, Inc.’s shipyard in Bayou La Batre, Alabama.

In addition, the Coast Guard has placed an order for three sets of LLTM to support future production. The total value of the production and LLTM orders is approximately \$110 million.

Funding includes \$51 million provided by Public Law 119-21, the One Big Beautiful Bill Act, which covers production of the second WLIC and two sets of LLTM. The balance of the order is funded through regular appropriations.

“Our nation’s marine transportation system facilitates over

\$5.4 trillion in economic activity every year and supports millions of jobs throughout the United States,” said Rear Adm. Mike Campbell, the Coast Guard’s Director of Systems Integration and Chief Acquisition Officer. “Putting new waterways commerce cutters on contract ensures we have the capabilities needed to support the safe and efficient flow of commerce in our inland waterways systems.”

Inland construction tenders play a critical role in constructing, repairing, and maintaining fixed aids to navigation (ATON) along the Eastern Seaboard and Gulf Coast. These cutters are uniquely equipped to drive and remove piles, erect towers, and perform major structural modifications. Construction of the first WLIC, ordered in June 2025, is expected to be completed in 2027.

River buoy tenders service short-range ATON on the Western Rivers, setting, relocating, and recovering buoys to mark navigable channels as water levels fluctuate. They also establish and maintain fixed aids, lights, and daybeacons. Construction of the first WLR is expected to be completed in 2027. Both WLICs and WLRs are being acquired under the same contract due to their substantial design similarities.

The WCCs will replace the legacy inland tender fleet, which has an average vessel age of nearly 60 years, including ships still in service at 81 years old. The Coast Guard inland fleet maintains more than 28,200 marine aids across 12,000 miles of inland waterways, facilitating the movement of approximately 630 million tons of cargo annually.

Modernizing this fleet will bolster the Coast Guard’s capacity to control, secure and defend U.S. ports and waterways, ensuring the safe and efficient flow of commerce vital to the nation’s economic and strategic interests. This modernization is aligned with Force Design 2028, a blueprint introduced by Secretary of Homeland Security Kristi Noem to transform the Coast Guard into a more agile, capable and responsive fighting

force.

Coast Guard Offloads Nearly \$94.5M in Illegal Narcotics from Operation Pacific Viper



The crew of USCGC Seneca (WMEC 906) stand for a photo during a drug offload at Port Everglades in Fort Lauderdale, Florida, Sept. 30, 2025. The crew offloaded more than 12,750 pounds of cocaine and marijuana with an approximate street value of \$94.5 million. (U.S. Coast Guard photo by Petty Officer 1st Class Diana Sherbs)

From U.S. Coast Guard Southeast District, Sept. 30, 2025

MIAMI – Coast Guard Cutter Seneca’s crew offloaded more than

12,750 pounds of cocaine and marijuana with an approximate street value of \$94.5 million in Port Everglades, Tuesday.

Seneca was deployed in support of Operation Pacific Viper. Coast Guard crews worked alongside interagency partners to interdict illicit narcotics in the international waters in the Eastern Pacific Ocean.

Through Operation Pacific Viper, the Coast Guard is accelerating counter-drug operations in the Eastern Pacific Ocean, where significant transport of illicit narcotics continues from Central and South America. In coordination with international and interagency partners, the Coast Guard is surging additional assets—cutters, aircraft and tactical teams—to interdict, seize and disrupt transshipments of cocaine and other bulk illicit drugs. Operation Pacific Viper continues the Coast Guard’s efforts to protect the Homeland, counter narco-terrorism, disrupt foreign terrorist organizations, transnational criminal organizations and cartels seeking to produce and traffic illicit drugs into the United States. Since launching this operation in early August, the Coast Guard interdicted over 80,000 pounds of cocaine.

“I’m incredibly proud of the teamwork and adaptability displayed by my crew and our partners during this patrol to stop illicit drug flow from entering the United States,” said Capt. Lee Jones, commander, Coast Guard Cutter Seneca. “Our crews sacrifice time away from their families, and when necessary, put themselves in harm’s way to secure our borders and protect the American people.”

The following assets and crews were involved in the interdictions:

- Coast Guard Cutter Venturous

- Coast Guard Cutter Hamilton

- Coast Guard Cutter Midgett

- Coast Guard Cutter Stone

- Joint Interagency Task Force-South

- Coast Guard Southwest District

- Coast Guard Southeast District

29 suspected smugglers were transferred to federal custody.

Detecting and interdicting narco-terrorism on the high seas involves significant interagency and international coordination. Joint Interagency Task Force-South based in Key West conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and apprehension. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard's Southwest District, headquartered in Alameda, California.

The Coast Guard is the United States' lead federal maritime law enforcement agency with authority to enforce national and international laws on the high seas and waters within U.S. jurisdiction. 80 percent of all U.S.-bound narcotics seizures occur at sea, underscoring the impact of Coast Guard maritime interdiction efforts.

Coast Guard Cutter Seneca is a 270-foot Famous-class medium-endurance cutter with a crew of 100 homeported in Portsmouth, Virginia.

Editor's note: See related [U.S. Coast Guard Cutter Seneca interdicts suspected drug smuggling vessel in the Pacific Ocean](#)

Coast Guard Awards Contract for New Heavy Weather Surf Boats

[Release From Headquarters, U.S. Coast Guard](#)

SEATTLE – The Coast Guard awarded an indefinite delivery, indefinite quantity (IDIQ) contract on Sept. 29 to Rozema Boat Works, Inc. of Mount Vernon, Washington to acquire up to six second-generation special-purpose craft – heavy weather (SPC-HWX II) boats.

The total potential value of the contract is \$70.9 million and the first SPC-HWX II is anticipated to be completed in fiscal year 2027. The SPC-HWX II will replace the 52-foot first generation of special-purpose craft – heavy weather boats, which entered service in the 1950s and 1960s.

These vessels were retired in 2021 due to increasing maintenance challenges. Like their predecessors, the SPC-HWX IIs will serve in the Pacific Northwest.

These next-generation vessels are designed to perform a wide range of Coast Guard missions in extreme weather and challenging surf conditions that exceed the capabilities of

other boats, such as search and rescue; disabled vessel towing; and law enforcement and ports, waterways and coastal security missions.

Measuring 64 feet in length, the SPC-HWX II will feature self-righting capability and be capable of operating in 35-foot seas, 25-foot surf, and winds up to 60 knots. Powered by twin 1,200-horsepower diesel engines, it will reach speeds of 20 knots, tow up to 300 tons, and operate up to 150 miles offshore. With accommodation for a relief crew, the SPC-HWX II will have an endurance up to 48 hours, a critical feature for long-range heavy-weather operations.

Coast Guard Cutter Polar Star Returns to Seattle After 308 Days



After 308 days away from its Seattle home port, the 49-year-old U.S. Coast Guard Cutter Polar Star (WAGB 10) and crew returned home, Sept. 23, 2025. Upon completing Operation Deep Freeze 2025, Polar Star returned directly to Mare Island Dry Dock in Vallejo, Calif., to complete the final year of a five-year Service Life Extension Program prior to returning to Seattle. U.S. Coast Guard photo by Petty Officer 3rd Class Annika Hirschler.

From U.S. Coast Guard Northwest District, Sept. 25, 2025

SEATTLE – After 308 days away from its Seattle home port, the 49-year-old U.S. Coast Guard Cutter Polar Star (WAGB 10) and crew returned home Tuesday.

Upon completing [Operation Deep Freeze \(ODF\) 2025](#), Polar Star returned directly to Mare Island Dry Dock in Vallejo, Calif., to complete the final year of a five-year Service Life Extension Program (SLEP).

Polar Star's SLEP completion comes at a time when the Polar Regions are becoming more consequential, and the demand for U.S. Coast Guard presence, leadership, and vigilance continues

to grow.

The maintenance work completed over the past five years recapitalized integral systems, including propulsion, communication, and machinery control systems. These efforts are designed to extend the cutter's service life as the Coast Guard [begins construction of its first Polar Security Cutter](#). Until PSCs becomes operational, Polar Star will remain the only U.S. icebreaker capable of completing the annual breakout of McMurdo Sound, Antarctica in support of the U.S. Antarctic program (USAP).

"Much has been asked of this ship over the past five decades," said Capt. Jeff Rasnake, Polar Star's commanding officer. "The completion of this extensive five-year maintenance and recapitalization project is a major milestone in enabling Polar Star's operations into the future."

Polar Star's SLEP has been completed in five phases to maintain its operational capability to complete annual polar deployments. Phase Five, the last phase in its SLEP, began March 30, 2024, focusing on these projects:

Gyro repeater recapitalization to ensure that these critical pieces of navigation equipment are updated to modern standards, enabling safe navigation of the cutter.

Ancillary pumps and motors recapitalization through the replacement of critical main propulsion and auxiliary systems with modern supportable units.

Heating, ventilation, and air conditioning systems refurbishments; multiple zones were refurbished with ventilation trunks, fans, and heaters to improve air circulation and maintain a comfortable living environment for the ship's crew during extended deployments.

The completion of Polar Star's five-year SLEP underscores the

importance of the annual ODF mission, the U.S. military support mission for the USAP, which facilitates the transport of personnel, equipment and supplies required to maintain the U.S.'s strategic presence in Antarctica. Having participated in a majority of these missions since they began in the 1950s, the U.S. Coast Guard will continue to support the U.S.'s continued presence on the Antarctic continent as part of the Joint Task Force – Support Forces Antarctica.

Work completed in Phase Five took 175 days and represented an additional \$12.7 million investment in the U.S. Polar capability. While at Mare Island, Polar Star received support from both Coast Guard Base Seattle and Base Charleston's Naval Engineering Departments to perform a center section overhaul on one of Polar Star's nine main diesel engines. In parallel with this work, members from the Coast Guard Yard in Baltimore completed vital work on the ship's sanitary systems.

Additional major work completed includes removing the centerline shaft for servicing and inspection, exchanging all three propellers, and renewing both forward and aft main deck surfaces.

"This is a tremendous ship, and it is in better shape today than it was ten years ago," said Rasnake. "That's a testament to the unrelenting efforts of the crew, the enduring support of our mission partners, and the renewed enthusiasm and investment in our nation's polar icebreaking capabilities."

Commissioned in 1976, Polar Star is 399 feet, weighing 13,500 tons with a 34-foot draft. Despite reaching nearly 50 years of age, Polar Star remains the world's most powerful non-nuclear icebreaker with the ability to produce up to 75,000 shaft horsepower.

Coast Guard offloads more than \$156 million worth of cocaine in San Diego



Crew members of the U.S. Coast Guard Cutter Midgett (WMSL 757) stand at parade rest on the flight deck of the cutter in San Diego, Sept. 25, 2025. The Midgett's crew prepared to offload drugs interdicted in the Eastern Pacific during counter-narcotic patrols, eliminating 21,126 pounds of cocaine worth an estimated \$156 million in value. (U.S. Coast Guard photo by Petty Officer 3rd Class Roberto A. Nieves Felix)

SAN DIEGO – The crew of U.S. Coast Guard Cutter Midgett (WMSL 757) offloads approximately 21,126 pounds of cocaine, with an estimated value of more than \$156.4 million, Thursday in San Diego.

The offload resulted from four separate interdictions of suspected drug-smuggling vessels in international waters off the coasts of Mexico, Central America, and South America.

Midgett's crew conducted the interdictions during counter-narcotics patrols during the months of August and September 2025.

"This offload represents the hard work and dedication of our crew and the strength of our partnerships in keeping dangerous drugs from reaching our communities," said Capt. Brian Whisler, commanding officer of the Coast Guard Cutter Midgett. "Maritime interdiction remains one of the most effective ways to disrupt narcotics trafficking, and together with our partners, we are holding transnational criminal organizations accountable."

This operation is part of Operation Pacific Viper, a Coast Guard led surge effort to counter the flow of illicit narcotics in the Eastern Pacific Ocean. The operation leverages the Coast Guard's Title 14 maritime law enforcement authorities and capabilities, supported by interagency and international partners.

This offload reflects the combined efforts of multiple agencies working together to combat illegal narcotics from entering the United States. Partners include the U.S. Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement, working closely with allied and regional maritime forces.

Currently, 80% of all narcotics seized in the transit zone are interdicted at sea, underscoring the impact of Coast Guard operations. The fight against cartels and transnational criminal organizations requires unity of effort at every stage, from detection and monitoring to interdiction and prosecution by U.S. Attorneys' Offices and international partners.

Midgett is one of two Legend-class national security cutters homeported in Honolulu. These cutters are built to operate in the most challenging open ocean environments and play a vital

role in protecting the maritime approaches of the Pacific, where much of the world's illicit narcotics trafficking occurs.

Coast Guard Offloads Nearly \$65M in Illicit Narcotics Interdicted in Western Caribbean Sea



The crew of Coast Guard Cutter Diligence (WMEC 616) poses for a group photo during a drug offload at Coast Guard Sector St. Petersburg, Florida, Sept. 22, 2025. Diligence's crew offloaded nearly \$65 million in illicit narcotics interdicted in the Western Caribbean Sea. (U.S. Coast Guard photo by Petty

Officer 1st Class Riley Perkofski)

From U.S. Coast Guard Southeast District, Sept. 24, 2025

ST. PETERSBURG, Fla. – The crew of Coast Guard Cutter Diligence (WMEC 616) offloaded approximately 8,700 pounds of cocaine worth an estimated \$64.5 million, Monday, at Coast Guard Sector St. Petersburg.

Diligence deployed in support of Joint Interagency Task Force – South to the Coast Guard District Southeast area of responsibility, where crew members interdicted more than 10,000 pounds of illicit narcotics.

“I am remarkably proud of the crew and appreciative of the efforts of JIATF-S and Coast Guard District Southeast,” said Cmdr. Colin McKee, commanding officer Diligence. “This joint effort helped us prevent more than four tons of illegal drugs from entering the United States. While this offload marks another milestone in our efforts to counter narco-terrorism, the Coast Guard remains relentless in our operations to control, secure, and defend U.S. borders and maritime approaches.”

The seized contraband was a result of two interdictions in international waters of the Caribbean Sea.

On Aug. 7, Diligence’s crew detected and boarded a suspicious go-fast vessel approximately 136 miles southwest of Negril, Jamaica. Diligence’s boarding team interdicted the vessel, seizing 1,500 pounds of marijuana. The contraband was transferred to and offloaded by Coast Guard Cutter Hamilton (WMSL 753), as part of the [largest quantity of drugs offloaded in Coast Guard history](#), in Port Everglades, on Aug. 25.

On Sep. 6, a maritime patrol craft spotted a suspicious go-fast vessel approximately 240 miles north of Panama. Diligence’s boarding team interdicted the vessel, seizing more than 8,700 pounds of cocaine. The cocaine was offloaded by Diligence’s crew and transferred to case agents in St.

Petersburg, Monday.

The following assets and crews were involved with the interdiction operations:

- [U.S. Coast Guard Cutter Diligence](#)

- [Joint Interagency Task Force – South \(JIATF-S\)](#)

- [Coast Guard District Southeast](#)

Detecting and interdicting narco-terrorism on the high seas involves significant interagency and international coordination because 80% of U.S.-bound drugs are interdicted on the high seas. U.S. Southern Command's JIATF-S, based in Key West, conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and apprehension. Interdictions in the Caribbean Sea are performed by members of the U.S. Coast Guard under the authority and control of Coast Guard District Southeast, headquartered in Miami.

The Coast Guard continues increased operations to interdict, seize and disrupt transshipments of cocaine and other bulk illicit drugs by sea. These drugs fuel and enable foreign terrorist organizations and transnational criminal organizations to produce and traffic illegal fentanyl, threatening the United States.

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

under the command of [U.S. Coast Guard Atlantic Area](#), based in Portsmouth, Virginia.

Coast Guard to Invest \$350M in Robotics, Autonomous Systems



From Headquarters, U.S. Coast Guard, Sept. 24, 2025

WASHINGTON – The Coast Guard announced Wednesday it will invest nearly \$350 million to expand robotics and autonomous systems, strengthening mission execution and operational capabilities.

The funding, provided under the One Big Beautiful Bill Act (OBBBA), includes \$11 million in fiscal year 2025 for immediate upgrades to critical autonomous systems.

Initial investments include:

- \$4.8 million to procure 16 VideoRay Defender remotely operated vehicles (ROVs) to replace Deployable Specialized Forces' aging fleet.
- \$2 million to procure six Qinetiq Squad Packable Utility Robot (SPUR) and 12 mini-SPUR robots to replace outdated unmanned ground vehicles (UGVs) at Strike Teams.
- \$4.3 million to purchase 125 SkyDio X10D short-range unmanned aircraft systems (SR-UAS).

These investments are the first in a series of robotics and autonomous systems projects the Coast Guard will pursue using OBBBA funding. The technologies will meet immediate mission needs, improve personnel safety and strengthen the Coast Guard's capabilities to control, secure, and defend U.S. borders and maritime approaches.

"These unmanned systems provide increased domain awareness, mitigating risk and enhancing mission success as the Coast Guard continues to operate in hazardous environments," said Anthony Antognoli, the Coast Guard's first RAS program executive officer. "The Coast Guard's mission demands agility, awareness and adaptability. Robotics and autonomous systems deliver all three, enabling us to respond faster, operate smarter and extend our reach where it matters most. We are not waiting for the future to arrive. We are delivering it to the fleet today."

The Coast Guard's Deployable Specialized Forces will use the new ROVs for waterfront and pier inspections, hull assessments, subsurface infrastructure surveys, disaster response and search and rescue missions. Their use will reduce reliance on Coast Guard divers, improving efficiency and safety.

Coast Guard Strike Teams, which respond to hazardous materials spills, major marine casualties, groundings, natural disasters, chemical, biological, radiological or nuclear (CBRN) incidents and national special security events, will use the new UGVs to access and sample air in confined spaces aboard commercial vessels.

The SR-UAS will support operations including infrastructure inspections, environmental observation, pollution response, post-storm surveys, ice surveys and communications.

The Program Executive Office for Robotics and Autonomous Systems is part of the Coast Guard's Force Design 2028 plan, which aims to fully integrate capabilities across the service. Focused on four campaigns – people, organization, contracting and acquisition and technology – Force Design 2028 is an accelerated effort to establish a blueprint for change and transform the Coast Guard into a more agile, capable, and responsive force.

Coast Guard Prepares for Aircraft Fleet Expansions with Awards for Engines, Radar



A rescue swimmer from U.S. Coast Guard Air Station Astoria dangles below an MH-60 Jayhawk helicopter as it hovers above Elliott Bay near Seattle, Washington, Aug. 1, 2023. The demonstration was part of the Parade of Ships for the annual Seafair festival. (U.S. Coast Guard photo by Petty Officer 2nd Class Steve Strohmaier)

[Release From Headquarters, U.S. Coast Guard](#)

WASHINGTON – The Coast Guard recently completed contract actions aimed at accelerating delivery of new MH-60 medium-range recovery helicopters and HC-130J long-range surveillance aircraft and expanding mission capabilities of the expanded aviation fleet.

On Sept. 8, the Coast Guard placed a \$14.3 million order for delivery of 13 General Electric T700 engines for its MH-60 helicopter fleet. On Sept. 18, the Service contracted with L3 Harris Technologies Inc. for delivery of three AN/APY-11 multi-mode radar systems, valued at \$13.9 million, to be installed on future HC-130Js during the Minotaur missionization process.

Both orders were made possible due to investments in the Coast Guard fleet made by the One Big Beautiful Bill Act (OBBBA).

The T700 engines are among the long lead-time components needed to grow the Coast Guard's MH-60 fleet and expedite transition of several air stations from the MH-65E to the MH-60. The MH-60's range, speed, payload and avionics and sensors suite make it a capable platform for all 11 Coast Guard missions. The aircraft's ability to locate, identify and track surface targets day or night makes it a valuable search and rescue and law enforcement asset. Transition of air stations is necessary to sustain rotary wing capability as the MH-65E continues to face supportability issues driven by a diminishing supply base for an out-of-production aircraft.

The AN/APY-11 radar system was chosen as the optimal multi-mode radar to enhance operational effectiveness as part of the Minotaur Mission System Suite. The Minotaur Mission System enables the collection and correlation of sensor and track data, which is used to conduct drug and alien interdictions, search and rescue, and other statutory missions.

The Coast Guard's long-range surveillance fleet is a proven asset vital to control, secure and defend the U.S. border and maritime approaches, facilitate commerce vital to economic prosperity, and respond to crises and contingencies. The Coast Guard HC-130J fleet is the Department of Homeland Security's airlift asset and can provide critical support to DHS partners in response to national events as well as logistical support during routine operations.

The OBBBA includes more than \$3.3 billion to expand the Coast Guard's HC-130J and MH-60 fleets. Nearly \$2.3 billion is for the production and fielding of new MH-60 aircraft and delivery of multiple simulators. Approximately \$1.1 billion is for production and missionization of six additional HC-130J aircraft, along with associated spare parts and the service's first HC-130J simulator