CNO Concludes Trip to West Coast for Industry and Sailor Engagements

14 February 2024

SAN DIEGO – Chief of Naval Operations Adm. Lisa Franchetti traveled to San Diego to speak at WEST 2024, meet with industry leaders, and engage with Sailors, Feb. 12-14.

Franchetti's visit to San Diego was anchored with WEST 2024, the premier naval conference and exposition on the West Coast, which brings military and industry leaders together – connecting platform builders and designers of technologies with the military and government officials that utilize them, where she delivered a keynote address and took questions from the audience.

During her remarks, the CNO emphasized her priorities for

America’s Warfighting Navy and discussed how leaders at all levels need to think differently about how the Navy operates in uncertain, complex and rapidly changing environments. She expressed her pride in the Navy team, noting that no other Navy is capable of deploying and sustaining forces at such a global scale – from seabed to space, cyberspace and in the information environment. Looking to the future, she shared that the Navy is acting with purpose and urgency to leverage technological breakthroughs that are redefining conflict. She then highlighted her focus on expanding the reach, depth, and lethality of the Fleet through manned-unmanned teaming.

“We’re building on the many successes with unmanned systems that you’ve read about in 4th Fleet, 5th Fleet, and 7th Fleet. These are real-world laboratories of learning.” said Franchetti. “I think unmanned and autonomous systems have an enormous potential to multiply our combat power by complementing our existing fleet of ships, submarines and aircraft.”

After the keynote address, Franchetti walked the exhibit floor room to see displays, watch demonstrations, and meet with industry leaders to discuss how the Navy can work with the defense industrial base to field the Navy of today and the future. Franchetti then visited General Dynamics NASSCO, the only full-service shipyard on the West Coast, where she was briefed on current and future programs, and heard how NASSCO is leveraging commercial design and finding innovative ways to construct ships in order to drive down cost and mitigate construction delays.

While at the shipyard, CNO toured the fleet replenishment oiler USNS Earl Warren (T-AO 207). The 746-foot Warren is one of the new John Lewis-class and has the ability to carry 162,000 barrels of diesel ship fuel and aviation fuel and dry stores cargo, which will bring increased capacity to sustain warfighters at sea.

Next, Franchetti visited the amphibious transport dock USS Anchorage (LPD 23). Anchorage entered the shipyard in July 2023, following a 7-month Western Pacific deployment, where the crew received the 2023 Maritime Excellence Award. Anchorage is currently undergoing a lifecycle maintenance availability to prepare the ship for future deployments through system upgrades and refurbishments.

Aboard Anchorage, Franchetti met with Sailors and recognized them for their achievements, received updates on the ship's first Drydocking Selected Restricted Availability, and was able to speak to the crew and NASSCO shipyard workers on the ship's Main Circuit.

"I can see by walking around and meeting some of your great teammates that you're getting after my priorities every day, and you're making sure our Navy puts more players on the field just like this exceptional warship," Franchetti said. "I couldn't be more proud of what the team has done in just six or so months, you've made incredible progress. From the installation of the new SPS-73 radar, to the repairs on the bulkhead and ballast tanks and everything in between, I am really impressed with what's been accomplished here."

CNO rounded out her visit with an all-hands call at Naval Base San Diego for more than 750 Sailors. During the all-hands call she highlighted her priorities, emphasized the need for a ready, combat-credible maritime force, and stressed the importance of the warfighter to the Navy's mission.

"It's about warfighting – delivering decisive combat power, and that's about warfighters," said Franchetti. "That's all of you right here in this room. Because we can have the best platforms in the world, but they don't go anywhere and they don't do anything without the people that operate them and make us the most powerful Navy in the world."

Franchetti concluded her trip to San Diego by visiting

multiple unaccompanied housing barracks at Naval Base San Diego and Naval Air Station North Island, in order to see firsthand the living conditions on base. She assured leadership and Sailors that she remains committed to providing the Navy's Sailors and civilians with a quality of service that meets or exceeds established standards.

"My priorities are warfighting, warfighters and the foundation that supports them. We can't do what we need to do every day, without our Sailors, active and reserve, without our Department of Navy civilians, and of course, without the families who support everything we do. So I am focused on quality of service, which is a combination of the quality of work and the quality of life," said Franchetti.

This was CNO's second trip to the West Coast since her confirmation.

ONR Global Gaining Insight into the Effects of Glacial Melting in Coastal Regions

The Office of Naval Research is studying how melting glaciers in Patagonia can affect the coastal environment. *ONR*

A research project from the Office of Naval Research (ONR) Global is providing valuable information about the effects of melting glaciers in Patagonia that feed into coastal fjords, transporting sediments, freshwater and nutrients.

Dr. Chris Konek, science advisor at ONR Global in Chile, said the research will help the Department of the Navy understand the effects of a changing climate on the coastal environment.

“That’s the kind of the thing the Marines need to be able to handle,” he said. “It’s basic research and so it will help provide a fundamental understanding of this aspect of coastal systems where you can expect more things like this to happen in the future – more glacial melting as opposed to less.”

Konek said sediment trapped in the melting glaciers creates higher density in the water that feeds into the fjords, creating stratification and internal waves.

“When we have those waves between different layers in the water in the ocean, we call those internal waves,” Konek said. “So then the idea of the project is that you have this glacial

plume, the sediment and the internal waves, and you're looking to see how these different features interact with one another."

Cristian Escauriaza, professor, Pontificia Universidad Católica de Chile, is the principal investigator along with his university colleague, Megan Williams. They are working with the Filantropía Cortés-Solari, a conservation organization that owns and manages the Melimoyu Elemental Reserve in northern Patagonia.

Escauriaza said, "We are interested in understanding the changes in the physical environment produced by the large input of glacial rivers to the coast. In these sub-Antarctic regions, and similarly near the Arctic, the effects of the fresh water in the coastal ocean can change the physical properties and dynamics of the flow in the adjacent fjords."

Patagonia is largely remote with a diverse ecosystem and a rich array of wildlife, including penguins and blue whales. Konek said ONR Global is interested in Escauriaza's project for its potential to inform what's happening to that ecosystem, which can also help inform what's happening to other coastal regions experiencing the same challenges.

While the project in Patagonia was awarded about a year ago, Escuariaza's team recently carried out field measurements.

"Early information has shown that measurements of the tide amplitudes, river discharge variability, temperature and salinity are critical to identify the leading mechanisms of the formation and propagation of internal waves," Escuariaza said.

He added, "The fjords and river systems in Patagonia are a critical part of the sub-Antarctic region and understanding their dynamics is vital to addressing the challenges posed by climate change. Our goal is to provide new insights into the processes that govern these coastal systems, which will help

develop sustainable strategies for their management.”

Researchers from Stanford and Stonybrook Universities, Oliver Fringer, Stephen Monismith and Jacqueline McSweeney, are also taking part in the study.

Konek said collaboration among the scientific community is key to what ONR Global is able to accomplish through its research awards.

“We’ve got two people at the Naval Research Lab that are really supportive of the project. One of them was recently promoted to technical director of the Naval Meteorology and Oceanography Command, so we’re hoping that kind of collaboration continues and expands.”

In addition to measuring the effects of glacial waters in Patagonia’s coastal fjords, Konek said ONR Global is sponsoring another project on climate change with the same university for the prediction of heat waves across both North and South America.

USNS Mercy Returns to San Diego, Concluding Pacific Partnership 24-1

By Ensign Lacy Burkett

Feb. 13, 2024

SAN DIEGO – Pacific Partnership 24-1 personnel assigned to the hospital ship USNS Mercy (T-AH 19) returned home today as the ship pulled in to Naval Air Station North Island, concluding the four-month humanitarian and disaster relief mission.

More than 800 service members and civilian mariners returned to San Diego after participating in Pacific Partnership 24-1, the largest multinational humanitarian mission that takes place in the Indo-Pacific. Pacific Partnership, now in its 19th iteration, is an annual mission that focuses on strengthening capacity of host nations to respond to crisis and fostering enduring bonds of friendship and multinational cooperation through four lines of effort: medical, engineering, host nation outreach and humanitarian assistance and disaster relief (HADR). This year’s mission’s five stops included the Republic of the Marshall Islands, Solomon

Islands, the Republic of Palau and two states in the Federated States of Micronesia, Pohnpei and Chuuk.

“Our annual commitment to the Pacific Partnership mission demonstrates our dedication to strengthening alliances and partnerships for an enduring free and open Indo-Pacific,” said Rear Adm. Mark A. Melson, Commander, Task Force 73 and executive agent for this year’s mission. “I am tremendously proud of our team of Joint service members, allies and partners who supported the 2024 mission. There is more work to do. We will continue to work shoulder-to-shoulder every year i alongside partner nations in Southeast Asia and the Pacific Islands, to ensure we’re ready together in times of crisis.”

Born out of the devastation of the 2004 Boxing Day Tsunami, Pacific Partnership is an enduring annual mission in the Indo-Pacific region. This year’s mission was joined by partner nations from Japan, United Kingdom, New Zealand, Germany and Australia.

“Pacific Partnership is a multinational effort which means that we work with partner nations who share our values, who share our commitment to these developing nations who host us, and who share our common goal of a free and open Indo-Pacific,” said Capt. Brian Quin, mission commander for Pacific Partnership 24-1. “We go because there’s a need. We go because we partner with like-minded nations and like-minded people, and we go because we are asked. ”

Pacific Partnership medical personnel alongside the host nation medical teams and partner nations performed over 410 surgeries both aboard USNS Mercy and at the local host nation hospitals. Additionally, the dental team saw 3,665 patients and the optometry team saw 7,025 patients. In addition to medical services, the team also provided continuing medical education.

“I think a big focus of this has been education,” said Cmdr. Matt Russell, medical planner for Pacific Partnership 24-1. “In addition to the continuing medical education lectures that our staff are giving, as well as our surgical colleagues, we have set up classes for basic life support, first aid for first responders, how to respond to trauma, and really all of these courses have been very well received and well attended.”

Seabees from Amphibious Construction Battalion One (ACB 1) also provided their construction expertise to repair schools, hospitals, roads and increase host nation capacity. In Palau, Seabees constructed a community chicken coop which will allow for the local population to decrease their dependency on imported food.

Host nation outreach events (HNOE) involved sports days and band concerts by the Pacific Partnership Band comprised of a detachment from the U.S. Pacific Fleet Band augmented by two Royal Australian Navy musicians for the entire mission and three Japan Self Defense Force band members during the Palau mission stop. During the five stops, the Pacific Partnership team participated in 41 HNOE events and 53 band concerts with a total attendance of 23,500.

Humanitarian relief and disaster response (HADR) efforts include working with host nations to increase capabilities for preparing for and responding to disasters and emergencies. During the four-month mission, U.S. Army Civil Engineers held boating safety classes, 21 subject matter expert courses and 4 search and rescue exercises.

For more information about Pacific Partnership and USNS Mercy, visit www.facebook.com/pacificpartnership, www.facebook.com/USNSMERCY, or https://www.msc.usff.navy.mil/ships/mercy

Viasat Announces First U.S. Navy Military Sealift Command Ship Installation

Company to Maintain and Operate Commercial Communications Infrastructure for 105 Ships Under Next Generation Wideband Follow-On Contract

February 13, 2024

CARLSBAD, Calif., February 13, 2024 – Viasat, Inc. (NASDAQ: VSAT), a global leader in satellite communications, today announced the completion of the first ship installation for the U.S. Navy Military Sealift Command (MSC) under the Next Generation Wideband (NGW) Follow-On (FO) 10-year Indefinite Delivery/Indefinite Quantity contract awarded to Inmarsat Government by the Defense Information Systems Agency (DISA) on June 30, 2022. Under the contract, the company maintains and

operates commercial communications infrastructure, which includes satellite systems, teleport services and terrestrial services. Inmarsat Government is now part of Viasat's government business following the company's acquisition of Inmarsat on May 30, 2023.

This first installation of 105 ships demonstrates the company's ability to deliver a robust, reliable global managed satellite communications (SATCOM) solution. The company upgraded the MSC ship's primary afloat network from Ku-band to the Global Xpress (GX) Ka-band system and ELERA Enhanced L-band Maritime Antenna (ELMA), a variant of the award-winning LAISR L-band solution to provide communications on the move via a small-size, high throughput terminal.

"As the premier maritime logistics provider for the U.S. Department of Defense, the Military Sealift Command plays a critical role in our nation's defense. Our ships must have resilient communications capabilities that deliver consistent performance and can be relied upon regardless of location or weather conditions." said Eliot J. Skinner, Deputy Command Information Officer. "These upgrades ensure that our Mariners can confidently operate anywhere in the world knowing they have a reliable, redundant communications network supporting them."

The hybrid solution of Ka- and L-band service ensures that the MSC ships have secure, resilient, worldwide communications capabilities, as well as a reliable global, on-demand backup network. This approach is designed to provide significant enhancements over legacy Ku-band by providing higher and scalable data rates on ships' primary and back-up systems, and uniform coverage across the GX and ELERA networks. Additionally, by delivering the primary and secondary SATCOM capabilities in a holistic, managed service model that includes satellites, ground networks and type-approved terminals – SATCOM as a Service – the company attains an optimal state of efficiency and functionality, while

delivering a superior user experience and saving government resources.

“We have reliably served the U.S. Navy Military Sealift Command for more than 10 years, and we are proud to continue supporting its operations around the world,” said Steve Gizinski, Managing Director, Viasat Government Services. “These upgrades provide the MSC fleet with significant enhancements in SATCOM capabilities, including expanded global coverage, improved reliability and resiliency, and the on-demand data rates that meet user needs.”

The MSC fleet benefits from an integrated, worldwide solution that delivers high throughput with RF (Radio Frequency) band and path diversity to ships at sea. All of the network aspects are designed as a single solution and for mobility, so users experience a reliable, on-demand continuous service.

USNS Robert E. Peary and NAVELSG Join Forces to Carry Out Proof-of-Concept Testing

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

By LaShawn Sykes, Military Sealift Command

08 February 2024

NORFOLK, Va. – Military Sealift Command's (MSC) Lewis and Clark-class dry cargo ship USNS Robert E. Peary (T-AKE 5) and the Navy Expeditionary Logistics Support Group (NAVELSG), in January, joined forces to successfully conduct 1,456 cargo and ordnance transfer lifts, with the Navy's newest and most advanced aircraft carrier USS Gerald R. Ford (CVN 78). The Net Explosive Weight (NEW) of the combined transfers was more than a thousand tons.

Through collaboration and coordination between MSC and NAVELSG, a Proof of Concept (POC) idea formed, with the primary objective to integrate 10 NAVELSG Sailors with 116 MSC Civil Service Mariners (CIVMARS) aboard Robert E. Peary in order to support a critical mission afloat ordnance operation with CVN 78 in the Atlantic Ocean.

Leaders from both MSC and NAVELSG expressed great enthusiasm for the opportunity to forge a partnership that extends into the future, said MSC's CLF Fleet Sustainment Division Director Rick Adside. "This partnership addresses critical manning

shortfalls of CIVMARs onboard MSC Combat Logistics Force (CLF) ships, while providing opportunities for NAVESLG to enhance its existing Tactics, Techniques, and Procedures (TTP) in support of CLF fleet sustainment mission sets."

Although NAVELSG Sailors have long supported MSC cargo operations ashore, this level of integration, marked a significant milestone that promises both professional and operational benefits for both MSC and NAVELSG, Adside said. "MSC gains the ability to better account for in-transit ordnance, while NAVELSG acquires additional proficiency equivalent to MSC's Cargo Afloat Rig Teams (CART), augmenting their existing AMMO/QUAL Certification program. This POC is also noteworthy because it contributes to a more seamless integration experience for both CIVMAR and NAVELSG personnel."

The success of this proof-of-concept testing will serve as a springboard for future partnering opportunities between NAVELSG and MSC, Adside said.

Robert E. Peary's shipmaster Capt. Andrew Lindey deemed the proof of concept testing a huge success. "I know this because when I asked the deck leadership if they would like to have the Sailors onboard for future ordnance events there was a resounding YES! This was a great educational opportunity for the Sailors and a huge manpower help for the ship."

Ten NAVELSG Sailors Augment Robert E. Peary's Cargo Team

Forty MSC CIVMARs from Robert E. Peary's cargo team and 10 NAVELSG Sailors, assigned temporarily to the vessel to help strengthen the cargo team's capability, worked around the clock for 72 hours, in January, in order to complete the afloat ordnance operations with USS Gerald R. Ford, Lindey said.

“Both U.S. Navy Sailors and MSC CIVMARs worked hand-in-hand the entire download. The Sailors from Navy Cargo Handling Battalion (NCHB) One had great attitudes and actively looked for ways to help! Without the Sailors from NAVELSG, it would have taken longer for the CIVMARs to get the job done.”

Before joining Robert E. Peary’s cargo team, the 10 NAVELSG Sailors first received specialized training from the ship’s crew. In accordance with MSC’s Safety Management System, the Sailors trained in several critical areas: cargo weapons elevator operations, ordnance banding, ordnance blocking and bracing, and ordnance accounting and sentencing. Upon completion of their training and while the ship was enroute to the rendezvous position of the aircraft carrier, Robert E. Peary was tasked to refuel two Navy ships: USS McFaul (DDG 74) and USS Thomas Hudner (DDG 116). These two events, executed by the CIVMARs, gave the Sailors a front row seat on how to conduct underway replenishments at sea, properly and safely, Lindey said.

REP – CVN Cargo and Ordnance Transfer Lifts

The transfer lifts between Robert E. Peary and Gerald R. Ford took place over three days in January, with more than 1,299 ordnance and 157 cargo transfer lifts completed. The transfer details are as follows:

Day 1: 403 Vertical Replenishments
Day 2: 418 Vertical Replenishments
Day 2: 216 Connected Replenishments
Day 3: 262 Vertical Replenishments – ordnance
Day 3: 157 Vertical Replenishments – cargo

“I am always proud of the Robert E. Peary crew because I know they put their hearts into their work, but I am even more proud of how they took the Navy Sailors into their team and made them apart of the crew.”

CLF ships and MSC

Robert E. Peary is one of 14 fleet ordnance and dry cargo ships that are part of MSC's Combat Logistics Force (CLF) inventory. CLFs are the supply lines to U.S. Navy ships while at sea. CLF ships provide virtually everything Navy ships need including fuel, food, fleet ordnance, dry cargo, spare parts, mail, and other supplies.

CLF ships enable the Navy fleet to remain at sea and combat ready for extended periods. In addition to U.S. Navy ships, CLF ships also resupply international partners and allies operating in both the Atlantic and Pacific Oceans.

"In peacetime or conflict, amidst the ever-changing landscape of global affairs, America's Navy remains a successful and highly impactful global force. When called upon, it swiftly responds to and supports world events. Military Sealift Command (MSC) plays a vital role in providing essential sustainment to warships, enabling the fleet to meet its mission objectives, including the safe handling and execution of transitional ordnance from deploying and redeploying ships," Adside said.

BAE Systems to enhance U.S. Navy's MQ-25A UAS with next-

generation vehicle management system computer

Increased computing power delivers advanced performance for unmanned aerial refueler

ENDICOTT, N.Y. – Feb. 12, 2024 – BAE Systems has been selected by Boeing to upgrade and modernize the vehicle management system computer (VMSC) for the U.S. Navy's MQ-25 unmanned aerial refueling system. The technology refresh will increase computing power and address obsolescence issues, providing the unmanned aerial tanker with an integrated solution that improves aircraft performance and allows for future capability growth.

BAE Systems' next-generation VMSC controls all flight surfaces and performs overall vehicle management duties for the autonomous MQ-25. The MQ-25 is the Navy's first operational carrier-based unmanned aircraft and is designed to provide a much-needed aerial refueling capability. It also aims to relieve the refueling mission workload for F/A-18 aircraft, allowing them to take on other key mission roles, increasing

the fleet’s capacity.

“BAE Systems is a leader in flight-critical systems and solutions,” said Corin Beck, senior director of Military Aircraft Systems for Controls and Avionics Solutions at BAE Systems. “Our upgraded VMSC for the MQ-25 will deliver advanced functionality—enabling this platform to execute today and tomorrow’s critical missions, while also reducing the amount of hardware required on the aircraft through consolidation into this computer.”

The cost-effective VMSC upgrade will use quad-core processors to increase computing power while optimizing size, weight, and power footprint on the aircraft. The multi-core processor selected for the MQ-25 VMSC has recently completed qualification on another U.S. military platform thereby reducing cost, schedule, and integration risk for this program.

This highly efficient and integrated system will deliver more capability by replacing multiple other onboard computers, improving aircraft reliability and reducing total lifecycle cost of ownership for the Navy. The new VMSC also provides growth capability to support future missions of the MQ-25, such as intelligence, surveillance and reconnaissance (ISR) technologies, and lays the foundation for all future carrier-based unmanned systems by pioneering the cutting-edge manned-unmanned teaming (MUM-T) operational concept.

BAE Systems also provides the Identification Friend or Foe (IFF) System for the aircraft.

The company has more than 40 years of experience developing and integrating flight control technology for military and commercial platforms. Work on the VMSC occurs at BAE Systems’ state-of-the-art engineering and manufacturing facility in Endicott, New York.

CNO Visits Naval Surface Warfare Center Indian Head

INDIAN HEAD, Md. (Feb. 9, 2024) – Chief of Naval Operations Adm. Lisa Franchetti visited Naval Surface Warfare Center Indian Head Division (NSWC IHD), Feb. 9.

Franchetti's visit provided her the opportunity to see firsthand how NSWC IHD, the Navy's Arsenal, is foundational to the munitions industrial base and is gearing up to meet increased demand by partnering with the commercial industry.

"Indian Head is a critical part of our foundation, and I'm grateful for the work you do here," said Franchetti. "I can tell that you're focused on warfighting and that's what matters – delivering lethality and decisive combat power."

During the visit, CNO heard how NSWC IHD is built for production, engineering, research development, test and evaluation, and how that has resulted in significant capability development.

She also recognized and spoke with Sailors and civilians who work to bring cutting-edge technology to the Navy, including the newest underwater explosive in 40 years, enhancing the lethality of mines, torpedoes and novel missile engagements.

Franchetti received a brief on NSWC IHD's energetics comprehensive modernization plan (ECMP) and how it is changing their business model with a focus on investments in improved safety and readiness, renovation and expansion, and state of the art modernization to optimize production tenfold.

During the brief, Mr. Ashley Johnson, NSWC IHD Technical

Director, explained how NSWC IHD is a thought leader for the Department of Defense in this arena, executing public, private partnerships with the commercial industrial base to minimize capacity gaps and meet munitions demands.

“We need more players on the field, ready players, and that means munitions,” Franchetti said. “As we implement the ECMP and expand our munitions base we need to continue to tap into all of our resources across the joint force, with our industrial base, and our international partners.”

Franchetti concluded her visit by touring the warhead production floor, meeting the workforce and hearing directly from them about the mix, cast, cure operations from the beginning with inert preparation through the assembly, test and pack-out. She also heard how ECMP’s infrastructure investment makes the facilities much more reliable and increases readiness levels, unlocking latent capacity.

This was Franchetti’s first visit to NSWC Indian Head as Chief of Naval Operations.

USS McCampbell to Forward Deploy to Japan, Replace USS Antietam

The Arleigh Burke-class guided-missile destroyer USS McCampbell (DDG 85) transits through the South China Sea. McCampbell is underway conducting operations in the Indo-Pacific region while assigned to Destroyer Squadron (DESRON) 15, the Navy's largest forward-deployed DESRON and the U.S. 7th Fleet's principal surface force. *U.S. Navy | Naval Air Crewman 2nd Class Jack Ryan*

From U.S. Naval Forces Japan and Naval Surface Force Public Affairs

The U.S. Navy announced that USS McCampbell (DDG 85) will forward deploy to Yokosuka, Japan. McCampbell will replace USS Antietam (CG 54), which will depart Yokosuka, Japan, and move to Pearl Harbor, Hawaii, as part of a scheduled rotation of forces in the Pacific. Upon arrival in Yokosuka, McCampbell will join Commander, Task Force 71/Destroyer Squadron (DESRON) 15, the Navy's largest DESRON and the U.S. 7th Fleet's principal surface force.

The forward presence of McCampbell enhances the national security of the United States and improves its ability to protect strategic interests. It will directly support the

Defense Strategic Guidance to posture the most capable units forward in the Indo-Pacific Region.

The United States values Japan’s contributions to the peace, security and stability of the Indo-Pacific and its long-term commitment and hospitality in hosting U.S. forces forward deployed there. These forces, along with their counterparts in the Japan Self-Defense Forces, make up the core capabilities needed by the alliance to meet our common strategic objectives.

The security environment in the Indo-Pacific requires that the U.S. Navy station the most capable ships forward. This postureenables rapid response times for maritime and joint forces, and brings our most capable ships with the greatest amount of striking power and operational capability to bear.

Maintaining a forward-deployed naval forces capability with the most advanced ships supports the United States’ commitment to the defense of Japan and the security and stability of the vital Indo-Pacific region.

SAIC Awarded $80 Million U.S. Navy Contract for Heavyweight Torpedo Tests Sets

RESTON, Va.–(BUSINESS WIRE)– Science Applications International Corp. has been awarded a $80.5 million task order by the U.S. Navy for the completion of the MK710 TSTS design and then to produce and deliver MK 710 Torpedo System Test Sets (TSTS) to enhance the Navy's capability to provide the Submarine force with high quality, tested and validated MK 48 heavyweight torpedoes.

"SAIC looks forward to expanding our support to the Navy's heavyweight torpedo program," said Barbara Supplee, executive vice president, Navy Business Group at SAIC. "This award further demonstrates the trust and confidence the Navy has placed on SAIC and our exceptional workforce's heavyweight torpedo expertise."

Under the five-year contract, SAIC will provide MK 710 TSTS which will be used to test and validate the integrity and operational status of warshot MK 48 heavyweight torpedoes prior to delivery to the Navy. The testing and validation of exercise torpedoes supports the training, tactics development and certification of torpedo upgrades for Navy.

SAIC is a leader in supporting the Navy's heavyweight torpedo program providing MK 48 heavyweight torpedo Afterbody Tailcone and fuel tanks for warshot and exercise torpedoes for Naval Sea Systems Command (NAVSEA). In support of the Naval Undersea Warfare Center (NUWC) Division Newport, SAIC also handles testing and data collection for MK 48 heavyweight torpedoes, and MK 54 lightweight torpedoes.

To learn more about SAIC's support of Navy torpedo testing and delivery, visit SAIC.com.

Lockheed Martin Delivers 75th APY-9 Radar for E-2D Advanced Hawkeye

SYRACUSE, New York Lockheed Martin, under contract to Northrop Grumman for the U.S. Navy's E-2D Advanced Hawkeye, has delivered the 75th APY-9 radar that provides the U.S. Navy

with information dominance through revolutionary sensor capability. More Hawkeyes have been built and delivered than any other AEW platform in the world.

“As the primary sensor for the E-2D, the APY-9 radar has a long legacy of providing agile deterrence for enhanced 21st century security,” stated Chandra Marshall, vice president of Lockheed Martin’s Radar & Sensor Systems business. “Our primary focus is to bring our military men and women home safely, and the APY-9 sets that bar for all other AEW radars.”

The newest Advanced Hawkeye variant is at the forefront of technological capability, due in large part to Lockheed Martin’s APY-9 radar. The Northrop Grumman-built E-2 has come to be known as the U.S. Navy’s “eyes of the fleet” because of its ability to simultaneously watch over air, land and sea. Any time a Navy carrier has aircraft airborne, there is an APY-9 radar at work, guarding the United States and its allies.

On Time and On Task

The U.S. Navy has funded 80 out of 86 aircraft in the current program of record. Japan has purchased 18 E-2D Hawkeyes and France has purchased three. With U.S. and international demand, the APY-9 is expected to be in production into the late 2020s, and in modernization and sustainment well into the 2040s.

Lockheed Martin has been a collaborator on the Northrop Grumman-built E-2D for over two decades. The E-2D Advanced Hawkeye platform delivers critical, actionable data to enable decision dominance for joint forces and first responders. These advances provide militaries with the necessary situational awareness to shorten the time between initial awareness and active engagement.