Groundbreaking Held for KONGSBERG's Missile Manufacturing and Maintenance Facility

Release From Kongsberg Defense and Aerospace Inc.

Jan. 16, 2026 – Kongsberg Defense and Aerospace, Inc. ('KONGSBERG') held a groundbreaking ceremony Friday for its first state-of-the-art US-based missile production facility in James City County, Va.

Speakers at the event included Kongsberg Defence and Aerospace (Norway) President Eirik Lie, James City County Board of Supervisors Chair Dr. John McGlennon, Virginia Secretary of Transportation Hon. Shep Miller, U.S. Representative Rob Wittman (VA-1) and Norwegian Ambassador to the United States

Anniken Huitfeldt.

This facility, located in Toano, Va, between Richmond and Williamsburg and conveniently near Naval Station Yorktown, will help the company meet global demand for its precision strike missiles.

“This new KONGSBERG factory will provide additional production capacity, sustainment and in-country tech refresh capabilities for our Naval Strike Missile (NSM) and Joint Strike Missile (JSM) – both highly advanced, fifth generation cruise missiles capable of both maritime strike and land attack,” said Lie.

The United States Navy awarded KONGSBERG a multi-year procurement contract for NSM in 2024 for the Navy’s Over-the-Horizon weapon weapon system, as well as the Marine Corps’ NMESIS (Navy Marine Expeditionary Ship Interdiction System). The United States Air Force selected the JSM in 2024 for use on the F-35A Joint Strike Fighter.

“We are proud to invest in defense manufacturing in the United States and excited to onshore our world-class capabilities in James City County, Va. The state of Virginia, including the Virginia Economic Development Partnership and the Hampton Roads Alliance, have been integral in this process and we look forward to growing our presence in the US as we ramp up hiring,” said Heather Armentrout, KDA, Inc. president and general manager.

The KONGSBERG facility was announced in September 2024 and will create more than 180 jobs in the James City County area. It will inject more than $100 million in economic benefits, as well as create opportunities for local suppliers to support the production and manufacturing of these weapons.

Preparatory site work has commenced with construction expected to begin by Q2 2026. Missile manufacturing will begin in late 2027, ramping up to full rate production by the end of 2028.

The NSM has been selected by 14 countries and the JSM by 5 nations, including the US.

Tripoli Expeditionary Strike Group operates in 7th Fleet

An F-35B Lighting II, attached to Marine Fighter Attack Squadron 242 takes off from the flight deck of America-class amphibious assault ship USS Tripoli (LHA 7) during flight operations in the South China Sea, Dec. 11, 2025. (U.S. Navy photo by Mass Communication Specialist Seaman Angel Conde)
Release From Tripoli Expeditionary Strike Group

U.S. 7th FLEET AREA OF OPERATIONS – The Tripoli Expeditionary Strike Group, composed of the 31st Marine Expeditionary Unit (MEU), America-class amphibious assault ship USS Tripoli (LHA

7), Ticonderoga-class guided-missile cruiser USS Robert Smalls (CG 62) and Arleigh Burke-class guided-missile destroyer USS Rafael Peralta (DDG 115), is conducting routine operations in the U.S. 7th Fleet area of operations, Dec. 11.

This marks Tripoli's initial forward-deployed assignment as the flagship for the Tripoli Expeditionary Strike Group. The group's presence promotes regional stability and maritime security in U.S. 7th Fleet.

"The Tripoli Expeditionary Strike Group is maintaining peace and security in the Indo-Pacific while assuring access to the seas for all nations," said Rear Adm. Tom Shultz, commander of the Tripoli Expeditionary Strike Group. "As the only permanently forward-deployed expeditionary strike group, our Navy and Marine Corps team's ability to operate in the air, on land, and sea, combined with anti-air warfare, anti-submarine warfare and anti-surface warfare capabilities allows us to support any contingency in the region."

The 31st MEU brings the ability to conduct a variety of joint, maritime and amphibious multi-domain operations and activities. They are permanently positioned to provide a flexible and combat-capable force to contribute to deterrence, security, crisis response and multi-domain military operations in the Indo-Pacific.

"The 31st MEU is flexible and responsive. We're forward deployed and have longstanding, habitual relationships with Amphibious Squadron 11, the Japan Ground Self-Defense Force's Amphibious Rapid Deployment Brigade and Special Operations Command Pacific," said Col. Chris Niedziocha, commanding officer of the 31st MEU. "Those relationships, coupled with the unit's high operational tempo ensure the MEU is always ready to respond to crises and campaign with our allies or fight tonight."

Embarked aboard Tripoli is a detachment of F-35B Lightning

II aircraft from Marine Fighter Attack Squadron (VMFA) 242, which provides the Tripoli Expeditionary Strike Group more stealth and flexibility than any other aircraft. The Tripoli Expeditionary Strike Group is capable of conducting expeditionary warfare operations with Navy and Marine Corps capabilities to support theater contingencies that range from crisis response to full combat operations. U.S. 7th Fleet, the U.S. Navy's largest forward-deployed numbered fleet, routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.

Secret Service's New Trainer Courtesy of Presidential Helicopters Program Office

VH-3D helicopter, bureau number 159351, officially welcomed to the United States Secret Service James J. Rowley Training Center in South Laurel, Md. on January 12. (L to R) Col. Ryan Shadle, Commanding Officer, Marine Helicopter Squadron One, Mr. Miltom Wilson, United States Secret Service Assistant Director, Office of Training, and Col. Erica Mantz, Program Manager, Presidential Helicopters Program Office. Photo courtesy of United States Secret Service.
From Naval Air Systems Command, Jan. 16, 2026

LAUREL, Md. – In June 2025, the Presidential Helicopters Program Office (PMA-274) delivered and installed a retired and refurbished VH-3D helicopter, bureau number 159351 (BUNO 351), to the United States Secret Service (USSS). The agency received the aircraft at the James J. Rowley Training Center (JJRTC) in South Laurel, Maryland, fulfilling its need for a new training aircraft to continue effectively training its agents.

A team of industry and contract support assisted in the seamless transfer of the aircraft and ensured it was treated with top-shelf inspection, maintenance, demilitarization, and

white-glove care. The aircraft was delivered to the USSS in quintessential showroom appearance with all tactical features needed for up-to-date training for President and Vice President of the United States (POTUS/VPOTUS) safety and protection.

The aircraft will be used by the USSS to conduct threat reaction and other tactical procedural training, improving agents' skills to optimize their important protective mission.

BUNO 351's journey began years before this delivery, in 2022, when the USSS and United States Marine Corps (USMC) started discussions about upgrading the organization's training asset. Earlier in 2025, initial demilitarization efforts on BUNO 351 were performed by the PMA-274 maintenance department at the Presidential Helicopter Support Facility. The aircraft spent weeks in refurbishment along with having ground training features installed as requested by the USSS. Upon completion the aircraft was shipped to the JJRTC, where it replaced an unserviceable training aircraft.

The USSS explained that the unserviceable training asset was no longer equipped to safely provide needed space and layout for new members who were in training for protective details within the Secret Service. The old training aircraft, now removed from the JJRTC, was a retired U.S. Navy asset. It was painted to resemble Marine One, which is the call sign, or name, of the helicopter when POTUS is aboard.

Trainees can now work both inside and outside of the mock Marine One safely and more accurately for the Presidential and Vice Presidential protection missions they will provide. BUNO 351 also provides the added value of the proper seating configuration in alignment with the VH-92A Patriot helicopter, the latest model flown by Marine Helicopter Squadron One (HMX-1) in support of the presidential lift mission.

“Our teams have collaborated diligently to make this transfer possible,” said Col. Erica Mantz, PMA-274 program manager. “This effort to deliver BUNO 351 has greatly strengthened our partnership with the U.S. Secret Service and contract support team.”

The old U.S. Navy training helicopter was manufactured in October 1963 and has been used by countless special agents and Uniformed Division officers to practice protective movements. It has since been transported to Arizona for shredding and recycling.

“Not only is VH-3D BUNO 351 a significant improvement for our training requirements, our visitors to JJRTC have the opportunity to view a Marine One on tours of the training facility,” said Deputy Special Agent In Charge Troy Sarria. “The new helicopter draws even more attention as an officially retired and demilitarized VH-3D – once flying Presidents and Vice Presidents.”

PMA-274 not only transported the aircraft with industry partners, the program logistics and sustainment teams worked to ensure a comprehensive demilitarization and transfer process was complete end-to-end. An important step is to properly account for all government inventory with a seamless, clear transfer of possession to the USSS.

“We are grateful for the helicopter’s capability and awed by the quality of the final product,” added Sarria.

During the January dedication ceremony officially inducting the retired VH-3D as the USSS training asset, Mantz shared with attendees, “This aircraft served nearly 50 years, supporting nine U.S. Presidents throughout its distinguished history. Now 351 will continue to serve our great nation in a different, but equally important capacity.”

The retired 159351 VH-3D sits just feet away from half a mock Air Force One, dubbed Air Force One Half, aboard JJRTC. This

placement is essential. The configuration of these two training assets mimics real-life events and leads to more effective and realistic training.

BUNO 351 served HMX-1 shy of 50 years before reaching its end of service life. The aircraft entered into service in July 1975 and was decommission in October 2024. This venerable aircraft carried nine presidents: Gerald Ford, Jimmy Carter, Ronald Regan, George H. W. Bush, Bill Clinton, George W. Bush, Barack Obama, Donald Trump, and Joe Biden.

PMA-274 provides safe, ready, high-performing, and affordable aircraft, capabilities, and support to HMX-1.

US Navy and Marines Select L3Harris T7 Robots to Enhance Ordnance Disposal Capabilities

The L3Harris large T7 robotic systems will provide U.S. Navy and U.S. Marines with enhanced dexterity and performance to safely execute explosive ordnance disposal missions. (L3Harris)

Release From L3Harris Technologies

MELBOURNE, Fla., Jan. 14, 2026 – L3Harris Technologies (NYSE: LHX) has received an award to support the U.S. Navy and the U.S. Marines with 34 large T7™ robots that will deliver enhanced capabilities for explosive ordnance disposal (EOD) missions.

L3Harris T7 robots help keep troops out of harm's way by neutralizing explosive threats from a safe distance. The company designed the robotic systems for high-risk missions, providing mobility, manipulation and intuitive control.

"Recognized by both the Navy and Marines for outstanding dexterity and performance, L3Harris T7 robotic systems will provide them a significant advantage for their most challenging EOD missions," said Dave Kornick, President, Intelligence and Cyber, Space and Mission Systems, L3Harris. "We're honored to continue working with the Department of War and our key partners in the U.K. and Australia, who also use

the most advanced robotic technology available.”

Deliveries under this multi-year contract are scheduled to begin this year. L3Harris will also provide robotic system and comprehensive operator training.

This award follows a U.S. Air Force order for more than 100 robots in 2021. The Australian Defence Force and U.K. Ministry of Defence also use large T7 and medium-sized T4 robots to support their EOD missions.

CH-53K Program Enters Multi-Year Procurement Contract with GE

A U.S. Marine Corps CH-53K King Stallion helicopter assigned to Marine Heavy Helicopter Squadron (HMH) 461, Marine Aircraft Group 29 lifts a joint light tactical vehicle during a helicopter support team exercise at Marine Corps Base Camp Lejeune, North Carolina, Sep. 4, 2025. The helicopter support team operations enhanced the ability to coordinate safe rigging, loading, and lifting of vehicles by helicopter for precise and secure air transport. (U.S. Marine Corps photo by Sgt. Jorge Borjas)

Release From Naval Air Systems Command

NAS PATUXENT RIVER, Md. – A five-year, multi-year procurement (MYP) contract was signed on January 8 between the Department of War (DOW) and GE Aerospace for both new production and spare T-408 engines, along with associated sustainment services for the CH-53K King Stallion helicopter. The $1.4 billion contract covers five years, Lots 9-13, providing more than $174 million in savings over the Future Years Defense Program (FYDP).

The CH-53K program is critical to the Marine Corps' strategic plan. It is replacing the CH-53E as the only marinized heavy-lift rotary-wing aircraft in the U.S. defense inventory.

"This multi-year procurement is a key indicator of the strong commitment to the CH-53K program, and the integral part that GE plays," said Col. Kate Fleeger, program manager, H-53 Heavy Lift Helicopters Program Office (PMA-261). "The contract allows GE to manage supply chain health through a stable, predictable demand signal, ultimately achieving better pricing, passing those savings on to the government."

Multi-year procurement is one of several contracting mechanisms that Congress permits the DOW to use in limited circumstances. MYP is used in lieu of an annual contract and provides the opportunity for significant savings. MYP contracts require congressional approval for each use, with the program meeting specific criteria to qualify for MYP.

“By committing to long-term contracts, we are simultaneously reducing cost and helping to strengthen our defense industrial base,” said Fleeger. “Ultimately, this multi-year procurement will significantly reduce risk to the CH-53K transition plan.”

Long-term, MYP contracts provide stability to industrial partners while incentivizing investment. That investment provides personnel and equipment needed for uninterrupted production for the years negotiated. It also allows the program office to improve production while reducing the administrative burdens of annual contracts.

There are currently 23 CH-53K aircraft in operation with the U.S. Marine Corps. The CH-53K King Stallion program is on track for its first Marine Expeditionary Unit (MEU) deployment in FY27.

PMA-261 manages the cradle to grave procurement, development, support, fielding and disposal of the entire family of H-53 heavy lift helicopters.

VMM-264 Reactivates Following Five-Year Hiatus

11 Dec 2025 | Capt. Jacob Ballard2nd Marine Aircraft Wing

MARINE CORPS AIR STATION CHERRY POINT, N.C. – Marine Medium Tiltrotor Squadron (VMM) 264, 2nd Marine Aircraft Wing (MAW), was reactivated during a ceremony at Marine Corps Air Station New River, North Carolina, on Thursday.

VMM-264, known as “The Black Knights,” was deactivated on June 24, 2020, under Force Design initiatives. Throughout the squadron’s deactivation, the Marine Corps conducted an analysis of force management to ensure no operational commitments were unmet. This analysis identified the need for an additional VMM squadron on the east coast to provide sustained operational support to II Marine Expeditionary Force (MEF). This change within 2nd MAW reflects incremental adjustments to Force Design to meet the operational demands of the service.

During the reactivation ceremony, Col. Daniel Kaiser, commanding officer of Marine Aircraft Group 26 (MAG), spoke about the squadron’s history and its role in the MV-22’s early

operational employment.

“VMM-264 carries a distinguished legacy, having been established in 1959 and providing decades of critical support to Marine Air-Ground Task Force (MAGTF) operations around the globe. Upon transitioning to the MV-22 Osprey in 2009, the squadron played a pivotal role in developing and advancing the MV-22 as the Marine Corps’ premier assault support platform.”

Kaiser went on to express excitement about the squadron’s return. “MAG-26 is proud to welcome this storied unit back into the fold and looks forward to the significant contributions the ‘Black Knights’ will bring in support of the ‘Carolina MAGTF.’”

The squadron will resume operating the MV-22 Osprey tiltrotor aircraft. The MV-22 Osprey is a multi-role tiltrotor aircraft developed by Bell Helicopter and Boeing, designed to support Marine Corps operations with enhanced versatility and speed. First introduced in the late 1990s, the MV-22 combines the vertical takeoff capability of a helicopter with the speed and range of a fixed-wing airplane. It is equipped to perform a wide array of missions, including troop transport, logistics support, and casualty evacuation. Due to its speed and range, the Osprey significantly reduces transit time in operational environments, making it a crucial asset for rapid deployment and maneuverability in the field.

In addition to the reactivation, the ceremony also served as an assumption of command, during which Lt. Col. Paul Lancaster formally assumed responsibility, authority, and accountability for VMM-264 as the commanding officer.

Lancaster expressed his pride in leading the reactivation. “I’m proud to lead the reactivation of a legacy assault support unit. This reactivation brings the necessary balance and capacity to the MV-22 community and supports the continued

evolution of Marine Corps aviation." He also recognized the efforts of those who made the reactivation possible: "Today's ceremony honors the Marines and Sailors who worked tirelessly to build a world-class squadron, dedicated to operational excellence. It also honors the thousands of Marines and Sailors who wore the Black Knight patch previously."

VMM-264 is a subordinate unit of 2nd MAW, the aviation combat element of II MEF.

Northrop Grumman to Rapidly Develop Marine Corps CCA with Kratos' Valkyrie UAS

This agile solution integrates Northrop Grumman's proven

mission systems with Kratos' mature Valkyrie. (Photo Credit: U.S. Marine Corps)
From Northrop Grumman, Jan. 8, 2026

BALTIMORE – Jan. 8, 2026 – Northrop Grumman (NYSE: NOC) was competitively awarded the U.S. Marine Corps' Marine Air-Ground Task Force Uncrewed Expeditionary Tactical Aircraft (MUX TACAIR) Collaborative Combat Aircraft (CCA). This award combines Northrop Grumman's uncrewed capabilities and autonomous leadership with Kratos' Valkyrie uncrewed aerial system to work alongside crewed fighters to provide air dominance in high-threat environments.

Northrop Grumman will develop and rapidly deliver platforms that include:

- **Advanced Mission Kit:** Northrop Grumman's cost-effective mission kit is inclusive of sensors and software-defined technologies designed specifically for uncrewed aircraft. The mission kit's flexible technology can perform various kinetic and non-kinetic effects, making the platform a combat-ready asset.

- **Open Architecture Autonomy Software:** Northrop Grumman's open architecture autonomy software package – known as Prism – will manage the aircraft's operations autonomously.

- **Valkyrie Uncrewed Aerial System from Kratos Defense and Security Solutions:** Fully equipped for a variety of missions that will include conventional takeoff and landing capabilities, enhanced runway flexibility with a modular airframe and payload bays for customizable effects.

Experts:

Krys Moen, vice president, advanced mission capabilities, Northrop Grumman: “Northrop Grumman remains at the forefront of advanced sensing capabilities, delivering innovative solutions that meet the needs of the warfighter with unmatched speed and reliability. This enhanced capability set ensures optimal performance for both crewed and uncrewed platforms.”

Steve Fendley, president Kratos Unmanned Systems Division: “The integration of the Kratos Valkyrie aircraft system configured with the world’s best multifunction mission systems from Northrop Grumman results in a high-capability CCA at a price point that enables the uncrewed systems to be deployed in mass with crewed aircraft.”

Details:

Northrop Grumman has packaged its sensors and other mission capabilities into a smaller envelope, resulting in a more cost-effective solution that is compatible with an uncrewed platform. Combining existing product lines and proven capabilities, Northrop Grumman, Kratos, and commercial partners developed a missionized CCA that includes survivability, connectivity, lethality and supportability elements. With more than 20 successful flight demonstrations in operationally relevant environments, Northrop Grumman and Kratos are offering the U.S. Marine Corps a low risk, expedited path to MUX TACAIR mission capability and persistent joint crewed and uncrewed expeditionary operations.

Marine Corps Launches New

Drone Training Program

By Marine Corps Staff Sgt. Claudia Nix, U.S. Marine Corps Training and Education Command, Dec. 31, 2025 |

The Marine Corps has launched a training program to rapidly increase the number of small unmanned aircraft system operators for commercial off-the-shelf attack drones.

The program, announced in Marine Corps administrative message 624/25, addresses a critical need for standardized training as the service integrates new systems, including the Neros Archer

first-person-view attack drone and prepares for this significant investment in various drone technologies.

This initiative builds on the service's success over the past few months scaling FPV attack drones across the Fleet Marine Force. It also aligns directly with War Department plans to field tens of thousands, and then hundreds of thousands, of attack drones across service components starting in March 2026 and continuing over the next several years.

The new framework, created by Training and Education Command, establishes six pilot courses and eight certifications to create a standard for drone operators across the force. These initiatives are designed to provide foundational skills for a variety of small unmanned aircraft systems.

"We are fielding these courses as pilot programs to move quickly while maintaining our commitment to quality training and safety," said Marine Corps Lt. Gen. Benjamin T. Watson, commanding general, Training and Education Command. "This allows us to validate all aspects of the training, from prerequisites and instructional methods to resourcing needs and certification standards, ensuring that we refine and perfect the curriculum before it becomes part of our long-term training framework."

Six approved pilot courses will certify Marines while testing instructional methods and curriculum. These courses include training for drone operators, payload specialists and instructors, with specific prerequisites such as simulator experience on Training and Education Command-approved systems. The courses aim to ensure proper integration and supervision of new drone capabilities. The Training and Education Command has also established a process to grant certifications to Marines who have existing qualifications and experience through an exception to policy.

Seven organizations are designated as regional training hubs with the authority to immediately begin conducting the pilot courses, including schools within Training and Education Command, 1st Marine Division, 2nd Marine Division, III Marine Expeditionary Force, and Marine Forces Special Operations Command.

Weapons Training Battalion at Marine Corps Base Quantico, Virginia, will serve as the interim central hub, responsible for standardizing training, certification and safety across the force. It will consolidate lessons learned and function as the Marine Corps' focal point for adapting training to emerging platforms, payloads and evolving operational requirements.

This effort to scale standardized FPV attack drone training was shaped by lessons from recent certifications, including two Marine Corps attack drone competitions, one in the National Capitol Region and the other in Okinawa, Japan. These efforts certified 19 attack drone operators, five attack drone instructors, seven payload specialists, and two payload specialist instructors.

In mid-November, the Marine Corps Attack Drone Team also supported the certification of 22nd Marine Expeditionary Unit Marines, resulting in 14 attack drone operators and 11 payload specialists fully trained, equipped and ready for contingency operations.

Over the next few months, the Marine Corps Attack Drone Team, alongside Weapons Training Battalion and regional hubs, will certify hundreds more Marines. By May 2026, all infantry, reconnaissance battalions and littoral combat teams across the Corps will be equipped to employ FPV attack drone capabilities.

Northrop Grumman Enhances USMC Amphibious Combat Vehicles with Bushmaster Chain Guns

The Mk44S was recently showcased during a live-fire event at the Bushmaster Users Conference, demonstrating the weapon's seamless integration with the ACV. (Photo Credit: Northrop Grumman)

Release from Northrop Grumman

MESA, Ariz. – Dec. 16, 2025 – Northrop Grumman Corporation (NYSE: NOC) has entered full-rate production to deliver Mk44 Stretch Bushmaster® Chain Guns® for the U.S. Marine Corps' new Amphibious Combat Vehicles (ACVs). The Mk44S will be

integrated into the Kongsberg remote turret used on the Amphibious Combat Vehicle 30mm program (ACV-30), significantly improving firepower for the Marines.

- The Mk44S offers enhanced range, reliability and overmatch as well as the ability to fire all NATO-standard 30x173mm cartridges, including Northrop Grumman's suite of advanced ammunition.

- The Mk44S includes the option to upgrade from 30mm to 40mm by simply changing the barrel and a few key parts, allowing for future flexibility.

- Production is underway at Northrop Grumman's Mesa, Arizona, facility.

Experts:

Dave Fine, vice president, armament systems, Northrop Grumman: "The Mk44 Bushmaster Chain Gun delivers unmatched firepower and reliability in even the most unforgiving conditions. By integrating this proven capability into the Amphibious Combat Vehicle program, we're equipping Marines with the tools they need to dominate the battlefield and stay ahead of evolving threats."

Details on the Mk44S Bushmaster Chain Gun:

The Mk44S is a medium-caliber weapon designed to fire 30x173mm ammunition and can be upgraded to fire 40mm rounds. It offers unmatched flexibility and reliability and is ideal for use with Northrop Grumman's advanced programmable munitions.

Marines Unveil First Full-Rate Production of Marine Air Defense Integrated System

By Adolphina Vander Velde, Program Executive Officer Land Systems

TWENTYNINE PALMS, Calif. – In September, the Marine Corps unveiled the first full-rate production version of the Marine Air Defense Integrated System (MADIS), marking a major milestone in expeditionary air defense and rapid capability delivery. Following weeks of intensive new equipment training and a live-fire exercise at the Marine Corps Air Ground Combat Center, Marines are now equipped with a significantly upgraded system designed to counter the evolving threat of unmanned

aerial systems and low-altitude air attacks.

The MADIS relies on a complementary pair of Joint Light Tactical Vehicles that form a maneuverable Ground Based Air Defense (GBAD) weapon system. It is designed to defeat UAS and manned aircraft while on the move or at the halt, providing an organic, expeditionary, and fully integrated Short-Range Air Defense capability. This fielding represents a deliberate and accelerated approach to capability delivery—one that prioritizes readiness, responsiveness and relevance to the modern battlefield.

The MADIS has undergone substantial upgrades since its prototype phase. The full-rate production variant integrates advanced sensors, improved targeting algorithms, and enhanced mobility features that allow Marines to detect, track, and neutralize aerial threats faster and more effectively than ever before.

The system's modular design allows for future upgrades, ensuring MADIS remains adaptable as the threat evolves. Its integration with expeditionary platforms means it can be deployed rapidly, providing organic air defense to maneuver units without relying on external support.
"Having supported the GBAD community for the last 22 years, from the schoolhouse to the program office, it's clear that MADIS brings a critical new capability to the warfighter," said Master Sgt. Brandon Meadors. "Marines have always said, 'Anytime, anyplace,' and this system helps us get there. It provides a state-of-the-art, mobile defense that directly supports our forces in the field."

During their time at the Marine Corps Air Ground Combat Center, Marines participated in classroom instruction and field exercises designed to familiarize themselves with the MADIS's architecture, capabilities, and tactical employment. The NET phase emphasized hands-on learning, with Marines

engaging directly with the system’s radar, electro-optical/infrared sensor, and weapon platforms.

The training culminated in a full-day, live-fire event, where Marines executed simulated engagements against aerial targets. The exercise validated the system’s performance and demonstrated the readiness of its operators.

“I would tell other Marines training on this system to be open and be creative,” said 1st Lt. Michael Rushane. “This is the future of the Marine Corps and the future of GBAD as a whole. The ideas you come up with for how to employ this system, whether you’re a PFC or a General, will pay dividends in the success of this system moving forward,” Rushane added.

With the successful completion of the NET and live-fire validation, the Marine Corps has taken a critical step in modernizing its air defense capabilities. This training represents a deliberate and accelerated approach to capability delivery—one that prioritizes readiness, responsiveness, and relevance.