Saab has received a contract from the U.S. Navy for a Double Eagle Semi-Autonomous Remotely Operated Vehicle (SAROV) for the Kuwait Naval Force.

The Double Eagle Systems are in operation with many Navies around the world.
Release from SAAB

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The Double Eagle family of undersea vehicles is a safe and operationally proven ROV system, used by navies around the world supporting mine countermeasure (MCM) missions. In the SAROV configuration the vehicle can be used both as an Autonomous Underwater Vehicle (AUV) for detection,

classification and identification, and as an ROV for mine disposal. The U.S. Navy is procuring this system as a Foreign Military Sales (FMS) program for the State of Kuwait's Naval Force.

Developed and produced at Saab in Linköping, Sweden, this sale represents a milestone in expanding the production of this Swedish technology to the U.S. Saab, Inc.'s Autonomous and Undersea Systems Division will produce parts of this system in close collaboration with other production sites in Sweden, the United Kingdom and Denmark.

"We're excited to introduce production of this undersea vehicle capability to the United States. The Autonomous and Undersea Systems team has established both a highly experienced team of undersea vehicle experts and significant new production capabilities for Saab that position us for greater U.S. market expansion," said Erik Smith, President and CEO of Saab in the U.S.

These highly maneuverable vehicles can be launched from any type of ship, from the shore, or from a craft of opportunity. All Double Eagle systems can be housed in a standard container, providing a deployable solution across a variety of platforms enabling rapid response to mine threats.

USMC Orders More Amphibious Combat Vehicles from BAE

Dec. 7, 2023

BAE Systems has been awarded a $211 million firm-fixed-price modification to a previously awarded contract by the U.S. Marine Corps for more Amphibious Combat Vehicles (ACVs) under the Marine Corps' fourth order for full-rate production (FRP). In addition to vehicle production, the award covers procurement of 40 FRP ACV Personnel (ACV-P) variants, fielding and support costs, and support and test equipment.

The world's most capable amphibious vehicle, the ACV 8×8 platform provides true open-ocean amphibious capability, land mobility, survivability, payload, and growth potential to accommodate the ever-evolving operational needs of the Marine Corps.

"With this contract and alongside our strategic partner, Iveco Defence Vehicles, we are able to continue to offer the Marine Corps predictability, stability, and continuity with production and the supply chain to deliver ACVs on time and on budget," said Garrett Lacaillade, vice president of amphibious

vehicles for BAE Systems. “With more than 200 ACVs delivered to date, this program, which began full-rate production in December 2020, has matured to deliver this critical capability so that Marines can fulfill their missions around the world.”

ACV-P is the first of a family of four variants to be manufactured and delivered to the Marine Corps. Additional variants include the ACV Command and Control (ACV-C) variant which is currently in production; the ACV 30mm Cannon (ACV-30) variant which BAE Systems is currently under contract to produce multiple production representative vehicles; and the ACV Recovery (ACV-R) variant which is currently in design and development.

ACV production and support is taking place at BAE Systems locations in Stafford, Virginia; San Jose, California; Sterling Heights, Michigan; Aiken, South Carolina; and, York, Pennsylvania. Deliveries are anticipated to begin in April 2025.

ELBIT AMERICA WINS $500 MILLION CONTRACT TO CONTINUE SUPPLYING NIGHT VISION TO U.S. MARINES

The Squad Binocular Night Vision Goggle is lightweight, provides critical advantages on the modern battlefield

FORT WORTH, TEXAS – DEC. 7, 2023 – Elbit America received a five-year Indefinite Delivery/Indefinite Quantity (ID/IQ) contract from the United States Marine Corps (USMC) to continue producing the Squad Binocular Night Vision Goggle (SBNVG). The competitive contract is worth up to $500 million, with an initial delivery order for nearly $127 million. The goggles will be produced in Roanoke, Virginia. The company has delivered more than 15,000 SBNVG systems to the USMC since 2019.

The SBNVG has proven to be a game-changer in modern warfare, as it is lightweight without compromising capability. The goggles currently provide image intensification, with an enhanced clip-on thermal imager. The set-up allows Marines to operate at night, or in dark buildings and tunnels where one's situational awareness is challenged.

The SBNVG is a helmet-mounted system that provides Marines with increased depth perception, enhanced clarity through high-performance white phosphor image intensifier tubes, a

thermal-imaging capability, and more. These features, along with extra-long run times, provide Marines an added edge on the battlefield.

“No matter the light conditions or environment, Marines are tapped for challenging missions. Equipped with Elbit America’s Squad Binocular Night Vision Goggles, Marines can quickly understand their surroundings and act,” said Erik Fox, Vice President of Warfighter Systems at Elbit America.

“Elbit America is proud of our long history supplying Marines with night vision and electro-optic innovations,” said Raanan Horowitz, the company’s president and CEO. “We continue to refine our portfolio, offering solutions that enable the networked Warfighter of the future with sophisticated decision aids and display systems that work in all operational environments.”

More details about Elbit America Night Vision are available at https://www.elbitamerica.com/night-vision.

USS Mount Whitney Returns to Homeport

Release from Commander, U.S. 6th Fleet

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Dec. 8, 2023

By Mass Communication Specialist 2nd Class Mario Coto, USS Mount Whitney (LCC 20)

GAETA, Italy – The U.S. 6th Fleet Blue Ridge-class command and control ship USS Mount Whitney (LCC 20) returned to homeport in Gaeta, Italy, Dec. 8, following support of U.S. operations in the eastern Mediterranean Sea since October.

While at sea, Mount Whitney worked with allied and partner navies and visited ports, including Larnaca, Republic of Cyprus and Souda Bay, Republic of Greece. These engagements strengthened regional security and stability and enhanced enduring relationships.

Mount Whitney, homeported in Gaeta, Italy, operates with a combined crew of U.S. Sailors and Military Sealift Command

civil service mariners in the U.S. 6th Fleet area of operations in support of U.S. national security interests in Europe and Africa.

U.S. Sixth Fleet is permanently assigned to U.S. Naval Forces Europe-U.S. Naval Forces Africa (NAVEUR-NAVAF) and employs maritime forces through the full spectrum of joint and naval operations. Also Headquartered in Naples, Italy, NAVEUR-NAVAF operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility.

U.S. Naval Forces Europe-U.S. Naval Forces Africa has forged strategic relationships with allies and partners, leveraging a foundation of shared values to preserve security and stability for over 80 years.

Stand-off Offensive Sea Mine Capability Needed, Former Vice Chairman Said

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By Richard R. Burgess, Senior Editor

WASHINGTON – The United States needs a more capable and expanded offensive sea mine capability in order to deter China and defend Taiwan, said a retired former admiral who served as vice chairman of the Joint Chiefs of Staff.

“Mine warfare is going to be very important in a future conflict, especially if we can do it quickly after the start of the fight,” said retired Adm. James A. Winnefeld Jr., a former naval aviator, speaking Dec. 7 on a panel at the Defense Forum Washington of the U.S. Naval Institute and sponsored by Lockheed Martin and HII.

“Mine warfare has a key role to play – if you think of the Chinese military as a center of gravity – but also has a key role to play if you think of the Chinese leadership as a center of gravity – by shutting down all of their ports fairly quickly,” Winnefeld said. “You can do that to counter a

military … but also in legal terms understand that commerce can be a collateral damage associated with that.

“Frankly, we’re just not there,” the admiral said. “We are terribly short in numbers and technology of those systems. “There are some actions we can take—very quickly—at least partially rectify that. There are some technical actions we can take in the mid-term that would make it even better, but unless we focus on that, we will not be where we need to be.

Winnefeld pointed out that there is no community of offensive mine warfare officers in the Navy, and no champion of offensive mine warfare among flag officers, and he attributed that shortcoming as a reason for a lack of program support for offensive mine warfare. He noted that mine warfare and counter-mine warfare are “dramatically different from each other, and we need to have that community of offensive mine warfare.”

He referred to the occasions when U.S. ships were sunk or damaged by enemy mines in various conflicts and that the United States aircraft and submarines used offensive mining with great success against Japanese shipping and ports during World War II.

The principal U.S. mine is the Quickstrike, a conventional 500- or 1,000-pound bomb with a fuse and a Joint Direct Attack munition kit for precision guidance. It can be fitted with a wing kit that allows deployment at a standoff range of about 35 miles away from the aimpoint.

Because only a few aircraft types can deliver those mines close to China and survive the mission, Winnefeld recommends a small propulsion engine such as a rocket motor be attached to the mines to allow the mines to be launched from a longer distance and in larger quantities.

“You could shut down every single Chinese port almost overnight if you did that,” Winnefeld said. “That’s powerful.

That will strike fear into their hearts."

Speaking later in the forum was Rep. Rob Wittman, R-Virginia, who said that offensive mine warfare "was a great capability that we have undersold through the years. If you look at our adversaries, they have very advanced mining technology."

Wittman pointed out that mines are inexpensive and can be deployed with latency and activated when desired. They can be replenished relatively quickly. When combined with a more robust sensor networks, "we can have a tremendous deterrent effect at a very low cost per weapon."

New Chaplain Pin Making Waves Across the Surface Force

NAVAL BASE CORONADO (November 2, 2023) Lt. Ross Engel receives the Surface Chaplain Officer (SCO) warfare pin during a ceremony held at Commander, Naval Surface Forces, U.S. Pacific Fleet. The Surface Chaplain Officer pin is a newly introduced warfare pin for members of the surface chaplain corps. The qualification insignia was approved this year and made available in Navy Exchanges around the world last week after being approved by the Navy Uniform Board. Nearly 70 Chaplains fleet-wide have earned the qualification to-date. (U.S. Navy photo by Mass Communication Specialist 2nd Class Mikal Chapman)
Release from Commander, Naval Surface Force, U.S. Pacific Fleet

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By Commander, Naval Surface Force, U.S. Pacific Fleet

07 December 2023

SAN DIEGO – Chaplains have been working side by side with Sailors since 1775, keeping to their core principle "to promote the spiritual, religious, moral, and personal well-being of the members of the Department of the Navy." Now, after close to 250 years of service, they are getting their own surface warfare device.

For the first time, chaplains who serve on a surface ship are eligible to receive the Surface Chaplain Officer (SCO) pin. Like every warfare pin in the Navy, chaplains have to complete a personal qualification standard (PQS) and pass multiple oral boards prior to earning the device.

According to Force Chaplain, Capt. Scott Cauble, and his deputy, Cmdr. Justin Bernard, the introduction of a surface warfare device for chaplains helps them integrate with their crews and gain trust that enables chaplains to better serve alongside Sailors.

This new qualification standard gives chaplains a better understanding of how ships operate and what sailors do professionally. Bernard is one of the chaplains that completed the PQS prior to the pins introduction, and it's clear that the process granted him deeper insight into the technical aspects of being a Navy Sailor.

"I was going from space to space, not only counseling Sailors, but asking them pointed questions about the nuances of their job and equipment," said Bernard. "This fostered a cooperative environment between myself and the sailors and broadened my perspective as to their lifestyle."

The Navy will be giving more chaplains the chance to qualify for the SCO pin as they continue to integrate with individual ships rather than just at a squadron level. "As of December we will have a chaplain on half of all destroyers. Our goal is to get a chaplain on every ship over the next few years," Cauble explains.

Having more chaplains dedicated to one ship will give them the chance to develop closer bonds with a single crew, rather than being stretched across up to 10 ships.

"Often times you connect with a group of Sailors, then leave and go support another crew. That can be incredibly difficult for the crew and chaplain alike," said Bernard. According to Bernard, it's immensely important for a ship to have the chaplain. For leadership, they use the chaplain as a confidant who can serve as a spiritual advisor when making challenging decisions. For Sailors, chaplains are the ones they can turn to during dark moments in their life and know that they will be supported.

The job of a chaplain is unique in its depth and breadth of reach—tasked with counseling junior enlisted to senior officers often in the same day. For Capt. Cauble, it was a

moment on his first assignment with a destroyer squadron that helped solidify his desire to stay in the Chaplain Corps.

“I was sent out to ride a ship in the U.S. Fifth Fleet, and I remember going up to the bridge at 9:30 p.m. to give evening prayer thinking, “there is really nothing else I would rather be doing right now than being a chaplain on this warship.” Those five minutes spent on the intercom can put a crew at ease in the midst of the chaos of ship life.

In contrast to the serenity of the evening prayer, surrounded by the inky blackness of the Atlantic Ocean, Bernard found himself in a position that all sailors dread—man overboard. Suddenly, the ship was thrust into the chaos of searching for the lost Sailor, ships rushing to lend help from the surrounding area.

“This went on for a few hours and I spent the majority of my time walking the deck plates and encouraging sailors that we would find their shipmate—their friend. I spent time in the pilot house with the commanding officer praying and hoping for the safe return of the service member,” said Bernard.

Around midnight, hours into the ordeal, Bernard began shifting from the mentality of lending encouragement to providing grief counsel—words of prayer swimming in his mind. Then, in the eleventh hour, a call came over the ship that a man was found in the water. He was loaded into the back of a helicopter to be transported to a hospital, in what can only be described as a miracle.

“The crew really bonded over the experience and the celebration of a life saved by their hard work. That is something you can’t get anywhere else.”

Spiritual readiness is key for every sailor to be ready for the high-stress moments that are inevitable in the armed

forces, and chaplains are critical for fostering spiritual readiness on ships. As Cauble explains, spiritual readiness enhances readiness by strengthening the connection between warfighters and their purpose.

“We talk about spiritual readiness as a connection to divine participation in the community of faith, sacrifice for the greater good, and the pursuit of meaning, value and service,” says Cauble. “We as chaplains facilitate for others, we care for everyone, and all those capabilities work towards the development of spiritual readiness.”

The Chaplain Corps has a rich history built on a rock-solid foundation set by the example of members within its ranks. Chaplains like Cauble, Bernard, and even further back, Lt. Vincent Capodanno. Nicknamed “The Grunt Padre” because he was so beloved by his Marines, Capodanno was awarded Medal of Honor on Jan. 7, 1969 for his actions during the Vietnam War. On a steamy September day in the Que Son Valley, Capodanno’s battalion was ambushed by a large North Vietnamese Army force. The Navy chaplain ran through intense enemy gunfire to administer last rites and give medical aid.

Despite being struck by shrapnel in the upper arm, Capodanno came to the aid of five wounded Marines and even dragged one man, Sergeant Howard Manfra, to safety. As his last act, Capodanno raced to the side of a fallen corpsman, and was killed instantly by enemy machine gunfire. His legacy was not only celebrated with the Medal of Honor, but the warship USS Capodanno bore his name for over twenty years—a testament to his strong example.

The introduction of the SCO pin is both a recognition of the warfighting necessity of chaplains and a new era of closer integration with the Sailors whom they serve. The addition of chaplains on destroyers is hopefully just the start according to Cauble. He already envisions chaplains embarked on the

newest frigate models when they hit the fleet, ready to bolster spiritual readiness for warfighters like they have for the past 248 years.

MULTIMEDIA RELEASE: Coast Guard crew offloads more than $239 million worth of cocaine in San Diego

Release from U.S. Coast Guard District 11

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Dec. 6, 2023

SAN DIEGO – The crew of the Coast Guard Cutter Waesche (WMSL 751) offloads approximately 18,219 pounds of cocaine, with an estimated street value of more than $239 million, on Wednesday in San Diego.

The offload is a result of six separate suspected drug smuggling vessel interdictions or events off the coasts of Mexico and Central and South America by the Coast Guard Cutters Waesche and Active in November.

- USCGC Waesche – 1,550 kg (3,417 lbs) cocaine (Nov. 7)
- USCGC Waesche – 1,309 kg (2,886 lbs) cocaine (Nov. 15)
- USCGC Waesche – 1,140 kg (2,513 lbs) cocaine (Nov. 16)
- USCGC Waesche – 2,510 kg (5,534 lbs) cocaine (Nov. 20)
- USCGC Active – 1,735 kg (3,825 lbs) cocaine (Nov. 23)
- USCGC Active – 20 kg (44 lbs) cocaine (Nov. 24)

The biggest of the six interdictions was the most recent interdiction, occurring Nov. 20, which was an interdiction of a self-propelled semi-submersible (SPSS) carrying more than 5,500 pounds of cocaine. The interdiction of the SPSS was the first in the Eastern Pacific since 2020.

“All four of our interdictions on this patrol are crucial to the Coast Guard’s efforts to keep illicit drugs off the streets, but our last interdiction of a semi-submersible vessel was noteworthy since it was the first semi-submersible interdicted in the Eastern Pacific in over three years,” said Capt. Robert Mohr, commanding officer of the Waesche. “I am extremely impressed with the crew’s dedication throughout this dynamic patrol. They overcame multiple challenges with collective hard work, ingenuity, and positive attitudes to keep us in pursuit of these cartels and their dangerous drugs. A successful patrol like this one is rewarding and leads to

better retention and recruiting efforts because everybody feels a sense of accomplishment."

Multiple U.S. agencies, including the Departments of Defense, Justice, and Homeland Security, collaborate in the effort to combat transnational organized crime. The Coast Guard, Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement, along with allied and international partner agencies, all play a role in counternarcotic operations. The fight against drug cartels in the Eastern Pacific Ocean requires unity of effort in all phases, from detection and monitoring to interdictions and criminal prosecutions.

"I am proud of the unity of effort displayed by U.S. Coast Guard members aboard the U.S. Coast Guard Cutter Waesche and our partners who stopped these narcotics from entering our Nation through the maritime domain," said Vice Adm. Andrew Tiongson, commander, U.S. Coast Guard Pacific Area. "Transnational Criminal Organizations threaten security, undermine human rights, erode governance, and result in public health crises throughout the world. The Coast Guard prides itself as a trusted partner, building and maintaining relationships throughout Central and South America that counter the flow of narcotics and save lives both in the United States and abroad."

The fight against drug cartels in the Eastern Pacific Ocean requires unity of effort in all phases, from detection, monitoring and interdictions to criminal prosecutions by international partners and U.S. Attorneys' Offices in districts across the nation. The law enforcement phase of counter-smuggling operations in the Eastern Pacific Ocean is conducted under the authority of the Eleventh Coast Guard District, headquartered in Alameda, California. The interdictions, including the actual boardings, are led and conducted by members of the U.S. Coast Guard.

“The significance of keeping this much cocaine from reaching our shores and streets is, no doubt, life-changing. Without these 9 tons of cocaine on American streets, fewer people will have access to this toxic poison, and hundreds of millions of dollars will not make it into cartel coffers,” said U.S. Attorney Tara McGrath. “The crew of the Waesche and the entire U.S. Coast Guard is to be commended for protecting our nation from the devastation, violence, and addiction that cocaine brings to our communities.”

The Waesche is one of four Legend-class national security cutters homeported in Alameda, California. National security cutters can operate in the most demanding open ocean environments, including the hazardous fisheries of the North Pacific and the vast approaches of the Southern Pacific, where a large amount of narcotics traffic occurs. With robust command, control, communication, computers, intelligence, surveillance and reconnaissance equipment, stern boat launch and aviation facilities, as well as long-endurance station keeping, the national security cutters are afloat operational-level headquarters for complex law enforcement and national security missions involving multiple Coast Guard and partner agency participation.

NAVAIR STATEMENT ON V-22 Osprey Grounding

Release from Naval Air Systems Command

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06 December 2023

From NAVAIR Public Affairs

Out of an abundance of caution, following the AFSOC operational stand down, NAVAIR is instituting a grounding bulletin for all V-22 Osprey variants Dec. 6. This decision comes after the V-22 Osprey mishap on Nov. 29, off the shore of Yakushima, Japan.

Preliminary investigation information indicates a potential materiel failure caused the mishap, but the underlying cause of the failure is unknown at this time. While the mishap remains under investigation, we are implementing additional risk mitigation controls to ensure the safety of our service members.

The Joint Program Office continues to communicate and collaborate with all V-22 stakeholders and customers, including allied partners.

The safety of pilots and air crews is our number one priority. For more information, please contact, NAVAIR Public Affairs: marcia.t.hart3.civ@us.navy.mil.

NOAA, U.S. Navy award construction contract for new NOAA Marine Operations Center

Release from NOAA

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BY Keeley Belva, Dec. 5, 2023

Today, the U.S. Navy, on behalf of NOAA, has awarded $146,778,932 to Skanska USA, from New York, to design and build a new NOAA facility on Naval Station Newport in Rhode Island. This facility will eventually be the new home of NOAA's Marine Operations Center – Atlantic.

While the details of the facility's design are still being finalized, requirements include having a pier that will accommodate four large vessels, a floating dock for smaller vessels, space for vessel repairs and parking and a building to be used for shoreside support and as a warehouse. Construction is anticipated to be completed by 2027.

"The Biden-Harris Administration's Inflation Reduction Act, a key pillar of Bidenomics, has made it possible for NOAA to make more crucial investments in infrastructure over the coming decade," said U.S. Secretary of Commerce Gina Raimondo. "As we work to combat the climate crisis, building climate resilient facilities, like this one in Rhode Island, is

critical to ensuring our infrastructure stands the test of time."

The design and construction of the facility is funded in part by the Inflation Reduction Act – a historic $3.3 billion investment to help communities, including tribes and vulnerable populations, prepare, adapt and build resilience to weather and climate events in pursuit of a climate-ready nation. The act also supports improvements to weather and climate data and services, and strengthens NOAA's fleet of research airplanes and ships.

"By co-locating with Naval Station Newport, we are able to make our ship operations more efficient and increase long-term cost savings through sharing common capabilities," said NOAA Corps Rear Admiral Nancy Hann, director of NOAA Marine and Aviation Operations and the NOAA Commissioned Officer Corps. "We are excited to take this step in creating a state-of-the-art marine operations center for NOAA in Rhode Island."

"Naval Station Newport looks forward to continuing its support for the missions of NOAA from our installation waterfront," stated Capt. Henry Roenke, the installation commander. "An expanded NOAA footprint here punctuates the value and diversity of the missions and partners at the base and makes the Naval Station a vital community and asset for military and non-military operations."

The center and ships are an operational component of NOAA Marine and Aviation Operations. The ships in NOAA's Atlantic fleet collect data essential to protecting marine mammals, coral reefs and historic shipwrecks, managing commercial fisheries, understanding climate change and producing nautical charts that help keep mariners safe. NOAA ships also deploy and help maintain buoys that gather oceanographic and weather information and warn of tsunamis.

"I've been proud to work with Secretary Raimondo and her

predecessors over several years to secure the commitment and the funding to create this hub for ocean research at Naval Station Newport. This announcement marks another win for the Ocean State, for NOAA, and for local workers as we develop our Blue Economy. Soon we'll be able to put steel in the ground and put Rhode Islanders to work," said Senator Reed, who has worked with NOAA for over a decade to develop a permanent NOAA homeport and marine operations center in Rhode Island."

"Thanks to Democrats' Inflation Reduction Act and Senator Reed's leadership, we're bringing NOAA's new Atlantic Marine Operations Center to beautiful Newport, Rhode Island," said Senator Sheldon Whitehouse. "This new facility will support our Atlantic fleet in the collection of data that protects marine animals and ocean ecosystems, and advances our understanding of the effects of climate change on the oceans."

"I am thrilled that a brand-new home for NOAA's Atlantic Marine Operations Center is going to be right here in the First Congressional District on Naval Station Newport. This facility will be an economic boon to the Ocean State for years to come," said Congressman Gabe Amo. "Due to the historic passage of the Inflation Reduction Act by Congressional Democrats, Rhode Island will accelerate its leadership in our nation's efforts to combat climate change, build new climate resilient infrastructure, and improve our national security and non-military operations. I want to express my gratitude for the work of Senator Jack Reed and Secretary Gina Raimondo for helping to bring this new facility to our district. I am committed to continuing to work together to support this project as it moves forward."

This contract was awarded following a request for proposals that was open from January to August 2023.

NOAA's fleet of 15 research and survey ships are operated, managed and maintained by NOAA Marine and Aviation Operations.

Ranging from large oceanographic research vessels capable of exploring the world’s deepest ocean, to smaller ships responsible for charting the shallow bays and inlets of the U.S. The fleet supports a wide range of marine activities, including fisheries surveys, nautical charting and ocean and climate studies. NOAA ships are operated by NOAA Corps officers and civilian professional mariners.

Successful JAGM-MR Guided Flight Test Demonstrates Tri-Mode Seeker, Multiple Target Discrimination

Release from Lockheed Martin

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CHINA LAKE, Calif. (Dec. 5, 2023) – Lockheed Martin successfully conducted a JAGM-MR guided flight test on Dec. 2, 2023, at China Lake Test Range in California. The successful flight test demonstrated JAGM-MR's tri-mode seeker and its ability to aid the missile to successfully discriminate between multiple targets.

"This next-generation weapon system offers greater accuracy in both target discrimination and recognition, delivering mission-focused capabilities that will provide our customers with an innovative 21st century security solution," said Joey Drake, program management director of Air-to-Ground Missile Systems at Lockheed Martin Missiles and Fire Control. "The enhanced tri-mode seeker provides a new level of precision guidance and defense capabilities, allowing JAGM-MR to lock onto the selected target even when there's multiple targets in the field."

JAGM-MR's tri-mode seeker employs a near-infrared (NIR) sensor, which is a third sensor incorporated into the guidance system compared to JAGM, which utilizes a dual-mode sensor system. The NIR sensor enhances missile performance, allowing for improved target tracking and guidance over a range of conditions and target sets.

"We're investing in the future of our JAGM product line because not only will it help address much-needed capabilities by our customers, but it will provide them with a turnkey solution for the challenges that they face in today's complex threat environment," said Drake.

While last year's successful live fire event demonstrated JAGM-MR's 16 km increased range capability, this year's guided flight test demonstrated the maturity of the fully functioning tri-mode seeker while concurrently highlighting its ability to target engagement at an increased stand-off range.

JAGM is designed and developed in Orlando, Florida. The weapon

system is manufactured across various Lockheed Martin facilities in Dallas; Orlando and Ocala, Florida.; Archibald, Pennsylvania.; and Troy, Alabama. With more than 125,000 HELLFIRE and JAGM missiles produced, JAGM and JAGM-MR are the next-generation systems of choice in critical, precision engagement opportunities.