

# U.S. Navy awards GE Aerospace Performance Based Logistics Contract for Avionics

From GE Aerospace, Feb. 24, 2025

CINCINNATI – February 24, 2025 – GE Aerospace has been awarded a contract to provide performance-based logistics (PBL) avionics support for the F/A-18, AV-8B and AH1-Z aircraft globally.

“Supporting the safety and operations of our armed forces is one of the most important things we do,” commented Matt Burns, general manager of Avionics Systems for GE Aerospace. “This five-year contract builds on a series of previous PBL contracts with our team supporting 30 years of 99% availability for the U.S. Navy.”

Under the contract, GE Aerospace will support stores management systems used in mission critical operations for the U.S. Navy fleets of F/A-18, AV-8B and AH1-Z aircraft globally. In addition to the supply, warehousing, and logistics management of the spares, GE Aerospace provides depot level repair of aircraft units and subassemblies and fleet support at major naval bases providing training and technical support.

GE Aerospace’s stores management systems provide scalable architectures with redundant centralized or distributed stores management while maintaining standard stores station interfaces and safety critical release control. Providing the tactical and operational ability to further protect troops while accomplishing their missions, GE Aerospace has delivered more than 5000 stores management systems to numerous fourth and fifth generation fixed-wing and rotary-wing military aircraft operators worldwide.

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# Joint Maritime Information Center Meets with Cruise Ship Industry Officials on Red Sea Security



Joint Maritime Information Center director, U.S. Navy Capt. Lee Stuart, briefs cruise line personnel on the maritime security situation in the Middle East region during a visit to a cruise ship visiting Bahrain, Feb. 10, 2025. (U.S. Navy photo)

From U.S. Fifth Fleet, Feb. 26, 2025

MANAMA, Bahrain – The director of the Joint Maritime Information Center (JMIC) met with representatives of the cruise ship industry in both Bahrain and Dubai in February to discuss JMIC operations and purpose and to reassure industry officials of JMIC partner nations' commitment to regional

maritime security.

U.S. Navy Capt. Lee Stuart, JMIC director, along with representatives of Combined Task Force (CTF) 153 of the Combined Maritime Forces, briefed ships' masters, senior officers and corporate security managers on the current Middle East region maritime security situation, specifically in the Red Sea. CTF 153 is responsible for maritime security in the Red Sea, Bab al-Mandeb, and Western Gulf of Aden.

"The Red Sea attacks highlighted the gap in understanding between commercial shipping and navies. JMIC aims to bridge that gap and increase cooperation to help keep mariners and passengers safe at sea," said Stuart.

Stuart also outlined JMIC's role, composition, operations and range of information products, including its incident-specific Information Notes and monthly reports with rolling statistical analysis.

"The cruise industry is highly competitive, rapidly growing, sets schedules years ahead and must keep passenger safety as paramount," he said.

Stuart also introduced JMIC's Bridge Emergency Reference Cards, which guide bridge crews on actions to take before, during and after an incident.

The deepening engagement comes as cruise operators and other commercial shipping operators cautiously evaluate the risk of returning to the Red Sea.

"The cruise industry has some difficult decisions to make in response to the region's complex and dynamic regional security situation," Stuart said. "JMIC has a vital role to play in giving them reliable information to help their decision-making."

The Joint Maritime Information Center, initially formed in February 2024 to engage commercial shipping stakeholders regarding Houthi attacks in the Red Sea, recently became a permanent part of Combined Maritime Forces with a broader, region-wide mandate.

Similar cruise industry engagements are planned for the future. JMIC also welcomes engagement from shipping industry stakeholders via its LinkedIn page at: <https://www.linkedin.com/company/jmic>.

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## USS St. Louis Completes First Deployment to 4th Fleet



The Freedom-variant littoral combat ship USS St. Louis (LCS

19) arrives at Naval Station Mayport, Florida, after a deployment to the Caribbean Sea and eastern Pacific Ocean. (MC1 Brandon J. Vinson)

From U.S. 4th Fleet, Feb. 25, 2025

NAVAL STATION MAYPORT, Fla. – USS St. Louis (LCS 19), a Freedom-variant Littoral Combat Ship (LCS), returned to Naval Station Mayport this week, concluding its first deployment to the U.S. 4th Fleet Area of Responsibility (AOR).

The eight-month deployment, which lasted from June 15, 2024 to February 24, 2025, marked a series of groundbreaking achievements that underscore the capabilities of the LCS platform and its growing contributions to naval operations.

While assigned to TASK FORCE 45/Destroyer Squadron 40, operating primarily in the Caribbean Sea and Eastern Pacific Ocean, St. Louis, embarked Helicopter Maritime Strike Squadron (HSM) 50 Detachment 4, and U.S. Coast Guard Law Enforcement Detachments (LEDET) 105 and 407, disrupted and confiscated over \$100 million worth of illicit contraband in five different operations, significantly hampering the activities of transnational criminal organizations.

“From our first week in theater, the crew demonstrated its tactical acumen in locating and intercepting illicit traffickers. Most of these interdictions were conducted at night, requiring long days and late hours but the crew stayed immensely resilient. I am very proud of what the team accomplished,” said Cmdr. T.J. Orth, USS St. Louis’ Commanding Officer.

In August, St. Louis transited the Panama Canal and operated in the Pacific Ocean for the first time, making history as the first FRE-variant LCS to travel as far south as Valparaíso, Chile when she participated in the 65th iteration of UNITAS, the world’s longest-running multinational maritime exercise.

Alongside naval forces from 44 countries, the ship showcased its capabilities in maritime interoperability, enhancing ties with partner nations and furthering regional stability.

After returning through the Panama Canal, St. Louis received new tasking to support U.S. Southern Command's Joint Task Force-Bravo as that command responded to the deteriorating security situation in Haiti. St. Louis served as a fueling station and Search and Rescue force for 1st Battalion, 228th Aviation Regiment (AVN REGT) UH-60 Blackhawks conducting evacuations out of Haiti. To prepare, St. Louis and 1-228th AVN REGT conducted more than 50 deck landings. This successful integration expanded the ship's operational versatility, paved the way for future joint missions, and underscored the potential for cross-branch collaboration in dynamic environments.

To wrap up USS St. Louis' first deployment, St. Louis Sailors showed their flexibility and capacity to rapidly deploy in support of Joint Task Force Operation Southern Guard onboard U.S. Naval Station Guantanamo Bay, Cuba. Sailors supported the expansion of the Maritime Operations Center (MOC) in preparing the MOC to receive up to 2,000 illegal aliens, erecting 50 tents and setting up several hundred cots in several days. Operation Southern Guard is highlighting effective interagency collaboration, as the Department of Homeland Security (DHS) oversees the operation.

"We saw a lot of 'firsts' on this ship's first deployment and it was amazing to see what this ship and crew was capable of. Looking back, this deployment demonstrated the growing potential for Freedom class LCS and the support they can provide not just in the Caribbean, but in the entire 4th Fleet AOR," said Cmdr. Lee Shewmake, USS St. Louis' executive officer. "There were many lessons learned that the crew took to heart and put in practice as deployment went on, and I believe that is what enabled our success over the past seven

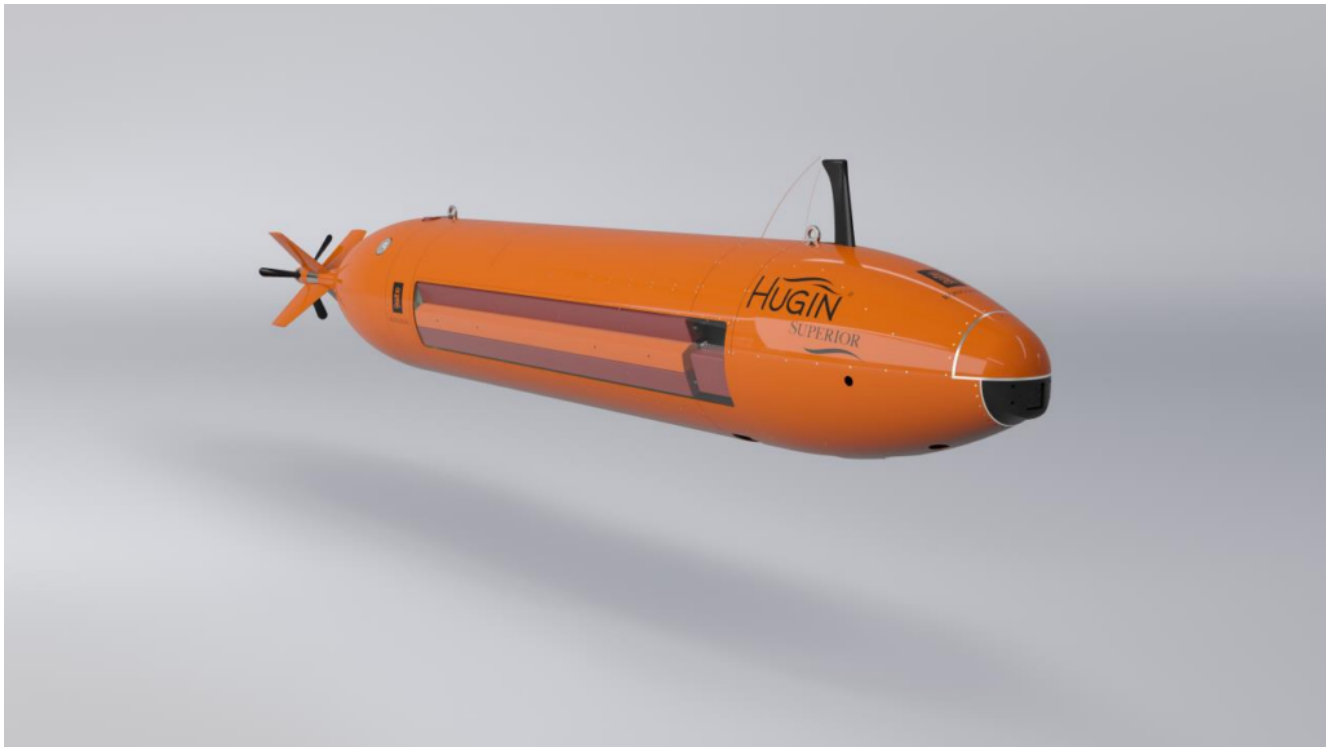
months.”

“St. Louis demonstrated the great potential of the LCS Freedom class, not only in executing its assigned missions but also in breaking new ground for the community. The professionalism and dedication of this crew have laid a strong foundation for the future of LCS operations,” said Master Chief Roderick Bolton, St. Louis’ Command Master Chief. “USS St. Louis returns home with its crew proud of their achievements and eager to share lessons learned from this historic deployment. As the U.S. Navy continues to evolve, St. Louis has proven itself a capable and innovative platform, ready to meet the challenges of tomorrow.”

USS St. Louis’ first deployment to 4th Fleet was a resounding success, marked by numerous milestones and contributions to naval strategy. The ship’s accomplishments highlight the flexibility and utility of the Littoral Combat Ship platform in tackling modern challenges.

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## **Successful tests for Hugin LDUUV to U.S. Navy**



*Kongsberg Discovery successfully completes acceptance testing of a HUGIN Superior Autonomous Underwater Vehicle system for the Defense Innovation Unit and U.S. Navy.*

From KONGSBERG

Only one year after being awarded a 24-month frame contract for Large Diameter Unmanned Underwater Vehicles (LDUUV) by the Defense Innovation Unit (DIU), KONGSBERG completed acceptance testing and delivery of the first HUGIN Superior Autonomous Underwater Vehicle (AUV) for this customer.

This final testing was completed at the beginning of the year in Norway. The vehicle will now go on to provide real-world operational relevance and enhance the undersea capabilities of the U.S. Navy.

The completion of this effort is a testament to DIU's commitment to fulfilling its mission of accelerating the adoption of commercial technology for national security. In the last year, the DIU team performed a rigorous technology assessment which culminated in the order and delivery of a highly capable HUGIN AUV system in a short time.

“KONGSBERG is excited to be expanding our relationship with the U.S. Navy and provide the cutting-edge capabilities that come standard with our HUGIN Superior AUV system. We applaud the DIU team for enabling this transfer of capability to the warfighter at an accelerated pace and look forward to valuable operator feedback and continued partnership to further evolve our product line,” said Rich Patterson, Vice President of Sales, Uncrewed Platforms Division.

KONGSBERG’s HUGIN Superior is a proven AUV system that has been in active use by both commercial and military customers since 2019. It provides immediate operational capability for Subsea and Seabed Warfare (SSW), Intelligence Preparation of the Operational Environment (IPoE), Mine Countermeasures (MCM), and inspection of critical undersea infrastructure at delivery with no required modifications. With full ocean depth design, an endurance of over 70 hours, a navigational accuracy of <0.04% of distance travelled, and multiple mapping and imaging sensors, it leads the large AUV market in reliability and capability.

KONGSBERG has an extensive history of developing AUVs. From the first HUGIN dive in 1993 to the record-breaking multi-week mission of HUGIN Endurance last summer, HUGIN continues to be the gold standard of AUVs on the market. HUGIN is tightly integrated with KONGSBERG acoustic sensors, autonomy, navigation, and battery technology resulting in a finely tuned system that produces the highest quality data.

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## **Leonardo DRS Gets \$45M Navy**

# Commitment to Bolster US Submarine Industrial Base

ARLINGTON, Va., Feb. 24, 2025 – Leonardo DRS, Inc. (NASDAQ: DRS) announced today that it has received a \$45 million U.S. Navy Submarine Industrial Base (SIB) investment commitment through contracts with HII's Newport News Shipbuilding. The investment is expected to expand the capabilities of DRS's new, 140,000 square-foot naval propulsion manufacturing facility currently under-construction in Goose Creek, South Carolina, and includes capital equipment and other infrastructure enhancements.

The \$45 million SIB investment will serve as a catalyst for a 40,000 square-foot expansion of the facility in support of capabilities critical to current and future U.S. Navy nuclear submarines and aircraft carriers. This investment builds on several Navy funded engineering contracts, including Newport News Shipbuilding, and from General Dynamics Electric Boat previously issued to Leonardo DRS. These contracts, combined with internal investments, will strengthen steam turbine system design, manufacture, integration, and test capabilities, including steam turbine generators.

"This significant investment is the result of extensive collaboration between Leonardo DRS, the U.S. Navy, and our shipbuilding customers. said Jon Miller, senior vice president and general manager of the Leonardo DRS Naval Power Systems business unit. "It signifies the depth of our combined resolve to address some of the most pressing challenges facing our nation's submarine industrial base with respect to capacity needed to deliver critical capability on-time and on-budget for the warfighter."

The Leonardo DRS purpose-built facility is expected to open in 2026 and will grow the company's naval propulsion capability

and streamline its support of the Columbia Class submarine program. The company is currently producing the Columbia Class electric propulsion system components, including the main propulsion motor, the main propulsion drives, and main propulsion controller, and other components in addition to similar systems for international allied navies. The facility will support electric drive for next-generation naval platforms and enables an expansion of DRS's organic capability. It represents a significant expansion in the company's ongoing collaboration with the U.S. Navy and enhances the nation's submarine industrial base.

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## **GA-ASI Advances Unmanned Sub-Hunting with Test of New Air-Dropped Sensors**



From GA-ASI

SAN DIEGO – 25 February 2025 – General Atomics Aeronautical Systems, Inc. (GA-ASI) continues to expand the role of

unmanned aerial systems, demonstrating the first-ever Anti-Submarine Warfare (ASW) capability on an MQ-9B SeaGuardian®. In a groundbreaking test from January 20-30, 2025, a company-operated MQ-9B SeaGuardian successfully deployed and tested anti-submarine sensors using multiple pre-production Sonobuoy Dispensing System (SDS) pods.

Having already proven its ability to track submerged targets, SeaGuardian took this capability further with GA-ASI's newly designed SDS pods. These pods deployed multiple sonobuoys to conduct onboard thermal-depth and acoustic data processing. Using Directional Frequency Analysis and Recording (DIFAR), Directional Command Activated Sonobuoy System (DICASS), and Bathythermograph sonobuoys, SeaGuardian effectively detected, tracked, and analyzed underwater targets while collecting critical acoustic intelligence.

"This demonstration represents a major leap forward in unmanned capabilities and marks a major milestone in proving that an unmanned aircraft can perform end-to-end persistent ASW operations," said GA-ASI President David R. Alexander. "The success of this testing paves the way for enhanced anti-submarine warfare capabilities on the MQ-9B SeaGuardian. We look forward to continued collaboration with the U.S. Navy as they explore innovative solutions for distributed maritime operations in the undersea domain."

As part of the development process, GA-ASI successfully deployed multiple DIFAR and DICASS test sonobuoys, precisely correlating ejection speed with stress/strain data. This provided a high-fidelity launch model to refine future deployment capabilities.

Naval Air Warfare Center Aircraft Division (NAWCAD) AIRWorks played a key role in supporting and overseeing the development, ensuring the system meets emerging warfighter needs. AIRWorks has partnered with GA-ASI in multiple ASW demonstrations, including the Rim of the Pacific (RIMPAC)

exercise in July 2024.

With strong demand already in place from multiple customers, GA-ASI anticipates increasing interest in the MQ-9B SeaGuardian, given its high-end maritime capabilities at a significantly lower cost than traditional manned maritime platforms.

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**Truman returns to sea  
following repairs**



By USS Harry S. Truman (CVN 75) Public Affairs, Feb. 24, 2025

MEDITERRANEAN SEA – The Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) is underway conducting routine flight operations in the U.S. Sixth Fleet area of operations, Feb. 24, after departing Souda Bay, Greece, on Feb. 23, following completion of an emergent repair availability (ERAV).

“Our ship remains operationally ready to complete deployment with mission and purpose on full display by the entire crew,” said Capt. Chris Hill, commanding officer of Harry S. Truman. “We are out here launching and recovering aircraft, ready to

'Give 'em Hell' with combat credible power."

The U.S. Navy's ability to rapidly repair its warships anywhere in the world is a testament to our lethality and the warfighting advantage of relationships with Allies and partners.

Led by Forward Deployed Regional Maintenance Center (FDRMC), Truman completed the five-day ERAV at Naval Support Activity (NSA) Souda Bay, Greece. In an all-hands effort, Sailors worked with FDRMC personnel, Norfolk Naval Shipyard, and local industry partner Theodoropoulos Group to assess damage, develop a repair plan, and restore weathertight integrity to the ship following the collision on Feb. 12.

"FDRMC is focused on keeping our forward-deployed naval forces mission-ready across 5th and 6th Fleets, maintaining critical combat readiness for the ships and their Sailors," said Capt. Mollie Bily, FDRMC commanding officer. "The rapid repair effort on Truman was a testament to our expeditionary maintenance expertise and the exceptional collaboration with our Norfolk Naval Shipyard teammates and industry partners."

Since deploying, Carrier Air Wing (CVW) 1 has flown over 5,500 sorties, including two self-defense strikes into Houthi-controlled Yemen territory and a large force strike against ISIS-Somalia targets in Northeast Somalia in coordination with U.S. Africa Command. The Harry S. Truman Carrier Strike Group continues to provide maritime security and regional stability in support of its component commanders.

The carrier strike group includes the flagship USS Harry S. Truman (CVN 75); Carrier Air Wing (CVW) 1, with eight embarked aviation squadrons; staffs from CSG-8, CVW-1, and Destroyer Squadron (DESRON) 28; the Ticonderoga-class guided-missile cruiser USS Gettysburg (CG 64); and three Arleigh Burke-class guided-missile destroyers, USS Stout (DDG 55), USS The Sullivans (DDG 68), and USS Jason Dunham (DDG 109).

HSTCSG's mission is to conduct prompt and sustained combat operations at sea and maintain a forward presence through sea control and power projection capabilities. For more information, visit DVIDS at <https://www.dvidshub.net/unit/CVN75>.

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## Navy CNO Franchetti Fired



Chief of Naval Operations Admiral Lisa Franchetti presents an award to a Sailor at Naval Support Activity (NSA) Crane, in Crane, Indiana, Feb. 10, 2025. Photo Credit: U.S. Navy | Senior Chief Petty Officer Elliott Fabrizio

Secretary of Defense Pete Hegseth announced he was firing Chief of Naval Operations Admiral Lisa Franchetti on Friday, the same day as he relieved Air Force General Charles Q. Brown as chairman of the Joint Chiefs of Staff, according to the New

York Times.

According to the Times and other reports, Hegseth said Franchetti and Air Force General James Slife, the service's vice chief of staff, also fired, had "distinguished careers," and "we thank them for their service and dedication to our country."

Franchetti was the 33rd chief of naval operations, the first woman to be CNO and the first woman to serve on the Joint Chiefs of Staff. She entered the Navy after earning a degree in journalism at Northwestern University and joining the Naval ROTC program there.

She later commanded the destroyer USS Ross, commanded U.S. Naval forces in Korea, served as commander of the U.S. 6th Fleet in the Mediterranean and director of strategy, plans and policy for the U.S. Joint Chiefs of Staff.

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**Coast Guard Cutter Joseph  
Gerczak Returns Home  
Following 37-Day Law  
Enforcement Patrol in  
American Samoa**



U.S. Coast Guard Petty Officer 1st Class Kyle Cassidy, a boatswain's mate assigned to Coast Guard Cutter Joseph Gerczak (WPC 1126), monitors the cutter's approach of Pago Pago, American Samoa, Feb. 5, 2025. (U.S. Coast Guard photo by Petty Officer 1st Class Steven Zea)

From U.S. Coast Guard District 14 External Affairs, Feb. 23, 2025

HONOLULU – The crew of the U.S. Coast Guard Cutter Joseph Gerczak (WPC 1126) returned home to Honolulu Saturday following a 37-day territorial integrity patrol along the U.S. maritime border in American Samoa.

The Joseph Gerczak crew departed Coast Guard Base Honolulu in January and traveled more than 7,300 nautical miles spanning from the Hawaiian Islands to American Samoa.

The crew patrolled the U.S. territorial maritime border and safeguarded the U.S. Exclusive Economic Zone surrounding American Samoa, which extends up to 200 miles offshore.

During the patrol, the crew conducted boardings on two U.S.-

flagged fishing vessels to ensure the territorial integrity of the U.S. maritime border and deter any threat of illicit trafficking. The crew also ensured the safety of the U.S. fishing fleet by reviewing the vessels' documentation, examining the captains' permits and inspecting the vessels' required safety equipment, fishing gear and, when applicable, the on-board catch. The crew worked alongside a National Oceanic and Atmospheric Administration Office of Law Enforcement Officer, who assisted the boarding team in identifying two living marine resource violations for which the vessel was cited.

The cutter's boarding teams observed 10 total violations, including a non-U.S. master who was neither a U.S. citizen nor U.S. national, expired documentation, an expired survival craft, expired hydrostatic releases for emergency position indicating radio beacons, expired flares, unsatisfactory condition of life jackets, and damaged turtle mitigation gear.

Due to safety violations, the Joseph Gerczak crew terminated the voyage of one fishing vessel and escorted the vessel to port in Pago Pago, American Samoa.

"Coast Guard law enforcement boardings and vessel safety inspections are vital to ensuring safety of those at sea and protecting our precious marine ecosystems," said Lt. Caitlin Piker, commanding officer, Cutter Joseph Gerczak. "Our patrols also enhance maritime domain awareness and serve as a critical line of defense against illegal activities that threaten our nation's security."

In accordance with the President's Executive Orders and direction from Adm. Kevin Lunday, the acting commandant of the Coast Guard, the Coast Guard is increasing cutter patrols and operations in American Samoa. The Coast Guard is surging assets to increase presence in key areas to protect America's maritime borders, territorial integrity, and sovereignty.

The Joseph Gerczak is a 154-foot Sentinel-class fast response cutter homeported in Honolulu. The cutter's primary missions are maritime law enforcement, search and rescue, and national defense.

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## The Navy's Carrier Airwing Flies Further With Hercules' New Tanker Approval



A U.S. Navy Reserve KC-130T refuels an EA-18G Growler in the skies over Naval Air Station Patuxent River in Maryland during testing that enabled the service's fleet of Hercules aircraft to aerially refuel a significantly expanded number of aircraft in early 2025. The testing led by the Naval Air Warfare Center Aircraft Division significantly expands Hercules' mission, as well as the mission of the U.S. Navy Reserves which exclusively operates the aircraft. (U.S. Navy photo by Erik Hildebrandt)

From Naval Air Warfare Center Aircraft Division, Feb. 24, 2025

PATUXENT RIVER, Md. -- The Navy Reserve's KC-130T Hercules fleet, upgraded with the NP200 propeller system, is cleared to aerially refuel a significantly wider range of aircraft across the carrier airwing following envelope expansion testing at the [Naval Air Warfare Center Aircraft Division](#) (NAWCAD) which concluded in early 2025.

The test effort expands Hercules' mission – and that of the Navy's fleet reserve, which exclusively operates the aircraft – beyond its primary focus on logistics and cargo transport.

“Prior to this testing we only had a single aircraft cleared for refueling from the upgraded KC-130T,” said [NAWCAD's developmental test wing](#) Commodore Capt. Elizabeth Somerville. “This advanced capability gives us flexibility in any future conflict.”

Naval aviation's F-35B/C, F/A-18, EA-18. CH-53K, CH-47, H-60s and AV-8B were cleared for air-to-air refueling from KC-130T after testing by NAWCAD federal government engineers, testers, and military test pilots from [Air Test and Evaluation Squadron \(VX\) 20](#) along with industry partners who worked to make sure Hercules could safely refuel the aircraft with its upgraded NP2000 propeller system.

“If we look forward to any future fight, it's going to take intense collaboration between all of the forces: Navy, Marine Corps, Air Force, Army, Coast Guard,” said Somerville. “Any resource that provides fuel airborne is going to be invaluable to all assets that are flying.”

The test effort significantly increases naval aviation's operational reach and flexibility, as well as several international allies, following a request by U.S. Pacific Fleet.

The KC-130T Hercules is a multi-role, long-range, land-based tactical aircraft that provides logistical support to fleet operating forces.

Check out a video of the test effort here: <https://www.youtube.com/watch?v=triR4w1lyR4>

NAWCAD employs more than 20,000 military, civilian and contract personnel. It operates test ranges, laboratories and aircraft in support of test, evaluation, research, development and sustainment of everything flown by the Navy and Marine Corps. Based in Patuxent River, Maryland, the command also has major sites in St. Inigoes, Maryland, Lakehurst, New Jersey, and Orlando, Fl