CNO: Navy Needs to Maintain the Lead on Ship Design

An artist's conception of the future USS Constellation (FFG 62). *FINCANTIERI MARINETTE MARINE*

ARLINGTON, Va. – The chief of naval operations praised the trend of the Navy leading the teams developing its ship designs in a recent interview, citing a recent success, and looking forward to more with the next-generation frigate and destroyer designs.

"We're learning a lot, as we can see with FFG [the FFG 62 Constellation-class frigate program]," said Adm. Michael Gilday, speaking in a Sept. 14 interview with Deputy Editor Bradley Peniston during Defense One's State of Defense webinar, commenting on the subject of the Navy's DDG(X) next-generation destroyer program.

"We're beginning to make progress on that first ship [FFG 62]," Gilday said.

"I think it's important that the Navy maintain the lead on

design," he said. "So, what we've done with DDG(X) is we've brought in the private shipbuilders so that they can help inform the effort. So, it's a team, but it's Navy-led. So, both of the companies that produce DDGs are involved in that initial design. Our intent is to go into build with a mature design. So, that would mean at more than the 80% complete point when we actually start bending metal.

"We have seen great success of that, with Columbia [-class ballistic-missile submarine] as an example, where we were at more than 80% design that we began that first hull," Gilday said.

"So that's going to be something that we're going to play close attention to, because it actually drives down technical risk," he said. "Technical risk has been a challenge for us, whether it has been Zumwalt [DDG 1000], LCS [littoral combat ship] or Ford [aircraft carrier] in particular. [With] those three builds, we have accepted technical risk, and it has cost us in terms of keeping those ships not only on budget but also on schedule."

The CNO said the design plan for DDG(X) will be to migrate the Arleigh Burke-class DDG combat systems to the larger-hull DDG(X), much as with the successful migration of the combat systems of the Ticonderoga-class guided-missile cruiser to the Arleigh Burke in the late 1980s. He said the DDG(X) also will have increased space, weight, and power to handle future capability growth over time, possibly to include hypersonic missiles, which require larger launchers than the current Mk41 and MK75 vertical launching systems.

Garmin G3000 Selected to Modernize Navy and Marine Corps F-5 Aircraft

An F-5N Tiger-II from the "Sun Downers" of Fighter Squadron Composite 111 takes off from Naval Air Station Key West's Boca Chica Field in 2020. *U.S. NAVY / Danette Baso Silvers*

OLATHE, Kansas – Garmin International Inc. announced Sept. 13 the selection of the Garmin G3000 integrated flight deck by Tactical Air Support Inc. as part of a contract with the U.S. Department of Defense's F-5N+/F+ Avionics Reconfiguration and Tactical Enhancement/Modernization for Inventory Standardization (ARTEMIS) program.

Tactical Air first selected the Garmin G3000 for their F-5 adversary aircraft training fleet in 2018. This recent award builds upon Tactical Air and Garmin's strategic relationship now serving the DoD fleet of F-5 adversary aircraft. Garmin's commercial-off-the-shelf G3000 open architecture supports integration with a wide range of mission equipment including military sensors, helmet mounted displays and advanced

electrically scanned radar systems.

“It is an honor to team with Tactical Air and have our versatile G3000 integrated flight deck chosen for the ARTEMIS contract with the Department of Defense,” said Carl Wolf, Garmin vice president of aviation sales and marketing. “Garmin is proud to see our integrated flight deck technologies, deployed now on over 25,000 aircraft, also being adopted by the U.S. military and enhancing the mission and safety capabilities of our nation’s warfighters.”

The F-5 is a supersonic, multi-role tactical fighter and attack aircraft that in this role will provide air-to-air combat training, close-air support training, tactical development and evaluation support. The upgraded F-5 Advanced Tiger will be used in an aggressor training role, and the G3000 will transform the cockpit with one large area display and two touchscreen controllers. These upgrades bring modern safety systems and new tactical capabilities to the older airframes while also solving parts obsolescence and reliability issues within the existing avionics system.

“Tactical Air is thrilled to have Garmin’s cutting edge G3000 in the F-5 AT cockpit,” said RC Thompson, Tactical Air CEO. “The Garmin integrated flight deck gave us an outstanding COTS solution to the Navy and Marine Corps’ recently purchased fleet of F-5 aircraft to make them an even more capable adversary fighter for our aviators to train against.”

The G3000 boasts a large and vibrant high-resolution flight display that seamlessly interfaces to the F-5’s existing mission computer, enabling advanced mapping, tactical radio capabilities, radar display and more. The non-proprietary interface, software-based human-machine interface and mission integration will enable the DoD to rapidly deploy new technologies in the future, while providing access to the latest in commercial Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM) capabilities.

Tactical Air has integrated the L3Harris ForceX mission computer along with a wide range of military sensors, communications equipment, and weapons systems into the G3000 touchscreen HMI.

In addition to night vision goggle compatibility, the G3000 contains modern, state-of-the-art synthetic vision technology that blends an “out-the-window” view of surroundings on the large area, primary flight displays, which is particularly helpful during nighttime operations and during close air support missions. Additional features within the G3000 integrated flight deck on the F-5 include Terrain Awareness and Warning System, Traffic Collision Avoidance System and Automatic Dependent Surveillance-Broadcast (ADS-B IN) traffic.

USNS Mercy Team Concludes Pacific Partnership in Solomon Islands

Pacific Partnership 2022 leadership, Solomon Island leaders and members of the international diplomatic corps in the Solomon Islands pose for a photo during the PP22 Solomon Islands closing ceremony aboard Military Sealift Command hospital ship USNS Mercy (T-AH 19). *U.S. NAVY / Mass Communication Specialist 2nd Class Jacob Woitzel*

SOLOMON ISLANDS – The Solomon Islands-Pacific Partnership 2022 team wrapped up two weeks of collaboration across several lines of effort during a closing ceremony on board USNS Mercy (T-AH 19), on Sept. 10, Leslie Hull-Ryde of Commander, Logistics Group Western Pacific, said in a Sept. 14 release.

Now in its 17th year, Pacific Partnership is the largest annual multinational humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Pacific. This year, the hospital ship USNS Mercy (T-AH 19) serves as the PP22 mission platform.

While this year's mission marked Mercy's inaugural visit to Solomon Islands, Pacific Partnership 2022 returned to the Solomon Islands late August, continuing to build on a

foundation established during the previous four PP missions here.

“It’s great to bring Pacific Partnership back to Solomon Islands and continue to deepen these friendships and partnerships we hold so dear,” said Capt. Hank Kim, Pacific Partnership 2022 mission commander.

Pacific Partnership is a unifying mission that fosters enduring friendship and cooperation among many nations. This year’s mission in the Solomon Islands includes participants from the host nation, the United States, Japan and Australia.

“This collaborative effort amongst our partners and hosts is what this mission is all about,” Kim said. “As we learn from each other and grow as professionals, we enhance our collective ability to respond to any disaster we may face. As the Pacific Partnership moto goes, ‘we are preparing in calm to respond in crisis’.”

PP22 events are coordinated with the host nation and are planned based on the requirements and requests of the Solomon Islands. Engagements in Honiara and beyond included medical care and exchanges, engineering projects, discussions on humanitarian assistance and disaster relief, and community outreach events, including band concerts and sporting events.

During the mission stop, the PP22 team conducted more than 5,800 medical engagements, including more than 4,500 dental procedures, distributing more than 1,000 eyeglasses, and performing more than 50 surgeries; more than 80 consultations with local pet owners; a humanitarian assistance and disaster relief workshop that included the Solomon Islands National Disaster Management Office and other first responders; 16 band concerts; and four engineering projects. In addition to events in Honiara and Guadalcanal Province, Pacific Partnership activities, to include medical knowledge exchanges, took place

in Gizo and Malaita.

In addition to Solomon Islands, this year's Pacific Partnership mission included stops in Vietnam, Palau, the Philippines and engineering engagements in Fiji and Papua New Guinea.

CNO Visits Aviation Commands, Tailhook Convention

Chief of Naval Operations Adm. Mike Gilday meets with Sailors during lunch at Naval Air Station Lemoore. Gilday traveled to Nevada and California, Sept. 8-13, to meet and speak with Sailors and Navy leaders. *U.S. NAVY / Mass Communication 1st Class Michael B. Zingaro*

LAS VEGAS – Chief of Naval Operations Adm. Mike Gilday

traveled to Nevada and California, Sept. 8-13, to visit local commands, meet with Sailors and attend conferences, the CNO's public affairs office said in a release.

Gilday visited Naval Air Station Fallon, Naval Air Station Lemoore, and Reno, Nevada.

He first visited Naval Aviation Warfighting Development Center in Fallon, Nevada, for the Aviation and Surface Warfare Commander's Symposium, where he spoke.

"We need to continue to ensure tactical aviation readiness and improved ground forces training can meet the demands of today and the threats of tomorrow," said Gilday. "NAS Fallon and the Fallon Range Training Complex is the nation's premier training environment comprised of airspace and challenging ranges … it's a true center of warfighting excellence where our air wings are preparing to win high-end conflict."

He then traveled to Reno, Nevada, for Tailhook Association's Hook '22, a three-day event that featured presentations and panels with leaders from across naval aviation. At the symposium, he met with Sailors, attended a winging ceremony for three new aviators and was the guest of honor at the Tailhook Banquet, where he provided remarks.

"The aircraft carrier and its unmatched weapons system, the embarked air wing, represents what is and what will remain the centerpiece of naval combat power," said Gilday. "The carrier has been a versatile platform for more than a century and will continue to be so because we have adapted the air wing to a changing world and its capabilities to a changing threat spectrum."

"The carrier is the world's most lethal and flexible military machine and the most effective tool for sea control and power projection ever created," he added. "The aircraft carrier, naval aviation and our Navy have a great legacy and an even greater future thanks to our people."

The symposium was a chance for junior officers, senior leaders, aircrew, Navy civilians, retirees and industry partners to gather and talk about items of interest to naval aviation, such as the Air Wing of the Future, unmanned capabilities, readiness, maintenance, training and manning.

Following Hook ’22, Gilday travelled to NAS Lemoore, California, for F/A-18 and F-35 program updates and to meet with Sailors.

“The men and women here are shaping the future of our force,” said Gilday. “Advanced capabilities help to ensure our Navy will maintain warfighting advantages against increasingly competitive adversaries,” said Gilday.

“Going forward, we will continue investing in the next generation air dominance family of systems, manned and unmanned aircraft, netted sensors and weapons, and in our aircraft carriers,” the CNO said. “The last 100 years of carrier aviation has been impressive and we will continue to adapt and carry on that adaptation and warfighting ethos … the carrier is here to stay.”

The Navy recently deployed its first Navy F-35C and CMV-22B as part of the USS Carl Vinson Carrier Strike Group. Additionally, the first Marine Corps F-35Cs deployed with the USS Abraham Lincoln Carrier Strike Group. The USS Gerald R. Ford (CVN 78) will deploy for the first time later this year.

USS Ronald Reagan Departs

Yokosuka to Resume Patrol

Sailors man the rails aboard the U.S. Navy's only forward-deployed aircraft carrier, USS Ronald Reagan (CVN 76), as the ship departs Commander, Fleet Activities Yokosuka, Sept. 12. *U.S. NAVY / Mass Communication Specialist Seaman Natasha ChevalierLosada*

YOKOSUKA, Japan – The U.S. Navy's only forward-deployed aircraft carrier, USS Ronald Reagan (CVN 76), and its strike group departed Commander, Fleet Activities Yokosuka Sept. 12 to continue promoting peace and stability in the Indo-Pacific region, according to the ship's public affairs.

Ronald Reagan's departure marks the end of a scheduled maintenance availability period.

"We're excited to be back at sea, and are grateful for the excellent support from our maintenance teams ashore," said Capt. Fred Goldhammer, Ronald Reagan's commanding officer. "Not only was our completion of scheduled maintenance and in

port training beneficial in ensuring the combat readiness of ‘Warship 76,’ but this brief period allowed our crew an opportunity to recharge and reconnect with our families and friends.”

While departing, hundreds of Reagan Sailors manned the rails in service dress white uniforms as the ship made its way to sea for the second time this year.

During this routine deployment, Ronald Reagan, its strike group ships, the embarked Carrier Air Wing 5, Carrier Strike Group 5 and Destroyer Squadron 15 staffs, will continue working with allies and partners, promote adherence to a rules-based international order, as well as maintain presence and flexibility.

Prior to Reagan’s return to Yokosuka, the ship conducted operations in the Philippine Sea.

The Ronald Reagan Carrier Strike Group includes the Ticonderoga-class guided-missile cruiser USS Chancellorsville (CG 62), as well as Arleigh Burke-class destroyers USS Barry (DDG 52) and USS Benfold (DDG 65), assigned to DESRON 15.

The Ronald Reagan Carrier Strike Group is forward-deployed to the U.S. 7th Fleet area of operations in support of a free and open Indo-Pacific region. Under Commander, U.S. Pacific Fleet, 7th Fleet is the U.S. Navy’s largest forward-deployed numbered fleet, and routinely interacts and operates with 35 maritime nations.

Coast Guard Cutter Mohawk Returns from 92-Day AFRICOM Deployment

Coast Guard Cutter Mohawk returned to its homeport in Key West, Florida, following a 92-day deployment in the U.S. Naval Forces Europe – Africa area of operations. *U.S. COAST GUARD*

KEY WEST, Fla. – The crew of the USCGC Mohawk (WMEC 913) returned to their homeport Monday, following a 92-day deployment in the U.S. Naval Forces Europe – Africa area of operations, employed by U.S. 6th Fleet, to defend U.S., allied and partner interests, the Coast Guard Atlantic Area said in a release.

Mohawk began its deployment as surface action group commander, leading the transatlantic escort of two newly commissioned 154-foot, Sentinel-class cutters, USCGC Clarence Sutphin Jr. (WPC 1147) and USCGC John Scheuerman (WPC 1146) from Key West,

Florida, to the 6th Fleet area of operations.

While on deployment, Mohawk made significant advances in combating illegal, unregulated and unreported fishing conducting multinational law enforcement operations at sea in the Atlantic basin. Their efforts served to strengthen existing relationships with African nations, and prioritized opportunities for new partnerships with allies who share common interests in the region.

Mohawk's crew also worked closely with eight partner nation navies, sailing nearly 19,000 nautical miles in support of American interests abroad. Leading training exercises at-sea and in port, Mohawk hosted diplomatic engagements and participated in community relations events during port visits to Côte d'Ivoire, Ghana, Nigeria, Portugal, Senegal, Sierra Leone and The Gambia. Mohawk was the first United States warship to moor in The Gambia since 1994.

"I am extremely proud of this crew and all they have accomplished over the last three months," said Cmdr. Andrew Pate, commanding officer of Mohawk. "We are operating in a global Coast Guard and Mohawk's ability to deploy across the Atlantic Ocean and work alongside our European and Atlantic African partners to combat piracy and illegal, unregulated, and unreported fishing drives home the United States' commitment to security, stability, and prosperity in the region."

Mohawk's deployment also demonstrated the United States' longstanding commitment of supporting African partners by addressing their security challenges in the maritime domain. The U.S. maritime services routinely work with allied and partner nations to foster a united, global effort to safeguard free and open access to international waterways.

Commissioned in March 1991, Mohawk is the 13th and last of the Famous-class Coast Guard cutters. It is named for the

Algonquin tribe of Iroquoian Indians who lived in the Mohawk Valley of New York, and is the third cutter to bear the name.

Boeing Reveals First of New Innovative Defense Factories

Boeing Phantom Works' Advanced Composite Fabrication Center in Mesa, Arizona, leverages the latest in digital engineering and advanced manufacturing to produce components for future advanced combat aircraft. *BOEING*

MESA, Ariz. — Boeing's Defense, Space & Security business unit unveiled on Sept. 12 its new Advanced Composite Fabrication Center, which has been purpose-built to produce advanced composite components for future combat aircraft, the company said in a release.

The new facility in Mesa, Arizona, will be a secure production facility operated by Phantom Works, BDS' proprietary research,

development and prototyping division. The construction phase of the 155,000 square-foot facility is now complete, and the center is expected to be fully operational this fall.

“Boeing pioneered a new era of digital aerospace engineering on programs like the T-7, MQ-25 and MQ-28, and now we’re leading the way again by digitally transforming our entire production system to build the next generation of advanced combat aircraft,” said Ted Colbert, Defense, Space & Security president and CEO. “The new Advanced Composite Fabrication Center and the factories that will follow it position Boeing to deliver the most digitally advanced, simply and efficiently produced and intelligently supported aircraft to military customers.”

Leveraging best practices from recent new-start programs like the MQ-28 Ghost Bat, MQ-25 Stingray, T-7A Red Hawk and proprietary efforts, the ACFC will enable Boeing to scale a platform-agnostic, modular and flexible digital production system across future BDS programs, providing unprecedented speed, agility and cost efficiency. Additional new factories supporting subsequent phases of production are under construction in the St. Louis region and slated to come online over the next few years.

“The ACFC capitalizes on the latest in digital engineering – from initial concept and design to the production floor and sustainment – and its capabilities are aligned directly with our customers’ need to design, build and field advanced combat aircraft on dramatically accelerated timelines,” said Steve Nordlund, Boeing Phantom Works vice president and general manager. “We are committed to a future where our platforms are more modular and adaptable, our software is more modifiable and scalable, and where our customers have a common experience across all of our products – providing disruptive advantages from seabed to space.”

James Honea Takes the Helm as the Next MCPON

Chief of Naval Operations Adm. Mike Gilday hands the Master Chief Petty Officer of the Navy cutlass to MCPON James Honea during the Change of Office ceremony held at Mahan Hall, United States Naval Academy, Sept. 8. *U.S. NAVY / Senior Chief Mass Communication Specialist Anastasia McCarroll*

ANNAPOLIS, Md. – Master Chief Petty Officer of the Navy Russell Smith passed the ceremonial cutlass, via the Chief of Naval Operations Adm. Michael Gilday, to James Honea during a change of office and retirement ceremony Sept. 8, the Office of the Master Chief Petty Officer of the Navy said Sept. 10.

The ceremony held at the U.S. Naval Academy's Mahan Hall marked the end of more than three decades of Naval service for MCPON Smith.

Smith has served as the 15th MCPON since Aug. 29, 2018. During his term, he instituted Laying the Keel, an updated leadership development career path, revised the command master chief instruction, and the Sailor of the Year program. More importantly, he tirelessly advocated policy and program improvements for the Navy's Sexual Assault Prevention and Response program as well as increased Sailor access for mental health care to congressional members during his annual testimonies before the House Armed Services Committee.

Gilday presided over the ceremony and highlighted Smith's accomplishments during his naval career while thanking him for his leadership.

"Your tireless efforts to provide Sailors with mental, morale, and spiritual support has helped make our fleet more resilient and much more effective," said Gilday. "Your leadership ensured that our most important resource, our people, are ready to serve and defend the nation we love. Having conducted more than 200 fleet visits all over the world, your outreach and willingness to be there for Sailors and their families is what truly made your service so remarkable. Thank you for everything you have done over these past four years. Our Navy and our Navy family are much stronger than it was four years ago."

After the ceremonial passing of the MCPON cutlass, Honea took the helm of the enlisted force as the Navy's 16th MCPON. During the ceremony, he spoke about his top priorities: warfighting competency, professional and character development, and quality of life.

"When I was selected for MCPON, I thought heavily on what my tenure means and what I could bring to you all," said Honea. "I'm glad I chose to be challenged by this adventure and I'm proud of what it has brought me. I thank you all for accepting

the same challenge and being on this journey with me. I have always been proud to be your Shipmate, and I'm privileged to be your MCPON."

The MCPON serves as an adviser to the CNO and to the chief of naval personnel in matters dealing with enlisted personnel and their families. The MCPON is also an adviser to boards dealing with enlisted personnel issues; is the enlisted representative of the Department of the Navy at special events; may be called upon to testify on enlisted personnel issues before Congress; and maintains a liaison with enlisted spouse organizations.

HII Begins Fabrication of Amphibious Transport Dock Ship Pittsburgh

HII's Ingalls Shipbuilding division in Pascagoula,

Mississippi. *HII*

PASCAGOULA, Miss. – HII's Ingalls Shipbuilding division started fabrication of the U.S. Navy's newest San Antonio-class amphibious transport dock Pittsburgh (LPD 31) on Sept. 7, the company said in a release. The start of fabrication signifies that the first 100 tons of steel have been cut for the ship.

"The start of fabrication on LPD 31 demonstrates our ability to continue manufacturing quality ships for our Navy and Marine Corps partners," said Mike Pruitt, Ingalls Shipbuilding LPD program manager. "Our shipbuilders are excited to be reaching this milestone in construction and are committed to seeing Pittsburgh serve our nation well into the future."

Ingalls has delivered 12 San Antonio-class ships to the Navy and has three more under construction, including Richard M. McCool (LPD 29), Harrisburg (LPD 30) and Pittsburgh (LPD 31), which will be the second Flight II LPD.

LPD Flight II is the next generation amphibious ship to replace Whidbey Island (LSD 41) and Harpers Ferry (LSD 49) classes of dock landing ships. Amphibious transport docks are a major part of the Navy's 21st century expeditionary force, deployed with a U.S. Marine Corps Air-Ground Task Force for amphibious and expeditionary crisis response operations that range from deterrence and joint-force enablement to humanitarian assistance and disaster relief.

LPD 31 is the fifth Navy vessel to be named after the historic city of Pittsburgh, Pennsylvania. The first ship was an ironclad gunboat and served during the American Civil War. Since then, the name Pittsburgh has been assigned to four vessels that have served the U.S. during conflict.

Cutter Tampa Returns Home following Successful 56-Day Caribbean Sea Patrol

The USCGC Tampa returned to its Portsmouth, Virginia homeport on Aug. 24. *U.S. COAST GUARD*

PORTSMOUTH, Va. – The crew of the USCGC Tampa (WMEC 902) returned to their homeport in Portsmouth, Virginia, on Aug. 24 after a 56-day Caribbean Sea patrol, the Coast Guard Atlantic Area said Sept. 9.

During the patrol, Tampa's crew collaborated with 12 other Coast Guard cutters, numerous Coast Guard aircraft and other Department of Homeland Security boats and aircraft to detect, deter, and intercept unsafe and illegal ventures to the United States.

Tampa’s crew primarily patrolled the South Florida Straits, south of the Florida Keys and the Windward Pass, off the northwest coast of Haiti, contributing to the interdiction, care, and repatriation of 612 migrants from Haiti, Cuba and the Dominican Republic.

“Showcasing professionalism, teamwork, and empathy, our crew once again selflessly performed our assigned missions,” said Cmdr. Sky Holm, Tampa’s commanding officer. “I am continually impressed by their dedication and devotion to duty and I am humbled to be serving alongside them. We acknowledge the tremendous collaboration from team Coast Guard and our international and interagency partners, who seamlessly integrate to meet collective objectives. Of course, our crew sincerely appreciates the extraordinary assistance from our mission support units shore side, who keep our cutter operational, as well as the compassionate support from our loved ones ashore, who provide us strength while we are away.”

Tampa is a 270-foot medium-endurance cutter homeported in Portsmouth with 100 crewmembers. The cutter’s primary missions are counter drug operations, migrant interdiction, enforcing federal fishery laws, as well as search and rescue in support of Coast Guard operations throughout the Western Hemisphere.