USMC Preparing for Full Rate Production of MADIS RWS

MADIS RWS production ongoing in Kongsberg's world-class facility in Pennsylvania
Release from Kongsberg Defense US

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JOHNSTOWN, Penn. – July 10, 2023 – A critical system in the Marine Corps Ground-Based Air Defense (GBAD) portfolio, the Marine Air Defense Integrated System (MADIS) Remote Weapon Station has reached a pivotal milestone transitioning into full rate production. The remote weapon station is manufactured and managed by Kongsberg in Johnstown, Penn. and is a key component to the larger and holistic system which provides protection from drones and increased lethality

against evolving threats.

“The Marine Corps is leaning forward with orders for long-lead items to prioritize the timely production of these systems in support of Force Design 2030,” said William Dixon, MADIS Project Manager, KONGSBERG Protech Systems USA. “As we enter full-rate production for these remote weapon stations, we’re also discussing additional technology we can incorporate into the system to improve and expand their capabilities for the Marines.”

“Kongsberg’s Johnstown facility consistently yields remote weapon station manufacturing excellence, having produced more than 20,000 systems over the last 15 years,” said Eskild Aas, Director US PROTECTOR Programs, Kongsberg. “Delivering the LRIP systems and moving into full-rate production of the MADIS RWS exemplifies our rigorous processes, and is an important milestone for the program office and our team.”

The KONGSBERG RS6 RWS for MADIS RWS includes the XM914E1 30mmx113mm percussion-primed cannon with a co-axial M240C (7.62mm) machine gun, an integration kit for the STINGER Air-To-Air Launcher (ATAL) and provisions for future C-UAS defeat systems. MADIS is part of the U.S. Marine Corps’ plan to upgrade their two active Low Altitude Air Defense (LAAD) battalions. The first 30mm remote weapon system to be qualified on the Joint Light Tactical Vehicle platform (JLTV), MADIS RWS mounts on JLTVs and fights as a complimentary pair, designated as Mk1 and Mk2. The MADIS Mk1 features STINGER missiles, and neutralizes fixed and rotary-wing aircraft. Mk2 fulfills the Counter-Unmanned Aircraft System (C-UAS) mission requirement, while also providing radar and command-and-control for the pair.

The U.S. Marine Corps awarded Kongsberg the five-year, indefinite delivery / indefinite quantity other transaction authority (OTA) production contract in Sept. 2021. It has a ceiling of $94 million and includes a series of Low-Rate

Initial Production (LRIP) systems, full-rate production units, spares and training. This production contract award followed a Sept. 2020 OTA contract award from the USMC to KONGSBERG for test articles and activities, which included Design Verification Testing (DVT), after a competitive process.

The KONGSBERG RS6 RWS for MADIS leverages technology and competence drawn from multiple counter-unmanned aircraft systems (C-UAS) and air defense programs. The system leverages commonality with the family of PROTECTOR RWS delivered and fielded with the U.S. Army and Marine Corps.

Milley Names Troy E. Black as Senior Enlisted Advisor to the Chairman

The official photo of the 19th Sergeant Major of the Marine Corps, Sgt. Maj. Troy E. Black.
Release from the U.S. Department of Defense

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July 7, 2023 | By Jim Garamone

The Chairman of the Joint Chiefs of Staff Army Gen. Mark A. Milley has named Sgt. Maj. of the Marine Corps Troy E. Black to succeed Senior Enlisted Advisor to the Chairman Ramon "CZ" Colon-Lopez.

SEAC is the most senior enlisted rank in the U.S. military, and serves as the chairman's direct tie to the enlisted force.

The transfer of responsibility ceremony will be November 3 along with Colon-Lopez's retirement from the U.S. Air Force.

Black has spent 35 years in the Marine Corps. He attended recruit training at Marine Corps Recruit Depot Parris Island,

South Carolina, in April 1988. He has been the sergeant major of the Marine Corps since 2019.

Black served in Operation Just Cause, Operation Desert Shield/Desert Storm and deployed numerous times to Afghanistan and Iraq.

Black began his career in the fleet as an infantry machine gunner serving in units from a fleet anti-terrorism security team company, to the 3rd Battalion of the 5th Marine Regiment to the 13th Marine Expeditionary Unit.

He has successfully completed tours as a drill instructor at Marine Corps Recruit Depot Parris Island, South Carolina (where he met his wife, Stacie), and at the Officer Candidate School, Quantico, Virginia.

As a sergeant major, Black has served at the 3rd Battalion of the 7th Marine Regiment; Combat Logistics Battalion 5, 11th Marine Expeditionary Unit, 1st Marine Logistics Group and at Marine Corps Manpower and Reserve Affairs.

Black will be the fifth SEAC and the second Marine to hold the rank.

Remarks by Secretary of Defense Lloyd J. Austin III at the Commandant of the Marine Corps Relinquishment

of Office Ceremony

Release from U.S. Department of Defense

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JULY 10, 2023

Well, good morning, everyone.

It’s an honor to be here at Marine Barracks Washington, which is the oldest active post in the Corps.

And it’s great to see Secretary Del Toro, General Milley, and so many other military leaders, distinguished guests, friends, and family members.

I’m delighted to be with you to celebrate the career of an outstanding Marine: our 38th Commandant of the Marine Corps, General David Berger.

But he would be the first to tell you that today is a

celebration of all of our outstanding Marines.

For two and a half centuries, U.S. Marines have proudly been the “first to fight.” They’ve fought with valor on beaches, in cities, and in jungles. Their commitment to our democracy and to their brothers and sisters in arms is unbreakable. And their courage has long been central to America’s success on the battlefield.

Today, we face a challenging new security landscape. But our Marines are navigating it with the same grit, power, and resolve that have always set the Corps apart.

That’s especially important in our primary theater of operations, the Indo-Pacific. I was honored to visit earlier this year with some very impressive Marines in Japan and the Philippines. I got to see firsthand how the Corps is strengthening deterrence alongside our allies. And the Corps is hard at work standing up the 12th Marine Littoral Regiment in Okinawa, which will make our Joint Force even more lethal.

Marines are also central to our operations and deterrence in Europe. They train alongside our NATO allies on everything from cold-weather operations to mountain warfare. And as Russia continues its cruel war of choice against Ukraine, our “stand-in force” of Marines is critical for NATO’s deterrence and defense.

In fact, it’s hard to find a spot on the globe where Marines aren’t making it safer.

And when a crisis erupts, we count on our Marines to be ready for anything—and to leap into action.

Today, as we work to strengthen our military for the great competitions ahead, the Marine Corps is absolutely central.

The Force Design 2030 Plan outlines how the Marines will

modernize the Corps to deepen America's deterrence—and, if necessary, to fight and to win wherever they must.

And General Dave Berger has led this historic and transformational effort.

He's done so with vision, creativity, and boldness.

He's not just willing to embrace change.

He's eager to lead change.

It's often said that militaries are always preparing to fight the last war.

But General Berger has been driving hard to deter the next war.

In his four years as Commandant, he has focused relentlessly on the future fight. He has faced hard choices head-on. He has encouraged creative thinking at every level of the Corps. And he has pushed our Department to redefine readiness for the 21st century.

Now, despite all of his achievements, Dave is one of the most humble leaders in our inventory.

In fact, he probably hates that I'm talking about him right now.

But I'm going to do it for a few more minutes, Dave, so relax.

You know, anyone who's worked in government knows how tempting it can be to just kick the can down the road, or to make do with the old ways for a little longer.

But that's not Dave Berger.

His staff says that he has "never once hit the 'Easy' button."

And that’s been true throughout his career.

As a young officer, General Berger did it all: reconnaissance training, jumpmaster school, aviation, combat dive, you name it.

He went on to command the First Marine Division in Afghanistan, the First Marine Expeditionary Force in Camp Pendleton, and Fleet Marine Forces Pacific, where he saw firsthand what it takes to deter aggression in the Indo-Pacific.

He’s a warrior-scholar. He’s a tremendous communicator. He’s a tireless advocate for younger Marines.

And he’s a great listener.

In fact, General Berger believes that the more senior you get, the more important it is to listen—to everyone, no matter their rank or title.

Young majors on his staff recall that General Berger would ask them about their own experiences in the Corps, and how things could work better.

And for anyone with a good idea, he’s always got an open door and an open mind.

Now, if you ask General Berger how he stays grounded, his answer is simple: his family.

And let me recognize General Berger’s parents, JC and Martha, his wife Donna, and their four sons: Joseph, Ryan, Phillip, and Jeffrey.

You know, there is nothing more important to Dave than family.

He loves coaching his sons’ sports teams, bragging on their accomplishments, and riding four-wheelers back on the farm

with his grandchildren.

He takes leave just to spend time with his family, and he turns his phone off so he can be present.

And Dave always makes clear to the teams he leads: family comes first.

He loves talking with his staff about what their families are up to—and he encourages them to make sure they're spending time with their loved ones.

And that really makes a difference to Marines at all levels of the Corps.

So I want to thank Dave for his focus on family. And I want to thank this outstanding military family for serving right alongside General Berger.

Donna, thanks for all that you've done for our country and the Corps—and for your tireless work on behalf of military families.

This year marks 42 years since Dave became a Marine—and 42 years of marriage for Dave and Donna. So let's give it up for them.

And to General Berger's children and your families—thanks for your love and support, and for what you're doing to serve our country as well.

You know, years ago, Dave and Donna had a conversation about whether he should stay in the Marines. And they decided that if he ever had three bad days in a row, he'd get out of the military.

And General Berger says that he's never had those three bad days.

So Dave, I want to thank you for everything that you have done

to strengthen the Marine Corps and to defend the United States.

Now, I know that everyone here is looking forward to the rapid confirmation of a distinguished successor to General Berger.

You know, it's been more than a century since the U.S. Marine Corps has operated without a Senate-confirmed commandant.

Smooth and timely transitions of confirmed leadership are central to the defense of the United States, and to the full strength of the most powerful fighting force in history.

Stable and orderly leadership transitions are also vital to maintaining our unmatched network of allies and partners.

And they're crucial for our military readiness.

And of course, our military families give up so much to support those who serve—so they shouldn't be weighed down with any extra uncertainty.

We have a sacred duty to do right by those who volunteer to wear the cloth of our nation, and their families.

I remain confident that all Americans can come together to agree on that basic obligation to those who keep us safe.

I am also confident that the United States Senate will meet its responsibilities.

And I look forward to welcoming an outstanding new Commandant for our Marine Corps, and to adding many other distinguished senior leaders across the Joint Force.

You know, there's a saying in the Marines: "We don't accept applications, only commitments."

And every day, Marines bring their trademark commitment—quiet but fierce—to their teammates, their commanders, and their

country.

That commitment has allowed America to fight and win countless battles across the centuries.

That commitment is what lets America race to the aid of those in need, anywhere on the planet.

And that commitment is why I’m confident that our military is ready to deter aggression wherever we can and to fight and win wherever we must—today, tomorrow, and for decades to come.

And I am confident that we will rise to the challenge of making our country stronger, and making our world safer.

To our Marine Corps: thank you for your unfailing commitment to our country.

And to General Berger: thank you for your unfailing commitment to our Marine Corps.

May God bless you and your family. May God continue to bless our Marine Corps. And may God continue to bless the United States of America.

Thank you very much.

UMS SKELDAR and Hydronalix Announce Co-Operation Agreement at Modern Day

Marine Event

Co-operation agreement enables UMS SKELDAR to equip its market-leading SKELDAR V-200 with Hydronalix's Unmanned Surface Vehicle (USV) enhancing the manned-unmanned common operating picture across multiple maritime domains.
Release from UMS Skeldar

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26th June – UMS SKELDAR and Hydronalix are pleased to announce a co-operation agreement at the Modern Day Marine event, due to be held between June 27th and 29th, 2023, in Washington DC, USA. The agreement will feature UMS SKELDAR's market-leading SKELDAR V-200 Unmanned Aerial Vehicle (UAV) equipped with one of Hydronalix's groundbreaking Unmanned Surface Vehicle (USV) systems. The purpose of the new joint platform is to offer solutions to emerging operational challenges within, for example, complex, contested littoral areas where supporting networks of manned – unmanned systems are required for

efficient, resilient operations.

Hydronalix's USV, which will for the first time be attached to UMS SKELDAR's V-200 platform, can be employed as a communications link between the different users in all domains. This combined system will provide the Marine Corps and Navy the capability to adapt to complex littoral environments rapidly thanks to its ability to be quickly deployed day or night over sea. Additionally, the Intelligence, Surveillance, Reconnaissance and Targeting (ISR&T) benefits offered by launching USVs teamed with UAVs in conflict zones, greatly broadens the operational picture for users.

Ted Ackerstierna, UMS SKELDAR's Vice President for the USA market, explains: "At UMS SKELDAR, we are constantly working to broaden the capabilities of our UAV platforms, not only in terms of sensor-based payloads, but also with technologies like Hydronalix's USVs that we can employ from our UAV systems. The USVs offered by Hydronalix are such versatile pieces of technology, which we saw a great many uses for including supporting covert surveillance missions and acting as a critical communications link. Attached to our SKELDAR V-200, which has an endurance of over six hours with significant payload weight, the complete system will be able to provide a wide range of enhanced capabilities for Marine Corps and Navy war fighters across their operational domains."

Anthony Mulligan, CEO for Hydronalix, adds: "The possibility of launching Hydronalix's USVs from UMS SKELDAR's V-00 UAVs is a potential gamechanger for Marine Corps and Navy war fighters who seek unmanned technologies that can enhance their operational capabilities. The future distributed force concepts require innovative solutions that can provide the domain awareness for effective decision making. From rescue to weapon assignment, the UMS SKELDAR UAV / Hydronalix USV platform combination with advanced mesh networking promises to

serve Expeditionary and Special Forces under new distributed force designs.”

HII Donates Dry Dock Gate to Become Part of Sustainable Fish Reef

Release from HII

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NEWPORT NEWS, Va., July 06, 2023 (GLOBE NEWSWIRE) — HII (NYSE: HII) announced today that its Newport News Shipbuilding division partnered with the Virginia Marine Resource Commission (VMRC) to donate and sink a former dry dock caisson gate offshore, giving it new life as part of an artificial reef.

The donation is aligned with HII's sustainability efforts to protect our shared resources and reflects a corporate commitment to a sustainable, resilient and inclusive future.

Caisson gates are used at the harbor end of a dry dock, with pipes inside allowing for water from the James River to enter when NNS needs to flood the dry dock. This particular gate, originally put into service at NNS in 1967, was part of a dry dock no longer in use at the shipyard.

NNS crews worked to prepare the caisson gate, ensuring that it was environmentally ready to take on its new mission. That included stripping all loose paint, removing electrical items and ensuring all oils and solvents were removed. The gate was also ballasted for sinking to ensure it landed on the seabed properly.

In late June, the gate left NNS, was towed offshore and sunk. It is now taking on new life as part of the VMRC Tower Reef, which is already home to multiple barges, other vessels and subway cars.

Photos and a video accompanying this release are available at: https://hii.com/news/hii-donates-dry-dock-gate-sustainable-fish-reef-2023/

"Donating this caisson gate to give it a new purpose was a natural choice for us," said John Anderson, NNS senior dock master, who spearheaded the project. "We understand that nurturing and protecting our oceans isn't just the right thing to do, it also makes good business sense as we serve our customer, shipbuilders and community."

The donation directly supports Virginia's Artificial Reef Program, which aims to replicate natural fish habitats as closely as possible and increase fishing opportunities for anglers.

"VMRC has been building and enhancing reefs for citizens of

the commonwealth for over 40 years," explained VMRC Commissioner Jamie Green, a strong proponent for the program. "We are excited to partner with NNS to utilize material that has such a rich history with the Hampton Roads area."

This partnership is part of HII's continued commitment to a sustainable future. The 2023 HII Sustainability Update is available here.

Marine Exchange of Southern California Commemorates 100 Years of Maritime Excellence

San Pedro, July 1, 2023

The Marine Exchange of Southern California, a beacon of maritime operations, is proud to announce its centennial anniversary. For a remarkable 100 years, the Marine Exchange has steadfastly promoted the safety, security, efficiency, reliability, and environmental soundness of the Marine Transportation System in the Southern California region.

Since its establishment 1 July 1923, the Marine Exchange of

Southern California has been a cornerstone of the maritime industry, fostering collaboration, innovation, and excellence in the region. Over the past century, it has seamlessly navigated the changing tides to meet the evolving needs of the industry, providing invaluable services and support to a vast array of maritime stakeholders. The Marine Exchange maintains records of ship arrivals and departures stretching back to its inception and has evolved into the Maritime Information Center and Vessel Traffic Service for the Los Angeles-Long Beach Port Complex.

As the compass navigating maritime operations in Southern California, the Marine Exchange operates around the clock to chart the course of the smooth flowing commerce and safeguarding the vital waterways of the region. With its state-of-the-art vessel tracking systems, comprehensive maritime information services, and efficient communications networks, the Marine Exchange has revolutionized the way ships navigate and operate in the four major ports of Southern California: Port Hueneme, Los Angeles, Long Beach, and San Diego, as well as the offshore marine oil terminal at El Segundo. For example, the Marine Exchange worked with Industry and Public Sector Partners to develop the new queuing system for labor, which helped manage, increase safety, and increase air quality, the record-breaking backup of container ships during 2020-2022, which reached a peak of 109 on 9 January 2022.

To commemorate this remarkable milestone, the Marine Exchange brought together industry leaders, government officials, and stakeholders in a Centennial Celebration to pay homage to its rich maritime heritage and a century's worth of contributions to the maritime community. On June 29, the Marine Exchange kicked off their 100th year with a celebration featuring a ceremony, speeches, cake-cutting, and an exhibition showcasing 100 years' worth of keepsakes and photos. In attendance was a range of industry professionals and elected officials

including Long Beach Vice Mayor Cindy Allen, MX Board President Bob Clark, President of the Long Beach Board of Harbor Commissioners Sharon Weissman and Commissioner Bonnie Lowenthal, Los Angeles Harbor Commissioners Diane Middleton and Lee Williams, Port of Los Angeles Deputy Executive Director and LA Port Police Chief Tom Gazsi, US Coast Guard Captain Stacey Crecy, ILWU Local 94 Vice President Duane Martinez, Los Angeles City Councilmember Tim McOsker, and representatives from the offices of California State Senator Steven Bradford, Assemblymember Mike Gipson, and Assemblymember Josh Lowenthal.

21 members of the Coast Guard Auxiliary Divisions 5 and 6 provided safety and security support throughout the event.

“We are thrilled to celebrate this momentous milestone in our history,” said Captain Kip Louttit, USCG, Retired, Executive Director of the Marine Exchange of Southern California. “For 100 years, we have been at the forefront of maritime operations, and this anniversary is a testament to our unwavering commitment to a safe, secure, efficient, reliable, and environmentally sound Marine Transportation System in Southern California waterways. We are proud to honor our storied past and engage with the maritime community to chart a course for an even brighter future.” For more information about the Marine Exchange of Southern California’s centennial celebration, please visit their official website at mxsocal.org, or contact info@mxsocal.org

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Bell H-1 Fleet Surpasses Half

a Million Flight Hours

A U.S. Marine Corps AH-1Z Viper helicopter, with Marine Light Attack Helicopter Squadron (HMLA) 469, fires an Air Intercept Missile (AIM-9 Sidewinder missile) during a live-fire training event near Okinawa, Japan, Sept. 29, 2020. HMLA-469 conducted a live-fire exercise using AIM-9 Sidewinder missiles to improve proficiency with the weapon system. (U.S. Marine Corps photo by Cpl. Ethan M. LeBlanc)
Release from Bell Textron

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FORT WORTH, Texas (June 28, 2023) – The current H-1 fleet of AH-1Z Vipers and UH-1Y Venoms reached a major flight milestone by surpassing the 500,000-flight hour mark. Nearly 400 AH-1Z and UH-1Y helicopters, built by Bell Textron Inc., a Textron Inc (NYSE:TXT) company and operated by the U.S. Marine Corps and their allies, combined to achieve the milestone.

“The H-1 continues to be the premier example of a family of

aircraft that can do more with less and deliver unmatched interoperability and expeditionary agility," said Mike Deslatte, Bell H-1 vice president and program director. "We are thrilled to reach this tremendous milestone and excited for the future of both the Viper and the Venom as they continue to grow in number and capability around the world."

The H-1 Viper and Venom provide tremendous versatility to the fleet. Both variants demonstrated integration with advanced weapons and datalink capabilities.

"We are proud that the first 500,000 flight hours of the UH-1Y and AH-1Z included constant deployments to austere deserts, numerous types of naval vessels, and frigid cold environments in support of U.S. and allied service members on the ground and at sea," said Nate Green, Bell H-1 program manager. "With the Viper and Venom sharing 85 percent commonality of parts, a major advantage of this program is that a single readiness improvement or capability upgrade can often support both aircraft."

Bell supports the future of H-1s through its work on the Marine Corps Structural Improvement Electrical Power Upgrade (SIEPU) program. Structural and electrical modifications optimize the aircraft to improve mission capabilities, aircrew safety, and interoperability. Bell is currently working to increase the electrical power capacity on the platform, which will allow the airframe to support the integration of additional capabilities for years to come.

"This milestone highlights the crucial missions our customers have accomplished with the H-1 during this time. Congratulations to the U.S. Marine Corps and their allies on this tremendous milestone. Bell is proud to be your partner on this platform," added Deslatte.

Bell provides diverse and comprehensive services to H-1

squadrons, including parts, maintenance, training, on-site field representatives, and data analytics, supporting worldwide operations.

BAE Systems and ELTA Systems, Ltd. successfully test manned-unmanned teaming requirements on Amphibious Combat Vehicle

Release From BAE Systems

STAFFORD, Virginia – June 28, 2023 – BAE Systems has successfully tested manned- unmanned teaming (MUM-T) on the Amphibious Combat Vehicle (ACV) C4UAS as a technology demonstration using IAI/ELTA Systems Ltd's Rex MK II Unmanned Infantry Combat Support System. The teaming technology enhances mission effectiveness through greater situational awareness and decision making capabilities.

The successful demonstration of MUM-T capabilities shows the versatility of the built-in growth capacity in the ACV C4UAS. The ability to incorporate MUM-T into mission planning expands mission parameters and tactical sphere while decreasing the risk to human and technological assets in uncertain or hostile environments.

"This is an exciting next chapter to show the growth potential of the ACV C4UAS," said Garrett Lacaillade, vice president of the Amphibious Vehicles product line for BAE Systems. "Pairing an unmanned system like the Rex provides increased situational awareness, supports mission success, and reduces the risk to our Marines."

The ACV is an adaptable amphibious platform built to meet the operational needs of the Marine Corps, allowing space for new capabilities as technology evolves such as reconnaissance, electronic warfare, anti-air, and uncrewed aerial systems (UAS) systems integration. Built in partnership with Iveco Defence Vehicles, the ACV is a unique mix of true open-ocean amphibious capability, land mobility, survivability, payload, and growth potential.

The Rex MK II system is an unmanned autonomous vehicle that provides direct support to maneuvering infantry units. It can perform a variety of tasks including tactical logistic support, tactical intelligence, surveillance, and reconnaissance (ISR), operating lethal weapons through target

acquisition and evacuating wounded Marines.

ACV production and support is taking place at BAE Systems locations in: Stafford, Virginia; San Jose, California; Sterling Heights, Michigan; Aiken, South Carolina; York, Pennsylvania; and, Phoenix, Arizona.

For more information, please contact:
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Keel Authenticated for the Future USNS Point Loma

SEAPOWER
The Official Publication of the Navy League of the United States

Release from Naval Sea Systems Command

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June 27, 2023

By Team Ships Public Affairs

Mobile, AL – The keel for the future USNS Point Loma, Expeditionary Fast Transport Ship (EPF 15), the second of the Spearhead-class EPF Flight II configuration, was laid at Austal USA, June 27.

The keel-laying ceremony represents the joining together of a ship's major modular components on land, and is a significant milestone in ship production. The keel is authenticated with the ship sponsors' initials etched into a ceremonial keel plate that is later incorporated into the ship. EPF 15's sponsor is Mrs. Beth Asher.

"The keel laying is the beginning of a ship's journey, and we look forward to the many milestones ahead," said Program Executive Office, Ships Strategic and Theater Sealift Program Manager Tim Roberts. "EPF 15 will build on the capabilities established by the Flight I configuration, providing a wide variety of mission tools, when and where our fleet needs support."

EPFs operate in shallow waterways. These versatile, non-combatant transport ships are used to quickly move the troops, military vehicles, and equipment needed to support:

- Overseas contingency operations
- Humanitarian assistance
- Disaster relief
- Special operations forces efforts
- Theater security cooperation activities

- Emerging joint sea-basing concepts

The Flight II is a modified configuration that allows the ship to deploy as a fast transport or with Role 2 enhanced (2E) medical capability, or both. Medical capability includes an

intensive care unit, ward beds, limited X-ray, laboratory, and dental support. Additional capabilities which support the ship's medical mission include V-22 flight operations and the ability to deploy 11-meter rigid hull inflatable boats.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, sealift ships, support ships, boats and craft.

HII is Awarded Contract Modification for Aircraft Carrier John F. Kennedy (CVN 79)

[Release from HII]

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NEWPORT NEWS, Va., June 23, 2023 (GLOBE NEWSWIRE) — HII (NYSE: HII) announced today that its Newport News Shipbuilding (NNS) division has received contract modifications totaling $393.3 million from the U.S. Navy to shift the delivery strategy for the aircraft carrier *John F. Kennedy* (CVN 79).

The contract action announced today revises the delivery approach for the second *Gerald R. Ford*-class aircraft carrier, shifting work previously planned for Post-Shakedown Availability (PSA) completion at NNS into the baseline construction contract. Under the new delivery strategy, *John F. Kennedy* will now deliver to the Navy July 31, 2025.

“The contract modification reflects extensive collaboration with the Navy, as we have supported their decision to change the delivery strategy,” said Lucas Hicks, NNS vice president for *John F. Kennedy* (CVN 79) new construction aircraft carrier program. “This strategy will decrease post-delivery work required and increase ship capability and readiness at delivery. We understand the importance of *Kennedy* and look forward to delivering this mission-ready capability to the Navy.”

A photo accompanying this release is available at: https://hii.com/news/hii-is-awarded-contract-modification-for-aircraft-carrier-john-f-kennedy-cvn-79

Kennedy continues the legacy of highly capable nuclear-powered aircraft carrier platforms. *Ford*-class enhancements incorporated into the design include an enhanced flight deck, improved weapons handling systems and a redesigned island, all to support increased operational efficiency and reduced manning requirements. The *Ford*-class also features a new nuclear power plant, increased electrical power-generation capacity, and growth margin for future technologies.

Thousands of shipbuilders and suppliers from across the

country are supporting the construction of *Kennedy* at NNS, which is the nation’s sole designer, builder and refueler of nuclear-powered aircraft carriers. Two other *Ford*-class aircraft carriers are currently under construction at NNS: *Enterprise* (CVN 80) and *Doris Miller* (CVN 81).