USS George Washington Transits to Japan

Sailors man the rails aboard Nimitz-class aircraft carrier USS George Washington (CVN 73) as the ship departs Naval Air Station North Island, Oct. 1, 2024. (U.S. Navy photo by MC3 August Clawson)

By USS George Washington Public Affairs. Oct. 17, 2024

SAN DIEGO – The Nimitz-class aircraft carrier USS George Washington (CVN 73) departed the San Diego area for routine operations Oct. 8, beginning its transit to Yokosuka, Japan.

George Washington assumed the role of the U.S. Navy's only forward-deployed carrier, replacing USS Ronald Reagan (CVN 76), which operated out of Yokosuka for nearly nine years before departing Japan in May.

"USS George Washington departed San Diego to begin the final

phase of its redeployment to Japan, where it will once again serve as the Navy's forward-deployed aircraft carrier," said Rear Adm. Greg Newkirk, commander of Carrier Strike Group 5. "It will take up station alongside the always-ready forces postured in the area of responsibility. George Washington, with all its capabilities, represents America's commitment to stability in the region where it will sail and fly with our partner navies as we strive to move from interoperability to true interchangeability."

George Washington completed its midlife refueling and complex overhaul (RCOH) at Newport News Shipbuilding in May 2023, conducted pre-deployment certifications and inspections over the course of 10 months, and departed Norfolk, Virginia, in April for its Southern Seas deployment around South America, arriving in San Diego in July.

The forward-deployed Carrier Air Wing (CVW) 5, which recently completed training at Naval Air Station Fallon in Nevada, will embark George Washington to transit the Pacific Ocean and return to Marine Corps Air Station Iwakuni in Japan.

"I am incredibly proud of this team and everything they have accomplished this year," said Capt. Timothy Waits, commanding officer of George Washington. "This crew, alongside Carrier Air Wing 5, is trained, tested, and ready to return to 7th Fleet as the Navy's premier forward-deployed aircraft carrier."

This marks the second time that George Washington has served as the Forward-Deployed Naval Forces-Japan aircraft carrier. In 2008, it became the first nuclear-powered aircraft carrier to be forward-deployed to Japan before being relieved by Ronald Reagan in 2015.

After operating in the U.S. 3rd Fleet and 7th Fleet areas of operations, George Washington will arrive in Yokosuka in late

fall.

CNO Sets 80% Surge Readiness Goal by 2027

Oct. 16, 2024 | By Matthew Olay , DOD News

Chief of Naval Operations Adm. Lisa Franchetti today said that her goal of having 80% of the Navy's ships and aircraft ready to surge on short notice by 2027 may seem ambitious, but that it will be worth all the progress that can be made in pursuit of that total percentage.

Franchetti, who recently delivered remarks on her just-released 2024 Navy navigation plan at a local Washington think tank, was asked afterward whether her relatively short-term

80% surge readiness goal was “aspirational, achievable both.”

“These are stretch goals, but I am confident we’re going to work hard to get after them,” Franchetti said of her plans to increase surge readiness.

“And if we don’t make exactly 80% ,” she continued, “we’re going to be further along the road than we would be if I hadn’t set such an ambitious goal.”

Franchetti’s surge readiness goal falls under a portion of the Navigation Plan for America’s Warfighting Navy 2024 that targets seven areas the CNO sees as vital to fleet readiness.

Titled “Project 33” in reference to Franchetti being the Navy’s 33rd CNO, the seven core fleet readiness targets the plan seeks to address by 2027 are:

- Ready the force by eliminating ship, submarine and aircraft maintenance delays.
- Scale robotic and autonomous systems to integrate more platforms at speed.
- Create the command centers our fleets need to win on a distributed battlefield.
- Recruit and retain the force we need to get more players on the field.
- Deliver a quality of service commensurate with the sacrifices of our sailors.

- Train for combat as we plan to fight, in the real world and virtually.

- Restore the critical infrastructure that sustains and projects the fight from shore.

To illustrate her line of thinking as it relates to how she plans to reach the 80% surge readiness target by 2027, Franchetti gave the example of how the Navy was able to improve the readiness percentages for the F/A-18 Super Hornet in recent years.

“In 2018, Secretary Mattis challenged our aviation community to get F/A-18 readiness up from 50% readiness availability to 80%,” Franchetti said.

“And now, six years on,” she continued, “we’ve been able to sustain 80% readiness for the F/A-18s because of the processes we’ve put in place.”

Franchetti credited “data-driven, daily drumbeats of accountability” to make sure the Navy understood what the actual readiness levels of accountability for the F/A-18 were – as well as what the barriers were to achieving those proper levels – that led to the Navy successfully being able to sustain 80% readiness for the aircraft through 2024.

The Navy has since been able to scale those methods of upping readiness levels to the submarine force and surface force, Franchetti said.

“I am committed, and the team is committed to going after that stretch goal,” Franchetti said of the 80% surge readiness by 2027 target.

“We have all those processes in place now, and I’m really looking forward to that.”

Franchetti's navigation plan focuses on 2027 as the year for the Navy to achieve maximized fleet readiness because that's also the year China's Xi Jinping has told his military to be ready for armed conflict.

"As the CNO who will be at the helm into 2027, I am compelled to do more – and do more, faster – to ensure that our Navy is more ready," Franchetti said.

"I have a clock in my office that tells me there are 807 days left until 1 January 2027," she added. "There is no time to waste, and your Navy is ready to get after it."

Multi-Domain Test Event Lets XQ-58A Demonstrate Tactical Data Link Integration

From U.S. Marine Corps Communications Directorate

EGLIN AIR FORCE BASE, FLA. – The Marine Corps' XQ-58A Valkyrie completed its latest test flight and first multi-service integration effort during Emerald Flag 2024 at Eglin Air Force

Base, Florida, this October.

Emerald Flag 2024 is a multiservice and multi-domain test event that incorporates new and developing technology while focusing on the efficiency of joint warfare. The effort includes integrating advanced long-range kill chains – enabling programs through a range of realistic combat training environments on air, space, and cyber space platforms.

The XQ-58A effectively demonstrated its capabilities as a forward deployed sensing platform – providing critical threat targeting data to Marine Corps fifth-generation aircraft to rapidly close advanced kill chains. Using a common tactical data link, the XQ-58A contributed broad airborne and surface sensor awareness information to multiple ground and airborne joint network participants.

“This XQ-58A test marked another milestone in the Marine Corps’ unmanned tactical aircraft program. The flight focused on the use of tactical data links to enable digital communication between the XQ-58A and an airborne four-ship of F-35Bs from Marine Fighter Attack Squadron 214 and other joint aircraft. The success of this flight test during Emerald Flag pushed the manned-unmanned teaming concept a step further for the entire Joint Force,” said Col. Derek Brannon, Branch Head for the Cunningham Group, Deputy Commandant for Aviation.

This joint collaboration was supported by the U.S. Air Force’s 96th Test Wing; the U.S. Air Force’s 96th Cyberspace Test Group; the U.S. Air Force’s 53rd Test and Evaluation Group; the Office of Undersecretary of Defense for Research and Engineering; Marine Corps Warfighting Laboratory; Headquarters Marine Corps Aviation; Naval Air Systems Command’s Advanced Development Team; Naval Air Warfare Center Aircraft Division AIRWorks; and 2nd Marine Aircraft Wing. This broad team facilitated ongoing research, development, test, and evaluation throughout the Marine Corps’ Penetrating Affordable Autonomous Collaborative Killer – Portfolio (PAACK-P)

program.

The Deputy Commandant for Aviation’s Cunningham Group, an internal working group responsible for planning and implementing Project Eagle, and MCWL collaborated to see this project through to completion.

“This test flight marked the capstone event for the PAACK-P Rapid Defense Experimentation Reserve project and proved the tactical utility of uncrewed offboard sensing platforms,” said Lt. Col. Bradley Buick, future capabilities officer for Cunningham Group.

Through this successful joint integration, the XQ-58A continues to provide the Marine Corps with a testable platform for integrating new technologies and concepts in support of the Marine Air-Ground Task Force Unmanned Expeditionary Tactical Aircraft program.

Enabling Off-the-Shelf Autonomous Naval Warfare

How an autonomous fleet of small, uncrewed platforms can extend maritime reach

From Northrop Grumman

The nature of naval warfare is often unpredictable. As near-peer adversaries work to rapidly increase their total number of vessels, uncrewed systems will play an important role in enabling the U.S. Navy to continue to project power and ensure sailors are able to execute missions.

Northrop Grumman is a proven technology leader with large uncrewed autonomous systems (UAS). The company has now developed two mission-focused autonomous capabilities on the smaller UAS, called Helix and Scion, that will rapidly transform existing commercial uncrewed platforms into resilient and survivable combat and surveillance systems. Executing real-world mission scenarios at the Naval Surface Warfare Center Silent Swarm 2024 exercise, these autonomous technologies demonstrated Northrop Grumman's readiness to fill existing maritime domain awareness gaps and securely find, fix and track elements in maritime operations.

Northrop Grumman's platform-agnostic payload, consisting of an electronic warfare transceiver, a mission integration system and swarming software, loaded onto an uncrewed surface vehicle. (Photo Credit: Northrop Grumman)

The Navy is actively exploring emerging technologies that enable uncrewed aerial vehicles (UAVs) and uncrewed surface vehicles (USVs) to extend the range of its communications and electronic warfare (EW) capabilities. Northrop Grumman's Scion – a multifunction EW payload – was created and tailored specifically to the needs of surface operations and can connect to commercially available USV platforms using a common interface. Helix combines an array of uncrewed platforms, payloads and software, allowing for autonomous, multi-domain and multi-modal operations. Its ecosystem is further complemented by digital twin solutions, providing operators with a three-dimensional, dynamic view of the battlespace in a virtual environment.

"We developed an initial proof of concept for Scion's capabilities for the Navy in 2023," said Matt O'Driscoll, chief engineer for Scion, Northrop Grumman. "Building on last year's successful demonstration, we added five uncrewed systems in the air and two on the surface for this year's Silent Swarm exercise and all of the systems worked collaboratively and autonomously to find target vessels."

At Silent Swarm 2024, sophisticated EW and autonomy payloads were deployed on a distributed team of uncrewed autonomous vehicles, providing data to the command and control software and an advanced situational awareness tool, as seen above. (Credit: Northrop Grumman)

The concept of operations Northrop Grumman demonstrated included a USV equipped with the Scion EW payload, which collaborated with UAVs launched and controlled by Helix to find, fix, track and target vessels. Helix provided the autonomy engine for intelligent collaborative uncrewed systems and gave operators a near-real-time, multi-layered view of the mission landscape. Through this exercise, Scion enriched Helix's ecosystem of uncrewed mission solutions.

"At Silent Swarm, we showcased the combination of the Helix software and the Scion payload as an EW system capable of finding and locating radio frequency emissions over the water," said Tyler Dillstrom, chief engineer for Helix, Northrop Grumman. "Our autonomy software in control of the USVs used those detections to correlate, identify and track targets from the air and on the surface."

Future mission success in the maritime domain will depend on the ability to command and control diverse fleets of uncrewed vehicles with a wide range of payloads. Northrop Grumman's efforts at Silent Swarm demonstrate the company's commitment to model-based digital engineering and our ability to deploy solutions more quickly and affordably. With digital capabilities, Northrop Grumman can simulate scenarios in a digital environment before fielding a system. This contributes to future program affordability and confidence in first-time quality. It also showcases Northrop Grumman's legacy of trusted autonomous solutions in all domains.

There will be many approaches to ensuring the United States and its allies increase in capacity and capability. Intelligent autonomous platforms will prove to be force

multipliers in naval warfare, extending the warfighter’s reach and freeing up valuable resources for other critical missions.

LMADIS Prepares for Future Fight

U.S. Marine Corps Sgt. Angel Lopez, a low altitude air defense gunner assigned to 3rd Low Altitude Air Defense Battalion, 3rd Marine Aircraft Wing, guides a Light Marine Air Defense Integrated System during a ground-based air defense exercise as part of Weapons and Tactics Instructor course 1-25 at Tacts Airfield near Wellton, Arizona, Oct. 10, 2024. *U.S. MARINE CORPS | Lance Corporal Micah Thompson*

MARINE CORPS AIR STATION YUMA, Ariz. – The U.S. Marine Corps has taken significant strides in enhancing its air defense

capabilities since the introduction of the Light Marine Air-Defense Integrated System in October 2022. This ground-based system is designed to deter and neutralize unmanned aircraft systems, addressing the evolving threats faced in modern warfare.

The LMADIS consists of two all-terrain Polaris MRZR vehicles – one serving as a command unit, while the other is equipped with advanced sensors and signal-jamming technology.

For the first time, LMADIS has been integrated into the Marine Corps' premier advanced aviation school at Marine Aviation Weapons and Tactics Squadron One (MAWTS-1) – Weapons and Tactics Instructor course, WTI 1-25 – as an employable capability throughout each evolution, showcasing its operational viability and reinforcing the Marine Corps' commitment to enhancing air defense.

"The significance of being out here for the first time is us being able to employ LMADIS in a controlled exercise scenario, safely testing limits and seeing what all the systems can provide to the Marine Air-Ground Task Force at large," said 1st Lieutenant Gordon Armstrong, LMADIS Platoon Commander, 3rd Low Altitude Air Defense Battalion.

As part of ongoing Force Design initiatives, the Marine Corps is focusing on distributed maritime operations and reintroducing short to medium-range air and missile defense systems to address the need for an organic air defense capability.

LMADIS systems and teams are typically deployed worldwide, limiting exposure to fleet Marine forces in garrison. The LMADIS team's integration with WTI 1-25 provides a valuable opportunity for Marines to train hands-on with other units and capabilities, integrating their tactics into a broader operational framework.

"Having LMADIS teams here at WTI allows us to integrate with

the other agencies and into the broader systems that we test here; it allows us to incorporate everyone else's tactics into our tactics," Armstrong said. "As we grow, we will be working with other aviation units to mobilize and integrate with the other elements by the final exercise, simulating a larger operational scenario."

The WTI 1-25 curriculum offers multiple training evolutions with different scenarios for the LMADIS teams to test when and where the system is most effective. As the course advances, similarly the evolutions and scenarios increase in complexity.

"With the WTI structure, we are able to start small and work to gradually build the scenarios," said Major Dusty Blanchard, Ground-Based Air Defense Division Head, MAWTS-1.

Commandant of the Marine Corps, General Eric M. Smith, emphasizes a realistic, creative approach to training in his recent planning guidance.

"We must fully integrate constructive and virtual training into our exercises to complement live force actions so that we can train with the full complement of our new capabilities," Smith said.

As the course progresses, the training evolutions begin to incorporate live UAS operations. This live-fire component allows LMADIS operators to practice identifying, tracking, and simulate neutralizing UAS threats in real time, enhancing their tactical proficiency and response capabilities.

A testament to its mobility and versatility, the LMADIS was rapidly transported on various Marine Corps aircraft platforms throughout the training.

"For the first time, we will be implementing the LMADIS fully capable and fully transportable via MV-22B Ospreys and CH-53E Super Stallions, demonstrating its versatility and readiness

for deployment in various environments," said Sergeant Angel Lopez, LMADIS team leader with 3rd LAAD Battalion. "This allows us to work with the flying divisions within MAWTS-1 to get us to our target location."

The successful integration of the LMADIS in WTI 1-25 represents a pivotal advancement in the Marine Corps' air defense strategy, ensuring that LAAD Marines are equipped with the tools, knowledge, and experience necessary to operate effectively on an increasingly complex battlefield.

Theodore Roosevelt Carrier Strike Group Returns to San Diego After 9-month Deployment

16 October 2024

From Courtesy Story

SAN DIEGO – The Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71), the flagship of the Theodore Roosevelt Carrier Strike Group (TRCSG) returned to its homeport of San Diego Oct. 15 after conducting operations in the U.S. 3rd, 5th and 7th Fleet areas of operation as part of a routine deployment in support of global maritime security operations.

TRCSG is a multiplatform team of ships, aircraft, and more than 6,000 Sailors, capable of carrying out a wide variety of missions around the globe. Deploying units of the strike group include Theodore Roosevelt, Destroyer Squadron (DESRON) 23, Carrier Air Wing (CVW) 11, and the Ticonderoga-class guided-missile cruiser USS Lake Erie (CG 70). While the Arleigh Burke-class guided-missile destroyers USS Russell (DDG 59), USS Halsey (DDG 97) and USS Daniel Inouye (DDG 118) also returned to their respective home ports, Lake Erie and Arleigh Burke-class guided-missile destroyer USS John S. McCain (DDG

56) remain deployed in the 7th Fleet area of operations supporting global maritime security operations.

TRCSG deployed to the Indo-Pacific region to support regional security and stability, keep sea lanes open, and to reassure our allies and partners of the U.S. Navy's unwavering commitment to the region. The strike group was later ordered to the U.S. Central Command area of responsibility to strengthen U.S. military force posture and capabilities throughout the Middle East in light of escalating regional tensions.

"The strike group's ability to quickly adjust from operations in 7th Fleet to 5th Fleet is a testament to both the flexibility of our naval forces as well as the strength and training of our Navy Sailors," said Commander, Carrier Strike Group 9, Rear Adm. Christopher Alexander. "We had the distinct honor to strengthen our skills and relationships with 10 allied and partner nations, demonstrating our nation's commitment to the freedom of navigation."

The TRCSG strengthened interoperability through dual carrier operations with the Carl Vinson Carrier Strike Group and Abraham Lincoln Carrier Strike Group, participation in exercise Valiant Shield 2024, and numerous bilateral and multilateral maritime exercises in the Philippine and South China seas as well as in the U.S. Central Command area of responsibility.

Notable key leader engagements and visits aboard Theodore Roosevelt included the president of the Republic of Korea, chief of naval operations for the Republic of Korea Navy, lieutenant governor of Guam, U.S. Pacific Fleet commander, U.S. 7th Fleet commander, Republic of Singapore Navy fleet commander, U.S. ambassadors to the Republic of Korea, Singapore, Thailand and Qatar, and senior officers from the

armed forces of the Japan Maritime Self-Defense Force, Republic of Korea and Royal Thai Navy, among others.

The deployed Sailors from the TRCSG demonstrated their proficiency in enhanced maritime security operations through more than 9,000 sorties including 21,000 flight hours, 28 replenishments-at-sea, and more than 71,000 nautical miles traveled.

Ships of the TRCSG conducted routine port visits to Bahrain, Diego Garcia, Guam, the Republic of Korea, Singapore and Thailand.

“The crew worked incredibly hard and maintained mission focus this entire deployment,” said Capt. Brian Schrum, commanding officer, Theodore Roosevelt. “I am extremely proud of our Sailors and the work accomplished across the world’s oceans to keep our nation safe at home.”

CVW 11 consisted of nine squadrons: the “Blue Blasters” of Strike Fighter Squadron (VFA) 34, the “Fist of the Fleet” of VFA-25, the “Flying Checkmates” of VFA-211, the “Black Knights” of VFA-154, the “Liberty Bells” of Airborne Command and Control Squadron (VAW) 115, the “Rooks” of Electronic Attack Squadron (VAQ) 137, the “Wolf Pack” of Helicopter Maritime Strike Squadron (HSM) 75, the “Eightballers” of Helicopter Sea Combat Squadron (HSC) 8 and the “Rawhides” of Fleet Logistics Support Squadron (VRC) 40.

As an integral part of U.S. Pacific Fleet, Commander, U.S. 3rd Fleet operates naval forces in the Indo-Pacific and provides the realistic and relevant training necessary to execute the U.S. Navy’s timeless role across the full spectrum of military operations—from combat missions to humanitarian assistance and disaster relief. U.S. 3rd Fleet works in close coordination with other numbered fleets to provide commanders with capable, ready forces to deploy forward and win in day-to-day

competition, in crisis, and in conflict.

For more information about Carrier Strike Group 9 and USS Theodore Roosevelt visit https://www.surfpac.navy.mil/ccsg9/ and https://www.dvidshub.net/unit/COMCARSTRKGRU-9; Facebook: www.facebook.com/usstheodoreroosevelt

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USS Russell Returns Home to San Diego

USS Russell (DDG 59) returns to homeport after an eight-month deployment Naval Base San Diego, Oct. 15, 2024. (MC2 Maria G. Llanos)

16 October 2024

From Courtesy Story

SAN DIEGO – The Arleigh Burke-class guided-missile destroyer USS Russell (DDG 59) returned to Naval Base San Diego Oct. 15, following an eight-month deployment with the Theodore Roosevelt Carrier Strike Group (TRCSG) to the U.S. 3rd, 5th, and 7th Fleet areas of operation.

Russell and its crew, known as the Red Dragons, departed San Diego Feb. 10, 2024, and joined TRCSG to conduct global maritime security operations supporting regional stability.

“Our Red Dragon team performed superbly on deployment. No matter the challenge, our Sailors rose to the occasion and represented our ship, Navy, and country with honor,” said Cmdr. Mike McInerney, commanding officer of Russell. “Keeping Russell in its highest state of readiness for eight months straight is no easy feat, yet our crew of 300 did this with a self-sufficient mindset, grit, and determination. We have a proud, combat ready, and battle-minded crew. I’m honored to be part of this fantastic team, and the crew is excited for some well-earned time off with loved ones.”

While deployed, Russell provided primary ballistic missile defense support and secondary air and missile defense support to the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71). Additionally, Russell executed 161 MH-60 Seahawk helicopter deck hits, to include refueling and personnel and parts transfers, from Helicopter Maritime Strike Squadron (HSM) 75 and Helicopter Sea Combat Squadron (HSC) 8.

During port visits, the Red Dragons made a point to volunteer their time through community outreach events. While in Singapore, Sailors performed maintenance and cleaning at the Teen Challenge therapeutic center. In Thailand, they volunteered their time at the Father Ray Foundation for underprivileged children. Community outreach events give Sailors a chance to make a positive impact and diversify their cultural knowledge by developing relationships with partner

and ally nations.

“It was really cool to be of service to the Father Ray Foundation in Thailand,” said Personnel Specialist 1st Class Chilee Osuji. “It felt rewarding to provide services to those in need, meet the local people and play soccer with the kids! I’m grateful I had the opportunity to expand my worldview in this way.”

Russell also conducted various exercises with partner navies, strengthening important relationships with allies and partners. Russell participated in a trilateral exercise in April with TRCSG, the Japan Maritime Self-Defense Force and the Republic of Korea Navy. In September, Russell conducted a bilateral exercise with the Italian Navy, increasing interoperability between the two countries’ navies.

Maintaining crew proficiency was important for the Red Dragons to sustain readiness while underway. Russell’s training schedule included over 150 casualty response drills, integrating tactical and technical scenarios to include anti-air warfare, anti-surface warfare, anti-submarine warfare, electronic warfare, engineering, damage control and seamanship.

The Theodore Roosevelt Carrier Strike Group is comprised of Carrier Strike Group 9 staff, Destroyer Squadron (DESRON) 23 staff, the flagship Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71), with embarked Carrier Air Wing (CVW) 11, and DESRON 23 ships that include guided-missile destroyers USS Daniel Inouye (DDG 118), USS Halsey (DDG 97), USS John S. McCain (DDG 56) and USS Russell (DDG 59).

An integral part of U.S. Pacific Fleet, U.S. 3rd Fleet operates naval forces in the Indo-Pacific and provides the realistic, relevant training necessary to execute the U.S. Navy’s role across the full spectrum of military operations –

from combat operations to humanitarian assistance and disaster relief. U.S. 3rd Fleet works together with our allies and partners to advance freedom of navigation, the rule of law, and other principles that underpin security for the Indo-Pacific region.

For more information on Russell, please visit https://www.surfpac.navy.mil/ddg59/ and https://www.dvidshub.net/unit/USSR-DDG59.

BAE Systems and Kongsberg Sign Teaming Agreement for New Platform Situational Awareness Tool

PACIFIC OCEAN (March 11, 2022) U.S. Marines assigned to the 3rd Assault Amphibian Battalion, 1st Marine Division conduct waterborne training with the Amphibious Combat Vehicle (ACV) from aboard the amphibious transport dock USS Anchorage (LPD 23 (U.S. Navy photo by MC2 Hector Carrera)

The Integrated Combat Solution tool will give Warfighters the situational awareness they need for any mission, as well as options to respond to potential threats

From BAE Systems

WASHINGTON – October 16, 2024 – BAE Systems has entered into a teaming agreement with Kongsberg Defence and Aerospace to bring Integrated Combat Solution (ICS) to the U.S. defense market. The transformational battlefield situational awareness tool for combat vehicles will provide the Warfighter with the capability to link and share video streams, metadata, target information, slew-to-cue commands, and much more, reducing the typical threat response speed from minutes to seconds. Together, with Kongsberg developing the ICS tool and BAE Systems integrating it onto combat vehicles, the companies

will support technology upgrades through the product lifecycles.

“The ability for troops to rapidly pass targeting information across the battlefield to other platforms and engage a target remotely is critical to their mission,” Andy Corea, vice president and general manager of BAE Systems’ Combat Mission Systems business, said. “The combined talents of Kongsberg’s innovation and expertise in remote weapon systems and our lead systems integration capability provides the Warfighter the opportunity to obtain fully integrated enhanced combat capability – helping them stay aware and unmatched in battle.”

ICS is a tool that can be used across the U.S. Marine or U.S. Army’s fleet of vehicles as a critical enabler of their mission. Built with an open-systems approach, ICS can be integrated on any battlefield platform equipped with a weapon system and on-board sensors – keeping troops aware and safer in the fight. ICS will give Warfighters more options to respond to potential threats, matching the rapid pace of warfare in the future. ICS uses an integrated network to link the sensors on different battlefield assets together, allowing command and control of weapon stations, turrets, jammers and other effectors from a single screen inside the vehicle.

“Together we will deliver ICS as a core enabler of modern warfare, providing all-domain visibility, command and control,” said Kjetil Reiten Myhra, executive vice president defence systems, Kongsberg Defence and Aerospace. “This force multiplier streamlines complicated threat responses, networking mobility platforms and other assets for increased combat capability.”

The ICS capability has already been demonstrated on the Amphibious Combat Vehicle (ACV) and Armored Multi-Purpose vehicle platforms, and the combined team of BAE Systems and Kongsberg looks forward to the opportunity to provide it

across the ground combat forces. The ICS system is also featured at the BAE Systems booth (#6041) at AUSA this week on the Armored Multi-Purpose Vehicle (AMPV) platform, further demonstrating the team's ability to integrate it on different combat vehicles.

Navy Demonstrates First At-sea Reloading of Vertical Launching System

From Thomas McMahon, Oct. 15, 2024

SAN DIEGO—The U.S. Navy achieved a breakthrough in combat readiness today as it successfully demonstrated the Transferrable Reload At-sea Method (TRAM) on an underway

warship in open ocean for the first time.

Sailors aboard the Ticonderoga-class cruiser USS Chosin (CG 65) used the hydraulically-powered TRAM device to load an empty missile canister into the ship's MK 41 vertical launching system (VLS) while off the coast of San Diego on Oct. 11.

The successful demonstration marks a critical step in the capability to rearm warships at sea—a top priority outlined by Secretary of the Navy Carlos Del Toro.

"Today, we proved just how game-changing TRAM truly is—and what a powerful deterrent it will be to our competitors," said Del Toro, who witnessed the demonstration. "This demonstration marks a key milestone on the path to perfecting this capability and fielding it for sustained operations at sea."

"This was an outstanding effort by the sailors and civilians involved in demonstrating this game-changing capability for the Navy," said Capt. James "Mike" Williams, commanding officer of Chosin.

The groundbreaking at-sea test follows a successful land-based demonstration in July at Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD) in California.

Engineers at NSWC PHD developed the TRAM prototype as a way to rearm warships during the underway replenishment (UNREP) process—when a supply ship connects to a combatant at sea to transfer vital material such as fuel and food.

"The combatant can stay near the fight to be rearmed, refueled and resupplied all at the same time," said Rich Hadley, UNREP division manager at NSWC PHD. "As Capt. Arleigh Burke said, 'All time spent in replenishing was time lost in combat.' TRAM improves operational effectiveness by reducing the amount of

time the warfighter must spend away from the fight replenishing."

For the at-sea demonstration, Chosin connected to USNS Washington Chambers (T-AKE 11), a Military Sealift Command dry cargo and ammunition ship, which transferred the missile canister across cables to the cruiser. The sailors then used TRAM to move the missile canister along rails attached to the cruiser's VLS modules, tilt it into a vertical position, and lower it into a VLS cell with TRAM's built-in cable and pulley system.

"Deploying TRAM into the Military Sealift Command logistics fleet," said Tim Barnard, director of the NAVSEA technology office (05T), "would enable combatants to remain in theater while reloading their VLS missile launchers instead of having to travel long distances to a port, greatly expanding the volume and tempo of long-range fires—and the U.S. Navy's advantage over adversaries."

MK 41 VLS provides rapid-fire missile launch capability for the U.S. Navy's destroyers, cruisers and future Constellation-class frigates.

Del Toro said the Navy is on track to begin fielding TRAM in two to three years.

U.S. Marines Complete Typhoon Krathon Humanitarian

Assistance Efforts

SEAPOWER
The Official Publication of the Navy League of the United States

From Marine Rotational Force – Southeast Asia

MANILA, Philippines – U.S. Marines across multiple forward-deployed commands concluded six days of foreign disaster relief efforts in the Philippines Oct. 10, 2024, supporting the U.S. Agency for International Development's humanitarian response to Typhoon Krathon (locally known as Julian) at the request of the Philippine government.

Marines and Sailors from Marine Rotational Force – Southeast Asia (MRF-SEA); 1st Marine Aircraft Wing (I MAW); III Marine Expeditionary Force (III MEF); and the 15th Marine Expeditionary Unit (15th MEU) embarked aboard the amphibious assault ship USS Boxer (LHD 4) delivered nearly 96,000 pounds of foreign disaster relief supplies to Batan Island, a remote island in the Batanes Province and one of the locations most impacted by Krathon.

Typhoon Krathon originated 155 miles southwest of Okinawa before moving northwest, reaching peak intensity Oct. 1, with sustained winds of 195 kph (120 mph). Krathon heavily battered the northern islands of the Philippines, leading to

evacuations, infrastructure damage, and food supply insecurity in affected communities.

At the request of the Government of the Republic of the Philippines, U.S. Secretary of Defense Lloyd Austin directed U.S. Indo-Pacific Command to support USAID's relief efforts due to the unique capabilities and high state of readiness of forward-deployed U.S. Marine Corps forces.

MRF-SEA first arrived in the Philippines in late September to participate in upcoming training exercises with the Armed Forces of the Philippines. Operating out of Fort Bonifacio, Philippines, MRF-SEA immediately began coordination with the U.S. Department of State, USAID, the AFP, and other U.S. Marine Corps units to plan support for the relief effort. Two teams of Marines and Sailors from MRF-SEA integrated with USAID and AFP personnel in Manila and Laoag to plan and prepare for the arrival of KC-130J Hercules aircraft from 1st MAW in Okinawa, Japan, and personnel from 3rd Marine Logistics Group.

"Before Marine Corps aircraft ever touched down in the Philippines, Marines and Sailors with MRF-SEA were integrated with our partners in the U.S. and Philippine governments, on site at Villamor Air Base and Laoag International Airport, with the manpower and heavy equipment needed to package and move aid material," said Col. Stuart Glenn, commanding officer, MRF-SEA. "Forward-deployed Marine Corps forces allow us to quickly respond to humanitarian missions because we're already in the region. I am extremely proud that our team was able to set the necessary conditions to quickly provide relief to the Philippine people."

After arriving on Oct. 5, the cargo planes were loaded with supplies at Villamor Air Base and flown to Laoag International Airport in northern Luzon for staging and preparation to move the supplies to their final destination on Batan Island. The KC-130 crews conducted 26.2 hours of flight operations,

successfully transported all aid materials to Laoag.

As U.S. and Philippine personnel worked to move supplies north, the 15th MEU arrived aboard USS Boxer and began flight operations to support relief efforts on Oct. 8. MV-22B Ospreys, assigned to Marine Medium Tiltrotor Squadron (VMM) 165 (Reinforced), landed in Laoag, and combined teams from the 15th MEU, MRF-SEA, and Philippine Marines spent the next three days loading Ospreys, the Marine Corps' medium-lift tiltrotor V/STOL platform, with disaster relief supplies for the final leg of the movement to the Basco Airport on Batan Island. Pilots and aircrews from VMM-165 (Rein.) conducted more than 55 flights and successfully delivered the final disaster relief material on Thursday, Oct. 10.

"The primary focus of our mission is helping the people of the Philippines recover as quickly and safely as possible," said Col. Sean Dynan, commanding officer, 15th MEU. "Humanitarian assistance in an expeditionary environment is what we train to do, and it is one of the reasons we are forward-deployed as an amphibious force."

The forward presence and ready posture of U.S. Marine forces in the Indo-Pacific region was pivotal to the rapid and effective response to Typhoon Krathon, demonstrating the U.S.'s commitment to its allies and partners during times of need.