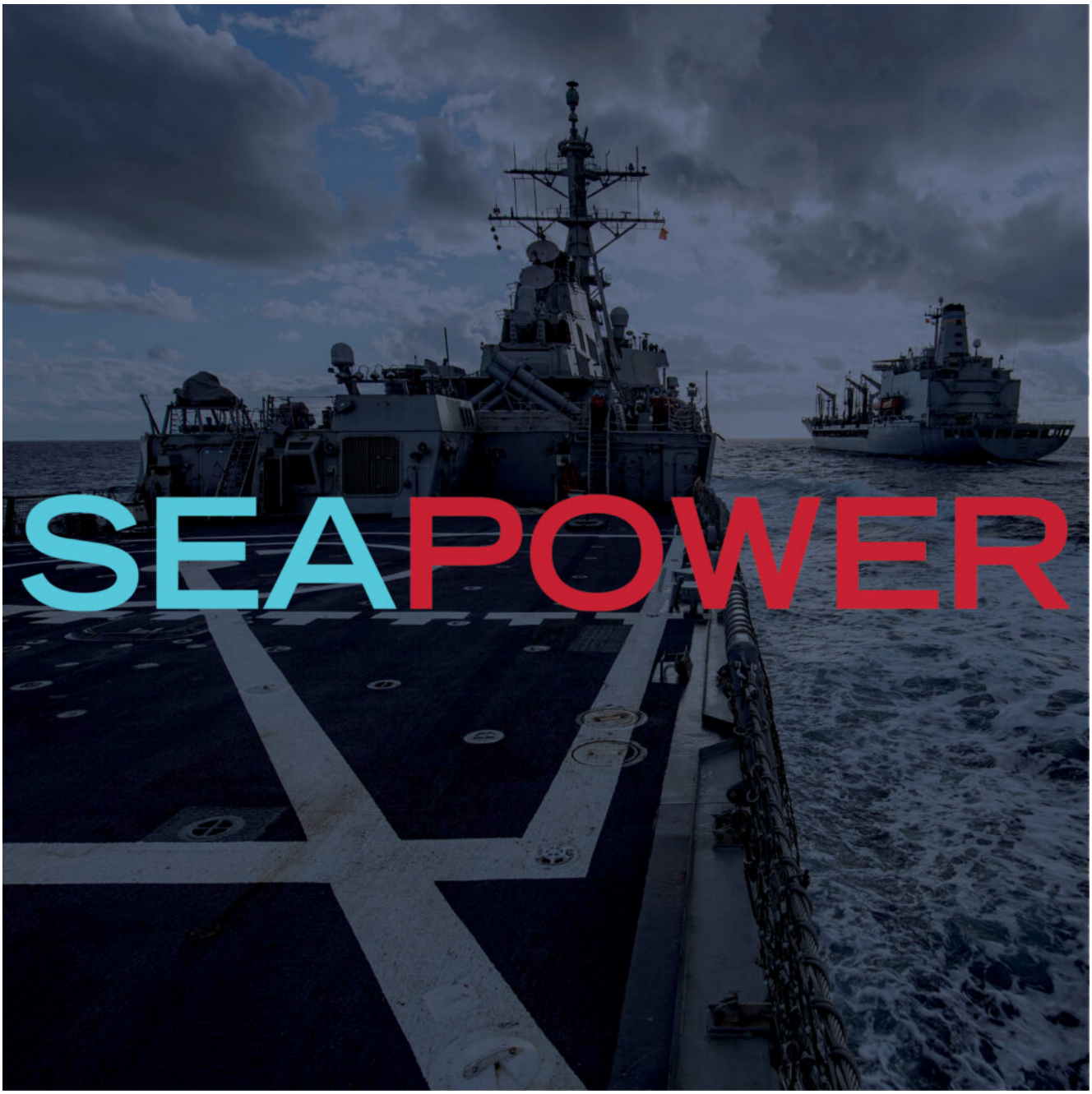
Leidos Australia Launches into Australia-Pacific Maritime Autonomy Domain with New USV



From Leidos, Sept. 9, 2025

MELBOURNE, Australia (9 September 2025) – Leidos has commenced the Australian build of **Sea Archer**, a next-generation small

uncrewed surface vessel (USV). This marks a major step forward in bringing Leidos' proven autonomous technology and maritime systems portfolio to the Indo-Pacific region while supporting AUKUS objectives and the Australian Defence Force's mission needs.

The move into local manufacturing of autonomous vessels fast-tracks proven U.S. capability to Australia, harnessing Leidos' 50-year heritage with the U.S. Navy and its record of more than 120,000 fully autonomous nautical miles at sea.

At the heart of Sea Archer is Leidos' advanced autonomy platform, LAVA, which enables high-speed, long-range, and smart mission execution across diverse maritime environments. Seamlessly integrated with Leidos' broader battle management technologies – including ADEPT and **AlphaMosaic**, which harness AI to support distributed, autonomous fleet operations – Sea Archer embodies the future of naval capability: intelligent, adaptable and affordable.

Built for speed, endurance and multi-mission payloads, Sea Archer can reach sprint speeds up to 40 knots and has a range of 1,500 nautical miles. With a flexible payload bay capacity of more than 900kg, Sea Archer can support a wide range of mission options, including strike, logistics resupply, ISR (intelligence, surveillance, and reconnaissance), and electromagnetic deception operations.

The Australian production of Sea Archer will use local capability across the supply chain – from build to payload integration, autonomy software design and ship maintenance – supporting a robust sovereign ecosystem, rapid production and sustainment. NSW Central Coast-based Oceans Rivers Lakes has been appointed to build the first aluminium vessel and construction is already underway.

Leidos Australia's technical team will lead the integration of its autonomy software platform, which has already been

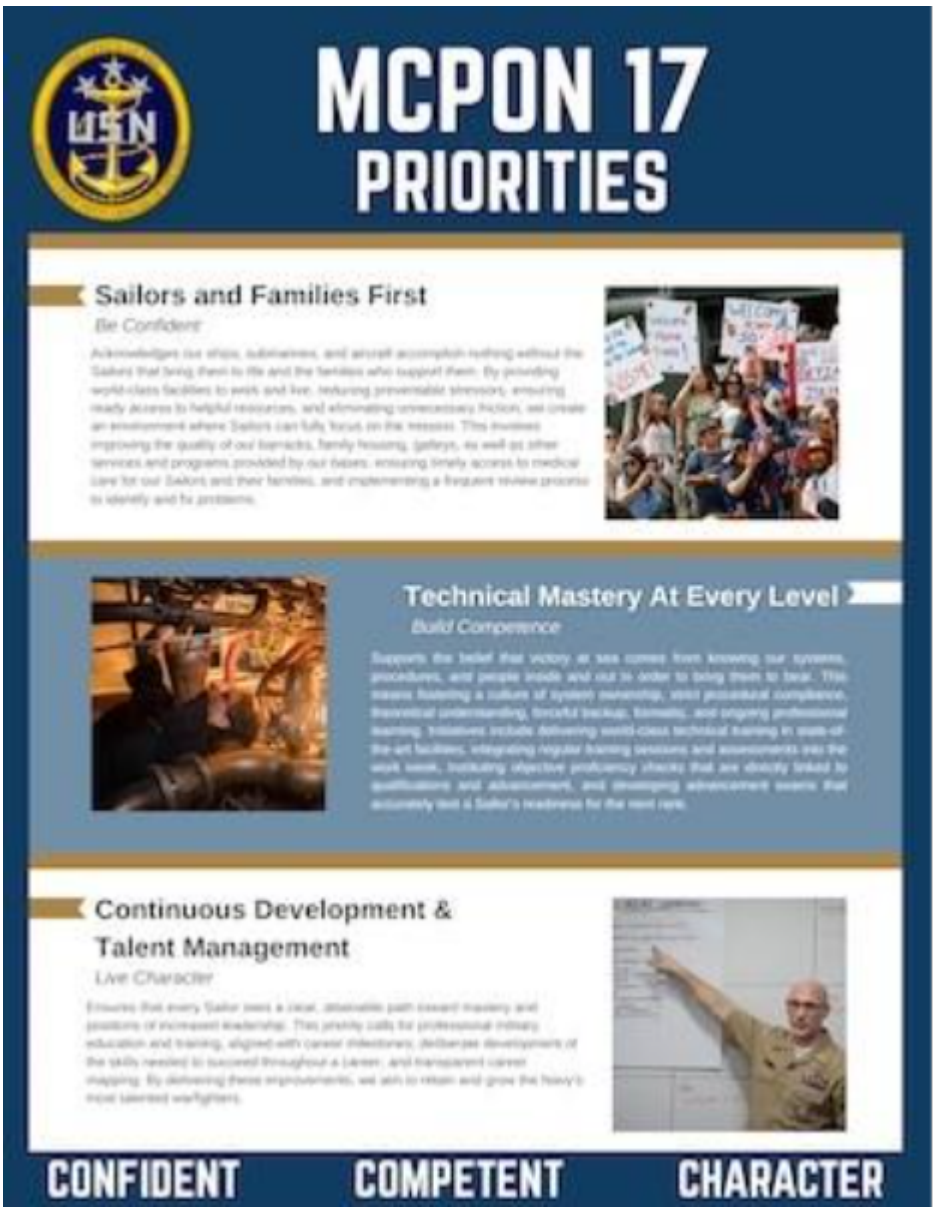
successfully deployed across 12 different USV platforms.

Leidos Australia Chief Executive Paul Chase said, “Given Australia’s vast northern approaches, platforms with coverage, endurance and agility are critical. The capability to monitor large areas, detect security threats, navigate hazardous environments and provide continuous uncrewed support enhances our nation’s security posture, especially in today’s geostrategic environment.”

“We’re aiming to deliver a rapid production capability, and because of its easy-to-build aluminium hull, can have Sea Archer built at multiple shipyards across Australia. This approach will allow us to quickly deliver flexible, adaptable and affordable maritime solutions, using our fleet or customer vessels, to support mission needs,” he added.

Along with Sea Archer, Leidos’ **Sea Systems portfolio** includes operationally proven medium USVs—Sea Hunter, Sea Hawk, Ranger and Mariner—as well as a range of undersea systems including Sea Castle, Sea Spector and Sea Dart, a high-performance, low-cost, flexible and adaptable uncrewed undersea vessel. Sea Archer is currently undergoing sea trials in the U.S. and is expected to be mission-ready by 2026.

17th MCPON John Perryman Releases His Priorities



From the Navy Office of Information, Sept. 9, 2025

WASHINGTON – The 17th Master Chief Petty Officer of the Navy (MCPON), John Perryman, released his priorities to the Fleet following the Change of Office ceremony Sept. 8, 2025.

Aligning with Chief of Naval Operations Adm. Caudle's priorities of keeping the Foundry, the Fleet, and the Fight, MCPON Perryman emphasized a vision rooted in a simple principle: Build Competence. Live Character. Be Confident. His key priorities center on **Sailors and Families First, Technical Mastery, and Continuous Development and Talent Management.**

"I am committed to removing distractions that don't matter, delivering training that does, and spotlighting excellence

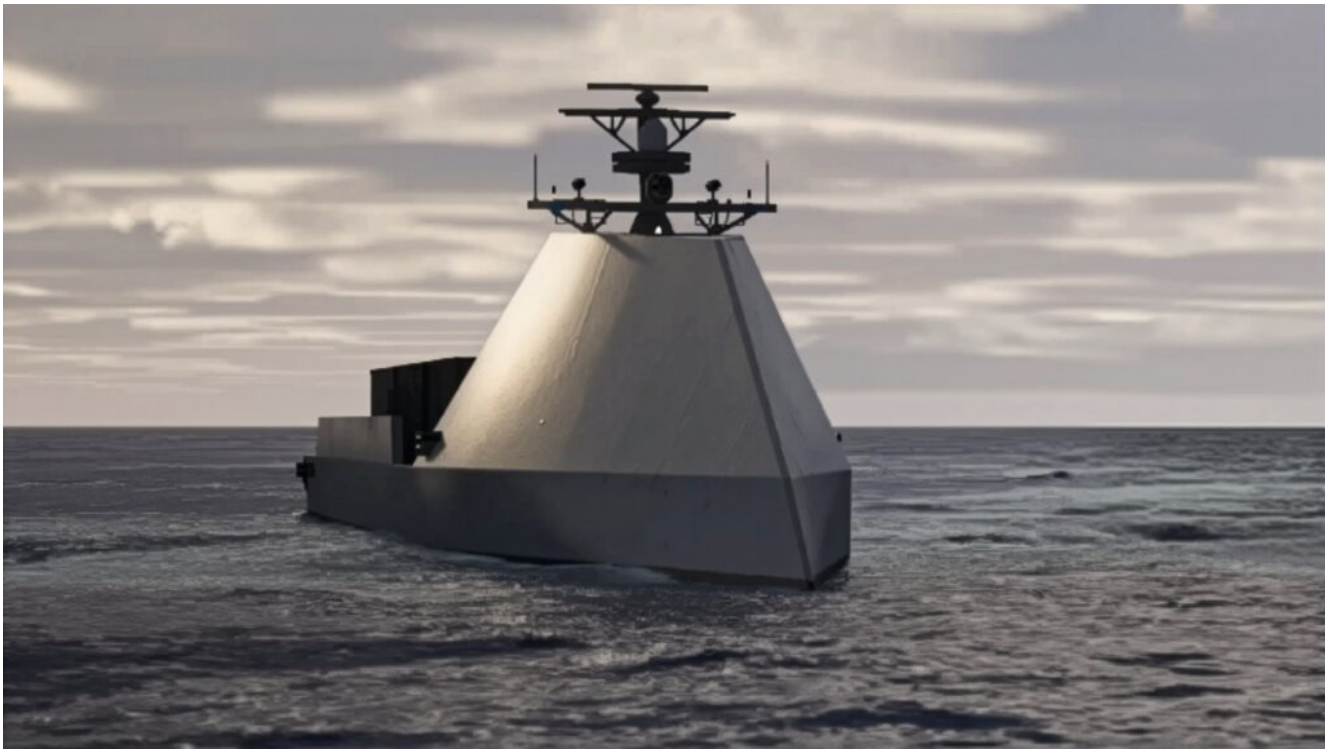
wherever it’s found,” said Perryman.

In today’s world of rising tensions, the maritime domain remains critical to national defense. MCPON Perryman underscored that while ships, submarines, and aircraft are impressive, it is Sailors—and the families who support them—who bring them to life.

“Our Navy must be manned by world-class Sailors, led by the best warfighters at every level,” Perryman said. “You have my word—I will always fight for you, and for the families who stand beside you.”

MCPON Perryman expanded on his priorities in a video message released following the ceremony. An accompanied priority graphic is available on navy.mil and his official social media platforms.

HII Unveils AI-Enabled ROMULUS Family of USVs Powered by Odyssey to Strengthen the Fleet



Release From HII

NEWPORT NEWS, Va., Sept. 09, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII), America's largest military shipbuilder and a global leader in autonomous maritime systems, today introduced ROMULUS, a modular, AI-enabled family of unmanned surface vessels (USVs) powered by HII's Odyssey Autonomous Control System (ACS) software suite.

ROMULUS 190, the flagship of the ROMULUS family, is currently under construction. Built on a commercial-standard hull, it is engineered for rapid, repeatable production and immediate mission readiness. Designed for speeds exceeding 25 knots, the 190-foot vessel is capable of a minimum range of 2,500 nautical miles (nmi) carrying 4 x 40 foot ISO intermodal containers on the payload deck. ROMULUS 190 is being developed in partnership with Breaux Brothers, Beier Integrated Systems, and Incat Crowther.

ROMULUS is designed to meet the current and emerging requirements of the U.S. Navy, U.S. Marine Corps, joint forces, and allies. It delivers high-endurance, sustained open-ocean autonomy with a focus on lethality, cost

efficiency, and scalability.

“The future fight demands speed, agility, and resilience, all embedded in the Odyssey-powered ROMULUS family,” said Chris Kastner, HII president and CEO. “By matching world-class shipbuilding with decades of unmanned systems expertise, we are delivering a mission-ready, swarm USV capability built for the next generation of operations.”

An image accompanying this release is available at: https://hii.com/news/hii-unveils-ai-enabled-romulus-family-of-unmanned-surface-vessels-powered-by-odyssey-to-strengthen-the-fleet/.

Odyssey: Proven, Open, and Evolving
Odyssey ACS software suite has demonstrated performance on more than 35 USV platforms with over 6,000 operational hours in U.S. Navy, U.S. Marine Corps, U.S. Coast Guard, and international allied programs. Odyssey’s intuitive interface and enhanced, customizable features generate the required mission behaviors for greater lethality and survivability with simplified control of unmanned swarms across domains, making it a force multiplier for the modern fleet.

The software suite’s open-access, government-aligned architecture enables rapid integration of new sensors, payloads, and third-party autonomy technologies. It allows industry, government, and academia to test and refine capabilities, ensuring ROMULUS evolves in step with emerging naval concepts of operations.

ROMULUS integrates technologies from Shield AI, Applied Intuition, and C3 AI with HII’s Odyssey for enhanced autonomy, object classification, and lifecycle sustainment.

Multi-Mission, Multi-Domain Flexibility
ROMULUS’s reconfigurable design supports teaming across surface, subsurface, and air domains for missions including counter-unmanned air systems (C-UAS), intelligence,

surveillance and reconnaissance (ISR), strike operations, and the launch and recover of unmanned undersea vehicles (UUV) and unmanned aerial vehicles (UAV).

Enhanced-Domain Advantage with HII's REMUS UUV
Paired with HII's proven REMUS UUVs, ROMULUS significantly extends undersea reach, closing anti-submarine warfare sensing gaps and keeping manned platforms at a safer standoff distance. REMUS's decades-long track record in mine counter-measures (MCM) missions accelerates clearance operations and reduces fleet risk. Together, ROMULUS and REMUS deliver a scalable dual-domain solution across surface and subsurface missions.

Reinforcing HII's Leadership
With ROMULUS, HII reinforces its position as the global leader in durable, autonomous unmanned systems. Developed with support from HII's Dark Sea Labs Advanced Technology Group, ROMULUS takes its place alongside the proven REMUS UUV line, of which more than 700 have been delivered to over 30 nations and more than 90% are still operational after more than two decades. Together, ROMULUS and REMUS, powered by HII's Odyssey autonomy, form a dual-domain family of unmanned platforms that expands operational reach, maximizes mission flexibility, and ensures dependable performance across the full maritime spectrum.

Key ROMULUS Capabilities:

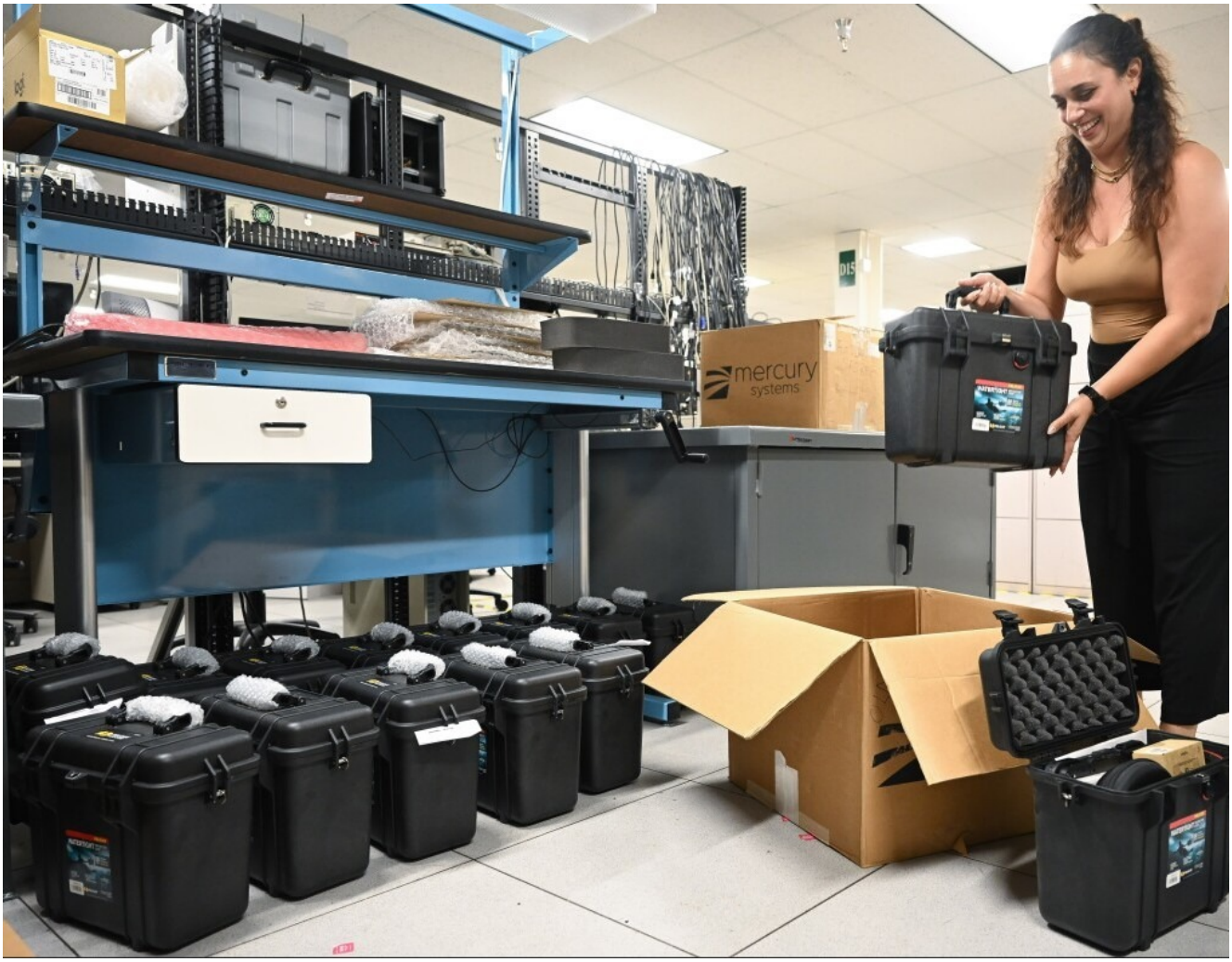
Modular, Open Architecture: Built on open standards, including Unmanned Maritime Autonomy Architecture (UMAA), Robot Operating System (ROS), and Data Distribution Service (DDS), Odyssey ensures compatibility with U.S. Navy autonomy requirements and control stations now and into the future. Odyssey's modular architecture also allows for rapid reconfiguration and integration with modular payloads, new sensors and systems.

Multi-Agent Autonomy: Odyssey enables control of either individual assets or swarms, a key capability for enabling the future fight. Odyssey's mission library delivers high-level autonomy with ease in executing rapid single-agent tasks or complex, multi-agent scenarios in coordination with crewed and unmanned platforms. Secure data management enables instant analytics or detailed post-mission review, while its modular design supports seamless integration of customer or third-party sensors, payloads, algorithms, and interfaces.

Intelligent Operations: Autonomous health monitoring, sensor fusion, and perception deliver intuitive mission planning, real-time situational awareness, and diagnostics. Navigation is compliant with the International Regulations for Preventing Collisions at Sea (COLREGS), ensuring operational reliability in all conditions.

Fleet Integration: Designed to align with future fleet Concepts of Operations (CONOPS), supporting unmanned and optionally manned missions and integrated operations with aircraft carrier strike groups and surface action groups.

Remote Maintenance System Kits on Track to Fleet Deployment



Raquel Parker, a logistics management specialist with Naval Surface Warfare Center, Port Hueneme Division's logistics outfitting branch, packs Augmented Reality Maintenance System (ARMS) kits for shipment to the U.S. Navy's Aegis Ashore Missile Defense sites in Poland and Romania, Aug. 14. Though not part of her regular tasking, Parker was asked to assist with procuring and assembling the kit items, as well as shipping them to all forward-deployed naval forces before the end of the fiscal year.

Story by Teri Carnicelli, Sept. 9, 2025

OXNARD, Calif. – Naval Surface Warfare Center, Port Hueneme Division's (NSWC PHD) Augmented Reality Maintenance System (ARMS) team sent out more than 20 ARMS kits to the fleet in August, putting it closer to meeting command leadership's goal of ARMS on every deployed ship.

"Our highest priority, based on feedback from (Commanding Officer) Capt. (Tony) Holmes, is to make sure that every

deploying ship in the fleet pulls away from the pier with ARMS capability," said Matt Cole, NSWC PHD ARMS project lead. "So far, we have been accomplishing that by targeting deploying carrier strike groups like the USS Nimitz (CVN 68) and USS Gerald R. Ford (CVN 78) groups. But our current round of fielding is rolling out capability to all our forward-deployed naval forces (FDNF) ships in places like Rota, Spain, and Yokosuka, Japan."

The ARMS kits left the command in mid-August, heading to more than a dozen FDNF ships in the 6th and 7th Fleets. Additional kits were sent to the Navy's Aegis Ashore Missile Defense sites in Poland and Romania for installation before the end of the calendar year.

According to Chris Black, NSWC PHD rapid prototyping experimentation and demonstration lead, the command also sent kits to the Iwo Jima Amphibious Ready Group and its lead ship USS Iwo Jima (LHD 7).

Using the ARMS kit, shipboard maintainers can contact a shore-based subject matter expert (SME) in real time with audio, video and text chat so the remote expert can see and hear what the Sailor is experiencing.

"We anticipate funding from Commander, Naval Air Force, U.S. Pacific Fleet (CNAP) and Commander, Naval Surface Force, U.S. Pacific Fleet (SURFPAC), and we will meet the end-of-month deadline to have ARMS on all FDNF ships," said Black, who is overseeing the deployment of the ARMS kits.

"The ARMS team is actively working toward getting program sponsorship, but while the program is still in the development phase, we are receiving funding from the various type commanders like CNAP and SURFPAC that eagerly want this technology aboard their ships," he added.

Cole said that the ARMS team's intent is to reach 100% of those set to deploy, or already deployed by the first quarter of next fiscal year.

"We also want to push our installations on ships a little earlier in the deployment cycle so Sailors can train with ARMS before they deploy," Cole said.

Collaborative efforts

ARMS team members also continue to collaborate with other systems commands (SYSCOMs) involved in developing and deploying ARMS, including Naval Air Systems Command (NAVAIR) and Naval Information Warfare Systems Command (NAVWAR). NAVAIR developed the software that NSWC PHD combined with commercial off-the-shelf hardware to create and ultimately field ARMS.

Representatives of both SYSCOMs attended a three-day meeting in July that the command hosted to discuss the overall ARMS fielding strategy, network integration requirements, metrics capturing, sponsorship options and more.

"The metrics that we are getting from Sailors and SMEs are going back to us as well as the NAVAIR software developers to improve the hardware and total kit," said computer scientist Nick Bernstein, ARMS engineering lead.

So far, metrics from nine ARMS-assisted shipboard maintenance events have been collected, showing a 92% reduction in SME time by using ARMS and a 94% cost avoidance, versus traditional shipboard support.

"Part of the discussion was focused on programmatics – how are we capturing metrics to tell the story of ARMS' impact, and how we can improve what we're capturing," Bernstein said.

Those metrics and feedback also fed into the development of

the next version of the ARMS kit, he said.

“We dug into requirements and use cases that each SYSCOM would like to prioritize as capabilities in the next version of the kit,” Bernstein said.

Using the feedback received, the ARMS team ranked priorities for software and hardware development over the next six months.

During the meeting, members of the command’s waterfront logistics division briefed the group on the logistical aspects of procuring, assembling and deploying the kits.

“Big picture, the goal of this meeting was to unite all the stakeholders on the requirements of the system and resources for the short-term and long-term plans for this program,” Bernstein said.

“Building these cross-organizational relationships will be key to help the program succeed as we all communicate a bit better and have a more common understanding,” he added.

Long-term sustainment

All three SYSCOMs, including Naval Sea Systems Command, have also been working toward developing an estimated program cost, with a range between barebones support and full-court press to field across the fleet over the next few years, until a formal Program Objective Memorandum dedicates program funding to ARMS, Bernstein said.

“We discussed who our potential sponsors are and which SYSCOM makes the most sense as the primary ARMS home,” he said. “There are still some open questions from this portion of the meeting, but we captured the plans for what’s next.”

Finding a permanent sponsor is just one goal of the long-term sustainment plan for ARMS, according to Cole. What started as a Naval Innovation Science and Engineering-funded research project under NSWC PHD's Office of Technology has now grown into a full-blown program with several areas of command support.

"We have been building out the team into multiple technical swim lanes, with different departments leading the development of ARMS and overseeing fielding and product support," Cole said.

In addition to the departments, Cole said the ARMS team has worked closely with the command's Office of Engineering and the Fleet Readiness Office to set up an operations team to respond to day-to-day fleet support demands for ARMS.

"Every one of these teams also includes important contributions from our partners in NAVAIR and NAVWAR," Cole said. "These improvements to our team structure and bench strength will be key as we take ARMS from a success story in rapid technology transition to a success story in long-term fleet capability."

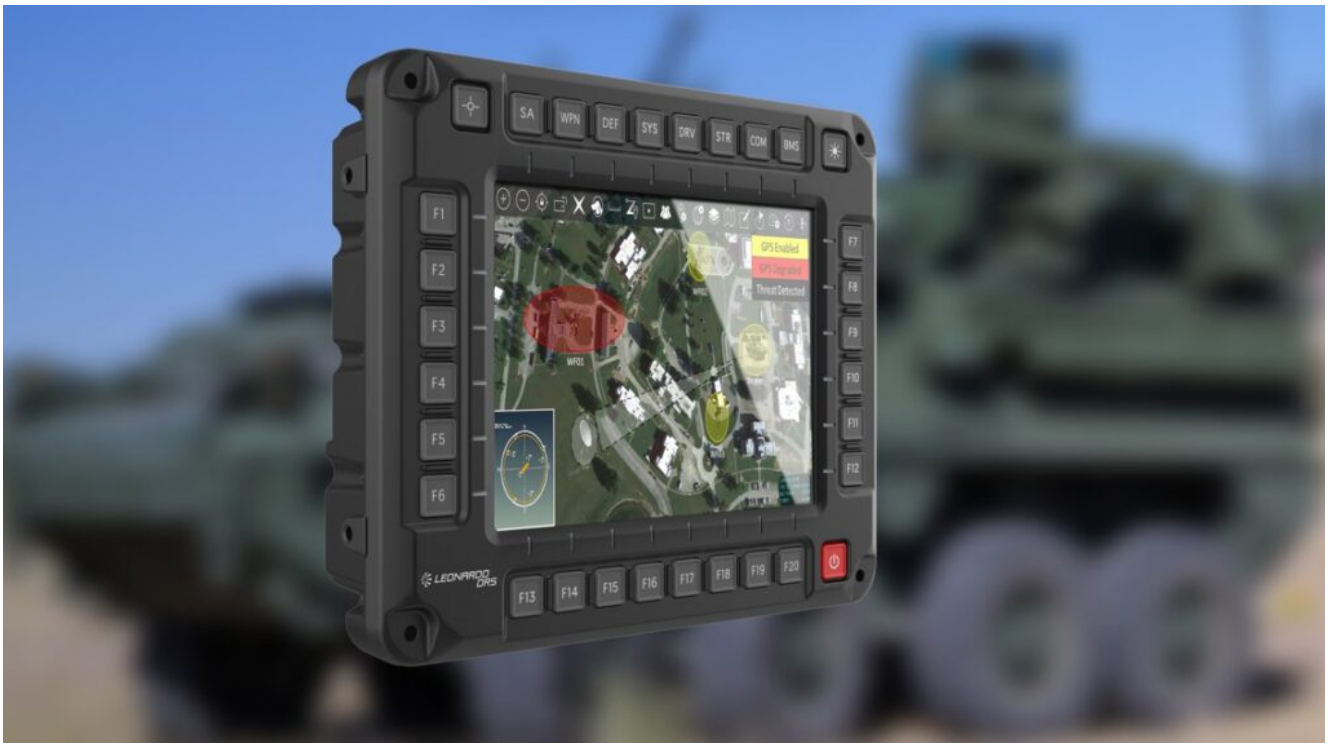
Looking ahead, the team is already developing the next versions of the ARMS kit, due in large part to fleet and SYSCOM feedback.

"This major version upgrade will bring important software fixes and hardware improvements, as well as several highly requested features like multi-way calling and greater portability," Cole said.

"Our goal is to have these improvements out in the early part of next calendar year," he said. "We're tremendously grateful to the many dozens of people across NSWC PHD and external commands who have pulled out all the stops to help us

accelerate (ARMS') capability to the fleet."

Leonardo DRS Launches New AI-Enabled Rugged Smart Displays



New Product Line Expands Company's Advanced Tactical Computing Portfolio

From Leonardo DRS

ARLINGTON, Va., Sept. 8, 2025 – Leonardo DRS, Inc. (NASDAQ: DRS) announced today the launch of its new product line of high-performance AI-enabled Ground Vehicle Architecture Smart Display systems called Rugged Smart Displays – Ground (RSD-G). The next-generation, tactical computing systems are designed to set a new standard for ruggedness, performance, and connectivity over existing tactical smart display systems used in ground combat vehicles.

The new modular RSD-G systems bring the latest in advanced combat smart display technology. By integrating Intel Core™ i7 extended temperature processors with embedded AI capability, users have significant advantages in performance, autonomy, and responsiveness on the battlefield. The displays combine advanced computing technology with high-resolution, multi-function displays in four sizes, enabling military customers to modernize with common computing architecture across platforms.

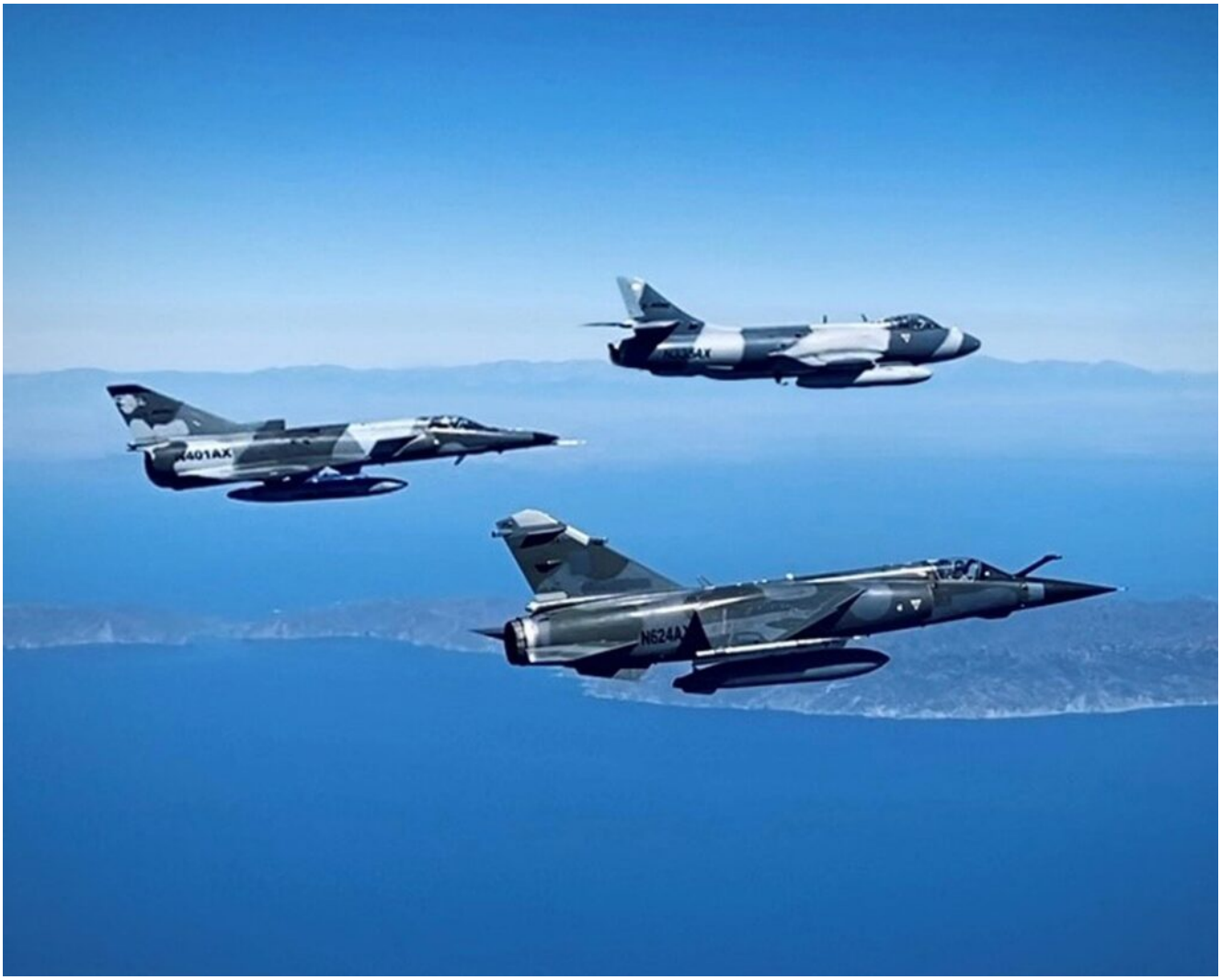
At the heart of the RSD-G family is the embedded powerful AI capability designed to quickly analyze data from various vehicle-based sensors (cameras, radar, thermal imaging, and more), and combine it into a single comprehensive view for operators. By quickly providing reliable real-time situational awareness, users are able to make faster and more informed decisions during stressful combat scenarios.

“We are excited to launch this cutting-edge family of rugged smart displays designed to provide our military and allied forces with a decisive advantage in today’s complex battlespace,” said Denny Crumley, senior vice president and general manager of the Leonardo DRS Land Electronics business unit. “And by meeting the growing demand for AI-enabled, modular architectures for ground combat vehicles with this capability, we have proudly reinforced our position as industry leader in mission computing technology.”

Network computing and integration is a key strategic focus for Leonardo DRS as it continues to be the leading provider of advanced C5I technologies with the U.S. military, the U.K. Ministry of Defense, and allied militaries around the world. These capabilities are enabling increased data and communications needed for situational awareness in multi-domain battlefield operations. The company is investing in the future of C5 through the development of next-generation battle management systems, AI processing solutions and advanced C5ISR/EW Modular Open Suite of Standards/ Sensor Open System

Architecture aligned mounted systems – all aimed at enabling future network and platform processing to improve sensor fusion, situational awareness, and reduce the cognitive burden for commanders and crews.

Fighter Jet Services Contract Provides Airborne Threat Training



Fighter Jet Services contract provides fleet support using contractor-owned and operated high subsonic and supersonic

fighter aircraft for a variety of airborne threat simulations for both U.S. Navy and U.S. Marine Corps aviators.
[Release From Naval Air Systems Command]

NAS PATUXENT RIVED, Md. – The U.S. Navy awarded a $554 million indefinite delivery/indefinite quantity contract to Airborne Tactical Advantage Company (ATAC) in late July to provide naval aviators with training support services under the Fleet Fighter Jet Services.

“The Fighter Jet Services contract represents a critical investment in the readiness and capability of our fleet air training and certification programs,” said Capt. Jason Pettitt, Adversary and Specialized Aircraft Program Office (PMA-226) and AV-8B Harrier Program Office (PMA-257) program manager. “By leveraging contracted air services (CAS), we are able to provide our aircraft squadrons and shipboard operators with advanced training to counter emerging airborne threats, including electronic warfare operations.”

The contract provides approximately 6,500-7,000 flight hours per year of fleet support using contractor-owned and operated high subsonic and supersonic fighter aircraft – Mirage F1, F-21 Kfir and Mk.58 Hawker Hunter – for flying a variety of airborne threat simulations for both U.S. Navy and U.S. Marine Corps aviators. This includes simulating threat aircraft capabilities in an electronic combat environment, integrating as part of aggressor force in support of adversary air requirements.

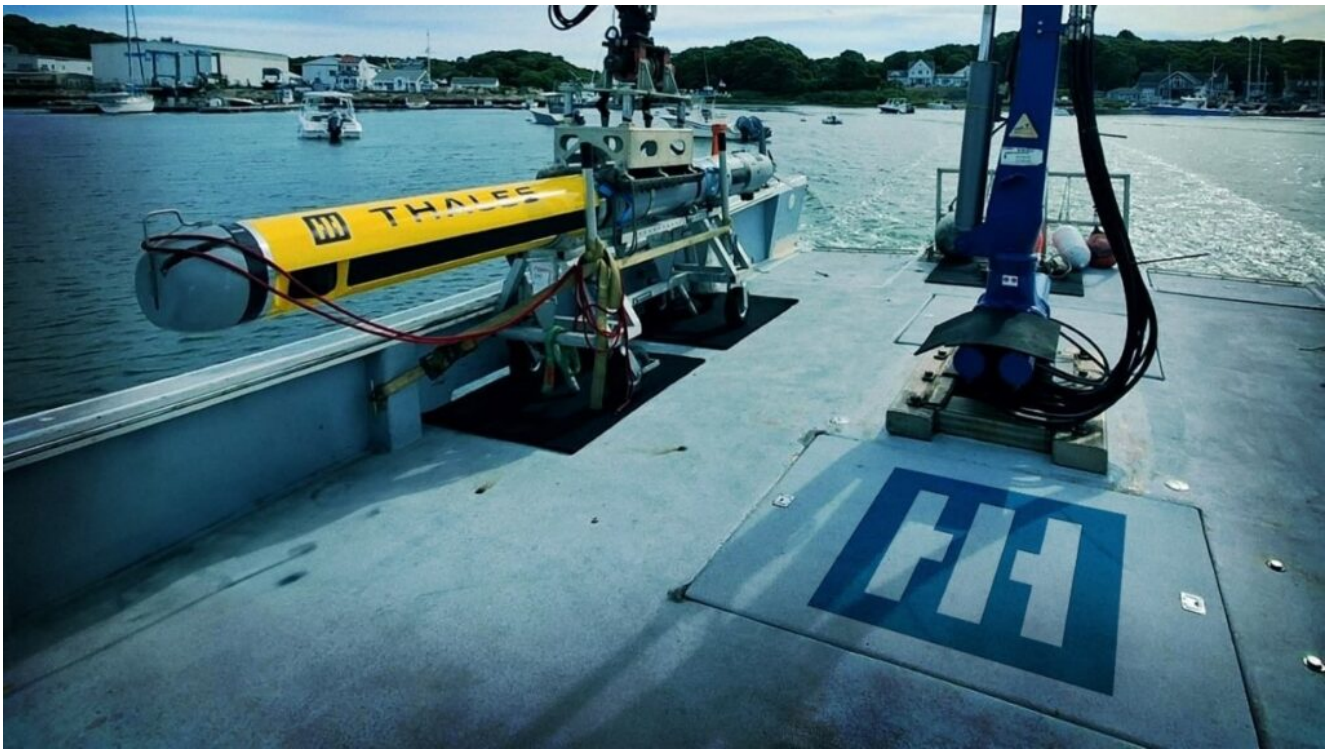
Using the CAS approach enhances the effectiveness of aircrew and operators while preserving the fatigue life of operational F/A-18 and EA-18 aircraft.

“The FJS contract underscores our commitment to maintaining a highly trained and mission-ready force while achieving significant cost savings for the Navy and the nation,” Pettitt said.

Through the CAS, ATAC is responsible for operating and maintaining tactically relevant aircraft along with associated systems required to interface with other supporting platforms and ground force personnel.

The contract runs through 2030.

Thales, HII Partner to Develop Advanced Autonomous Undersea Mine Countermeasures



Release From HII

LONDON, Sept. 09, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII) and Thales today announced the successful integration and field exercise of the Thales SAMDIS[1] 600 sonar with HII's next

generation REMUS 620 medium unmanned underwater vehicle (UUV).

The integration demonstrates the seamless compatibility of Thales' world-leading multi-aspect synthetic aperture SAMDIS 600 sonar with HII's highly modular, long-endurance REMUS 620 UUV. Together, the systems deliver advanced autonomous mine detection, classification, and imaging, offering naval forces and partners around the world enhanced capability for undersea security, mine countermeasures, and subsea infrastructure monitoring.

The exercise, completed at the end of August at the HII Pocasset facility (Massachusetts, USA), marks a major milestone in advancing autonomous undersea mine countermeasure capabilities.

An image accompanying this release is available at: http://hii.com/news/thales-and-hii-partners-to-develop-advanced-autonomous-undersea-mine-countermeasure-capabilities.

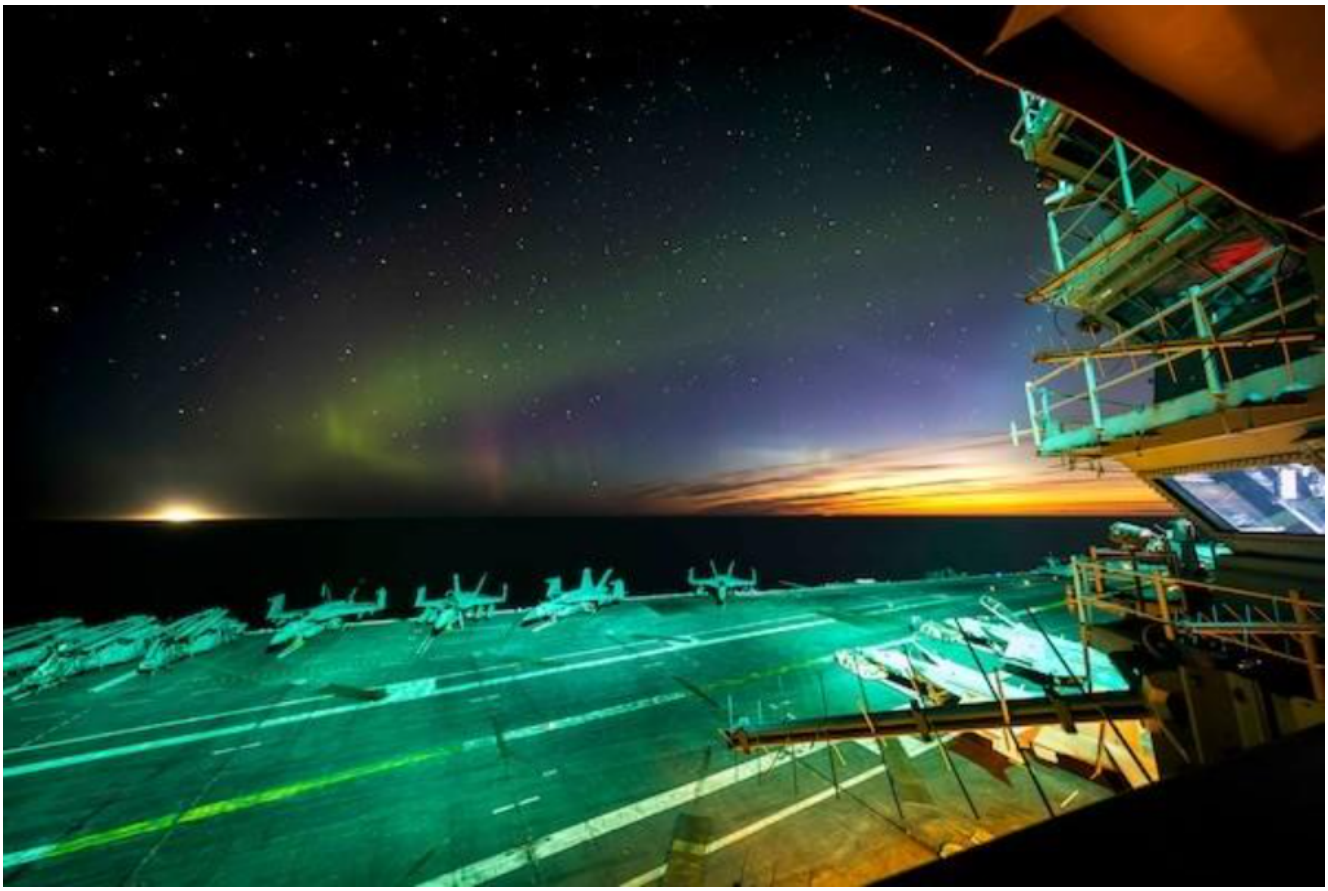
"Teaming the Thales' advanced SAMDIS 600 sensor in the REMUS 620 underscores the power of collaboration in driving innovation for our customers," said Duane Fotheringham, president of Mission Technologies' Unmanned Systems business group. "This milestone demonstrates not only the adaptability of the REMUS 620 but also the strength of industry partnerships in delivering next-generation, interoperable solutions that enhance undersea dominance for NATO and allied forces."

"SAMDIS empowers missions with enhanced efficiency and effectiveness, serving as a crucial enabler for precise acoustic identification through its multi-aspect and high-resolution SAS capabilities. This achievement is the result of a strong working relationship with HII, demonstrating the strength of industry collaboration in delivering advanced solutions for the benefit of our users' missions," said Paul

Armstrong, managing director, Underwater Systems, Thales in the United Kingdom.

HII and Thales' collaboration builds on decades of leadership in unmanned and underwater systems. Thales is the world's leading exporter of naval sonar systems, while HII's REMUS UUV family has become the benchmark for modular, reliable, and mission-ready autonomous undersea vehicles.

Ford Carrier Strike Group Operates in the High North with NATO Allies



From U.S. 6th Fleet Public Affairs, Sept. 8, 2025

The USS Gerald R. Ford Carrier Strike Group (GRF CSG) led an allied maritime force with Allied Maritime Command (MARCOM) and NATO Allies Norway, Germany and France to conduct routine operations in the High North region from Aug. 23-Sept. 8, 2025.

The USS Gerald R. Ford Carrier Strike Group (GRF CSG) led an allied maritime force with Allied Maritime Command (MARCOM) and NATO Allies Norway, Germany and France to conduct routine operations in the High North region from Aug. 23-Sept. 8, 2025.

The High North is a critical region for the U.S. and NATO Alliance to stand together in support of a safe, stable and secure Euro-Atlantic region by enhancing military capabilities, readiness and interoperability.

“What we’re doing is a building block on the last three years of our U.S. Carrier Strike Groups’ work off the coast of Norway and in the High North seas with the Royal Norwegian Navy. This consistent teamwork has fostered a strong and enduring relationship between our two navies,” said Rear Adm. Paul Lanzilotta, commander of Carrier Strike Group Twelve. “Our mutual understanding of each other’s naval priorities, perspectives, and methods ensures efficient and effective work whenever we operate together. We are extremely fortunate to continue to build on this steadfast U.S.-Norwegian naval relationship to defend against threats to maritime security.”

A surface action group (SAG), led by USS Bainbridge (DDG 96) and USS Mahan (DDG 72), was joined by Royal Norwegian Navy HNoMS Thor Heyerdahl (F 314) and French Navy FS Aquitaine (D 650) operating under national authorities and FGS Hamburg (F220) operating under MAROM Standing NATO Maritime Group 1.

The SAG transited Southeast of Svalbard off the Northern coast of Norway and conducted various operations supported by coalition auxiliary ships USNS William McLean (T-AKE 12),

HNoMS Maud (A 530) and FS Somme (A 631).

“We are thrilled to work alongside our friends and Allies as we take on the challenge of ensuring peace and freedom are shared by all traversing our waterways,” said Royal Norwegian Navy Cmdr. Lars Ole Hoknes, commander of Thor Heyerdahl. “The Norwegian Sea and the areas surrounding it must remain free, no matter the cost.”

Additionally, the USS Gerald R. Ford (CVN 78) and USS Winston S. Churchill (DDG 81) conducted flight operations and strike exercises in the Norwegian Sea in collaboration with the Royal Norwegian Air Force.

In July 2024, the Department of Defense released the 2024 DoD Arctic Strategy, the fourth iteration for the Department, which outlines the United States’ commitment to preserving the Arctic as a secure and stable region with Allies and partners.

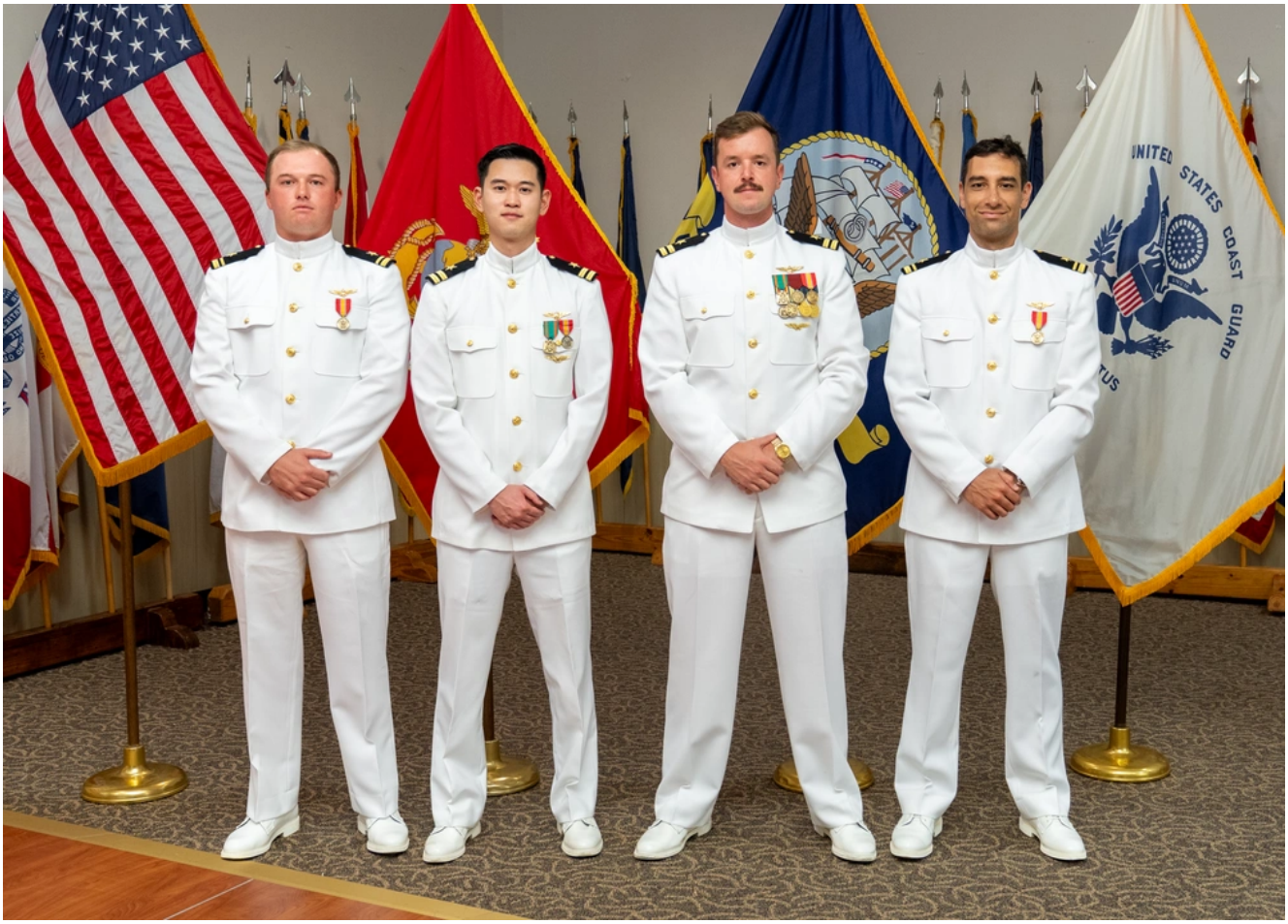
The allied maritime force’s operations, led by GRF CSG, are a testament to this commitment, advancing the strategy’s lines of effort to enhance maritime domain awareness and the ability to campaign in the Arctic. The strategy builds upon the 2022 National Security Strategy, the 2022 National Defense Strategy, and the 2022 National Strategy for the Arctic Region.

The GRF CSG continues to support U.S. 6th Fleet’s maritime operations and theater security cooperation missions, working alongside Allies and partners to deter aggression, preserve economic prosperity and keep the seas free and open.

Carrier Strike Group Twelve is on a scheduled deployment to the U.S. 6th Fleet area of operations to support the warfighting effectiveness, lethality, and readiness of U.S. Naval Forces Europe-Africa, and defend U.S., Allied and partner interests in the region. For more than 80 years, U.S. Naval Forces Europe-U.S. Naval Forces Africa has forged

strategic relationships with our Allies and partners, leveraging a foundation of shared values to preserve security and stability. You can find more information on DVIDS at https://www.dvidshub.net/unit/CVN78.

First Four Naval Aviators to Graduate from T-54A METS Program at Training Air Wing Four



The first four newly winged naval aviators to graduate from from the T-54A METS Program pose for a photo during their

winging ceremony at Naval Air Station Corpus Christi, Sept. 5, 2025. The winging ceremony is a time-honored tradition where new naval aviators receive their Wings of Gold. (U.S. Navy photo by Lt. j.g. Alan Wang)
From the **Chief of Naval Air Training** Public Affairs

CORPUS CHRISTI, Texas—Chief of Naval Air Training (CNATRA) celebrated a significant achievement this week as the first four student naval aviators from Training Air Wing FOUR (TW-4) successfully completed their multi-engine training in the Navy's new T-54A "Multi-Engine Training System" (METS), known as the Marlin II.

The U.S. Navy declared initial operational capability for the T-54A in May 2024, giving future naval aviators a modern platform to prepare them for the advanced aircraft they will fly in the fleet. These graduates represent the inaugural class of the Navy's upgraded advanced training pipeline, designed to replace the long-serving T-44C Pegasus after over 40 years of service.

"This is a proud moment for TW-4 and the entire naval aviation community," said Capt. Paul Penn, Commodore of TW-4. "These students embody the future of our multi-engine fleet, and their success reflects years of careful planning, testing, and teamwork to ensure the T-54A delivers world-class aviators."

Based on the King Air 260 platform, the T-54A introduces advanced avionics, digital displays, and enhanced safety systems to the Navy's undergraduate multi-engine syllabus. Integrated with a comprehensive suite of high-fidelity simulators and a redesigned curriculum under the METS program, students now train on systems and procedures more closely aligned with fleet aircraft they will go on to fly, such as the P-8A Poseidon, E-6B Mercury and C-130J Hercules.

With the first four graduates now moving on to their fleet

replacement squadrons, TW-4 is ready to expand T-54 training for more naval aviators in the years ahead. The program plans to ramp up as additional aircraft and simulators are delivered, aiming for full operational capability soon.

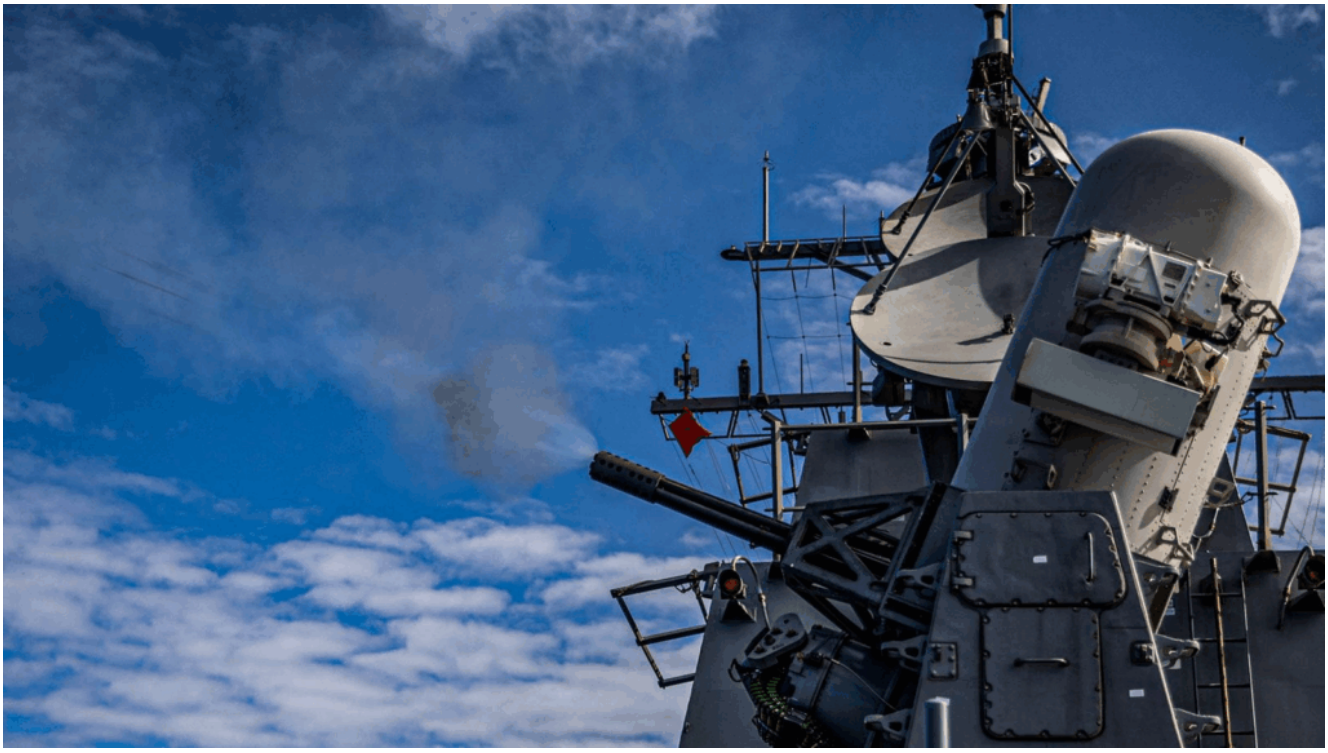
“The METS program is about more than just a new aircraft,” Penn emphasized. “It’s about equipping our students with the skills they need to excel in a complex, demanding operational environment. Today’s milestone confirms we are on the right track.”

For the new winged pilots, this achievement is not only a personal milestone but a significant contribution to the Navy’s operational readiness and warfighting advantage across the fleet.

Headquartered at Naval Air Station Corpus Christi, Texas, the Chief of Naval Air Training (CNATRA) oversees five training air wings and 17 training squadrons across Florida, Mississippi, and Texas. These squadrons conduct primary, intermediate, and advanced flight training for student naval aviators, naval flight officers, and air vehicle pilots. CNATRA remains steadfast in its mission to train, mentor, and deliver the highest quality naval aviators prepared to win in competition, crisis, and conflict.

Raytheon Awarded $205M for Continued Production of

Phalanx Close-In Weapon System



From RTX, Sept. 8, 2025

System remains an integral part of ship self-defense for U.S. Navy

LOUISVILLE, Ky., Sept. 8, 2025 /PRNewswire/ – Raytheon, an RTX (NYSE: RTX) business, has been awarded a $205 million contract from the U.S. Navy for continued production of the Phalanx Close-In Weapon System (CIWS).

As part of the contract, Raytheon will provide upgrades, conversions, overhauls, and related equipment.

“Phalanx is our Navy’s last line of defense, expertly designed to protect our sailors from the threats they face every day,” said Barbara Borgonovi, president of Naval Power at Raytheon. “Securing this contract underscores the trust the U.S. Navy places in an absolutely critical system.”

The Phalanx weapon system is a rapid-fire, computer-

controlled, radar-guided gun that can defeat anti-ship missiles and other close-in threats that may penetrate preceding layers of defense. It is installed on all U.S. Navy surface combatant ship classes and on those of 24 allied nations.

In January 2024, Phalanx was deployed by the USS Gravely to destroy a Houthi missile in the Red Sea just moments before impact, saving the lives of over 300 sailors onboard.

Work on this contract will take place in Louisville, Ky. and other U.S. sites through 2029.