

HII Positions Senior Team to Accelerate Newport News Shipbuilding Transformation and Execution



Newport News Shipbuilding's Needy, Caccavale and Glass. *HII* NEWPORT NEWS, Va. – HII's Newport News Shipbuilding division announced July 20 several promotions designed to optimize its shipyard operations and accelerate execution.

"We have been on an aggressive journey to transform the way we run our business. Accomplishing this transformation while running our complex business is not a simple task," said Jennifer Boykin, president of Newport News Shipbuilding. "Our Navy customer expects us to deliver ships on time and on budget so they can meet the evolving demands of the global security environment. Our ultimate success depends on the acceleration of these efforts led by experienced leaders."

Boykin announced several leadership changes, effective immediately.

Matt Needy moves to vice president and chief transformation officer, from vice president of Navy programs. In this new position, the 34-year shipyard veteran is responsible for the overall Newport News strategy execution, advanced development of business growth, including the next-generation attack submarine SSN(X), enterprise-wide continuous improvement, overall operational health and risk-opportunity management.

With Needy's transition, Bryan Caccavale moves to vice president of Navy programs, from vice president of material and manufacturing. In this role, Caccavale's diverse leadership and strong financial experience will benefit program execution and financial performance of the ships built and maintained by Newport News.

Additionally, the material and manufacturing parts of Newport News are being restructured back into two stand-alone divisions. Julia Jones remains vice president of manufacturing, while Cullen Glass, director of supply chain procurement, moves to vice president of supply chain management. In this role, Glass is responsible for all procurement, outsourcing and material logistics functions across Newport News.

These leadership changes build on a multi-year shipyard modernization effort to enable safe and efficient delivery of the highest quality aircraft carriers and submarines, the company said. The modernization effort, including the shipyard's Integrated Digital Shipbuilding program, has been instrumental in recent completion of the first USS Gerald R. Ford (CVN 78) planned incremental availability, launch of Virginia-class submarine New Jersey (SSN 796) and construction of the first digitally designed and built Ford-class carrier Enterprise (CVN 80).

Boeing F/A-18 Super Hornet Successfully Completes Operational Demonstrations in India



Boeing's F/A-18 Super Hornet successfully completed operational demonstration tests at Indian Naval Station Hansa in Goa, India. *INDIAN NAVY*

GOA, India – Boeing's F/A-18 Super Hornet successfully completed operational demonstration tests at Indian Naval Station Hansa in Goa, India, reinforcing the Super Hornet's ability to effectively and safely operate off Indian Navy

carriers, the company said July 20.

Two U.S. Navy F/A-18E Super Hornets completed multiple ski-jumps, roll-in and fly-in arrestments, as well as performance flights, in a variety of weights in the air-to-air, air-to-ground, and air-to-surface configurations, meeting the Indian navy test requirements.

“The Boeing team was privileged to showcase the F/A-18 Super Hornet’s compatibility with Indian carriers in Goa,” said Alain Garcia, vice president, India business development for Boeing Defense, Space & Security and Boeing Global Services. “As the most advanced frontline multi-role naval fighter, the F/A-18 Super Hornet is one of the world’s most proven and affordable multi-role fighters and continues to evolve with the development of the next-generation Block III capability which will be game-changing for India.”

“With the Super Hornet Block III, the Indian navy would not only get the most advanced platform but would also benefit from tactics, upgrades and knowledge related to the naval aviation ecosystem that the U.S. Navy offers,” he added.

The tests followed eight ski-jumps in various weights and configurations during previous tests held at Naval Air Station Patuxent River in Maryland in late 2020 that demonstrated the Super Hornet’s ability to operate from a short-takeoff-but-arrested-recovery aircraft carrier.

GD Mission Systems Awarded

\$272.9M Contract for US, UK Sub Fire Control Systems



An artist's conception of the Columbia-class submarine. *U.S. NAVY*

PITTSFIELD, Mass. – General Dynamics Mission Systems was awarded a U.S. Navy contract to support development, production and installation of fire control systems for the Columbia- and Dreadnought-classes of ballistic missile submarines, the company announced July 20.

The contract as awarded has a value of \$272.9 million over the next six years. This contract is the second for General Dynamics Mission Systems and is comprised of development, production and installation support for U.S. and U.K. submarine strategic weapons systems and subsystems. It will also support strategic weapons systems upgrades on currently fielded U.S. and U.K. strategic ballistic missile submarines.

Work will primarily be performed in Pittsfield, Massachusetts, and is expected to be complete by July 2028.

General Dynamics Mission Systems' Maritime and Strategic Systems line of business will deliver the fire control system for the U.S. Navy's second and third Columbia-class submarine and the third U.K. Dreadnought class submarine as well as installation support and pre-deployment planning for both U.S. and U.K. sites. This contract also includes Columbia and Dreadnought design completion scope and continuation of design activities for the first planned refresh of the Columbia and Dreadnought fire control system.

"The U.S. Columbia and U.K. Dreadnought class submarines are of strategic importance to our nation and our allies. General Dynamics has been supporting previous submarine programs for more than 65 years and we are extending our support through the development, production and installation of mission critical systems for this new fleet of submarines," said Carlo Zaffanella, vice president and general manager at General Dynamics Mission Systems.

MQ-9 Makes Debut at RIMPAC SINKEX 2022



A U.S. Air Force MQ-9A Reaper lands at Marine Corps Air Station Kaneohe Bay, Hawaii during the Rim of the Pacific 2022. *U.S. AIR FORCE / Airman 1st Class Ariel O'Shea*

JOINT BASE PEARL HARBOR-HICKAM, Hawaii – The first use of a U.S. Air Force MQ-9A Reaper, a remotely piloted aircraft, occurred during a Rim of the Pacific (RIMPAC) 2022 sinking exercise, July 12, the Air Force said July 20.

Participating in the SINKEX provided an opportunity for units from Australia, Canada, Malaysia and the United States to test weapons and systems in a simulated environment, working against opposing forces and eventually culminating in the explosion of a decommissioned naval vessel and marked a significant development in maritime warfighting capability.

The presence of the MQ-9A's at the world's largest international maritime exercise provides an opportunity for combined and joint-force collaboration.

"They need us and we need them," said U.S. Air National Guard Capt. Phillip West, the RIMPAC MQ-9 maritime force integration

lead. "That's where RIMPAC comes into play."

He said the Air Force and the Navy speak different languages, each using their own distinct jargon. Working together on exercises like RIMPAC and the SINKEX promotes smooth communication between the branches. This ensures sharpened combat readiness, increased strategic impact, and strengthened deterrence efforts by providing tactical proficiency to MQ-9A aircrews.

With the MQ-9 flying over the ocean as opposed to routine training in remote land locations, the main objective for the SINKEX was the gathering of practical data about operating in a maritime environment as opposed to a desert environment.

"The data that we have in a simulator feeds off of real-world engagements like SINKEX," West said. "With what's called the new Smart Sensor, they're trying to build a database of what ships look like. They need us to actually do it so that they can build a database, and then they can fit it into a simulator so we can practice it and have more efficient training."

This year is historic not only because of the MQ-9A but because it marks a return to a full-scale exercise not seen since before the COVID-19 pandemic. The 2020 iteration of RIMPAC was reduced in scale to be conducted with less face-to-face contact. The return to a full-scale exercise demonstrates capable, adaptive partners working together to increase the interoperability, resiliency, and agility needed by the joint and combined force.

Navy Awards L3Harris \$380 Million Contract for Cooperative Engagement Capability



L3Harris Technologies will produce and support the Cooperative Engagement Capability for the U.S. Navy under a contract worth up to \$380 million. *U.S. NAVY*

MELBOURNE, Fla. – The U.S. Navy awarded L3Harris Technologies a contract worth up to \$380 million for the production, repair, and sustainment of the Cooperative Engagement Capability (CEC) system with an initial award of \$15 million, the company said in a July 19 release.

The CEC system enables high-quality situational awareness and integrated fire control capability for the battle force. It is designed to enhance the anti-air warfare capability of U.S.

Navy ships, U.S. Navy aircraft, U.S. Marine Corps Composite Tracking Network and allied nation units and is a key element of the U.S. Navy's integrated sensors and networked communications solution set.

"L3Harris is the trusted global provider of resilient, all-domain communications networks, and with this CEC agreement, the Navy has affirmed we deliver best-in-class capabilities to employ mission critical data for their most important missions," said Brendan O'Connell, president of Broadband Communication Systems at L3Harris.

"The CEC enables the Navy, Marine Corps and coalition forces to sense, defend and strike earlier than the threat, increasing the survivability of the battle force and the overall speed of communication as they maneuver in a complex, multi-domain battlespace."

Good Retention Cushioning Recruiting Challenges, Marine Assistant Commandant Says



Staff Sgt. Albert Vargas, a landing support chief with Combat Logistics Battalion 13, 13th Marine Expeditionary Unit, re-enlists aboard the San-Antonio class amphibious transport dock ship USS Anchorage (LPD 23), May 1, 2018. *U.S. MARINE CORPS / Cpl. Austin Mealy*

WASHINGTON – The U.S. Marine Corps is focusing on retention of serving Marines as a way to mitigate the challenges of recruiting in today's American society, the Corps' assistant commandant said in recent public forums.

"Our recruiting challenges this year across the board are, in fact, difficult, which is why we're so focused on retention rather than recruiting," said Gen. Eric Smith, assistant commandant of the Marine Corps, testifying July 19 before the House Armed Services Committee subcommittee on Readiness. "We will make or come very close to making our recruiting mission in '22. It will come to a degree at the expense of the pool that we have ready for '23. Any time you have less time in the delayed entry program, you will have a higher attrition rate at recruit training, which is unacceptable. So, the focus for us is retention, and then ensuring that the American people

see the value proposition of service in the United States Marine Corps and the United States military writ large.”

Smith addressed the retention and recruiting challenge the day before during a July 18 webinar hosted by the Center for Strategic and International Studies and the U.S. Naval Institute and sponsored by HII.

“We cannot recruit our way out of our future challenges, but we can retain our way out,” he said. “If we have an individual who seeks to serve their nation, makes it through entry-level training, gets additional training, we want to keep that person. Why would I want them to go away, and then I have to go seek another person? That just adds to the problem. So, you can’t recruit your way out, but you can retain your way out.”

Smith, whose son currently serves as a Marine recruiter, discussed the value of the Marine brand.

“People say, ‘Other services are giving really big bonuses, \$50,000 to \$60,000; why aren’t you?’” he said. “Our biggest bonus we ever give – and we don’t give many to enlisted – is about \$8,000, because the bonus is, you get to call yourself a U.S. Marine. And that’s not false bravado; it’s who we are, a brand; that’s who we recruit.

“What we do is we make sure that we are out there as a face,” Smith said. “71% of our enlistment contracts are [from] face-to-face contact from seeing a Marine with operational experience who is tough, tested, fit, ready to fight, who’s out there in the public square to engage with students. What I think we can do and need to do for students and those who’ve already graduated is work closely with the Department of Education, administrators and educators to really enforce the value proposition of service.”

The assistant commandant said the Corps needs to “counter the narrative that the Marine Corps service in general is not fulfilling. We’re a valuable thing and it’s a valuable service

to the nation.”

He pointed out a streamlining of the re-enlistment process has taken place.

“A year ago, there were 22 steps to take to re-enlist,” he said. “That’s down to one. We use technology to streamline [re-enlistment]. If you wish to re-enlist and you’re a qualified Marine, the answer is yes.”

Smith said the Corps should ask a potential re-enlistee, “What would it take to keep you? It’s about managing talent as opposed to, ‘Here’s the cookie cutter.’”

He said the cookie cutter approach “will not work in the future environment where so many in our society are not qualified for enlistment or don’t wish to enlist.”

Ship to Shore Connector LCACs Get Lift of Opportunity Aboard Future USS Fort Lauderdale



The Navy's newest amphibious transport dock ship is transporting the Navy's newest connectors to their new homeport, highlighting the significant capabilities being delivered to the Navy from the Gulf Coast. *U.S. NAVY / Ronnie Newsome*

WASHINGTON – The Navy's newest amphibious transport dock ship is transporting the Navy's newest connectors to their new homeport, highlighting the significant capabilities being delivered to the Navy from the Gulf Coast.

Ship to Shore Connector, Landing Craft, Air Cushion (LCAC) 103 and 104, received a lift of opportunity aboard future USS Fort Lauderdale (LPD 28), July 16, Team Ships Public Affairs said July 19.

During LPD 28's transit from Huntington Ingalls Industries' Ingalls Shipbuilding Division in Pascagoula, Mississippi, to Fort Lauderdale, Florida, where the ship will soon be commissioned, the newest LPD worked with Assault Craft Unit 4 (ACU 4) as LCAC 103 and 104 entered the well deck. The craft

will remain aboard the ship as it transits to its homeport in Norfolk after commissioning.

“As the future USS Fort Lauderdale readies for commissioning, the L00 [lift of opportunity] provides the opportunity to further demonstrate a capability that will be essential to the future amphibious fleet for years to come,” said Capt. Cedric McNeal, program manager, Amphibious Warfare Program Office, Program Executive Office Ships. “We welcome the opportunity to bring together key Navy and Marine Corps next generation capabilities as we look to strengthen and advance the amphibious maritime mission.”

LCAC 103 and 104, delivered to the Navy by Textron Systems in December 2021 and June 2022 respectively, have been at Naval Surface Warfare Center Panama City Division receiving post-delivery upgrades and participating in test and trials events. Once the craft are in Norfolk, they will proceed to ACU 4 in Little Creek, Virginia, where they will join LCAC 101 and 102 to continue post-delivery test and trials and fleet introduction.

LCACs/SSCs are used primarily to transport vehicles, heavy equipment, and supplies through varied environmental conditions, from amphibious ships to over the beach. Delivery of this craft will significantly enhance the Navy’s and Marine Corps’ capability to execute a broad spectrum of missions well into the 21st century, from humanitarian assistance and disaster response to multidimensional amphibious assault.

CNO, Commander-in-Chief of

the Chilean Navy Discuss Partnership



Chief of Naval Operations Adm. Mike Gilday meets with Commander-in-Chief of the Chilean Navy Adm. Juan Andrés de la Maza Larrain at the Pentagon for an office call on July 18. *U.S. NAVY / Mass Communication Specialist 1st Class Michael B. Zingaro*

WASHINGTON – Chief of Naval Operations Adm. Mike Gilday welcomed Commander-in-Chief of the Chilean Navy Adm. Juan Andrés de la Maza Larrain at the Pentagon for an office call, July 18, the CNO's public affairs office said in a release.

The two leaders discussed maritime security, cyber defense, unmanned technology and their shared commitment to deepening partnership through future exercises and combined naval presence.

“As we face shared global maritime security challenges, we

must partner with like-minded nations and create opportunities to increase collaboration, enhance interoperability, and build our collective capacity,” said Gilday. “Chile is a longstanding and trusted partner, and the U.S. Navy will continue to work with Chile and other regional maritime forces to deepen our security cooperation and pursue opportunities to promote peace and stability throughout the Americas.”

“I am very pleased to greet today Admiral Gilday, whom I had not had the opportunity to meet in person, due to the pandemic that forced to suspend this important meeting,” said de la Maza.

“Taking advantage of the visit we will make to the frigate Lynch deployed at RIMPAC [Rim of the Pacific Exercise], we have arranged this meeting where I can mention that the various cooperation and exchange activities with the United States Navy, as Admiral Gilday mentions, have been carried out for many years. We have common challenges and we must face them in a combined manner, because they are global problems that require solutions in which all countries participate.”

Gilday added, “My meeting today with Admiral de la Maza was very productive and I look forward to seeing him in Hawaii as we observe the RIMPAC exercise.”

The U.S. Navy and Chilean Navy operate regularly together around the globe. Chile regularly participates in RIMPAC and is represented in this year’s iteration by the Chilean Navy frigate Almirante Lynch (FF 07).

The Chilean Navy also participates annually in the UNITAS multinational maritime exercise in the waters of the Eastern Pacific and South Atlantic, and leads the biennial Teamwork South maritime exercise.

This was the first in-person meeting between the two heads of navy since de la Maza assumed command in 2021.

Artillery Rapid Mobility Key to Survival, Marine Assistant Commandant Says



U.S. Marines with 5th Battalion, 11th Marine Regiment, 1st Marine Division, set up high mobility artillery rocket systems (HIMARS) in front of an AN/TPS-80 Ground/Air Task Oriented Radar set to detect, identify and track airborne threats, during Valiant Shield 22, at Andersen Air Force Base, Guam, June 13. *U.S. MARINE CORPS / Lance Cpl. Tyler Andrews*

WASHINGTON – The Russian invasion of Ukraine is showing the value of the High Mobility Artillery Rocket System (HIMARS) in providing long-range precision fires while shifting positions to avoid counter-battery fire, a senior Marine Corps general said, showing its advantages over towed tube artillery and

supporting the investment of HIMARS in Force Design 2030.

“What we’re focused on is long-range fires, and longer-range fires is better,” said Gen. Eric Smith, assistant commandant of the Marine Corps, speaking July 18 during a webinar hosted by the Center for Strategic and International Studies and the U.S. Naval Institute and sponsored by HII. “You want to be able to out-stick your adversary. The introduction of HIMARS for us is absolutely vital, as is our NMESIS – Navy-Marine Expeditionary Ship Interdiction System – [with the] Naval Strike Missile, which [has a] range in excess of 100 miles.

“The capability that is brought by long-range fires is what we seek,” Smith said. “Towed artillery has a max range. It also has a mobility issue because towed things like boats, U-Hauls, things that are on a trailer are not as mobile as individual vehicles. That’s why the [HIMARS] is so good.”

Smith that artillery must be highly mobile to avoid detection and targeting by drones.

“You have to be able to fire and move immediately,” Smith said. “You no longer have six minutes, which is [the capability of] a really well-oiled gun crew from ‘pull last round’ till ‘you’re on the move.’ What we have to see now is that there are autonomous loitering munitions that are looking for that signature. And as soon as they see that signature – we call it a P00, a point of origin – they’ve already got lethal authority to strike that. You don’t have six minutes to move, whereas with a HIMARS you can shoot and be gone literally in seconds, less than a minute. So that is a key lesson learned for long-range fires.

Smith said the artillery has to contend with ubiquitous, inexpensive drones and you have to drop your signature, either because you radiate or you are physically seen, because you are targeted almost immediately.

Under Force Design 2030, the Marine Corps is increasing its

HIMARS batteries and reducing its M777 155mm tube artillery batteries. Having decided initially to reduce the number of tube artillery batteries to five, experimentation led the Corps to increase the number of tube artillery batteries to seven.

The Defense Department has shipped a number of HIMARS and M777 systems to the Ukrainian armed forces to aid in their resistance to the Russian invasion.

GA-ASI to Supply 8 MQ-9A Extended-Range UAS for Marine Corps



General Atomics Aeronautical Systems Inc. will provide eight

MQ-9A Extended Range aircraft as part of the ARES contract, the company announced July 17. GA-ASI
SAN DIEGO – General Atomics Aeronautical Systems Inc. was awarded a contract for eight MQ-9A Extended Range unmanned aircraft systems as part of the Agile Reaper Enterprise Solution (ARES) contract from May 27, 2022, the company said in a July 17 release.

GA-ASI anticipates awards later this year for ground control systems, spares and ground support equipment as part of the first increment of the Marine Air Ground Task Force Unmanned Expeditionary program of record.

GA-ASI will begin first delivery of aircraft and support equipment this winter to facilitate the fleet standup in late summer 2023 for U.S. Marine Corps' Marine Unmanned Aerial Vehicle Squadron (VMU) 3 located at Marine Corps Air Station Kaneohe Bay, Hawaii. As part of the Marine Corps' Force Design 2030 efforts, VMU-3 will operate these MQ-9A ERs with their unique sensors and network capabilities to support training for the Marine Littoral Regiment.

"We look forward to rapid deployment of these MQ-9A ERs for our USMC customer," said Patrick Shortsleeve, GA-ASI vice president of DoD Strategic Development. "This capability will be a key ISR contributor for the Marine Air Ground Task Force – and ultimately for U.S. Indo-Pacific Command – as we pace ourselves to outmaneuver our adversaries."

The MQ-9A Extended Range is designed with field-retrofittable capabilities such as wing-borne fuel pods and reinforced landing gear that extends the aircraft's endurance to more than 30 hours, while further increasing its operational flexibility. It provides long-endurance, persistent surveillance capabilities, with full-motion video and synthetic aperture radar/moving target indicator/maritime mode radar. An extremely reliable aircraft, MQ-9A ER is equipped with a fault-tolerant flight control system and triple

redundant avionics system architecture.