

HII, Hitachi Lock in Multi-Year REMUS 300 UUV Production Agreement



[From HII](#)

POCASSET, Mass., July 01, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII) announced the order from Hitachi, Ltd. (Hitachi) for more than a dozen REMUS 300 small uncrewed undersea vehicles (SUUVs) under a program that will deliver the vehicles over multi-years.

HII's REMUS 300 platform is a modular, open-architecture SUUV engineered for multi-mission adaptability and was the commercial basis for the U.S. Navy's Lionfish program.

The procurement by Hitachi builds on a long-standing relationship with Japan, an important U.S. ally in the Pacific region. The REMUS 300 platform is in service with several nations worldwide and offers critical interoperability with partner and allied forces.

“This procurement represents a key sale milestone for the REMUS 300 commercial program,” said Duane Fotheringham, president of Mission Technologies’ Uncrewed Systems business group. “We greatly appreciate the confidence Hitachi has placed in us. The success of our commercial REMUS 300 vehicles is a result of our work in the international markets and the high confidence our customers place in REMUS products. These vehicles deliver critical mine-hunting capabilities and flexible payload options to our allies and partners.”

A photo accompanying this release is available at: <http://hii.com/news/hii-and-hitachi-lock-in-multi-year-remus-300-uuv-production-agreement/>.

About the REMUS UUV

The REMUS UUV family delivers critical advantages across modern naval operations and the autonomous systems have been proven to operate independently or in conjunction with crewed platforms – such as Virginia-class nuclear submarines – to extend mission range, reduce detection risk and limit personnel exposure.

The REMUS open-architecture design allows rapid payload integration, enabling mission-specific configurations and future tech insertions – key factors in maintaining operational relevance and cost efficiency over time.

To date, HII has sold more than 700 REMUS vehicles to over 30 countries, including 14 NATO members. Notably, over 90% of REMUS units delivered in the past 23 years remain in service, demonstrating platform durability and lifecycle value – both critical in defense acquisition decision-making.

HII Christens Guided Missile Destroyer Jeremiah Denton



From HII

PASCAGOULA, Miss., June 28, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII) christened today the future USS *Jeremiah Denton* (DDG 129), the third Flight III *Arleigh Burke*-class destroyer to be built at the company’s Ingalls Shipbuilding division.

The ship’s name honors former U.S. Sen. Jeremiah Denton Jr., a Vietnam War veteran who was awarded the Navy Cross for his heroism as a prisoner of war. Denton spent 34 years as a naval aviator, including eight years as a prisoner of war in Vietnam. He is known for his act of genius during a televised broadcast in captivity, when Denton spelled out the word “torture” through Morse code using his eyes to blink the code. Following his Navy career, Denton was elected to the U.S. Senate representing his home state of Alabama in 1980.

“Today, we honor the skilled work of our Ingalls shipbuilders

and the enduring spirit of Adm. Jeremiah Denton, a man who, under unimaginable pressure, exemplified strength, sacrifice, leadership and resilience,” Ingalls Shipbuilding President Brian Blanchette said. “When we christen a ship, we celebrate a joint mission with our Navy industry partners, one that connects the work we do here in Pascagoula to the safety and security of our nation and the free world.”

Acting Assistant Secretary of the Navy for Research Development and Acquisition Brett Seidle was the keynote speaker. He highlighted the importance of naval ships, the legacy of the ship’s namesake, and recognized the shipbuilding workforce as a vital national asset.

“Today we christen not just a ship, but we make a statement – a powerful steel forged testament to America resolve,” Seidle said. “The future USS *Jeremiah Denton* will sail as a reminder to the world, much like her namesake, the United States does not back down. The United States does not break and we do not forget our heroes. That is the legacy that this warship carries forward.”

The ship’s co-sponsors and daughters of the namesake, Madeleine Denton Doak and Mary Denton Lewis, performed the traditional bottle-breaking ceremony against the bow to formally christen the ship. Madeline represented the family by providing remarks and paying tribute to her late father and mother who were Alabama natives.

“This magnificent ship was built by their neighbors (Mississippi), men and women who understand their skills, hard work and precise attention to detail that are vital in keeping our world safe.”

Flight III *Arleigh Burke*-class destroyers represent the next generation of surface combatants and incorporate a number of design modifications that collectively provide significantly enhanced capability. Upgrades include the AN/SPY-6(V)1 Air and

Missile Defense Radar (AMDR) and the Aegis Baseline 10 Combat System required to keep pace with the threats well into the 21st century.

Ingalls has delivered 35 *Arleigh Burke*-class destroyers to the U.S. Navy including the first Flight III, *USS Jack H. Lucas* (DDG 125), in June of 2023. In addition, Ingalls Shipbuilding has five Flight IIIs currently under construction including *Ted Stevens* (DDG 128), *Jeremiah Denton* (DDG 129), *George M. Neal* (DDG 131), *Sam Nunn* (DDG 133) and *Thad Cochran* (DDG 135).

Photos accompanying this release are available at: <http://hii.com/news/hii-christens-guided-missile-destroyer-jeremiah-denton-ddg-129/>.

Video of the ceremony, along with additional information on DDG 129, and the *Arleigh Burke*-class program, can be found at [Jeremiah Denton \(DDG 129\) Christening – HII](#).

HII, C3 AI Forge Strategic AI Partnership to Support US Navy Shipbuilding



From HII

NEWPORT NEWS, Va., June 30, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII), America’s largest military shipbuilder, and C3 AI (NYSE: AI), the Enterprise AI application software company, have announced a strategic partnership to expand digital technologies and apply artificial intelligence (AI) to accelerate shipbuilding throughput at HII’s Newport News Shipbuilding and Ingalls Shipbuilding divisions.

“Increasing shipbuilding throughput is a critical priority for HII and the U.S. Navy,” HII CEO Chris Kastner said. “We’re proud to partner with C3 AI to leverage data and digital capabilities like artificial intelligence in the urgent work of delivering ships to the U.S. Navy.”

“C3 AI is proud to team with HII to ensure its vision in maintaining the nation’s maritime industrial dominance through the adoption of next-generation shipbuilding technologies. This collaboration underscores our growing role as a strategic provider to the U.S. government and defense sector,” said Thomas M. Siebel, chairman and CEO, C3 AI. “By deploying

Enterprise AI across planning, operations, and the supply chain, we are powering a modern, intelligent infrastructure to ensure America's edge in naval readiness."

HII is broadening an existing partnership with C3 AI to integrate AI solutions across its shipbuilding operations, including in the areas of planning, operations, supply chain and labor allocation. These efforts are expected to accelerate production and support the U.S. Navy's fleet readiness needs. The collaboration will also include opportunities in uncrewed vehicle production and sustainment.

The collaboration builds on a six-month initial Enterprise AI production deployment program conducted at Ingalls Shipbuilding, where shipbuilding teams leveraged complex algorithms to adjust and optimize work schedules. The initial deployment of the C3 AI application – powered by the C3 Agentic AI Platform – demonstrated significant improvements in schedule performance, an effort which will now be scaled across HII shipyards.

Initial efforts will focus on leveraging AI to enhance planning and scheduling at HII's two shipbuilding divisions: Ingalls Shipbuilding, which builds amphibious ships and destroyers for the U.S. Navy; and Newport News Shipbuilding, which constructs U.S. nuclear-powered aircraft carriers and nuclear-powered submarines for the U.S. Navy.

This alliance marks a significant milestone in the digitization of America's defense industrial base and reflects the commitment of both companies to strengthening U.S. naval capabilities through innovation.

An image accompanying this release is available at: <http://hii.com/news/hii-and-c3-ai-forge-strategic-artificial-intelligence-partnership-to-support-us-navy-shipbuilding/>.

Garamendi Introduces Legislation to Reauthorize Ocean Shipping Regulator FMC



From the office of Representative John Garamendi, June 30, 2025

Washington, D.C. – Last week, U.S. Representative John Garamendi (D-Calif.), and his Democratic and Republican colleagues including Reps. Dusty Johnson (R-S.D.), Mike Ezell (R-Miss.), Salud Carbajal (D-Calif.) introduced legislation to reauthorize the Federal Maritime Commission (FMC), the independent federal agency responsible for regulating the U.S. international ocean transportation system.

Garamendi is a [leader](#) in ocean shipping legislation and helped spearheaded the most significant update to ocean shipping laws for the first time in more than two decades.

“America’s economy depends on a reliable and efficient shipping and freight system,” said Rep. John Garamendi (D-Calif.), senior member of the U.S. House Armed Services Committee. “That’s why I’m proud to lead the *Federal Maritime Commission Reauthorization Act*, which will ensure continued funding for the Commission, strengthen our maritime infrastructure, and build upon my previous work on the *Ocean Shipping Reform Act*. I’m grateful to Representative Johnson for partnering with me on this critical legislation.”

“Ocean shipping is a critical aspect of America’s national, food, and economic security. That’s why our Federal Maritime Commission must be equipped with the proper tools to keep the industry operating above bar,” said Rep. Dusty Johnson (R-SD). “Ocean shipping is integral to our economy, from farmers to phones, critical minerals to cars. I’m proud to lead this legislation with Rep. Garamendi to ensure our ocean transportation system is working to the benefit of U.S. exporters, importers, and consumers.”

“Ensuring the strength, security, and transparency of our maritime supply chain is not just an economic issue, it’s a matter of national interest. The *Federal Maritime Commission Reauthorization Act of 2025* gives the Commission the tools and oversight needed to hold bad actors accountable, and protect American shippers. As Chairman of the Coast Guard and Maritime

Transportation Subcommittee, I'm proud to support this bipartisan effort to modernize and empower the FMC for the years ahead," said Rep. Mike Ezell (R-Miss.), Chairman of the Coast Guard and Maritime Transportation Subcommittee.

"American businesses need access to a robust maritime supply chain to stay competitive," said Rep. Salud O. Carbajal (D-Calif.), Ranking Member of the Coast Guard and Maritime Transportation Subcommittee. "This bipartisan bill ensures the Federal Maritime Commission remains a strong, independent watchdog and gives American exporters and importers a fairer, more efficient playing field in the global marketplace."

The *Federal Maritime Commission Reauthorization Act of 2025* is:

Tough on China

- Establishes a formal process to report complaints against shipping exchanges, like the [Shanghai Shipping Exchange](#), to the FMC for investigation.
- Directs the FMC to report on anticompetitive business practices or nonreciprocal trade practices.
- Codifies the definition of "controlled carrier" under the *Shipping Act* to encompass state-controlled enterprises in non-market economies like the People's Republic of China.

Good Government

- Updates and improves the purposes of the *Shipping Act* to better reflect current federal policy governing

international ocean shipping.

- Prohibits the FMC from requiring ocean carriers to report information already reported to other federal agencies.

Sustains the FMC Mission

- Reauthorizes the FMC through fiscal year 2029.
- Expands FMC Advisory Committees, ensuring non-government stakeholders have the opportunity to provide their insight and expertise to the Commission.
- Reinforces the FMC's independent nature by requiring a majority vote of the Commission to disclose FMC investigation efforts to outside parties.

The *Federal Maritime Commission Reauthorization Act of 2025* is cosponsored by U.S. Representatives Dusty Johnson (R-S.D.) Mike Ezell (R-Miss.), and Salud Carbajal (D-Calif.).

Click [here](#) for bill text.

**U.S. Fourth Fleet Holds
UNITAS 2025 Final Planning**

Conference



By U.S. Naval Forces Southern Command / U.S. 4th Fleet Public Affairs, June 27, 2025

JACKSONVILLE, Fla. – U.S. Naval Forces Southern Command/U.S. 4th Fleet hosted the UNITAS 2025 final planning conference (FPC) from June 23-27, building upon the momentum established during the main-planning conference held in April and initial planning conference held in February. The FPC brought together representatives from the U.S. and partner nations to finalize plans for UNITAS 2025, the 66th iteration of the world's longest-running multinational maritime exercise.

UNITAS 2025, scheduled for Sept. 15-Oct. 6, will take place off the East Coast of the United States, with shore-based events at Naval Station Mayport, Marine Corps Base Camp Lejeune, North Carolina, Naval Station Norfolk, Virginia, and Naval Air Station Oceana, Dam Neck Annex. The exercise will feature a variety of maritime and littoral operations,

including a live-fire sinking exercise (SINKEX) and amphibious landings.

“The final planning conference has allowed us to solidify the objectives and operational details for UNITAS 2025, which will precede the year-long events commemorating the U.S. Navy’s 250th birthday,” said Rear Adm. Carlos Sardiello, commander of U.S. Naval Forces Southern Command/U.S. 4th Fleet. “The collaborative spirit and dedication displayed by all participating nations ensures that this exercise will further strengthen our maritime partnerships and enhance interoperability.”

More than 250 representatives from over 20 countries and all branches of the U.S. military participated in person and virtually, including Argentina, Belize, Brazil, Canada, Chile, Colombia, Dominican Republic, Ecuador, El Salvador, France, Germany, Greece, Guatemala, Honduras, Jamaica, Japan, Mexico, Panama, Paraguay, Peru, Singapore, Spain, and the United States.

During the conference, participants finalized the desired training events, confirmed participating units and personnel, and reviewed logistics and communications plans. UNITAS is designed to enhance relationships and improve interoperability among participating nations.

UNITAS 2025 will showcase maritime technology, including unmanned and hybrid fleet systems, building on last year’s integration of unmanned undersea vehicles. The exercise will culminate in high-end war fighting events.

“The final planning conference exceeded expectations, setting the stage for UNITAS 2025 to be our most ambitious and comprehensive exercise yet,” said Patrick Cooper, UNITAS 2025 planner. “While coordination will continue leading up to the exercise, the next time we all come together in person will be at the opening ceremony when we put all this hard work into

action.”

U.S. Naval Forces Southern Command/U.S. 4th Fleet serves as the maritime partner for Caribbean, Central and South American maritime forces, working to improve unity, security and stability in the region.

For more USNAVSOUTH/4th Fleet news and photos, visit [facebook.com/NAVSOUTH4THFLT](https://www.facebook.com/NAVSOUTH4THFLT), <https://www.fourthfleet.navy.mil/>, X – @NAVSOUTH4THFLT, and <https://www.linkedin.com/company/u-s-naval-forces-southern-command-u-s-4th-fleet>

Senior Military Leaders Praise Destroyer Sailors During Souda Bay Visit

By U.S. Naval Forces Europe Public Affairs, June 29, 2025

SOUND BAY, Greece – Chairman of the Joint Chiefs of Staff, Air Force Gen. Dan Caine, and U.S. Naval Forces Europe-Africa Commander, Adm. Stuart B. Munsch, visited the Arleigh Burke-class guided-missile destroyer USS Thomas Hudner (DDG 116) during a port call in Souda Bay, Greece, June 29.

During the visit, the senior leaders met with Thomas Hudner Sailors, who have been conducting operations in the Eastern Mediterranean for the past two weeks with four other U.S. Navy destroyers. They thanked the crew for their operational activities in support of Department of Defense and U.S. Navy taskings.

“I am incredibly proud of these sailors and grateful for their service. They have made tremendous contributions to America’s, and the region’s, security.” Caine said. “No other military in the world can do what we can do, and we’re blessed to have Sailors like these around the globe who make it possible.”

U.S. 6th Fleet positioned five Arleigh Burke-class guided-missile destroyers in the Eastern Mediterranean Sea in order to provide defensive support to Israel against Iranian attacks and promote regional stability.

The destroyers, including USS Arleigh Burke (DDG 51), USS The Sullivans (DDG 68), USS Oscar Austin (DDG 79) and USS Paul Ignatius (DDG 117), are equipped with the Aegis Weapon System designed for ballistic missile defense and intercepted multiple Iranian ballistic missiles since June 14.

“Thomas Hudner represents the best and the highest standard of our Navy,” Munsch said. “Deploying from our homeland and operating forward to defend our nation and our interests abroad has been a hallmark of our Navy for over two centuries. The naval forces operating in the European theater and beyond have shown that our Navy is prepared, postured, and ready for the challenges we face.”

Since departing Mayport, Florida, in February, Thomas Hudner and its crew have been conducting various operations including integrated exercises, theater security engagement, and maritime security operations.

Included in Thomas Hudner’s previous operations which have already spanned four geographic theaters in a single deployment, the ship represented the Navy during the 81st anniversary of the D-Day landings in Normandy earlier this month.

For over 80 years, NAVEUR/NAVAF has forged strategic relationships with allies and partners, leveraging a foundation of shared values to preserve security and

stability. Headquartered in Naples, Italy, NAVEUR/NAVAF operates U.S. naval forces in the EUCOM and AFRICOM areas of responsibility.

VMFA-224 Redesignates as Marine Corps' Newest F-35B Squadron



U.S. Marine Corps Sgt. Maj. Steven E. Buckom, from North Carolina, command senior enlisted leader, Marine All-Weather Fighter Attack Squadron (VMFA(AW)) 224, passes the Marine Corps colors to Lt. Col. Jarrod Allen, from California, the outgoing commanding officer of VMFA(AW)-224, during a squadron redesignation and change of command ceremony at Marine Corps Air Station Beaufort, South Carolina, June 26, 2025. The

ceremony represented the squadron's transition from an all-weather F/A-18D Hornet squadron to an F-35B Lightning II squadron and signified the transfer of responsibility, authority, and accountability from Allen to Lt. Col John P. Stuart. (U.S. Marine Corps photo by Lance Cpl. Gavin K. Kulczewski)

From Communication Strategy and Operations Office, 2nd Marine Aircraft Wing

Jun2 27, 2025

MARINE CORPS AIR STATION BEAUFORT, S.C. – Marine All-Weather Fighter Attack Squadron (VMFA(AW)) 224 redesignated to Marine Fighter Attack Squadron (VMFA) 224 during a change of command and redesignation ceremony at Marine Corps Air Station Beaufort, South Carolina, on Thursday, June 26.

The event marked the squadron's historic transition from operating the F/A-18D Hornet to becoming an F-35B Lightning II Joint Strike Fighter squadron, concluding more than 32 years as a Hornet squadron and as a Marine all-weather fighter attack squadron.

In addition to the redesignation, the ceremony also served as a change of command, representing a transfer of responsibility, authority, and accountability from Lt. Col. Jarrod Allen, the former commanding officer, VMFA(AW)-224, to Lt. Col. John Stuart, the current commanding officer of VMFA-224.

"For over 30 years, the Fightin' Bengals have superbly executed the mission of a Marine all-weather fighter attack squadron," said Allen. "As the Bengals redesignate, it ends an era of the All-Weather designation that began with the Night Fighter designation in 1943. I could not be prouder of the Marines and Sailors who upheld the high standards of excellence during the final days of this chapter."

With origins dating back to 1942, the "Bengals," or "Fightin'

Bengals," have a storied legacy in Marine Corps aviation. The squadron supported operations in World War II, the Vietnam War, Operations DESERT SHIELD and DESERT STORM, and the Global War on Terror. Throughout its history, the squadron consistently adapted to emerging aviation technologies to meet evolving modernization demands, including numerous hardware and software upgrades to the F/A-18 Hornet. After conducting its final F/A-18 flight on April 28, 2025, the Bengals now look ahead as they transition to the F-35B.

The F-35 is a fifth-generation fighter jet with advanced stealth, agility and maneuverability, sensor and information fusion, and provides the pilot with real-time access to battlespace information. It is designed to meet an advanced threat while improving lethality, survivability, and supportability. The F-35B Lightning II is the short-takeoff and vertical-landing (STOVL) F-35 variant. This capability allows the aircraft to operate from amphibious assault ships and expeditionary airstrips less than 2,000 feet long.

Stuart also reflected on the squadron's legacy.

"The newly unfurled battle colors of VMFA-224 are adorned with streamers that represent the unit's history, accomplishments, and the legacy left by those who came before," said Stuart. "As the squadron transitions into the fifth generation of fighter aircraft with the F-35B, that legacy will be an omnipresent reminder of why we must constantly prepare for whatever comes next."

As the Marine Corps' newest F-35B squadron, VMFA-224 continues to prepare its personnel, equipment, and procedures for F-35 operations. The squadron expects to receive its first F-35B in late 2025 and is working towards receiving its Safe for Flight certification.

"The next thing for the Fightin' Bengals is to build upon the rock-solid foundation we've inherited and produce a stealth

fighter squadron unmatched in tactical excellence, maintenance efficiency, quality, and Marine Corps ethos,” said Stuart. “Rest assured, when our nation calls upon the Bengals to do its bidding, the adversaries of our country and her allies will understand what it means to ‘Fear the Ambush.’”

VMFA-224 is a subordinate unit of 2nd Marine Aircraft Wing, the aviation combat element of II Marine Expeditionary Force.

For photos of the ceremony, please visit:

<https://www.dvidshub.net/image/9134988/vmfa-224-change-command-and-redesignation-ceremony>

USCGC Stratton Concludes Joint Operations with Japan, Philippine Coast Guards



The Legend-class U.S. Coast Guard Cutter Stratton (WMSL 752) steams alongside the Japan Coast Guard Patrol Vessel Asanagi (PLH-43) and the Philippine Coast Guard vessel BRP Teresa Magbanua (MRRV-9701) during a trilateral search and rescue exercise in Kagoshima, Japan, June 20, 2025.

From U.S. Coast Guard 14th District, June 26, 2025

KAGOSHIMA, Japan – U.S. Coast Guard Cutter Stratton (WMSL 752) departed Kagoshima June 20, following in-port and at-sea engagements with Japan Coast Guard (JCG), Philippine Coast Guard (PCG), and Japan government officials.

This event marks a significant milestone as the first time the trilateral search and rescue exercise with the Philippine Coast Guard, occurred in a region outside the Philippine territorial seas, emphasizing the growing cooperation among the three nations.

While in-port, Stratton leadership met with the Japan Coast Guard commander of the 10th Regional Headquarters, chief of

Kagoshima Coast Guard Office, mayor of Kagoshima City, and governor of Kagoshima Prefecture. Stratton crewmembers attended facility tours of Nanatsujima Japan Coast Guard Base, hosted reciprocal cutter tours for PCG and JCG members, and participated in dinner receptions hosted by the participating countries.

Following the in-port engagements, Stratton, JCG vessel Asanagi, and PCG vessel BRP Teresa Magbanua conducted a trilateral search-and-rescue exercise (SAREX) in Kagoshima Bay. The SAREX focused on maximizing the capabilities of each vessel to enhance interoperability, strengthen the relationships among the three Coast Guards, and promote joint operational readiness.

During the exercise, crewmembers participated in crew exchanges to observe operations aboard other cutters. The SAREX consisted of a simulated man overboard, employing Stratton's ScanEagle unmanned aerial system for search and detection. Additionally, a JCG helicopter deployed a rescue swimmer to recover a live person in the water as part of the exercise.

"This joint operation reinforces the close partnership between the United States, Japan, and Philippines," said Stratton Commanding Officer Capt. Brian Krautler. "By operating together, we strengthen our collective forces, ensuring readiness against threats to maritime safety and security. We are honored to have participated in these joint operations to promote the safety and security of the Indo-Pacific region."

The exercise culminated in a joint firefighting exercise, where all vessels worked together to extinguish a simulated fire on a JCG patrol vessel. The conclusion of the successful SAREX demonstrated the ability of the three Coast Guards to collectively respond and effectively operate together in complex maritime emergencies.

Stratton's crew is scheduled to engage with regional partners and participate in joint operations to support and enhance maritime governance, safety and security throughout their Western Pacific patrol.

Stratton is assigned to Destroyer Squadron (DESRON) 15, the Navy's largest DESRON and the U.S. 7th Fleet's principal surface force. DESRON 15 regularly assumes tactical control of the surface units operating in the area.

Commissioned in 2012, Stratton is one of 10 legend-class National Security Cutters and one of four homeported in Alameda, California. National Security Cutters are 418-feet long, 54-feet wide, and have a 4,600 long-ton displacement. They have a top speed of 28 knots, a range of 12,000 nautical miles, and sail with a crew of up to 170. National Security Cutters routinely conduct operations throughout the Pacific, where their unmatched combination of range, speed, and ability to operate in extreme weather provides the mission flexibility necessary to conduct vital strategic missions.

The namesake of U.S. Coast Guard Cutter Stratton is Capt. Dorothy Stratton, the first female commissioned officer in the Coast Guard. Captain Stratton led the service's all-female reserve force during World War II, commanding more than 10,000 personnel. The ship's motto is "We Can't Afford Not To."

Allied Constructive Kills

Reinforce Philippine Archipelagic Coastal Defense Concept



From Marine Rotational Force – Darwin, June 27, 2025

MANILA, Philippines – In a demonstration of allied resolve, interoperability, and command agility, U.S. Marines with Marine Rotational Force – Darwin (MRF-D) 25.3, serving as I Marine Expeditionary Force (MEF) Forward, coordinated a simulated maritime strike operation in support of real-world movements and training across the Philippine archipelago during Exercise KAMANDAG 9, June 1, 2025. In a show of multinational capability, the regimental level headquarters of the forward deployed MRF-D 25.3 Marine Air-Ground Task Force (MAGTF) planned, coordinated and executed a true Combined Joint All Domain Operation (CJADO).

The CJADO, centered around multi-phased “constructive kill” (CK) scenarios in support of real-world maneuver, showcased how a purpose-built and forward-deployed MAGTF synchronized fires and effects from joint and combined forces across multiple echelons and domains. A CK involves vectoring simulated fires onto notional targets to enhance training value for the combined forces in the Philippines. Spanning hundreds of nautical miles and integrating Philippine, U.S., Japanese and Republic of Korea maneuver forces, the training validated how precision fires, intelligence, communications, littoral maneuver, and distributed command and control can defend key maritime terrain in response to crisis or contingency.

“This is what combined operations looks like at the highest level – forward-postured, allied-enabled, and terrain-informed,” said U.S. Marine Corps Col. Jason C. Armas, commanding officer of Marine Rotational Force – Darwin 25.3 MAGTF. “What we achieved here wasn’t just a constructive kill. It was a deliberate act of allied integration, command agility, and maritime dominance. We showed unambiguously that the Marine Corps can apply precision fires and maneuver at scale, across vast distances, and in lockstep with our partners. This sets the precedent. This is how we fight.”

Adjacent to the MRF-D MAGTF, 3rd Marine Littoral Regiment (MLR) utilized the Navy Marine Expeditionary Ship Interdiction System (NMESIS) to conduct simulated maritime strikes in support of combined 3rd MLR and Philippine Marine maneuver forces in Batanes. To the South, the MRF-D MAGTF directly coordinated with the U.S. Army’s 1st Multi-Domain Task Force (MDTF) to execute simulated simultaneous strikes in support of real-world training with U.S., Philippine, Japanese, and Korean maneuver forces on Palawan. 1st MDTF’s simulated long-range precision fires neutralized notional maritime threats in the waters to the west of Palawan and north of Luzon, creating maneuver corridors for the joint and combined force during

KAMANDAG 9.

1st MDTF's simulated strikes set conditions for the coordinated insertion of a rifle company with 2nd Battalion, 1st Marine Regiment, MRF-D 25.3, and the Philippine Marine Corps' 3rd Marine Brigade, including subordinate Marine Brigade Landing Teams (MBLTs), along the western coastline of Palawan and near the port of Berong. Enabled by the successful second simulated strike, Soldiers with the Amphibious Rapid Deployment Brigade (ARDB), Japanese Ground Self-Defense Force (JGSDF), and Philippine Marines with 3rd Marine Brigade launched a bilateral ship-to-shore movement via Combat Rubber Raiding Crafts (CRRC) simulating a humanitarian disaster relief (HADR) insertion. Once ashore, forces began identification, triage and movement of simulated casualties to a Japanese Role I medical center and then a Role II medical center with MRF-D's Combat Logistics Battalion 1 (CLB-1).

Adjacent to the HADR, the combined infantry force from MRF-D and the PMC established fortified positions on the Berong beachhead in preparation for a defense against simulated amphibious adversary landing forces following the successful joint MDTF strike. A few days later, that bilateral force conducted a counter-landing live-fire against that same simulated adversary force from fortified positions along the beach near Quezon, marking the culmination of the full kill chain – from sensing, to striking, to defending.

“The Philippine Marine Corps integrates joint and combined sensors to enhance its kill chain, enabling precision engagement and control of key maritime terrain and sea lines of communication,” said Maj. Sivel Sarmiento, an operations officer with the PMC. “This training under KAMANDAG's constructive kill framework sharpens situational awareness and accelerates target acquisition in support of maritime denial operations.”

The success of the CJADO wasn't just about fires or maneuver –

it was made possible by the MAGTF enablers operating behind the scenes. Joint and combined ISR assets, including maritime surveillance platforms and unmanned systems, provided the data needed to find, fix, and track targets throughout the archipelago. MRF-D's intelligence and communications teams, supported by defensive cyber operators, ensured that targeting data, movement coordination, and effects synchronization continued uninterrupted. The joint fires timeline was stitched together digitally in real time.

"The MRF-D MAGTF Defensive Cyberspace Operations-Internal Defensive Measures (DCO-IDM) element, organically embedded within the MAGTF's Fires and Effects Coordination Center (FECC)," said 1st Lt. Jared Haynie, officer in charge of the DCO-IDM team with MRF-D 25.3. "As an integrated, organic MAGTF asset, the team's focused defensive operations enabled uninterrupted execution of critical events during the CJADO and provided a postured incident response surge capability for the greater cyber community in the event of exploitation or compromise."

All phases of the CJADO were enabled by MRF-D's FECC, serving as the central node for timing, integration, and synchronization of MAGTF effects from command-and-control nodes in the Philippines and Australia. The FECC coordinated seamlessly with 1st MDTF planners and the Philippine Navy and Marine Corps personnel to deliver multi-axis, cross-domain effects across more than 1,000 kilometers of archipelagic terrain. Philippine Navy and Coast Guard vessels observed operations in key Philippine maritime corridors, integrating Philippine naval assets in building maritime domain awareness and completing the combined observation picture.

What took place during KAMANDAG 9 was a strategic demonstration of how the United States, the Philippines, and their allies support continued peace and stability within the Indo-Pacific. It showed how a regimental-sized Marine headquarters – when enabled by supporting elements and allies

and partners – can synchronize multi-domain fires, work with allied formations, and maneuver inside key maritime terrain in support of Archipelagic Coastal Defense Concept objectives and Philippine sovereignty.

“This CJADO proves that deterrence is not abstract,” said Col. Armas. “It’s observable. It’s measurable. And it’s executable in terrain that matters, alongside allies who can see, decide, and act faster than any adversary. Was this a rehearsal? No. It was a real-time demonstration of how we, as allied and partner forces, outpace, outmaneuver, and outthink those who would threaten peace and security in the Indo-Pacific.”

Airbus and Parry Labs Partner on U.S. Marine Corps' Unmanned Aerial Logistics Connector



PARTNERSHIP ANNOUNCEMENT

AIRBUS



PARRY LABS

WASHINGTON (June 26, 2025) – Airbus U.S. Space & Defense and Parry Labs, a leading provider of edge software platforms have announced a multi-year partnership for the Airbus MQ-72C Aerial Logistics Connector (ALC), an unmanned variant of the UH-72 Lakota.

This collaboration demonstrates the combined capability Parry Labs and Airbus provide in rapidly delivering autonomy, command and control, and mission capabilities using modern digital and hardware solutions. The initial effort with ALC will establish an immediate foundation for accelerated capability delivery for U.S., Coalition, and commercial

aircraft.

Under the terms of the agreement, Parry Labs will deliver a commercial off-the-shelf (COTS) Edge Software Platform, Stratia, which aligns commercial aviation standards with modern autonomy and mission system capabilities. Parry will also provide edge computer hardware and proven ground control station that scales to multiple form factors to include integration with the Marine Air Ground Tablet (MAGTAB).

“We are excited to partner with Parry Labs as part of our Aerial Logistics Connector team,” said Robert Geckle, Chairman and CEO of Airbus U.S. Space & Defense. “Parry’s proven digital system integration expertise – specifically UAS command and control interfaces – will help ensure the MQ-72C will be able to conduct unmanned operations in austere environments and redefine how the Marine Corps counters the threats of tomorrow.”

The Airbus U.S. and Parry Labs partnership will continue to evolve missionization capabilities over the next several years, ultimately enabling more advanced levels of autonomous flight across the Marine Corps and broader Joint Force.

“We are able to bring modern mission system capabilities in a simple unified data and systems environment to programs like ALC,” said JD Parkes, Parry Labs’ Chief Executive Officer.

The Airbus team is entering the second year of the Aerial Logistics Connector program, which is using the Middle Tier of Acquisition – Rapid Prototyping pathway. The program aims to provide the service with aircraft prototypes to demonstrate capabilities to the warfighter through a series of operational demonstrations and experiments.

The Aerial Logistics Connector effort is one of several across the Department of Defense to deliver logistical support in distributed environments during peer or near-peer conflicts.