2021 Coast Guard Budget Seeks Second Polar Security Cutter

U.S. Coast Guard heavy icebreaker Polar Star sits on blocks in a Vallejo, California, dry dock undergoing maintenance. The sea service's proposed 2021 budget seeks $15 million for a multiyear service-life extension for the Polar Star while it awaits new polar security cutters. The budget also seeks to fully fund the second PSC. U.S. Coast Guard/Petty Officer 1st Class Matthew S. Masaschi

ARLINGTON, Va. — The U.S. Coast Guard plans to fully fund the second polar security cutter (PSC) and the third offshore patrol cutter (OPC), according to the proposed fiscal year 2021 U.S. Department of Homeland Security budget.

The Coast Guard overall is seeking $12.3 billion for fiscal 2021, $77 million more than the $12.2 billion in the enacted 2020 budget.

The 2021 budget requests $555 million to fully fund the second PSC. The Coast Guard plans to procure a total of six polar security cutters to support growing national security interests and to replace the service's only operating heavy icebreaker, the Polar Star. The first PSC is being built by VT Halter Marine in Pascagoula, Mississippi. The budget also requests $15 million for a multiyear service-life extension for the Polar Star.

A U.S. Coast Guard HH-60 Jayhawk helicopter lands on board HMS Queen Elizabeth off the East Coast of the United States. The 2021 budget also provides $65 million to modernize the HH-65D helicopter fleet to HH-65Es. U.K. Royal Navy

The $546 million to construct the third OPC also provides for long-lead materials for a fourth. The 25 OPPCs planned will

replace the service’s medium-endurance cutters. Eastern Shipbuilding Group in Panama City, Florida, is building the first OPC with options for three more, down from eight more because of the damage to the company’s yard from a hurricane. A competition will be opened for construction of more OPCs.

The Coast Guard plans a gap in procurement of the Sentinel-class fast-response cutters (FRCs), with 37 delivered so far of a planned purchase of 58 FRCs. However, the service is proposing $15 million in 2021 for program support and sustainment of the Sentinel class. The FRCs are replacing Island-class patrol boats.

The sea service is planning no purchases of new aircraft in 2021 but wants to allocate $78 million to missionize the C-27J aircraft fleet into HC-27Js and continue retrofit of the HC-144A aircraft fleet with the Minotaur mission system into HC-144B versions.

The budget also provides $65 million to modernize the HH-65D helicopter fleet to HH-65Es and to extend the service life of MH-60T helicopters so that they can serve into the mid-2030s, enabling the Coast Guard to align its helicopter requirements with the Defense Department’s Future Vertical Lift program.

The 2021 budget also proposes $35.5 million to manage retirements of old assets, including the decommissioning of two Secretary-class high-endurance cutters, two Island-class patrol boats and eight Marine Protector-class patrol boats.

Titan to Acquire HII’s San

Diego Shipyard

Titan Acquisition Holdings, created through the combination of Vigor Industrial and MHI Holdings, announced Feb. 12 an agreement to acquire Huntington Ingalls' San Diego Shipyard, one of the largest fleet service and repair sites in America, located in the nation's largest Navy port.

The acquisition creates opportunities to better serve key defense customers, economies of scale, expanded scope and performance optimization. Customers of Titan include the U.S. Navy, U.S. Coast Guard, Military Sealift Command, the U.S. Army, Boeing and nondefense and commercial customers such as state and local ferry systems.

The transaction is subject to customary closing conditions and closing is expected in the second quarter of the year. Financial terms were not disclosed.

"We are excited to add the San Diego Shipyard to our already strongly positioned and growing enterprise. The opportunity to add the San Diego Shipyard to our family of companies is a natural step in our evolution given its strategic location and wealth of talented employees," said Jim Marcotuli, CEO and president of Titan.

"Titan is a first-class organization with a strong reputation in the ship repair and sustainment market," said Andy Green, executive vice president of HII and president of HII Technical Solutions. "We believe this transaction will enable us to leverage complementary capabilities, capacity and facilities to improve efficiencies and better serve the needs of our U.S. Navy customer."

"We are thrilled to announce this agreement to acquire the San Diego Shipyard," said Tom Rabaut, chairman of Titan. "Our goal is aimed at creating a stronger company of scale, capable of providing differentiated, coast-to-coast services to the U.S.

Navy, U.S. Army and other defense, infrastructure and maritime customers.”

As a part of this transaction, Huntington Ingalls will hold a minority interest in Titan, the majority of which is controlled by The Carlyle Group and Stellex Capital Management. Other investors include Frank Foti, former CEO of Vigor, and members of management.

he San Diego Shipyard, formerly Continental Maritime of San Diego, covers 14 acres of land and 17 acres of water area on San Diego Bay. The shipyard is a division of HII Technical Solutions Fleet Support Group and provides shipfitting, welding, pipefitting, machinery, repair, marine electrical repair and installation, sheet metal repair and fabrication, boiler repair and preservation services to customers.

EMALS, AAG Systems OK’d for All Carrier Aircraft

A C-2A Greyhound approaches the flight deck of the aircraft carrier USS Gerald R. Ford during testing of its EMALS launch system and AAG landing system. U.S. Navy/Mass Communication Specialist 3rd Class Ryan Carter

SAN DIEGO – General Atomics Electromagnetic Systems (GA-EMS) announced that the Electromagnetic Aircraft Launch System (EMALS) and Advanced Arresting Gear (AAG) have been cleared for shipboard launch and recovery of all currently deployed naval aircraft types aboard USS Gerald R. Ford (CVN 78).

The Navy issued Aircraft Launch Bulletins (ALB) and Aircraft Recovery Bulletins (ARB) that identify the weights and

engaging speeds authorized for shipboard aircraft launch and recovery, and signal EMALS and AAG are operationally safe for use aboard the Ford. On Jan. 31, the carrier completed at-sea aircraft compatibility testing (ACT) utilizing a range of aircraft, including F/A-18E/F, E-2D, C-2A, EA-18G, and T-45C, to prove EMALS and AAG can accommodate the air wing aircraft.

“EMALS and AAG can launch and recover the current air wing and any future aircraft, to provide greater flexibility than the legacy systems aboard Nimitz-class carriers,” said Scott Forney, president of GA-EMS.

“The Navy is expecting flight-deck certification to take place in the coming months and will conduct a steady stream of cats and traps this year – we’re talking in the thousands – to move the ship closer to full mission capability and capacity.”

GA-EMS is delivering EMALS and AAG for the future USS John F. Kennedy and USS Enterprise. Significant cost savings are being realized through multiple ship production contracts, which minimize gaps in production while maximizing planning, scheduling and delivery to support all three Ford-class carriers.

“The next few months are really where all the hard work comes together to intensely exercise these systems to meet [Gerald R. Ford] operational objectives,” stated Rolf Ziesing, vice president of programs at GA-EMS. “This is a very exciting time for us, generating a great deal of team pride as EMALS and AAG successfully performs. We remain laser-focused on our support of the Ford and ensuring that same success comes to fruition on the future CVN 79 and CVN 80.”

Coast Guard Offloads $338 Million of Cocaine in San Diego

Coast Guardsmen gather together before preparing bails of cocaine to be offloaded from the Coast Guard Cutter Munro in San Diego on Feb. 10. U.S. Coast Guard/Petty Officer 3rd Class Alex Gray\

SAN DIEGO – The crew of the U.S. Coast Guard Cutter Munro offloaded nearly 20,000 pounds of cocaine Feb. 10 seized from known drug-transit zones of the eastern Pacific Ocean worth about $338 million, according to the Coast Guard's 11th District.

Eight interdictions were made between mid-November and mid-January by the joint efforts of the following four separate Coast Guard cutter crews:

- Thetis was responsible for two cases, seizing 6,830 pounds.
- Resolute was responsible for one case, seizing 1,951 pounds.
- Tampa was responsible for two cases, seizing 4,270 pounds.
- Munro was responsible for three cases, seizing 6,680 pounds.

Numerous U.S. agencies from the Departments of Defense, Justice and Homeland Security cooperated in the effort to combat transnational organized crime. The Coast Guard, U.S. Navy, U.S. Customs and Border Protection, FBI, Drug Enforcement Administration, Immigration and Customs Enforcement and the Panama Express Strike Force, along with allied and international partner agencies, play a role in counter-drug operations.

The fight against drug cartels in the eastern Pacific requires unity of effort in all phases from detection, monitoring and interdictions, to criminal prosecutions of these cases by U.S. Attorneys in districts within Florida and Texas.

“By disrupting the profits of these cartels, we are reducing their effectiveness and helping our partner nations maintain their stability,” said Rear Adm. Peter Gautier, the 11th District’s commander. “These efforts also provide invaluable information to us that we can then use to stop these drugs further up the supply chain before they begin these dangerous routes at sea.”

These interdictions were in support of Campaign Martillo, a regional initiative targeting illicit trafficking that threatens security and prosperity at the national, regional, and international levels. The law enforcement phase of counter-smuggling operations in the eastern Pacific is conducted under the authority of the 11th Coast Guard District, headquartered in Alameda. The interdictions, including the actual boardings, are led and conducted by members of the Coast Guard.

Navy’s 2021 Budget Cuts Marines Corps Funding, End Strength

U.S. Marines and a Japanese amphibious brigade simulate a beach raid on Feb. 9. The new 2021 Navy budget calls for an active-duty Marine force reduction of 2,100, but doesn’t pare operational units. U.S. Marine Corps/Gunnery Sgt. Robert Dea

The U.S. Navy is seeking to shave $1.4 billion from the Marine Corps fiscal year 2021 budget request and to reduce the active-duty force by 2,100, according to new Defense Department budget documents.

The Marines' piece of the Navy Department's $207.1 billion budget request for fiscal 2021 amounts to $46 billion, down from the $47.4 billion the Corps received in the enacted 2020 budget.

See details of the Navy's proposed fiscal year 2021 budget here.

The National Defense Strategy (NDS) shifted focus from short conventional wars and protracted counterterrorism operations to "the high-end fight" and the re-emergence of China and Russia in a 'great power competition,' said Deputy Defense Secretary David L. Norquist, explaining the reasons for Pentagon funding diversions in a flat $705.4 billion topline budget.

"That means we had to make additional tough choices and major cuts in some areas in order to free up money to continue to invest in preparing for the high-end fight," Norquist told reporters at a Pentagon budget briefing.

An MH-60S Sea Hawk lands on the dock landing ship USS Germantown. The number of amphibious ships, key to Marine Corps expeditionary operations, would stay flat at 33 ships, per the new Navy budget, with the addition of one amphibious transport dock ship and the retirement of one dock landing ship. U.S. Navy photo/Mass Communication Specialist 1st Class Rufus Hucks

Total Marine Corps end strength dropped 2,100 to 184,100

active-duty officers and enlisted Marines from the 2020 figure of 186,200. Reserve strength remained the same as 2020 at 38,500 officers and enlisted Marines. The force reduction is part of “efforts to align and sustain our force, as described by the NDS,” said Rear Adm. Randy B. Crites, the deputy assistant secretary of the Navy for budget.

The force cuts don’t target operational units per se, Crite said, adding that they are “primarily focused on headquarters reductions. They looked for excess capacity.”

The number of Navy amphibious ships, key to Marine Corps expeditionary operations, stayed flat at 33 ships, with the addition of one amphibious transport dock ship and the retirement of one dock landing ship. Most of the Marines’ $7 billion operation and maintenance funding for 2021 is dedicated to expeditionary forces.

> *The Marine Corps force cuts don’t target operational units per se; they are “primarily focused on headquarters reductions. They looked for excess capacity.”*
>
> *Rear Adm. Randy B. Crites, deputy assistant secretary of the Navy for budget*

The Navy’s $17.2 billion aircraft procurement budget includes 10 F-35B short takeoff and vertical landing Lightning II strike fighters to replace Marine AV-8B Harrier jets. Seven CH-53K heavy-lift helicopters, nine MV-22B variants of the V-22 Osprey tilt-rotor aircraft and five more VH-92A presidential executive helicopters also are included in the Marine aircraft procurement budget.

The $2.9 billion Marine procurement budget also includes 752 Joint Light Tactical Vehicles, a joint Army-Marine Corps program and the first full-rate production lot, 72, of the Amphibious Combat Vehicle (ACV), which is phasing out Cold War-era Assault Amphibious Vehicles.

Navy 2021 Budget Relatively Flat; Only 8 Ships Funded, Ship Retirements Accelerated

An artist rendering of the future Columbia-class ballistic missile submarine. Though the U.S. Navy's fiscal 2021 budget is relatively flat, it does fund construction of the first sub of the Columbia class. U.S. Navy

ARLINGTON, Va. – The U.S Navy's 2021 budget seeks funding for only eight battle force ships, financed by $19.9 billion of a $207.1 billion Department of the Navy budget that is only slightly larger than the $205.2 billion budget enacted for fiscal 2020. The Future Years Defense Plan also forecasts some accelerated retirements or reductions in some ship and aircraft types.

The $207.1 billion includes a base budget of $194.1 billion; a set-aside for Overseas Contingency Operations (OCO) for Base of $4.3 billion; and OCO funding of $8.7 billion. Of the $207.1 billion, $161 billion is for the Navy and $46 billion is allotted to the U.S. Marine Corps.

The budget shaves Marine funding and end strength. See story here.

The relatively flat budget includes $70.6 billion for operations and maintenance; $57.2 billion for procurement; $55.2 billion for personnel; $21.5 billion for research and development; and $2.6 billion for infrastructure.

The Navy says the 2021 budget is focused on all-domain dominance – sea, air, land, cyber, space, assured command and control, battlespace awareness and an integrated force. The service is making a priority of "capable capacity over less-capable legacy platforms to pace a rapidly changing threat."

The investments in the 2021 budget also are designed to enable distributed maritime operations with lethality capable enough to impose cost on competitors.

The aircraft carrier USS Harry S. Truman transits the Arabian Sea on Jan. 31. The fiscal 2021 budget restores the midlife refueling and complex overhaul of the Truman, which had been slated for early retirement. U.S. Navy/Mass Communication Specialist 2nd Class Scott Swofford

Nuclear deterrence remains the Navy's top priority as it recapitalizes the ballistic-missile submarine (SSBN) fleet to ensure on-time delivery of the Columbia SSBN.

The 2021 budget also advances development of new capabilities in the form of long-range hypersonic strike weapons such as Conventional Prompt Strike capability, with research funded at $1 billion aiming for an initial operational capability in 2028. The Standard Missile-6 Block 1B also is funded as well as the Navy Laser Family of Systems at $68.2 million. Other funded technological advances include additive manufacturing and applied artificial intelligence.

The 2021 shipbuilding budget of $19.9 billion – compared with $24 billion enacted for 2020 – will fund the construction of the first Columbia-class ballistic-missile submarine. Other ships funded are one Virginia-class attack submarine; three Arleigh Burke-class guided missile destroyers; the first

FFG(X) next-generation guided-missile frigate; one Flight II San Antonio-class amphibious transport dock ship; and two Navajo-class towing, salvage and rescue ships.

The five-year Future Years Defense Plan includes plans for an amphibious assault ship in 2023; a replacement submarine tender in 2024; a new ocean surveillance ship in 2022; and a new cable-laying ship and a new sealift ship in 2023.

> *Other ships funded are one Virginia-class attack submarine, three Arleigh Burke-class guided missile destroyers and the first FFG(X) next-generation guided-missile frigate.*

The shipbuilding budget also includes funds for five LCU 1700-class utility landing craft. Two large unmanned surface vessels (LUSVs) are funded by research and development funds, with the seven LUSVs in the future to be built using shipbuilding funds. The shipbuilding request also restores the refueling and complex overhaul of the aircraft carrier USS Harry S. Truman, which last year the Navy wanted to retire to instead fund modernization and new technologies.

Two large unmanned surface vessels (LUSVs) are requested with $239 million in R&D funds, with the seven LUSVs in the future to be built using shipbuilding funds. R&D funds include $288 million for unmanned undersea vehicles (UUVs), including $116 million for the Orca Extra-Large UUV program and $78 million for the Snakehead large-diameter UUV.

The Navy plans for the early retirement of four littoral combat ships (LCSs) and one dock landing ship (LSD) in 2021 as part of an effort to garner $1.4 billion in savings to help fund modernization. The four LCSs are the first four commissioned – Freedom, Independence, Fort Worth and Coronado – and are considered test and training ships. The LSD being retired in 2021 will be one of three – Germantown, Fort McHenry and Gunston Hall – that will be retired early over the next few years.

The Cyclone-class coastal patrol ship USS Tornado approaches the Bridge of the Americas in Panama City, Panama. The Navy plans to decommission its 12 Cyclone-class ships, but no timetable has been announced yet. U.S. Navy/Mass Communication Specialist 3rd Class Louis Thompson Staats IV

The service also announced plans to decommission its four least modern Ticonderoga-class cruisers that have ballistic-missile defense (BMD) capability – Monterey, Shiloh, Vela Gulf and Port Royal – although no timetable was announced in budget documents. The BMD capabilities of these ships will be assumed by new Arleigh Burke-class DDGs.

The Navy also plans to decommission its 12 Cyclone-class coastal patrol ships, but no timetable has been announced yet.

R&D funds will be invested in 2021 for two new intra-theater lift vessels designed to support expeditionary advance-base operations and littoral operations in a contested environment. These investments will inform development of next-generation medium amphibious and logistics ships.

If enacted as planned, this budget would bring the ship count of the battle force to 306 at the end of 2021, up from the current 293.

The Navy plans to fund 121 aircraft with $17.2 billion in 2021, compared with $19.7 billion enacted in 2020. These include 24 F/A-18E/F Super Hornet strike fighters; 10 F-35B and 10 F-35C Lightning II strike fighters for the Marine Corps and 11 F-35Cs for the Navy; four E-2D Advanced Hawkeye early warning aircraft; six CMV-22B Osprey tilt-rotor carrier onboard delivery aircraft; three MV-22B Osprey transports; five KC-130J Super Hercules tanker/transports; seven CH-53K King Stallion transport helicopters; 36 TH-73A training helicopters; and five VH-92A presidential transport helicopters.

> *The Navy plans to fund 121 aircraft, including 24 F/A-18E/F Super Hornet strike fighters, 10 F-35B and 10 F-35C Lightning II strike fighters for the Marines and 11 F-35Cs for the Navy.*

Fiscal 2021 will fund the last batch of Super Hornets for the Navy. The 2021 budget does not fund any more P-8A Poseidon maritime patrol aircraft, although with the production line open for foreign procurement the Navy could order more if Congress funds them in the next few years.

The large quantity of TH-73As being procured in 2021 will allow the Navy to accelerate retirement of the TH-57B/C training helicopter fleet and allow the Navy to cancel further depot-level overhauls of the TH-57.

The budget funds research and development of the MQ-25A Stingray unmanned aerial refueling aircraft for initial production in 2023 and initial operational capability in 2024.

The plans to accelerate retirement of the MH-53 Sea Dragon mine-sweeping helicopter to begin in 2022. The Navy also plans to start retiring the MQ-8B version of the Fire Scout UAV in 2024, with 14 of the 23 being retired initially until the MQ-8C version reaches initial operational capability with a mine-countermeasures capability – projected to be 2028 – when the last MQ-8Bs will be retired.

Procurement of the MQ-4C Triton UAV is being gapped for 2021-2022 to allow time to mature the UAV's signals intelligence suite. The RQ-4A Global Hawk Broad-Area Maritime Demonstration UAV will be retired beginning in 2023, freeing up funds for MQ-4C sustainment. The MQ-4C will replace the EP-3E electronic reconnaissance aircraft in 2022.

The Navy Reserve plans in 2022 to deactivate Helicopter Sea Combat Squadron 85, a unit that supports special operations

forces with its MH-60S helicopters. The Air Force and Army field will retain a robust SOF support capability and the Navy's general-purpose MH-60S squadrons also are trained to provide similar capability.

For ship depot-level maintenance, $10 billion is provided for 2021, the same as in 2020, and aircraft depot-level maintenance increases to $1.7 billion, up from 2020's $1.4 billion. The budget is focused on improved predictability and optimized performance of shipyard maintenance.

If enacted, the budget would increase Navy military end-strength to 347,800 Sailors, up from 340,500 enacted in 2020. The Navy Reserve would remain stable at 58,800 Sailors.

Navy, Marines Say Readiness Improving in Pacific After Fatal Air, Sea Crashes

WASHINGTON –
Stating that command readiness is their top priority, senior U.S. Navy and
Marine Corps leaders told Congress they are improving manning, training and
maintenance procedures in the wake of three fatal sea and air accidents.

In a joint
hearing on Feb. 5, the House Armed
Services subcommittees on seapower and readiness queried commanders about
progress in eliminating readiness issues in the 7th Fleet area

of operations that were largely blamed for a spate of mishaps that lead to the deaths of 17 Sailors in 2017 and six Marines in 2018. Subsequent accident investigations by the Navy and Marine Corps uncovered a dangerous gap between increased operational tempo in the Asia Pacific region and inadequate training, maintenance and manpower practices.

“It is imperative that the Navy and Marine Corps get this right and balance these high operational desires with requisite systems and needs,” Seapower Subcommittee Chairman Joe Courtney (D-Conn.) said at the hearing’s start.

“There is one unified standard for ensuring readiness. Our manning, training and equipping objectives are unambiguous. We only deploy ships that have the required manning, are fully certified and have the necessary material readiness in place,” Vice Adm. Richard A. Brown, commander of Naval Surface Forces and the U.S. Pacific Fleet, told lawmakers.

There were several serious – in two cases, fatal – mishaps involving Navy ships in 2017. In June 2017, the destroyer USS Fitzgerald collided with a Philippine-flagged containership near Japan, severely damaging the ship and killing seven crewmen. In August 2017, another destroyer, the USS McCain, collided with a civilian oil and chemical tanker

near the Strait of Malacca, killing 10 more Sailors.

Investigators found both accidents were avoidable. The commander of 7th Fleet was relieved as were several officers and senior enlisted on the two ships. The Pacific Fleet commander took early retirement.

The hearing came two days after the USS Fitzgerald returned to sea for testing of onboard systems following nearly two years of repairs and modernization. An audit report released Feb. 4 by the Defense Department's Inspector General found training deficiencies in as many as nine of 12 Arleigh-Burke class destroyers, to which both the Fitzgerald and McCain belong, reviewed by the IG office. The report recommended that U.S. Fleet Forces Command direct destroyers with outstanding training requirements to complete them immediately or as soon as the mission allows.

Marine Corps manning and training practices also came under scrutiny in December 2018 after a Marine F/A-18 Super Hornet fighter collided with a KC-130J aerial refueling tanker during a training exercise 50 miles off the coast of Japan. Six Marines died in that incident. Both aircraft were based at Marine Corps Air Station Iwakuni, Japan.

Investigators

determined the fighter pilot's inexperience in conducting nighttime aerial refueling contributed to the collision, but also cited inadequate oversight of squadron training and operations and an "unprofessional command climate." Four Marine officers and the Super Hornet squadron commander at Iwakuni were relieved.

"My focus continues to be readiness for combat," Marine Corps Lt. Gen. Stephen R. Rudder, deputy commandant for aviation, told the House panel. "We are still modernizing and, most importantly, we are focusing on the maintainer, those Marines and Sailors who work on our aircraft."

The probe isn't over, he said, noting that Marine leadership appointed "a consolidated disposition authority to further review the findings of the command investigation of this mishap." The CDA is the independent senior commander who will review the investigation and could order further inquiry and, or, administrative or disciplinary actions.

First Navy V-22 arrives in Patuxent River

The CMV-22B Osprey lands at NAS Patuxent River on Feb. 2 after completing a ferry flight from Bell's Amarillo Assembly Center in Amarillo, Texas. U.S. Navy

NAVAL AIR STATION PATUXENT RIVER, Md. – The first U.S. Navy

CMV-22B Osprey arrived at Patuxent River on Feb. 2 after completing its ferry flight from Bell's Amarillo Assembly Center in Texas, Naval Air Systems Command said.

This is the first of two CMV-22B aircraft assigned to Air Test and Evaluation Squadron (HX) 21, the squadron leading the developmental test efforts for the program.

"Accepting the first aircraft and ferrying it to Patuxent River to continue developmental testing is a critical step forward for the program," said U.S. Marine Corps Col. Matthew Kelly, program manager for the V-22 Joint Program Office. "Our government/industry team can be proud of this milestone as we prepare to put the CMV-22B through testing which will ensure it is ready to support the Navy anywhere around the world."

HX-21 and Bell conducted the aircraft's first flight in December prior to transiting cross-country.

"The developmental test program is designed to validate the capabilities of the aircraft and ensure they meet the Navy's unique mission," said Kacie Fleck, PMA-275's assistant program manager for test and evaluation. "Our integrated test team will complete a variety of ground, flight and avionics test events."

The integrated test team, which includes pilots, aircrew, engineers and maintainers from HX-21, Naval Air Warfare Center Aircraft Division, Boeing and Bell, will conduct developmental test over the next year.

The first operational squadron, Fleet Logistics Multi-Mission Squadron (VRM) 30, is scheduled to receive the aircraft in summer 2020 and operational testing is slated to begin in early 2021. The CMV-22B is a variant of the MV-22B and is the replacement for the C-2A Greyhound for the Carrier Onboard Delivery (COD) mission. The aircraft will be used to transport personnel, mail, supplies and high-priority cargo from shore bases to aircraft carriers at sea.

“The CMV-22B will enable the Navy to supply the carrier strike groups with what they need to project sea power, anytime, anyplace,” Kelly said.

For example, the CMV-22B will be capable of transporting up to 6,000 pounds of cargo and/or personnel over a 1,150 nautical mile range. This expanded range is due to the addition of two new 60-gallon tanks installed in the wing for an additional 120 gallons of fuel and the forward sponson tanks were redesigned for additional capacity.

The CMV-22B variant has a beyond line-of-sight high frequency radio, a public address system for passengers and an improved lighting system for cargo loading. The aircraft will also be capable of internally transporting the F-35C Lightning II engine power module.

The CMV-22B is scheduled to achieve initial operational capability in 2021.

Navy Orders Two MQ-4C Triton UAVs Plus Operating Base

A U.S. Navy MQ-4C Triton unmanned aircraft system (UAS) lands at Andersen Air Force Base for a deployment as part of an early operational capability (EOC) test. U.S. Navy/Mass Communication Specialist 3rd Class MacAdam Kane Weissman

ARLINGTON, Va. — The U.S. Navy has ordered another two MQ-4C Triton high-altitude, long-endurance unmanned aerial vehicles from Northrop Grumman Corp.

According to a Feb. 6 Defense Department contract announcement, Naval Air Systems Command awarded a $172.4

million contract modification for the two UAVs, with the funding included for a main operation base, trade studies and associated technical and administrative data.

The two Tritons are authorized and funded by the 2020 budget.

Last month, the Navy's Unmanned Patrol Squadron (VUP) 19, the Navy's first Triton UAS squadron, deployed two MQ-4Cs to Andersen Air Force Base, Guam, to establish an early operational capability in the western Pacific Ocean.

The Triton eventually will achieve initial operational capability when a total of four MQ-4Cs are deployed to a single site to establish a 24/7 orbit over the western Pacific area of operations.

Laser-Guided Excalibur S Munition Aces Navy Test

The new Excalibur S precision-guided munition is fired from a howitzer. Raytheon Co.

YUMA PROVING GROUND, Ariz. — Raytheon's new Excalibur S precision-guided munition scored direct hits on moving targets in a U.S. Navy test, the company said in a Feb. 5 release. Testing validated the projectile's ability to survive the shock and stress of a howitzer firing, then transition from GPS to laser guidance and hit a moving target.

Excalibur S uses the Excalibur Ib variant's GPS technology and incorporates a semi-active laser seeker to engage mobile land and maritime targets at comparable ranges. Existing Ib projectiles can be upgraded with Excalibur S

capabilities.

https://www.youtube.com/watch?time_continue=18&v=rxa0ASS2wp8&feature=emb_logo
“Using artillery to engage moving targets gives soldiers more flexibility,” said Sam Deneke, Raytheon Land Warfare Systems vice president. “Artillery is typically used to hit stationary objects, but Excalibur S expands the capability of artillery on the battlefield.”

Excalibur is a true precision weapon, impacting at a radial miss distance of less than 2 meters from the target. Widely used by U.S. and international artillery forces, Excalibur has been fired more than 1,400 times in combat.