L3Harris Secures Full-Rate Production Contract for US Navy Submarine Communication Systems

The Virginia-class attack submarine USS Texas (SSN 775) underway.

From L3Harris Space & Mission Systems

CAMDEN, N.J., Feb. 18, 2026 – L3Harris Technologies (NYSE: LHX) has received its largest full-rate production contract for communications systems from General Dynamics Electric Boat to deliver 26 shipsets for Virginia- and Columbia-class submarines. By utilizing state-of-the-art technology, these systems will enhance situational awareness and communication across submarine crews.

The follow-on award includes production for both submarine classes through 2033, with support extendable to future Columbia-class platforms and allied navies worldwide.

“The ability for submarines to operate undetected is vital to the U.S. Navy’s strategic advantage,” said Nino DiCosmo, President, Maritime, Space and Mission Systems, L3Harris. “With decades of experience in submarine technology and in partnership with General Dynamics Electric Boat, L3Harris will deliver highly reliable, undetectable communications systems to enhance operational effectiveness.”

This award builds on L3Harris’ decades-long legacy of supporting U.S. Navy submarine programs, including the Ohio- and Los Angeles-class submarines. Virginia-class submarines are nuclear-powered, fast-attack vessels designed for both littoral and deep-sea operations. The Columbia-class submarines, under development, will replace the Ohio-class ballistic missile submarines as the cornerstone of the nation’s sea-based nuclear deterrent.

Navy Issues RFP for Construction Manager to Accelerate Medium Landing Ship Acquisition

WASHINGTON – The U.S. Navy has issued a Request for Proposal (RFP) for a Vessel Construction Manager (VCM) to oversee the acquisition of the new Medium Landing Ship (LSM). This strategy is designed to maximize commercial practices to

accelerate delivery, improve cost discipline, and expand the U.S. shipbuilding industrial base, with a contract award anticipated for mid-2026.
From Naval Sea Systems Command, Feb. 18, 2026

WASHINGTON – The U.S. Navy has issued a Request for Proposal (RFP) for a Vessel Construction Manager (VCM) to oversee the acquisition of the new Medium Landing Ship (LSM). This strategy is designed to maximize commercial practices to accelerate delivery, improve cost discipline, and expand the U.S. shipbuilding industrial base, with a contract award anticipated for mid-2026.

For initial production, the Navy will direct the VCM to manage LSM construction at two shipyards: Bollinger Shipyards and Fincantieri Marinette Marine. Bollinger Shipyards was awarded a contract to support LSM long lead time procurement and lead ship engineering design activities in September 2025; Fincantieri will execute LSM work to build four ships. The VCM will then have the ability to decide the best strategy for awarding the remaining three ships authorized under the base contract.

The VCM will hold the prime contract with the Navy and, in turn, issue and manage its own subcontracts directly with the shipyards. This places the VCM in direct contractual control of shipyard performance and creates a buffer that, along with a proven design, is expected to reduce cost and schedule risks.

“The VCM approach not only accelerates construction timelines but also strengthens our industrial base by engaging multiple shipyards,” said Rear Adm. Brian Metcalf, program executive officer, ships. “By providing a mature, ‘build-to-print’ design and empowering a VCM to manage production, we are streamlining oversight for this acquisition. This approach accelerates the timeline and strengthens our industrial base, ensuring we have the capacity and expertise needed for

sustained maritime advantage.”

This acquisition strategy is a key component of the Navy and Marine Corps’ effort to address readiness in the Indo-Pacific and reflects a change in how the Navy traditionally contracts and oversees ship construction. Leveraging this new approach, the VCM is responsible for managing the entire construction program, from the design phase through to vessel delivery and post-delivery support.

The VCM will manage production across multiple shipyards in parallel using proven commercial shipbuilding practices, with significantly fewer Navy personnel than a traditional shipbuilding program would require.

The Navy will provide a mature, “build-to-print” vessel design, significantly reducing technical and schedule risks. In December 2025, the Navy and Marine Corps jointly announced Damen Naval’s LST 100 – a proven, non-developmental design – would serve as the baseline to help rapidly field LSM capability.

The LSM will fill the capability gap between smaller, short-range landing craft and the Navy’s long-duration, multi-purpose amphibious warfare ships. It is essential for the maneuver and sustainment of Marine forces, providing the critical littoral mobility required in contested environments. The program will deliver a 35-ship fleet that enhances expeditionary agility and supports the Marine Corps’ concept of distributed maneuver and logistics.

American Defense Companies Strike High-Tech Gulf of America Security Partnership

Wraith USV (Photo from Janus)
From Janus Marine & Defense LLC

- Partnership between Janus Marine & Defense and Raven Defense can build ‘wall of steel’ around US oil and gas and shipping operations

- Companies will fuse latest electronic warfare and autonomous vessel and air technology

- Deploying new technology can free up US Navy ships, slashing costs, without compromising lethality or

vigilance

Two leading American defense firms are striking a strategic agreement to build a high-tech ‘wall of steel’ to support the US Navy, commercial shipping and offshore operations in the Caribbean and Gulf of America.

The partnership sees South Carolina-headquartered marine autonomy specialist Janus Marine & Defense join forces with New Mexico-based US Department of War RF Systems contractor Raven Defense Corporation.

Janus CEO Jack Dougherty, a former U.S. Navy Iraq War veteran, said the aim of the partnership is to take pressure off the US Navy while protecting US oil and gas and shipping operations in the Gulf.

“The Gulf of America is seeing a massive increase in naval and commercial shipping and offshore activity,” he said. “This demands the latest technology to protect assets and people. The Janus–Raven partnership will provide a wall of steel around operations. Key is to use technology to take the pressure off the US security forces in a contested, high-risk maritime environment. We can slash costs, without compromising lethality and vigilance, by deploying Janus experience with autonomous surface and subsurface vessels combined with Raven’s satellite communications, air drones, ISR, and electronic warfare expertise.”

Jack said the ‘wall of steel’ will protect offshore energy infrastructure, ports, and critical maritime corridors, reducing reliance on, and risk to, manned vessels. He said Janus’ expertise draws on over a decade of contracting experience leading and operating Unmanned Surface Vessels in defense and security operations, starting with the autonomous mine-hunting unit in 2014 in U.S. 5th Fleet.

Chris Patscheck, CEO of Raven Defense, which draws on decades

of defense and electronic warfare experience, said the partnership is built on the latest maritime security needs – persistent, intelligent, and unmanned.

“We’re proud to step up for America’s interests in the Gulf with our friends at Janus,” he said. “Our solution integrates persistent intelligence, surveillance and reconnaissance (ISR), autonomous patrol, rapid interception, and remote operations center (ROC) support. It is purpose-built for the unique threat environment facing offshore energy operators. By leveraging unmanned water and air drones, advanced signal detection methods, and cybersecurity, our partnership offers continuous and pervasive coverage. We are setting a new standard for how energy infrastructure and shipping is protected.”

Australia, Philippines, and U.S. Conduct a Multilateral Maritime Cooperative Activity

From front, Philippine Coast Guard Teresa Magbanua-class patrol vessel BRP Teresa Magbanua (MRRV 9701), Royal Australian Navy Anzac-class frigate HMAS Toowoomba (FFH 156), U.S. Navy Arleigh Burke-class guided-missile destroyer USS Dewey (DDG 105) and Philippine Navy Jose Miguel Malvar-class guided-missile frigate BRP Diego Silang (FFG 07) sail in formation during the Maritime Cooperative Activity (MCA) in the Philippines' Exclusive Economic Zone, Feb. 16, 2026. (U.S. Navy photo by MC2 Class Oscar Diaz)

By U.S. 7th Fleet Public Affairs

SOUTH CHINA SEA – The combined armed forces of Australia, the Philippines, and the United States, demonstrated a collective commitment to strengthen regional and international cooperation in support of a free and open Indo-Pacific while conducting a multilateral Maritime Cooperative Activity (MCA) within the Philippines' Exclusive Economic Zone, Feb. 15-16, 2026.

As the first multilateral MCA of 2026, this event built on previous MCAs and our continuous operations

together, which strengthen the interoperability of our armed and defense forces and their doctrines, tactics, techniques, and procedures. This MCA focused on conducting visual information drills and replenishment-at-sea.

MCAs are conducted in a manner consistent with international law and with due regard to the safety, navigational rights, and freedoms of all nations.

Participating units included Royal Australian Navy Anzac-class frigate HMAS Toowoomba (FFH 156), Royal Australian Air Force P-8A Poseidon maritime patrol and reconnaissance aircraft, Philippine Navy Jose Miguel Malvar-class guided missile frigate BRP Diego Silang (FFG 7), AW109 helicopter, Philippine Air Force's FA-50 fighter jets, A-29 Super Tucano, C-208B, a Sokol Search and Rescue helicopter, Philippine Coast Guard Teresa Magbanua-class patrol vessel BRP Teresa Magbanua (MRRV 9701), U.S. Navy Arleigh Burke-class guided-missile destroyer USS Dewey (DDG 105), and a P-8A Poseidon assigned to Patrol Squadron (VP) 4.

The U.S., along with our allies and partners, upholds the right to freedom of navigation and overflight and other lawful uses of the sea and international airspace, and respect for all nations' maritime rights under international law.

U.S. 7th Fleet is the U.S. Navy's largest forward-deployed numbered fleet and routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.

Office of Special Projects: Protecting the Navy's Nuclear Superiority from Spies

Tugboats guide USS Minnesota (SSN783) to the pier as the Virginia-class nuclear-powered fast-attack submarine returns to Naval Submarine Base New London in Gorton, Connecticut, following a regularly scheduled deployment in November 2021. From U.S. Fleet Forces Command

WASHINGTON – When it comes to protecting the Department of the Navy's secrets, no one is better equipped than the NCIS Office of Special Projects (OSP), the Navy's elite counterespionage unit.

Comprised of Special Agents, intelligence professionals, technical and financial experts, and the NCIS Special Surveillance Team, OSP can respond globally to threats targeting Navy and Marine Corps information, personnel, and installations.

Leveraging cutting-edge investigative techniques and strong intelligence cooperation—underpinned by the Navy's growing prosecutorial strength in national security matters—OSP rapidly converts information into action, minimizing losses and mitigating risks to the Navy's superiority. These advanced capabilities, combined with NCIS's unique counterintelligence and law enforcement authority, make OSP the Department of War's preeminent weapon against adversarial intelligence services and insider threats.

OSP's strong partnerships with federal law enforcement agencies, including the FBI, also serve as an investigative force multiplier for cases involving civilian subjects outside the Uniform Code of Military Justice.

One such case—the investigation of Jonathan and Dianna Toebbe—illustrates the power of this collaboration.

In 2021, Jonathan Toebbe, aided by his wife, Dianna, attempted to sell highly sensitive information on the U.S. Navy's nuclear propulsion program. As a civilian nuclear engineer for the Naval Nuclear Propulsion Program, Jonathan had access to restricted data detailing military-sensitive design elements, operating parameters, and performance characteristics of reactors for nuclear-powered warships.

NCIS and the FBI launched a counterintelligence investigation after Jonathan sent a package containing restricted data and instructions for establishing a covert relationship—along with an offer to provide more information in exchange for cryptocurrency—to an individual whom he believed represented a foreign government. He later attempted to contact the perceived foreign representative using encrypted email. In reality, he was communicating with an undercover agent.

Over several months, Jonathan exchanged messages with the undercover agent and agreed to provide additional restricted

data in return for thousands of dollars in cryptocurrency.

Between June and August 2021, he completed two “dead drops,” delivering encrypted SD cards and receiving $100,000 in cryptocurrency. A review of the cards confirmed they contained restricted data related to Navy submarine reactors. Both Jonathan and Dianna were arrested on Oct. 9, 2021, while attempting to deliver a third SD card.

On Nov. 9, 2022, Jonathan was sentenced to more than 19 years in prison. Dianna received a sentence of more than 21 years.

“The Office of Special Projects continues to innovate to rapidly and aggressively meet adversarial threats to the Department of the Navy,” said OSP Special Agent in Charge James Allen. “Through the development and enhancement of organic capabilities, and by strategically leveraging unique partnerships, OSP remains committed to preserving warfighting superiority and enhancing the lethality of the Department of War.”

OSP specializes in conducting national security and counterintelligence investigations on behalf of the Department of the Navy. Working alongside federal partners as force multipliers, OSP identifies and disrupts threats to critical DON personnel, programs, and technologies.

Keel Laid for Future USNS

Ruth Bader Ginsburg

From Team Ships, Feb. 13, 2026

SAN DIEGO - The keel for the future USNS Ruth Bader Ginsburg (T-AO 212) was authenticated at the General Dynamics NASSCO shipyard on Feb. 13. The event marked a major construction milestone for the John Lewis-class replenishment oiler.

The ship’s namesake, Ruth Bader Ginsburg, was an advocate for justice who served on the U.S. Supreme Court for 27 years.

Keel laying authentication ceremonies are a centuries-old tradition marking a significant construction milestone where a ship transitions from design to reality. The keel was authenticated when the ship's sponsor, Jane Ginsburg, daughter of the late Justice, welded her initials onto a steel plate. This plate will be permanently affixed to the ship's hull, remaining with the vessel throughout its entire service life as a symbol of its beginning.

"This keel laying marks the first of many significant milestones for this ship and we are excited to bring this vessel to the Fleet," said John Lighthammer, program manager, Auxiliary and Special Mission Shipbuilding Program Office.

John Lewis-class replenishment oilers are a critical component of the Navy's Combat Logistics Force and are a cornerstone of the Navy's fuel delivery capability. These 746-foot vessels are engineered to provide robust support, with the capacity to carry up to 162,000 barrels of diesel ship fuel, jet fuel, and other cargo.

Operated by the Military Sealift Command, these ships enable the Navy's warships to remain at sea for extended periods, providing the fuel, supplies, and provisions necessary to sustain global missions.

As a Department of War's acquisition organization, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, and auxiliary ships, including special mission ships, sealift ships and support ships.

UTIC Highlights Investments, Collaboration, and Workforce Development

From The Undersea Technology Innovation Consortium, Feb. 12, 2026

MIDDLETOWN, R.I. – The Undersea Technology Innovation Consortium (UTIC) had a significant year of growth in 2025, expanding its membership and accelerating innovation in

undersea and maritime technologies.

In 2025, UTIC marked the 100th prototype project award, representing $1.5 billion in total prototype project funding to UTIC members to advance critical innovation for the U.S. Navy across the undersea tech domain. The consortium also continued its commitment to workforce development, surpassing $100,000 in awarded STEM scholarships to help build the next generation of maritime and undersea tech talent.

UTIC's membership, representing 300 organizations across over 40 states, highlights increasing national engagement from industry and academic partners. In addition, UTIC convened more than 200 undersea tech industry leaders through two Industry Days, an AUKUS Forum, and a Defense Investment Forum, creating opportunities for collaboration, knowledge-sharing, and partnership.

In 2025, UTIC entered into a Cooperative Research and Development Agreement (CRADA) with Naval Undersea Warfare Center (NUWC) Division Newport, strengthening collaboration to advance innovative technologies that support the U.S. Navy's most critical missions.

These milestones underscore UTIC's growing role as a national leader for collaboration, innovation, and investment in undersea and maritime technologies.

"UTIC is committed to propelling undersea tech advancement. The ongoing success of our partnership with the Navy, combined with our strong commitment to workforce development and collaboration, fosters innovation across the undersea and maritime domains," said Molly Donohue Magee, UTIC CEO.

The 2025 Annual Report is **available here**.

Military Sealift Command Delivers Needed Cargo to Antarctica

Feb. 12, 2026 | By Sarah Cannon, Military Sealift Command Pacific

The Military Sealift Command chartered heavy lift ship Plantijngracht is conducting cargo offload operations at McMurdo Station, Antarctica, as part of MSC's ongoing support of the annual Antarctic resupply mission: Operation Deep Freeze 2026.

The Plantijngracht arrived in Winter Bay, Antarctica, Feb. 4, where its crew offloaded a 65-ton floating modular causeway

system. Sections of the system were assembled on the ship's deck before being offloaded, connected and floated into place by the Army's 7th Transportation Battalion. The causeway is being used instead of the traditional ice pier this year due to the size and weight of the ship's cargo.

While the focus of the mission is on cargo delivery, the causeway system came with its own unique set of challenges that planners had to anticipate and account for to ensure a smooth operation.

"The [causeway system] adds to the overall timeline of the cargo offload. It takes approximately three to four days to build at the start of the operation and the same amount of time to break down at the end," said Marie Morrow, the ship's liaison to the Joint Task Force Support Forces Antarctica staff. "Weather starts to deteriorate quickly in the second half of February, as the summer season comes to a close, so those extra six to eight days can increase the likelihood of weather challenges."

Once the system was in place and secure, the ship was met by members of Navy Cargo Handling Battalion 1 and cargo offloading operations began. The ship is delivering 372 pieces of cargo, consisting of containers filled with dry goods and supplies needed for survival at the remote Antarctic outpost.

Logistical moves are nothing new for Military Sealift Command; in fact, around the world, they are almost a daily occurrence. However, moving cargo in the harshest environment on Earth is a mission unto itself. Antarctica is known for its bitterly cold temperatures, harsh winds, ice conditions and weather that can change in a matter of minutes. All factors that need to be considered as operations unfold.

"The austere environment adds a lot of challenges to the operation. Unpredictable weather conditions, freezing cargo gear and high winds are common hurdles faced in the

cargo operation. Ice conditions vary from year to year and bring different problems," Morrow said.

The presence of thick ice can slow down the ship's arrival at the station. Little to no ice or open water conditions can cause shoreside erosion at the wharf.

"To handle all of the challenges, we control what we can within the operation," she said. "We use past lessons learned to handle challenges that come up."

Following the offload, the ship will be loaded with containers of retrograde cargo for transportation off the continent. This includes trash and recyclable materials for disposal and equipment no longer required at the station, as well as the causeway system.

Before departing McMurdo Station, the crew will also load ice-core samples that will be stored on the ship in a subzero freezer. The samples will be delivered to the U.S. for scientific study.

"The cargo delivery from California to Antarctica is one of the longest supply chains in the world. The ship plays a huge role in delivering cargo that supplies and sustains multiple stations on the continent," Morrow said. "The crews are always quite enthusiastic to be a part of such a unique and remote operation. For most, it is a once-in-a-lifetime opportunity."

US Navy transfers 10 TH-57

helicopters to Sri Lanka Air Force

Ten U.S. Navy TH-57 Sea Ranger helicopters, like the ones pictured here, are being donated to Sri Lanka under the U.S. Excess Defense Articles Program, strengthening the defense cooperation between the United States and Sri Lanka.
From Naval Air Systems Command, Feb. 12, 2026

NAS Patuxent River, Md. – The United States Navy recently transferred 10 TH-57 Sea Ranger helicopters to the Sri Lanka Air Force, strengthening the defense cooperation between the United States and Sri Lanka.

“The transfer of excess helicopters reflects the United States Navy’s commitment to international partnership,” said Naval Undergraduate Flight Training Systems Program Office (PMA-273) program manager Capt. Duane Whitmer. “By providing platforms that still have significant operational value, we aim to support the Sri Lanka Air Force’s ability to respond to

humanitarian assistance, disaster relief and training needs while strengthening the long-standing relationship between our two nations."

The U.S. donated the TH-57s to Sri Lanka in early January at no cost for the aircraft under the U.S. Excess Defense Articles (EDA) Program. The helicopters will be used for Sri Lanka's Air Force pilot training, in its operational fleet, and for disaster response and humanitarian assistance.

"Defense cooperation is an important pillar of international relations and initiatives like the transfer of excess helicopters help build trust, interoperability and mutual understanding between partner nations," said Douglas Mankin, Naval Air Systems Command's Security Cooperation Office foreign military sales lead for the Adversary and Specialized Aircraft Program Office (PMA-226). "The United States values its relationship with Sri Lanka and remains committed to working together to promote regional stability and shared security interests."

The United States Navy used the TH-57 Sea Ranger – a military derivative of the commercial Bell Jet Ranger 206 – for pilot training since it became operational in 1968 and recently replaced the aircraft with the TH-73 Thrasher.

This initiative underscores the United States' continued commitment to supporting Sri Lanka's defense readiness, humanitarian assistance efforts and long-term regional stability. The first batch of aircraft is scheduled to arrive in Sri Lanka as early as February, with additional deliveries to follow.

PMA-273 at Naval Air Station Patuxent River oversees the TH-57 and TH-73 programs. PMA-273 develops and oversees diverse and carrier-capable naval flight training systems where student pilots and undergraduate military flight officers acquire mission-critical aviation skills necessary to

carry out current and future missions of the U.S. Navy.

PMA-226 at Marine Corps Air Station Cherry Point, North Carolina, is responsible for 20 Type/Model/Series aircraft and airworthiness for upwards of 50 contractor aircraft. While the headquarters remains at Cherry Point, there are teams of acquisition professionals across the country managing the diverse portfolios of platforms and services.

SNC Signs Charter with Northrop Grumman and GA-ASI to Deliver Freedom Trainer for UJTS

From SNC, Feb. 11, 2026

SNC signed an Executive Charter with Northrop Grumman and GA-ASI to define an industry teaming in pursuit of the U.S. Navy's UJTS program.

Team Freedom reinforces SNC’s commitment to delivering a clean-sheet, purpose-built, high-performance trainer for the U.S. Navy with low-life-cycle cost.

This collaboration supports American manufacturing that strengthens the U.S. Defense Industrial Base and opens new opportunities for Foreign Military Sales in countries including Japan, UK, Canada, Australia and others.

SPARKS, Nev. (Feb. 11, 2026) – SNC, a global leader in aerospace and national security, today announced it signed an Executive Charter with Northrop Grumman (NYSE: NOC) and General Atomics Aeronautical Systems, Inc. (GA-ASI) to define and execute production and manufacturing teaming relationships for its Freedom Trainer™. This strategic collaboration would combine SNC’s clean-sheet design with the expertise of Northrop Grumman and GA-ASI, to deliver a zero-compromise training solution for the U.S. Navy’s Undergraduate Jet Training System (UJTS) program.

Part of SNC’s Freedom Family of Training Systems (FoTS), the Freedom Trainer is a digitally designed clean-sheet aircraft laser focused on the Naval Training mission. At its core, the Freedom Trainer is a high performance and low-life-cycle-cost design with an Open System Architecture. Digitally integrated with a comprehensive Ground-Based Training System and Integrated Logistic System, Freedom offers the Navy a modern training system-of-systems that will meet Naval Aviation training needs for generations.

The Freedom Trainer is the only UJTS entrant specifically designed to meet Naval Aviation's demanding training needs, including Field Carrier Landing Practice (FCLP) through touchdown. This ensures early and repetitive exposure to the Navy's unique no-flare landing technique – a crucial skill for all combat-focused naval aviators – and reduces the need for more costly basic training later in the pipeline utilizing operational, carrier-based aircraft like the F/A-18, F-35 and F/A-XX.

Northrop Grumman's extensive experience in aircraft production and investment in capacity ensures the Freedom Trainer is built with speed and to the most exacting standards. GA-ASI brings a proven track record in advanced manufacturing and cutting-edge technologies, ensuring precision and reliability at every step of the production process. Their robust capabilities complement SNC's innovative design and elite systems integration, creating a training solution that is unmatched in its performance, durability and cost efficiency.

"We are committed to bringing together a world class team to deliver the Freedom Trainer as the complete solution to prepare our naval aviators with the skills and instincts they need from the start," said Fatih Ozmen, CEO of SNC. "We look forward to welcoming Northrop Grumman and GA-ASI to Team Freedom. Together, we will shape the future of Naval Aviation training."

"For decades Northrop Grumman has been a trusted partner in producing next gen aircraft across a spectrum of capability and mission sets, with speed and at scale," said Tom Jones, president, Northrop Grumman Aeronautics Systems. "Leveraging

our experience and our investment in capacity in support of this SNC-led team, and delivering this highly capable and efficient training system to the U.S. Navy, is an opportunity we're excited to be exploring."

"GA-ASI is excited to join this industry team focused on training solutions for the U.S. Navy," said GA-ASI CEO Linden Blue. "I expect our advanced manufacturing capabilities to be an important component of Team Freedom."

The Freedom Trainer offers significant cost savings, with engine-related lifecycle costs 40 percent lower than the current T-45 platform. With 30-40% longer sortie durations than competing platforms, the Freedom Trainer maximizes instructor and student training efficiency. Digital Training System Infrastructure ensures seamless integration across all training devices, from simulators to live aircraft, while the digital data package guarantees flexibility to adapt to future mission needs. With a 16,000-hour airframe lifespan, and industry leading lifecycle cost efficiency, the Freedom Trainer is purpose-built to deliver uncompromised Naval Aviator training performance.

The Freedom Trainer replaces end-of-life U.S. Navy and International training aircraft at significantly lower O&M with a high-performance trainer aircraft that enables the U.S. Navy and Partner Nation FMS customers to meet or exceed 4th, 5th and 6th Generation aircrew training needs. Freedom is a natural FMS mechanism to build partnership capacity and further reduce Navy life-cycle costs.

The Freedom Family of Training Systems is supported by a respected team of industry leaders committed to delivering the most advanced aviation and training capabilities. SNC’s Team Freedom includes CAE-USA, Cubic, Red 6, Martin Baker and Williams International.

Team Freedom redefines the aerospace industrial base through disruptive innovation and speed combined with an open architecture approach to deliver the training capabilities the Navy wants at a lifecycle cost the Navy needs. Combining high performance and cost-efficiency in a comprehensive training package, the Freedom FoTS is setting a new benchmark for Naval Aviation training.