

U.S. Marine Corps Expands Autonomous Fires Capability with Oshkosh Defense ROGUE-Fires Block 2 Award



From Oshkosh Defense LLC, June 1, 2026

OSHKOSH, Wis. – Oshkosh Defense LLC, an Oshkosh Corporation [NYSE: OSK] business, announced today it has received two delivery orders from the U.S. Marine Corps for the Remotely Operated Ground Unit for Expeditionary Fires (ROGUE-Fires) Block 2 Production, totaling \$92M.

Built on the battle-tested Oshkosh Defense Joint Light Tactical Vehicle (JLTV), ROGUE-Fires combines next-generation autonomy with the protection, mobility, speed, and off-road capability Marines rely on in austere environments. The JLTV's

proven transportability, operational interoperability and available sustainment provide a strong foundation for expeditionary fires missions and distributed operations.

Oshkosh Defense was initially awarded the ROGUE-Fires contract in 2022, and the platform has since become the first semi-autonomous ground system fielded by the U.S. military. The ROGUE-Fires offers the only in production and fielded semi-autonomous ground system for offensive and defensive fires.

The Block 2 configuration introduces Forterra's next-generation autonomy and expanded weapon system integration to support Expeditionary Advanced Base Operations (EABO) and distributed long-range precision fires missions.

"As the Marine Corps continues to modernize its force structure and operational capabilities, Oshkosh remains focused on delivering advanced ground mobility solutions that support mission success," said Pat Williams, Chief Programs Officer at Oshkosh Defense. "With new technology integration and expanded weapon system flexibility, ROGUE-Fires Block 2 demonstrates Oshkosh's ability to integrate advanced technologies onto proven tactical vehicles."

ROGUE-Fires, built on a Modular Open System Approach, provides the architecture that now supports integration with the MLRS Family of Munitions (MFOM) and rapid swapping of future payload weapon systems based on mission requirements. This modular approach provides Marines with greater operational flexibility across evolving expeditionary fires missions and beyond.

Forterra's AutoDrive autonomous driving system is built to support operations in contested and GPS-denied environments.

Vehicle deliveries under the contract are expected to continue through 2031.

Austal USA Grows Leadership Team

From Austal USA, June 4, 2026

MOBILE, Ala. – Austal USA welcomed three new members to the company's senior leadership team. Michael Pruitt, Vice President of Surface Ship Programs; Michael Oberdorf, Vice President of Submarine Programs; and Andrew Hinkebein, Director of State and Local Government Relations.

With over 25 years of experience directing large-scale shipbuilding activities, Michael Pruitt has managed multi-billion-dollar Navy surface ship portfolios at both Huntington Ingalls Industries and Northrup Grumman Shipbuilding. He's led cross-functional teams to deliver complex Naval and commercial programs. His expertise spans production efficiency, supply chain management, and workforce training development, with a proven track record of fostering safety, compliance, operational excellence, and risk mitigation across all stages of ship construction and delivery.

Pruitt holds a Bachelor of Science in Business and is a certified Six Sigma Green Belt, bringing a strong foundation in business and process improvement to his new role.

A qualified nuclear engineer with a master's of science in electrical engineering and a Navy career that spanned over 30 years, retired Captain Michael C. Oberdorf brings deep expertise in nuclear submarine operations, Navy program funding, and strong relationships with senior leaders, making him uniquely positioned to drive growth in Austal's submarine

module business. He joins Austal USA from Bath Iron Works where he was senior director of operations demonstrating exceptional leadership in new construction programs.

Oberdorf served as Shipyard Commander and Installation Commander at Portsmouth Naval Shipyard, leading a \$1.5B organization of 6,700 personnel in submarine overhauls, modernization, and refueling. His Navy career includes key leadership roles at Norfolk Naval Shipyard and aboard USS RONALD REAGAN (CVN 76), where he was responsible for consistently improving safety, quality, and operational efficiency.

As director of local and state government affairs, Andrew Hinkebein will lead the company's engagement efforts with state and local governments, economic development organizations, community stakeholders, and strategic partners. He'll also oversee Austal USA's external communications initiatives.

A United States Marine Corps veteran, Hinkebein brings extensive experience in the areas of government affairs, public policy, economic development, and maritime defense. Most recently, he served as director of government affairs for Bollinger Mississippi Shipbuilding, where he worked with federal, state, and local stakeholders to advance shipbuilding initiatives, workforce development efforts, infrastructure investments, and defense industrial base priorities.

Hinkebein previously served as State Director for U.S. Senator Tommy Tuberville of Alabama, overseeing statewide operations and stakeholder engagement across Alabama. He also served on the staff of Senate Armed Services Committee Chairman Roger Wicker of Mississippi, where he worked on issues involving national defense, shipbuilding programs, economic development, and strategic investments supporting the nation's defense industrial base.

“These three highly experienced industry professionals each boast broad defense backgrounds that will contribute unique perspectives to their Austal USA leadership roles,” Austal USA President Gene Miller stated. “We are excited to have them join our senior leadership team and look forward to having them help to grow Austal USA.”

VMA-223 celebrates sundown as Marine Corps' final Harrier squadron



U.S. Marine Corps Lt. Col. John B. Cumbie, left, a native of Texas and the commanding officer of Marine Attack Squadron (VMA) 223, Marine Aircraft Group 14, 2nd Marine Aircraft Wing and Cpl. Myles J. Howard a native of Georgia, a fixed-wing

aircraft mechanic with VMA-223, stand at attention in front of an AV-8B Harrier II at Marine Corps Air Station Cherry Point, June 3, 2026. The “sundown” of the AV-8B Harrier II, an iconic aircraft that has supported joint and Marine Corps operations for over 40 years, also represents the dawn of a new era; it paves the way for 2nd MAW’s full transition to the F-35B and C Lightning II. VMA-223 is the U.S. Marine Corps’ last operational Harrier squadron. (U.S. Marine Corps photo by Lance Cpl. Donovan Pimentel)

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

June 4, 2026

MARINE CORPS AIR STATION CHERRY POINT, N.C. – Marine Attack Squadron (VMA) 223, known as “the Bulldogs”, celebrated the conclusion of nearly 40 years of operational history with the AV-8B Harrier II during a public ceremony at Marine Corps Air Station Cherry Point, Wednesday. The ceremony marked an important moment in time for VMA-223 and also signaled the end of an era for Marine Corps aviation as the service continues its transition to an all-5th generation tactical aircraft fleet.

“The Bulldogs are extremely proud to conduct the final Harrier operations for the U.S. Marine Corps”, said Lt. Col. John B. Cumbie, commanding officer of VMA-223. “As a platform that has continuously forward deployed across the globe, the Harrier will be remembered for its distinguished combat legacy, legendary Vertical/Short Take Off and Landing (V/STOL) capability, and the Marines and Sailors that made the community special.”

Wednesday’s ceremony was attended by over 5,000 people. Attendees included senior Marine Corps leaders, state and local officials, active-duty service members, local community members, family and friends of VMA-223, and veterans with ties to the Harrier community. The ceremony included a five-aircraft formation flight and vertical landing

that showcased the Harrier's unique V/STOL capability.

The Harrier platform has maintained a proud and storied legacy throughout its 55 years of service with the U.S. Marine Corps. In 1971, the Marine Corps accepted the first AV-8A into its inventory. In 1985, VMA-331, stationed aboard Marine Corps Air Station Beaufort, South Carolina, became the Marine Corps' first operational AV-8B squadron. VMA-223 began flying the AV-8B in early 1987. Since its inception with the Marine Corps, the Harrier has been instrumental in numerous combat operations, including Operations Desert Shield and Desert Storm, Operation Allied Force, Operation Enduring Freedom, Operation Iraqi Freedom, Operation Odyssey Dawn, Operation Inherent Resolve, and operations during the Red Sea crisis. Time and again, the Harrier distinguished itself as a lethal, capable and versatile tactical air platform.

Colloquially known as a "jump jet" for its ability to take off and land within short distances, the AV-8B is a V/STOL aircraft designed to support the Marine Air Ground Task Force commander by destroying surface targets and escorting friendly aircraft. The AV-8B's lethality and V/STOL capability made it uniquely suited for deployments in support of Marine Expeditionary Units (MEUs). VMA-223's final detachment of Harriers to support a MEU returned to Marine Corps Air Station Cherry Point last month after supporting operations with the 22nd Marine Expeditionary Unit in the Caribbean.

In fiscal year 2028 VMA-223 is scheduled to reactivate as Marine Fighter Attack Squadron (VMFA)-223 and will begin flying the F-35B Lightning II. VMA-223 is the last Marine Corps squadron to operate the Harrier.

13th MEU Completes Realistic Urban Training, Boosts Deployment Readiness



U.S. Marine assigned to Battalion Landing Team 2/4, 13th Marine Expeditionary Unit, provides security as MV-22B Ospreys prepare to land after conducting a simulated raid during Realistic Urban Training at Blythe, California, May 31, 2026. RUT is a critical pre-deployment exercise that enables the 13th MEU to integrate its command, aviation, ground and logistics combat elements, ensuring the force is prepared to respond rapidly and effectively to crises in unfamiliar, urban environments. (U.S. Marine Corps photo by Lance Cpl. Christian Cutter)

From 13th Marine Expeditionary Unit Communication Strategy and Operations

June 4, 2026

YUMA, Ariz. – The 13th Marine Expeditionary Unit (MEU) successfully concluded Realistic Urban Training (RUT), a major pre-deployment exercise held from May 26 to June 3, 2026, across various locations in the Southwest United States. This rigorous evolution featured diverse training missions designed to forge tactical cohesion across the Marine Air-Ground Task Force and maximize operational effectiveness in complex urban environments.

Throughout the exercise, over 1,000 Marines and Sailors from the 13th MEU's Command Element, Battalion Landing Team 2/4, Marine Medium Tiltrotor Squadron 364 (Reinforced), Marine Fighter Attack Squadron 211, and Combat Logistics Battalion 13 integrated to form a cohesive MAGTF. The training took place in challenging and unfamiliar urban environments, including Glendale, Arizona, and Blythe and Glamis, California, providing realistic settings for complex, decentralized operations. While the MEU operated from Marine Corps Air Station Yuma, training also occurred at military installations across the Southwest.

“Realistic Urban Training is a critical milestone that forges the individual elements of the 13th MEU into a unified, combat-ready MAGTF,” said Col. Richard Alvarez, commanding officer of the 13th MEU. “Operating in complex, austere and urban environments provides the realism necessary to develop the essential skills required for rapid crisis response around the globe. RUT has made the 13th MEU a better prepared, more lethal force.”

During RUT, the 13th MEU executed several core missions essential for crisis response, including two expeditionary strikes, three amphibious raids, and two Tactical Recovery of Aircraft and Personnel (TRAP) missions. Both the Maritime Raid Force, comprised primarily of Reconnaissance Marines, and Battalion Landing Team 2/4 infantry elements conducted raids supported by the full MAGTF.

The exercise showcased the full spectrum of the MEU's aviation capabilities, employing the MV-22B Osprey, CH-53E Super Stallion, AH-1Z Viper, UH-1Y Venom, F-35B Lightning II, and KC-130J Super Hercules aircraft. These platforms supported a wide range of operations, including a forward arming and refueling point (FARP) and aviation delivered ground refueling (ADGR) that extend the reach and lethality of the MEU.

By integrating its command, air, ground, and logistics elements, the 13th MEU has demonstrated its readiness to respond swiftly and effectively to any contingency. The successful completion of RUT validates the 13th MEU as a versatile expeditionary force prepared for future operations.

Secretary of War Announces Marine nominated for Brigadier General



From the Department of War, June 4, 2026

Secretary of War Pete Hegseth announced today that the president has made the following nominations:

Marine Corps Col. Frank Diorio, Jr. for appointment to the grade of brigadier general. Diorio is currently serving as programs development branch head, Programs and Resources Department, Headquarters, U.S. Marine Corps, Pentagon, Washington, D.C.

Task Force Ashland's Navy-Marine Corps team returns to San Diego after four months of operations in the Indo-Pacific



NAVAL BASE SAN DIEGO (Jun 1, 2026) Sailors assigned to Whidbey Island-class amphibious dock landing ship USS Ashland (LSD 48) man the rails as the ship returns to its homeport of Naval Base San Diego, June 1, 2026. USS Ashland returns to its homeport of Naval Base San Diego following operations in the U.S. 7th Fleet. (U.S. Navy photo by Mass Communication Specialist 2nd Class Aja Bleu Campbell)
From U.S. Third Fleet, June 1, 2026

SAN DIEGO – Marines and Sailors of Task Force (TF) Ashland returned to San Diego aboard Whidbey Island-class dock landing ship USS Ashland (LSD 48), following four months of operations in the Indo-Pacific region, June 1, 2026.

TF Ashland is composed of Ashland's crew and a command element from the 15th Marine Expeditionary Unit (MEU); a ground combat element from 3rd Assault Amphibian Battalion, 1st Marine Division; and a logistics combat element from Combat Logistics Regiment 17, I Marine Logistics Group. Assault Craft Unit (ACU) 5 also deployed a detachment with two landing craft, air cushion to support amphibious operations. The task force departed San Diego aboard Ashland Jan. 24, 2026, demonstrating a flexible and scalable model of naval integration.

"I couldn't be prouder of the team's work over these past four months at sea," said U.S. Navy Cmdr. Adam Peeples, commanding officer of Ashland. "As our Sailors and Marines look back at their accomplishments, I hope they feel the same pride and satisfaction I do leading this team."

Throughout their underway, the Navy-Marine Corps team was a visible and engaged presence across the Indo-Pacific. The task force participated in a multitude of demanding exercises, including the 45th iteration of Exercise Cobra Gold in February, the largest joint military exercise in mainland Asia, and the 40th iteration of Exercise Balikatan in April, an annual exercise focused on the long-standing alliance between the Philippines and the United States. These exercises involved complex scenarios, such as combined-arms live-fire events, amphibious operations, and disaster response training, conducted alongside the Royal Thai Armed Forces, the Republic of Korea Marine Corps, and the Armed Forces of the Philippines.

"Combining the 15th MEU, ACU-5 craft team, and Sailors of Beachmasters Unit (BMU) 1, the Grizzly Gators of Ashland built

something truly greater than the sum of its parts – TF Ashland,” said Peeples. “Together, we tackled the challenges with flawless results and worked with our regional partners, building cooperation within the region and demonstrating our commitment to the most consequential theater.”

While in port at Cebu, Philippines, Ashland completed a three-week ship repair and maintenance (SRMX) exercise, as part of its scheduled port visit. SRMX is designed to rehearse coordination and execution of ship damage repair from forward locations within the Indo-Pacific region, strengthening ties with the skilled workforce within allied and partner countries.

Further showcasing its commitment to regional stability, TF Ashland participated in a multilateral exercise alongside Australian and Canadian forces, a multi-phase exercise focused on surface action group operations and interoperability with allied navies. By executing key components of distributed maritime operations, TF Ashland provided combatant commanders with a flexible force for credible deterrence and crisis response, which significantly enhanced regional capabilities and bolstered maritime security alongside our allies.

“The 15th MEU executed as TF Ashland proved that a task-organized, scalable force can deliver credible combat power while continuing to strengthen relationships with our allies,” said U.S. Marine Corps Lt. Col. Matt Bride, the commander of troops for TF Ashland and the 15th MEU executive officer. “Whether executing complex, multinational exercises or demonstrating the forward-thinking principles of distributed maritime operations, our Navy-Marine Corps team consistently met every challenge with the professionalism and effectiveness that underpins the legacy of our respective organizations.”

TF Ashland’s return marks the completion of operations that reinforced the United States’ commitment to peace through strength.

Task Force Ashland is a flexible, purpose-built force designed to integrate with allies and partners or respond to crisis, in support of a free and open Indo-Pacific.

22nd MEU (SOC) Concludes 10-Month Deployment



From II MEF Communication Strategy & Operations, June 1, 2026

MARINE CORPS BASE CAMP LEJEUNE, N.C. – Marines and Sailors of the 22d Marine Expeditionary Unit (Special Operations Capable) began returning home in waves June 1, 2026, after completing a nearly 10-month deployment in support of Operation SOUTHERN SPEAR and U.S. Southern Command’s priorities of countering

illicit threats, strengthening regional partnerships, and protecting the homeland.

The 22d MEU (SOC) is comprised of Battalion Landing Team 3/6, Combat Logistics Battalion 26, and Marine Medium Tiltrotor Squadron 263 (Reinforced). The unit was embarked aboard the Iwo Jima Amphibious Ready Group, which included USS Iwo Jima (LHD 7), USS San Antonio (LPD 17), and USS Fort Lauderdale (LPD 28). Initially slated for deployment to 5th and 6th Fleet, the ARG/MEU pivoted south shortly after departing Norfolk, answering SOUTHCOM's call for a flexible, sea-based formation capable of responding across the competition continuum.

During the ten-month deployment, the 22d MEU (SOC) executed five distinct MEU Mission Essential Tasks, demonstrating its operational flexibility. Embassy reinforcement missions in Haiti and Venezuela provided security during periods of regional instability; five Maritime Interception Operations disrupted illicit trafficking networks across the Caribbean Basin; integration with Special Operations Forces (SOF) during Operation Absolute Resolve showcased the MEU's ability to set the theater for sensitive joint missions; and foreign humanitarian assistance operations in Jamaica highlighted the MEU's capacity to rapidly project aid from the sea. Together, these accomplishments underscored the strategic value of a forward-postured naval expeditionary force.

"This deployment proved a fundamental truth about our naval expeditionary forces: nobody can do what a ARG/MEU can do organically, across all warfighting functions and all domains," said Col. Tom "Banshee" Trimble, commanding officer of the 22d MEU (SOC). "I am incredibly proud of this blue-green team. Watching them pivot from high-stakes power projection one day, to embassy reinforcement and a massive humanitarian relief effort the next was nothing short of eye-watering.

The deployment included several operational milestones for the IWOARG/22d MEU (SOC) team. During Operation Absolute Resolve, the ARG/MEU operated alongside joint and interagency partners to open and set the theater for special operations forces. Additionally, the MEU enhanced security at U.S. embassies in Port-au-Prince, Haiti, and Caracas, Venezuela. The unit played a key security role on Mar. 14, 2026, during the raising of the American flag at the U.S. embassy in Venezuela, and months later executed a quick-reaction force and casualty-evacuation rehearsal in Caracas that included transporting the SOUTHCOM Commander via MV-22B Osprey.

“The Navy and Marine Corps team demonstrated its flexibility and operational reach,” said Capt. Chris Farricker, Commodore, Iwo Jima Amphibious Ready Group and commander, Amphibious Squadron Eight. “Together, the IWO JIMA ARG and 22D MEU (SOC) showcased the United States’ ability to maintain a persistent maritime presence and respond effectively from the sea to meet regional challenges, with zero reliance on foreign basing.”

The ARG/MEU spent more than 90 percent of its deployment in the Central Caribbean Basin, steaming over 130,000 nautical miles.

“Our ability to create our own training opportunities, both from the sea and ashore, was a critical factor in our sustained readiness,” said Col. Trimble. “Our Marines and Sailors built a logistical hub where none existed and improved Camp Santiago to the point that the BLT was able to employ nearly every weapon in its arsenal. That ensured we maintained our tactical edge through month ten.”

When natural disaster struck the region, the ARG/MEU rapidly transitioned to humanitarian assistance operations. From Oct. 31 to Nov. 13, 2025, in partnership with Joint Task Force–Bravo, the 22d MEU (SOC) delivered large-scale relief to Jamaica following Hurricane Melissa. Leveraging ARG shipping,

organic aviation, and sea-based sustainment, the force reached isolated communities cut off by storm damage. Working alongside the Jamaica Defence Force and the U.S. State Department's Disaster Assistance Response Team, the MEU delivered more than 780,000 pounds of supplies, dispensed 6,190 pounds of fuel at forward refueling points, and mapped 72 hasty landing zones using organic intelligence and reconnaissance assets.

Beyond crisis response, the 22d MEU (SOC) strengthened regional partnerships and reinforced deterrence across the Caribbean. Marines and Sailors conducted two military exchanges with the Trinidad and Tobago Defence Force, focusing on infantry skills, Tactical Combat Casualty Care, and live-fire mortar employment. Regional interoperability expanded further through a major bilateral exercise in Ecuador and participation in Exercise Tres Kolos alongside French and Dutch forces in Martinique.

As the 22d MEU (SOC) returns home, it sets the stage for the incoming 24th MEU, deploying as the 24th Littoral Combat Force, to continue SOUTHCOM's mission in the Caribbean. This deliberate transition ensures the region maintains a continuous, capable, and ready ARG/MEU presence in the Western Hemisphere.

Insitu Integrator VTOL Proves Long-Range Multi-INT Capability at Balikpapan 2026



Integrator VTOL with FLARES ready to launch from FARP location
From Insitu

BINGEN, WASH, June 2, 2026: Insitu, a Boeing company, successfully demonstrated its Integrator VTOL Uncrewed Aerial System (UAS) during Exercise Balikatan 2026, showcasing long-endurance, extended-range, multi-INT and AI-enabled battle management integration capabilities at density altitudes including above 12,000 feet and in heat indices reaching 107°F.

Integrator VTOL delivered expeditionary performance and remote split operations in extreme heat and humidity while operating from unimproved, austere sites replicating Forward Arming and Refueling Positions (FARPs) at Balikatan 2026.

During the exercise, Integrator VTOL:

- Completed a 22.4-hour sortie at 6,500–9,000 feet density altitude, returning with 1.5 hours of reserve fuel
- Performed extended Maritime Domain Awareness and ISR operations at 200 NM ranges with 6+ hours of time on station in a multi-INT configuration employing the IMSAR NSP-5 Synthetic Aperture Radar, cross-cueing a Hood Technologies multi-spectral EOIR6 gimbal
- Demonstrated detection of vessels at 35 NM through marine haze using Arkeus' Warden passive Hyper-Spectral Optical Radar (HSOR), cross-cuing an onboard AC09 narrow field of view gimbal.
- Used the small-packout FLARES VTOL system to execute landing and relaunch cycle from a covert austere position in just 38 minutes, demonstrating the agility required for USMC Expeditionary Advanced Base Operations (EABO)
- Detected, identified, and collected detailed imagery of vessels from combat-relevant stand-off ranges
- Employed a backpack-portable, battery-powered Ground Control Station at the FARP demonstrating truly mobile ground control
- Integrated safely into uncontrolled airspace using Boeing's airspace management and deconfliction software, PLEO SATCOM, and advanced avionics

- Seamlessly integrated sensor data with an AI-enabled battle management system (BMS), providing real-time actionable intelligence across a networked common operating picture

“Integrator with FLARES VTOL offers significant range and endurance while carrying multiple-intelligence payload sets, and our recent demonstrations at Balikatan in extreme heat and high-density altitude conditions prove that it’s not just marketing,” said Diane Rose, Insitu CEO. “We brought our systems into some of the most challenging conditions, and they performed as designed. Integrator truly delivers Group 4–5 ISR and targeting capabilities at a fraction of the cost.”

Integrator VTOL was operated by Insitu Field Services Representatives with decades of combined combat operations experience. Exercise evaluators praised Insitu’s team as “obvious professionals,” underscoring the company’s ability to support the warfighter.

“I’m incredibly proud of our teammates for demonstrating operational excellence in harsh, demanding conditions,” added Rose. “From rucking the system into an austere FARP site, to operating in extreme heat while responding to dynamic tasking, our team showed the best of what our systems can offer.”

24th Marine Expeditionary Unit Assumes the Watch as

Littoral Combat Force-24

From II MEF Communication Strategy & Operations, May 29, 2026



PUERTO RICO – The 24th Marine Expeditionary Unit has officially assumed the mission as the premier tactical force-in-readiness within the U.S. Southern Command Area of Responsibility. Operating under the designation of Littoral Combat Force-24, the command offers tactical options via an agile Marine Air-Ground Task Force of over 1,300 Marines and Sailors to the theater. Commanded by U.S. Marine Corps Col. Ryan Lynch, LCF-24 is directly nested under Joint Task Force 84-2 to support Operation Southern Spear.

“The Marines and Sailors of LCF-24 are postured to execute all prescribed mission sets directed by our higher echelons of leadership; to deter the threats facing our hemisphere today,” said Col. Lynch. “Through our transition with the 22nd MEU, we have seamlessly assumed the watch. Our posture is active, our forces are integrated, and we are committed to standing as the regional security partner of choice.”

Operation Southern Spear and Mission Essential Tasks

While in theater, LCF-24 will serve as the immediate crisis

response force for USSOUTHCOM. The MAGTF is certified to execute a wide array of mission essential tasks, including but not limited to Quick Reaction Force operations such as embassy reinforcement and the tactical recovery of aircraft personnel, while standing ready to support disaster relief activities.

While operating in the contested littorals, LCF-24 also provides the combatant commander a flexible force capable of conducting maritime interdiction operations against sanctioned activities and illicit trafficking. The MAGTF will actively defend the U.S. homeland by disrupting networks utilized by Designated Terrorist Organizations and narco-terrorists.

A Purpose-Built Force for the Littorals

Distinct from a standard Amphibious Ready Group/MEU deployment, LCF-24 is a purpose-built MAGTF engineered for distributed operations. The force maximizes its rapid littoral maneuver capabilities by operating from both shore-based nodes and amphibious transport dock USS *Fort Lauderdale*, which is exclusively aligned to support the MAGTF's mission.

Nested Under National Strategy

The deployment of LCF-24 directly supports national defense priorities and the strategic objectives of USSOUTHCOM.

“Our success in Operation Southern Spear relies on our ability to out-maneuver and overmatch the illicit networks threatening the region,” said U.S. Marine Corps Lt. Gen. Calvert L. Worth, commanding general of II Marine Expeditionary Force. “Littoral Combat Force-24 provides the exact combination of precision capability and interoperability we need. They are not just a crisis response force; they provide options to the Combatant Commander and serve as a tool for building partner capacity and securing the advantage across all domains.”

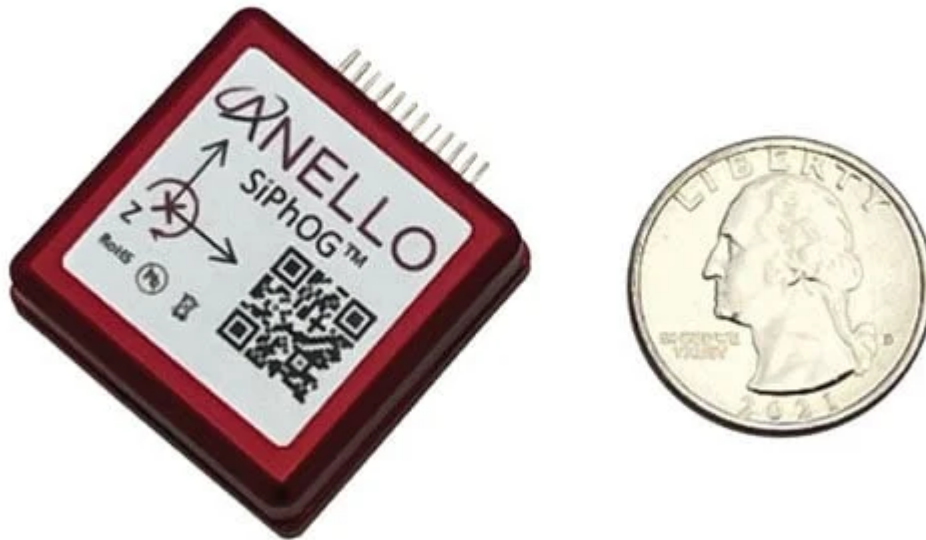
Ultimately, this tactical execution nests directly within the theater-wide strategic objectives of U.S. Southern Command.

The presence of LCF-24 serves as a powerful deterrent against malign state actors and reinforces the security of the homeland.

“The Western Hemisphere is no longer a permissive environment for narco-terrorists, criminal syndicates, or their state sponsors,” stated U.S. Marine Corps Gen. Francis L. Donovan, Commander of U.S. Southern Command. “With Littoral Combat Force-24 taking the helm of tactical operations, we are sending an unambiguous message: the United States is committed to defending our homeland and securing a prosperous, stable hemisphere alongside our enduring partners.”

As LCF-24 begins its tenure in the USSOUTHCOM AOR, the focus remains steadfast: defend the homeland, dismantle narco-terrorist networks, counter adversary disinformation, and ensure the United States remains the partner of choice for regional security.

ANELLO Photonics Miniaturizes Navigation Systems for Unmanned Systems



ARLINGTON, Va. – A Silicon Valley-based technology company is finding success in developing and producing small, silicon chip-based navigation systems ideal for unmanned systems operating in GPS-denied environments across land, air and sea.

ANELLO Photonics, headquartered in Santa Clara, California, develops advanced navigation systems based on silicon photonics technology. The company integrates optical sensing and inertial navigation capabilities onto compact silicon chips to deliver high-performance positioning and guidance solutions.

Its core product, the SiPhOG (Silicon Photonic Optical Gyroscope), is a photonic integrated circuit that provides the functionality of a traditional fiber-optic inertial navigation system used in aircraft, ships, and submarines, while significantly reducing size, weight, power consumption, and system complexity.

“Fiber-optic gyros are high-end, navigation-grade sensors usually used for ICBMs, fighter jets, [and] submarines.

They're the gold standard, [and] often can navigate for weeks or months at a time," said Dr. Kirstin Schauble, Vice President for Systems Engineering at ANELLO, in an interview with Seapower. "They're fantastic sensors; the problem with them is that they are big, bulky, power hungry, and extremely expensive."

As such, fiber-optic gyros are impractical for small unmanned systems, particularly attritable systems.

"We've taken the core physics behind traditional fiber-optic gyroscopes – systems that conventionally rely on numerous discrete optical components – and integrated them onto a compact silicon photonics chip," said Schauble. "By integrating active and passive photonic elements onto a two by five millimeter chip, we've dramatically reduced the size and complexity of high-performance inertial navigation technology. The SiPhOG is also mass producible and highly robust, while still delivering the precision expected from traditional fiber-optic gyroscopes due to the significant innovations we've achieved in silicon photonics."

Because the SiPhOG is relatively inexpensive, small, lightweight, and consumes little electric power, it is ideal for equipping swarms of autonomous systems such as unmanned aerial vehicles (UAVs), unmanned surface vessels (USVs) and unmanned underwater vehicles (UUVs).

Schauble said the SiPhOG is ideal for Group 2/3 fixed wing drones, USVs, and 10-foot-to-200-foot vessels.

"We're able to bring high precision capability to lower-cost, lower size-weight-power form factors for smaller vessels that previously couldn't afford FOG-level performance," she said.

The company's Maritime Inertial Navigation System (INS) delivers precise and reliable navigation in GPS-denied or contested environments, enabling continuous positioning,

heading, and motion tracking for autonomous maritime platforms.

ANELLO's X3 IMU (Inertial Measurement Unit) integrates seamlessly into existing systems and can operate either independently or as part of a larger navigation architecture, according to Schauble. Designed with an open interface and modular architecture, the X3 supports flexible plug-and-play integration across a wide range of aerial autonomous applications.

According to a company press release, ANELLO was selected in January by the Department of War (DoW) for a \$20 million award under the Accelerate the Procurement and Fielding of Innovative Technologies (APFIT) program to fast-track the procurement, production, and scaling of ANELLO's GPS-denied navigation technology.

ANELLO's SiPhOG-based Maritime INS is integrated on several autonomous systems, including HavocAI's USVs and BlackSea Technologies' Chaser USV.

Schauble said ANELLO's workforce is expanding from its current 35-to-40 personnel.

"We can't build these things fast enough," she said commenting on the flood of orders.