

Marine Corps to Procure Naval Strike Missile



The Naval Strike Missile, originally designed by Norway's Kongsberg.

NATIONAL

HARBOR, Md. – Using the congressionally approved Other Transaction Authority

with the Marine Corps Systems Command, Raytheon will integrate the Naval Strike

Missile (NSM) into the Marine Corps' existing force structure.

In recent

years the Corps has determined a need to field an anti-ship missile to defend

its forces ashore and the fleet that supports them.

Randy

Kempton, Raytheon's NSM program director, briefing reporters at the Navy

League's Sea-Air-Space exposition here, was not at liberty to discuss which

platforms would deploy the NSM. He did say the Corps had a lot of integration

options and that the missile would be the same as the one on order with the U.S.

Navy.

The Navy has

selected the Naval Strike Missile for its littoral combat ships and

new-generation guided-missile frigate.

The NSM is a fifth-generation

long-range precision-strike cruise missile originally designed by Kongsberg. A

mobile, land-based version is deployed with the coastal defense forces of Poland.

The missile is produced “in partnership with Norway and its defense leader Kongsberg,” a May 7 Raytheon release said. “The Marine Corps’ selection of the Navy’s anti-ship missile enhances joint interoperability and reduces costs and logistical burdens.”

Geurts: Navy Balancing Columbia, Virginia Sub Production



James Geurts, the assistant Navy secretary for research, development and acquisition, at Sea-Air-Space 2019 on May 7, discussing the sea service’s submarine production challenges.

Charles Fazio

NATIONAL HARBOR,

Md. – The meeting of Navy leaders with submarine shipbuilding industry

officials, planned for this month, will focus on integrating the production of

the Columbia-class ballistic missile sub and the future Virginia-class attack

boats, the Navy’s top acquisition executive said May 7.

The biggest issue is removing any conflict in the production

of the two classes of submarines, which will be built by the same two shipyards – Newport News and Electric Boat, James Geurts, the assistant Navy secretary for research, development and acquisition, told reporters after his luncheon speech at the Navy League’s annual Sea-Air-Space exposition. The concern is the impact on Columbia if Virginia production “gets out the box,” Geurts said. That issue could become acute in five years when both submarines are in serial production.

The planned meeting was announced by Chief of Naval Operations Adm. John Richardson, who said it would seek to add back some of the schedule margin for Columbia that has been eroded by production problems. Maintaining the schedule for Columbia is crucial, because the first boat must be ready for its strategic deterrence patrol in 2031 when the first of the Ohio-class ballistic missile subs is forced to retire.

If any conflict in production emerges, Geurts said, the priority will be Columbia.

On another current acquisition issue, Geurts minimized the impact from President Donald Trump’s decision to reverse the Navy’s budget proposal to retire the aircraft carrier Harry S. Truman rather than put it through the planned mid-life nuclear refueling and overhaul, which would give it 25 years of additional service life. Geurts said the change affected very little money in the fiscal 2020 budget, which is being processed in Congress. The cost of keeping Truman in service

and paying for the refueling and overhaul will be worked into the fiscal 2021 budget, and “we’ll do what needs to be done,” he said.

In his speech at the Navy League luncheon, Geurts urged the industry and Navy officials in the audience not to focus on sequestration and other budget problems but look at what the Navy has accomplished in the last 18 months. “I’ve been incredibly impressed with how fast this organization has changed,” he said.

He said the Navy has saved about \$30 billion through acquisition reform and has accelerated some production systems by six to eight months, and industry is saving money through innovation. He noted that the Navy would deliver 12 ships this year, more than it has produced in decades. “We are getting tools out to the fleet,” he said.

Boeing’s Service-Life Modernization of Navy Super Hornets Underway



Production of the Super Hornets is planned to continue through 2023, with 12 per year for three years. THE BOEING CO. NATIONAL

HARBOR, Md. – The first seven of Block II F/A-18E/F Super Hornet strike fighters have been inducted into the service-life modernization (SLM) at Boeing's St. Louis, Missouri, facility, while next month the company's San Antonino facility will induct its first Super Hornet.

Bob Kornegay, Boeing's capture team lead for F/A-18, briefing reporters May 7 at the Navy League's Sea-Air-Space Expo in National Harbor, Maryland, said the inducted jets will emerge as Block III Super Hornets with their 6,000-hour life extended to 10,000 flight hours.

Boeing plans to process 40 Super Hornets per year through the SLM sites, with production running through 2033.

Kornegay described the Block III Super Hornet as having conformal over-wing fuel tanks, freeing up two wing pylons for more weapons. The new version also will be equipped with the Distributed Targeting Processor-Networked (DTP-N), which incorporates the Tactical Targeting Network Technology and produces a common operating picture. The Block II Infrared Search and Track sensor will be installed in a centerline pod. With some additional coating applied, the Block III will have a smaller radar cross-section and will feature the Advanced Cockpit System.

This year the Navy issued a contract for the fourth multiyear procurement for the Super Hornet,

ordering 78 new Block III Super Hornets over fiscal years 2019, 2020 and 2021. Production is planned to continue through 2023, with 12 Super Hornets per year for three years.

The two Super Hornets selected by Boeing to be the test jets for the Block III program have been inducted into the factory and will be ready to turn over to the Navy at the end of the year, said Jennifer Tebo, director of Development for the F/A-18 and EA-18G. This event had been accelerated by one year.

The conformal fuel tanks were flown in February and March.

Services Tackling New Type of Enlistee



Three senior enlisted leaders from the Navy, Marine Corps and Coast Guard spoke during a panel discussion on May 7 at Sea-Air-Space 2019. Charles Fazio NATIONAL HARBOR, Md. – The new generation of Sailors, Marines and Coast Guardsmen who are entering the force and in the early stages of their careers is, well, different. Such is the consensus among the three senior enlisted leaders who spoke at Sea-Air-Space 2019 on May 7.

On one hand, these young people come into military service with an unprecedented technological

savvy. On the other, they have a greater need to know why they are given the tasks they must complete. And they must be placed in the right jobs – with the understanding that they should know how to perform other tasks necessary to support the warfighting mission.

“From my perspective, as I’m looking at the Sailor standing in front of me, is there are too many choices and options in time management,” said Master Chief Petty Officer of the Navy Russell Smith.

Young Sailors understandably are attracted to service by incentives like tuition assistance and the ability to take college courses while deployed on ships. Still, Smith said, those Sailors must know how to do their jobs.

“By any measure, we have more capable Sailors today than any time in our nation’s history.”

Master Chief Petty Officer of the Navy Russell Smith

“What you’re expected to do under high stress in the middle of the night, with things exploding around you or the ship sinking,” is critical, Smith said. So too is the “ability to continue the fight.”

Leaders, Smith said, need to convince their younger charges that goals like the achievement of associate degrees are worthwhile.

“Stay with us. We’ll help you get there – but focus on your job,” Smith said.

Smith said he spent too much time in the accession pipeline to believe that the next generation of Navy leaders is not up to the task.

“By any measure, we have more capable Sailors today than any time in our nation’s history,” Smith said, mentioning that performance and retention went up due to recent efforts to bolster physical standards and boot camp requirements.

Sgt. Maj. Robin Fortner of the Quantico, Virginia-based Marine Corps Systems Command, discussed the need to show new recruits what the service can offer them.

“We have to make sure we have the right incentives for those with the right skills to stay,” said Fortner, who was standing in on the panel for Sergeant Major of the Marine Corps Ronald Green.

Master Chief of the Coast Guard Jason Vanderhaden emphasized the need to allow the service’s young men and women to specialize in fields that are compatible with individual skill sets.

“They want to get really good at their jobs,” Vanderhaden said.

But like his

fellow panelists, Vanderhaden stressed that these Coastguardsmen also must be able to perform missions like damage control, law enforcement or helicopter landings that may be outside of their ratings. As the smallest armed service, the Coast Guard needs everyone possible to fulfill mission requirements, he said. Moreover, as the service gains from technological advances associated with the largest recapitalization in service history, young members' skill sets must grow accordingly to keep pace.

Navy Tackling Shipyard Inefficiencies That Leave Fleet Lagging



The USS Boise, shown here in 2014, has been waiting 18 months for its required yard period. U.S. Navy/Mass Communication Specialist 2nd Class Daniel M. Young
NATIONAL HARBOR, Md. – The Navy is investing \$21 billion in a multiphase program to improve the efficiency of its government shipyards, which have struggled to get ships and submarines back into service on time. The program is called the Shipyard Industrial Optimization Plan, said Steve Lagana, program manager for the plan

in the Naval Sea Systems Command Industrial Division.

Speaking at a NAVSEA briefing at the Navy League's annual Sea-Air-Space exposition May 7, Lagana said the plan was developed in response to criticism from Congress, which has complained about ships and submarines languishing in the yards or unable to get in for required maintenance. A prime example of the problem is the three Los Angeles-class attack boats that have lost their certification to sail due to the overdue maintenance. The USS Boise has been waiting 18 months for its required yard period.

The plan was developed by a team of 40 engineers, Lagana said. The first two phases of the plan were surveys of the yards and detailed analysis of the problems. Those studies showed enormous inefficiencies created by the physical layout of the yards, which had facilities providing parts or services to the dry docks in some cases more than a mile apart.

Lagana showed diagrams of the existing arrangements at the major yards and the planned realignments, which would produce more compact and efficient facilities. At the Puget Sound and Norfolk yards, the facilities serving submarines and nuclear-power carriers would be separated and combined with their supporting components.

“This is a whole new way of thinking about the problem,” Lagana said. Ships in the yards do not produce a lethal Navy, he said.

Coast Guard Working Toward Recapitalizing WCC Fleet

NATIONAL HARBOR, Md. – The Coast Guard plans to release its fifth request for information (RFI) to industry in the coming months, as they continue to gather information on how best to recapitalize their dated waterways commerce cutter (WCC) fleet.

“This aging fleet, it is extremely important to our nation’s economy,” Aileen Sedmak, manager of the WCC program, said during a floor presentation at the Navy League’s Sea-Air-Space exposition May 7.

The 35-ship fleet consists of three cutter types, an inland construction tender, a river buoy tender and an inland buoy tender. They primarily operate along the Mississippi River and Great Lakes region. The ships average 50 years of age and are responsible to making sure \$4.6 trillion for the nation’s economy per year is able to move freely in the inland waters.

In February, the service released an RFI asking for industry to gather information about the state of the market and

current industrial capabilities to support pile-driving systems for the WCC program.

Sedmark said the recapitalization program is currently in the analyze-select phase, which includes collaborating with the Navy's Naval Sea Systems Command to analyze needs and requirements.

"We are doing our due diligence," she said.

The acquisition program will cost over \$1 billion, and the exact number of cutters needed remains uncertain. Sedmark said they would like to have initial operational capability in fiscal 2024 and full operational capability by fiscal 2030.

"This is a very critical mission right now," she said.

Issues with the cutters currently include additional maintenance requirements and lost operational time because of it.

Industry representatives at the presentation asked a series of questions on production timelines, how many cutters may be in the fleet and additional requirements that may be needed on the cutters.

Sedmark said she was uncertain when a request for proposal would be issued or how many exact ships would be requested.

Navy Closing in on Training Copter Award



Leonardo's TH-119 is in the running for the Navy's new training helicopter. Leonardo-Finmeccanica NATIONAL HARBOR, Md. – The Navy is on track to award a contract for its new training helicopter by the end of this calendar year, and Leonardo Helicopters believes it is in a great position to win that competition, Andrew Gappy, director of the firm's Navy and Marine Corps programs, said May 7.

Leonardo is offering the TH-119, a modified version of its widely used commercial helicopter, which is serving as a trainer for the Portuguese Air Force and Israel, Gappy said. A former Marine helicopter pilot, Gappy said the 119 has the advantage of being the only one of the three competitors that is made in America, at Leonardo's full-service plant in Philadelphia. It also has a rugged, nearly all metal airframe that can take the rough handling commonly endured by training aircraft and has a single engine, which will reduce the long-term maintenance and operating cost, he said.

Also competing to replace the Navy's current TH-57, which is used to train helicopter pilots for the Navy, Marine Corps and Coast Guard, are Airbus, with its

twin-engine

H-235P3, and Bell Helicopters, with the 407 GXi, an updated version of the Bell 206, which was the basis for the TH-57.

Gappy said all three firms have submitted their proposals, which are being evaluated by the Navy. The contract required an in-service helicopter, a ground training system and a long-term sustainment proposal with projected cost. The winner will produce 130 aircraft in five years, with the first five due by the end of the fiscal 2020.

Gappy said the TH-119 proposal was crafted with input from a team of former military helicopter pilots. It is the highest power-rated single-engine helo in the U.S., meets all of the Navy's requirement and offers a low sustainment cost. "It's not just what the airplane can do; it's the affordability of the airplane," he said.

Final Zumwalt-Class Destroyer Christened, Will Deliver Next

Year



The final DDG-1000 Zumwalt-class destroyer was recently christened. U.S. Navy / Mass Communication Specialist 2nd Class Charles Oki

NATIONAL HARBOR, Md. – The Zumwalt-class of destroyers is experiencing a series of milestones as its program continues to refine its role in the fleet, according to a May 7 briefing at Sea-Air-Space 2019. The third and final DDG-1000 Zumwalt-class destroyer was just christened in the last couple of weeks, setting it up for a 2020 delivery. The DDG-1002 was christened on April 27, Capt. Kevin Smith, DDG-1000 program manager, said. The program also conducted the first live missile firings using the Zumwalt Combat System on April 26.

The program is looking into implementing a maritime strike version of the Tomahawk missile, and they are also looking at the SM-6 Block 1A, the captain said.

The Navy expects the DDG-1000 to take on a different role in the fleet compared to how it was originally envisioned. It was slated as a ship that could operate in the littorals, but now the Navy is shifting it to a more blue-water focus, Smith said.

“We are now an offensive surface strike platform – more blue water,” he said. “The Navy made a decision to go that way.”

Orolia Working on GPS Jamming

and Spoofing Solutions for DoD

NATIONAL HARBOR, Md. – As international incidents increase, and the U.S. military begins an uptick in training exercises on global positioning service (GPS) jamming, military leaders are looking more toward industry for answers on how to combat the growing issue.

Paul Zweers, vice president of the global Aerospace, Defense and Government business units for Orolia, said a few recent occurrences are putting a spotlight on the issue – including an incident last February, where Finland and Norway suspected and accused Russia of GPS signal jamming during a NATO-led drill.

“Operating in [a] Global Navigation Satellite System-denied environment and GPS jamming and spoofing are the buzzwords everybody is talking about,” he said.

GPS jamming occurs when radio frequency transmitters are used to intentionally block or interfere with communication devices, such as a GPS, cell phones and Wi-Fi networks. GPS spoofing involves the practice of using fake GPS signals to trick equipment and send false location signals.

“We have more proof, beside incidental jamming, that there’s active spoofing and jamming going on in certain parts of the world. Everybody is painfully aware this exists, and they are asking how we can

we overcome this and what are the solutions,” Zweers said during an interview on the show floor of the Navy League’s annual Sea-Air-Space exposition.

Orolia currently provides support for cybersecurity and interoperability for the Department of Defense, and it is working on expanding its SecureSync platform, which combines multi-GNSS signal synchronization options BroadShield GPS anti-jamming/spoofing protection and superior low phase noise capability for military systems.

“We have quite a broad portfolio, and in the coming years we will be looking to expand our PNT [position navigation time] mission set,” he said.

Marine Corps Looking at Future Light Helicopter Replacement



The Marine Corps hopes to field the successor to the UH-1Y Venom, shown here, and the AH-1Z Viper in the late 2020s or early 2030s. MARINE CORPS / Cpl. Sabrina Candiaflores

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HARBOR, Md. – The Marine Corps and the Army are running an analysis of alternatives (AOA) to see whether the two services can meet the same requirements

for Milestone A or B start in fiscal 2021, a Marine helicopter acquisition official said. The AOA is expected to be complete in the “next couple of months.”

Speaking May

6 to an audience at the Navy League’s Sea-Air-Space Expo in National Harbor,

Maryland, Marine Col. David C. Walsh, program manager for Marine light attack

helicopters, said the Marine Corps has begun studies for its Attack Utility

Replacement Aircraft to succeed the UH-1Y Venom and AH-1Z Viper helicopters.

The Corps

hopes to field the Future Vertical Lift Capabilities Set 3 by the late 2020s or

early 2030s, Walsh said.

A key

requirement for the Marine Corps is an aircraft that can keep up with or even

exceed the speed of an MV-22B Osprey, 310 knots.

Bell

Helicopter delivered the last of 160 UH-1Ys in April 2018 and has delivered 111

of 189 AH-1Zs to date. The last AH-1Z deliveries are scheduled for 2022.

Bahrain and Pakistan also have purchased AH-1Zs, while Turkey and Taiwan have

procured the older AH-1W.

Walsh said

that there is considerable foreign military sales potential for the UH-1Y and

AH-1Z. He listed potential for 88 AH-1Zs and 29 UH-1Ys in Europe, 129 AH-1Zs in the Asia-Pacific region, and 44 AH-1Zs and 24 UH-1Ys in the Middle East and North Africa.

Walsh also said his office is working on capability upgrades to the Corps' H-1 fleet, including Link 16, full-motion video, the Joint Air-Ground Missile, and the AIM-9X Sidewinder air-to-air missile, as well as some navigational upgrades.