BAE Systems Awarded $62 Million Contract to Stand up Hawkeye IFF Service Depot

New depot capability speeds up repairs and increases combat readiness for U.S. Navy

Release From BAE Systems

GREENLAWN, N.Y. – January 15, 2026 – The U.S. Navy has awarded BAE Systems a $62 million contract to begin a new capability in the current depot line at the Fleet Readiness Center Southwest in San Diego, California for the E-2D Advanced Hawkeye aircraft interrogator system. The effort will provide testing, troubleshooting, diagnostic, and repair capabilities for the AN/APX-122A Identification Friend or Foe (IFF) interrogator system.

“This onsite maintenance center will enable the Navy to enhance mission readiness and platform availability, while reducing lifecycle costs and turnaround time,” said Damon

Brady, director of Tactical Systems at BAE Systems. “It will establish a new operational capability to get critical command and control technologies to U.S. joint forces and allies faster.”

The interrogator system provides enhanced identification and enables faster decision making to distinguish between allied forces and potential threats in contested scenarios, giving operators the situational awareness they need to complete their missions. The E-2D carries out a variety of tactical missions that include command and control, border security, search and rescue, and missile defense.

BAE Systems will develop a depot test station within its facilities to perform diagnostics and repairs on critical modules within the E-2D IFF system and provide sustainment support once delivered to the U.S. Navy at the Fleet Readiness Center Southwest.

With more than 80 years of IFF experience, BAE Systems has delivered over 16,000 transponders, 1,500 interrogators, and 6,000 combined interrogator transponder systems for use on new and existing platforms, including unmanned aerial vehicles, ships, and rotary- and fixed-wing aircraft. IFF products are available for all service branches and support the U.S. and coalition forces in air defense, weapon systems, air traffic control, and range instrumentation.

The Hawkeye interrogator system is manufactured at BAE Systems’ facilities in Greenlawn, New York and Manassas, Virginia.

Lockheed Martin Delivers 350th MH-60R Helicopter to U.S. Navy

From Lockheed Martin

OWEGO, N.Y., Jan. 13, 2026 – In a recent ceremony, Lockheed Martin (NYSE: LMT) delivered its 350th MH-60R “Romeo” helicopter to the United States Navy. The aircraft was delivered to HSM-41, the U.S. Navy’s Helicopter Maritime Strike Fleet Replacement Squadron, training the U.S. Pacific Fleet’s newest naval aviators and naval aircrewmen to operate the MH-60R helicopter. This milestone marks a significant achievement in the production and delivery of world’s most advanced naval helicopter.

The Sikorsky MH-60R has earned a reputation as the premier global anti-submarine warfare (ASW) helicopter platform, thanks to its advanced sensors, integrated mission systems, precision weapons and network-centric capability. Its proven

operational performance has made it an unmatched asset in the global effort to counter increasingly capable submarine threats.

“The delivery of the 350th MH-60R helicopter is a testament to the exceptional capabilities of this aircraft and the dedication of our team,” said Ali Ruwaih, Maritime Systems vice president. “We are proud to support the U.S. Navy and our global partners with this highly advanced multi-mission platform, which will remain a critical component of global ASW operations for decades to come.”

With advanced sensors, radars, Electronic Support Measures, data links and weapons, the MH-60R has repeatedly proven its combat worth, most recently shooting down an enemy drone during a maritime security patrol in the Gulf of Aden by utilizing its advanced sensor suite and rapid engagement capability. The Romeo crew successfully sank multiple Houthiarmed skiffs in the Red Sea, neutralizing threats to merchant vessels and safeguarding vital shipping lanes. The MH60R also played a key role in the Resolute Hunter exercise, integrating seamlessly with allied surface combatants, enhancing antisubmarine warfare coordination and showcasing its versatility in joint multinational operations.

“The MH-60R has been the U.S. Navy’s primary anti-submarine and surface warfare helicopter since 2010. This true multi-mission asset has proven itself in all aspects of land or maritime operations providing various mission requirements around the globe. We are grateful to the artisans at Sikorsky for keeping this invaluable asset at the ready for all our service men and women for decades to come,” said Captain William Hargreaves, H-60 Multi-Mission Helicopters program manager.

With its network-centric design, the MH-60R enables seamless communication and data exchange with other ASW assets,

enhancing situational awareness and facilitating coordinated ASW operations. Aligned with Lockheed Martin’s 21st Century Security framework, the aircraft’s openarchitecture avionics suite allows rapid integration of emerging sensors and weapons.

The Romeo’s service life is expected to extend into the 2050s, and its active production line ensures that customers can continue to acquire new aircraft and upgrade their existing fleets with the latest capabilities.

With more than one million collective flight hours, Lockheed Martin has delivered MH-60R aircraft to the United States, Australia, Denmark, Saudi Arabia, India, Greece and South Korea, with upcoming scheduled deliveries to Spain and Norway.

Navy Demonstrates AI-enabled Autonomy for Future Collaborative Combat Aircraft

The U.S. Navy’s BQM-177A subsonic aerial target launches autonomously from a simulated platform during a Dec. 11 demonstration at Point Mugu Sea Range, California. (U.S. Navy photo)

From Naval Air Systems Command, Jan 12, 2026

NAS PATUXENT RIVER, Md. – The U.S. Navy recently completed a second successful demonstration advancing multi-platform coordination of autonomous systems, an essential step toward developing future Collaborative Combat Aircraft (CCA).

The Dec. 11 event at Point Mugu Sea Range in California focused on maturing manned-unmanned teaming capabilities for CCA, which are intended to extend the reach of carrier air wings and deliver scalable, cost-effective platforms capable of operating in contested environments.

“This demonstration is an important step toward advancing autonomous capabilities for the fleet,” said Rear Adm. Tony Rossi, Program Executive Officer for Unmanned Aviation and Strike Weapons (PEO (U&W)). “Integrating AI-enabled autonomy across manned and unmanned platforms will be critical as the Navy develops next-generation air wing concepts and prepares for more complex operational environments.”

PEO (U&W)’s Aerial Targets (PMA-208) and Strike Planning and Execution Systems (PMA-281) program offices led the effort with industry partners Shield AI, Kratos, and CTSI. Shield AI served as lead systems integrator and mission autonomy provider, overseeing platform modifications, payload integration, and technical coordination across government and industry. Kratos supplied the aircraft, and CTSI delivered the mission planning and pilot-vehicle interface front end.

During the demonstration, two BQM-177A subsonic aerial targets were flown autonomously using Shield AI’s Hivemind software and connected to a Live Virtual Constructive (LVC) environment. This environment included a virtual F/A-18 and two simulated adversary aircraft, allowing real and simulated assets to operate together in the same scenario.

In this setup, the virtual F/A-18 acted as the mission lead, directing the BQM-177As to defend designated Combat Air Patrol locations. When the simulated adversary aircraft attempted to move into those areas and threaten U.S. forces, the autonomously controlled BQM-177As responded according to their mission tasking.

The event also marked major progress in implementing the Navy’s Autonomy Government Reference Architecture (A-GRA) interfaces, which is key to improving interoperability and accelerating the integration of mission autonomy across future unmanned naval platforms.

“The fact that this is the first time we’re flying a fully autonomous aircraft in execution of a mission beyond the visual range of the remote-control operator is laying the foundation for allowing autonomous mission planning in the future,” said Veronica Wesson, PMA-281 special projects integrated program team lead. “Being able to accomplish all of this over only a 16-month period using the new agile methods of contracting was a great experience.”

This event builds on an August demonstration in which the Navy and Shield AI validated the foundational Advanced Vehicle Control Laws (AVCL) and basic autonomous behaviors required for autonomous control of the BQM-177A.

The Navy and Shield AI plan to conduct additional development and fleet exercises in 2026 and beyond. The use of surrogate platforms like the BQM-177A allows for rapid testing and improvement, providing a cost-effective alternative to operational platforms during early development phases. This approach validates that surrogate platforms accelerate the autonomy testing cycle, ensuring the system can handle real-world conditions, enabling continuous improvement in a cost-efficient and iterative manner.

PMA-208 and PMA-281 fall under the PEO (U&W) and play critical roles in delivering advanced capabilities to the fleet.

Northrop Grumman to Manufacture US Navy’s Advanced Lightweight Torpedo

Launched from surface ships, fixed-wing aircraft, and helicopters, the MK54 MOD 2 Advanced Lightweight Torpedo is key to the U.S. Navy's strategy to address modern and future submarine threats. (Photo Credit: Northrop Grumman)

Features a newly developed, Northrop Grumman-designed warhead that delivers increased weapon lethality

Release From Northrop Grumman

PLYMOUTH, Minn. – Jan. 12, 2026 – Northrop Grumman (NYSE: NOC) will manufacture and deliver to the U.S. Navy a new advanced lightweight torpedo with a custom-designed warhead to increase its lethality. Northrop Grumman will draw upon decades of

production expertise to deliver a weapon that fires from multiple naval platforms.

- Northrop Grumman will perform the integration and initial proof of manufacturing at the company’s facility in Plymouth, Minnesota, and Allegany Ballistics Laboratory (ABL) in Rocket Center, West Virginia.

- The contract, worth $233 million, covers the proof of manufacturing and qualification phases, as well as delivery of multiple torpedoes for qualification testing.

- Northrop Grumman’s state-of-the-art facilities and technologies allow for rapid delivery of this urgent U.S. Navy requirement.

Expert:

Dave Fine, vice president, armament systems, Northrop Grumman: “Northrop Grumman is leveraging over 80 years of innovative torpedo technology, combined with our capacity and speed in delivery, to accelerate the design qualification and manufacturing for the advanced lightweight torpedo. This new weapon will provide U.S. and allied sailors with a next-generation response to counter the most advanced undersea threats.”

Details on the Advanced Lightweight Torpedo Program:

The MK54 MOD 2 was designed under a cooperative development agreement with the Australian Defence Force, led by the U.S. Navy. This upgraded torpedo will enhance the existing inventory of MK54 MOD 0 and MOD 1 variants with Northrop Grumman’s advanced warhead and processing capabilities, resulting in increased performance and lethality. Capable of

tracking, classifying, and attacking underwater targets, MK54 MOD 2 will operate in all ocean environments.

HII Successfully Demonstrates Sea Launcher, Ship-Based Automated Launch and Recovery of REMUS Autonomous Underwater Vehicle

Release From HII

POCASSET, Mass., Jan. 13, 2026 (GLOBE NEWSWIRE) — HII (NYSE: HII), the world's leading manufacturer of autonomous underwater unmanned vehicles, announced today the successful shipboard deployment and recovery of a REMUS autonomous

underwater vehicle (UUV) using the company's automated launch and recovery system, Sea Launcher.

The demonstration represents a key milestone in advancing operationally proven manned-unmanned teaming for maritime missions and highlights HII's ability to integrate mature automation and autonomy into ship-ready systems, including the HII ROMULUS family of unmanned surface vessels (USVs) currently in production.

During recent testing, HII validated key aspects of system performance to support a fully autonomous, end-to-end launch and recovery sequence. The test used a representative vehicle configured for real-world mission conditions and mirrored a recovery procedure that has been proven in deployments repeatedly across U.S. Navy and allied operations.

Automated launch and recovery significantly reduces risk to sailors, expands mission range and flexibility, and shortens mission timelines. These advantages are particularly important in contested or high-sea-state environments, where minimizing hands-on deck operations improves safety and operational availability.

"This is proven technology applied in a highly relevant shipboard configuration," said Duane Fotheringham, president of Mission Technologies' Unmanned Systems business group. "REMUS has successfully performed autonomous line capture and recovery for years. What this demonstration shows is how seamlessly that capability integrates with automated launch and recovery systems onboard manned or unmanned vessels to support modern maritime operations."

REMUS is one of the most widely deployed autonomous underwater vehicle families in the world, trusted by more than 30 navies for missions including mine countermeasures, undersea survey, intelligence collection, and environmental sensing. Its modular design and open architecture allow it

to operate independently or as part of a distributed maritime force, teaming with crewed ships, unmanned surface vessels, and other undersea platforms.

“This demonstration reinforces the value of REMUS within a distributed maritime operating model,” Fotheringham added. “Whether operating alongside manned platforms or coordinating with other unmanned systems, REMUS provides commanders with a reliable and flexible capability they already know and trust.”

Looking ahead, HII plans to continue integrating REMUS with its new ROMULUS unmanned surface vessel (USV) family, as well as a range of manned and unmanned ships, to support evolving customer requirements across U.S. and allied navies.

Fairbanks Morse Defense Expands Robotic Welding Capabilities to Strengthen Fleet Readiness and Reduce Maintenance Downtime

FAIRBANKS MORSE DEFENSE

FMD's advanced robotic welding technology cuts repair times, enhances safety and boosts fleet readiness for naval operations

Release From Fairbanks Morse Defense

BELOIT, Wis. – January, 12, 2025 – Fairbanks Morse Defense (FMD) has announced the expansion of its robotic welding program aimed at boosting ship repair and maintenance efficiency for the U.S. Navy and allied fleets. The company's robotic welding technology combines automation, precision and data-driven performance to reduce operational downtime, improve safety and extend the service life of naval assets.

FMD's robotics integrate advanced machine learning technology that enables automated weld control, consistent quality and real-time weld fault detection. By merging robotics with human expertise, FMD can accelerate repairs while ensuring each weld meets stringent naval standards. This innovation is part of the company's broader strategy to modernize maintenance operations and strengthen mission readiness across the maritime defense sector.

"Robotic welding represents a fundamental shift in how we approach fleet sustainment. It allows us to complete repairs faster, more accurately and more safely than ever before. This technology does not replace skilled technicians, but it enhances their capabilities, ensuring ships are returned to service in record time without compromising quality or

safety," said Keith Haasl, President, Service and Technology at Fairbanks Morse Defense.

FMD's robotic welding technology is engineered to perform critical repairs in confined or challenging environments, such as engine rooms and below-deck components. Robotic welders work up to three times faster than manual welding and can reduce crank bore repair time by as much as 75% (even in large-scale jobs).

FMD robotics are programmed to maintain heat distribution and weld spacing consistently from the first bead to the 1,000th. This ensures each weld is executed with consistent accuracy and durability, reducing the likelihood of rework or failure. The technology also captures detailed data from every weld performed, creating a traceable record that supports quality assurance and predictive maintenance programs.

FMD's welding robots have been deployed successfully in high-pressure naval repair operations, including emergent crank line repairs on U.S. submarines, where the system demonstrated three times faster weld repair under demanding conditions. The project validated the effectiveness of robotic welding in critical mission support and confirmed its role as an enabler of faster fleet readiness.

By automating repetitive or high-risk welding tasks, the system minimizes exposure to heat and hazardous materials for human operators, improving overall workplace safety. Skilled technicians remain integral to the process, overseeing operations, conducting inspections and managing complex or customized welds that require human oversight. This human-machine collaboration supports FMD's long-term workforce development strategy by allowing technicians to focus on high-value work while leveraging robotics for precision and endurance.

FMD’s robotics program is aligned with its broader focus on digital transformation across its service and technology divisions. The company remains focused on advancing automation, extended reality training and predictive analytics as part of its long-term strategy to deliver innovative solutions that enhance operational performance and mission success.

GDIT Awarded $988 Million Contract to Modernize Navy C5ISR Systems

Company will integrate advanced systems across all surface combatant ships to stay ahead of emerging threats

Release From General Dynamics Information Technology

FALLS CHURCH, Va. – General Dynamics Information Technology

(GDIT), a business unit of General Dynamics (NYSE:GD), announced today that it was awarded the Ship and Air Command, Control, Communications, Computers, Combat, Intelligence, Surveillance, and Reconnaissance (C5ISR) Systems Support (SACSS) contract to continue modernizing the U.S. Navy fleet. The $988 million contract, awarded in December, has a one-year base period, four one-year options and a six-month option.

Under the contract, GDIT will modernize and integrate C5ISR systems to enhance the operational effectiveness and readiness of naval forces. The company will provide integration, engineering, procurement, logistics and installation services onboard all classes of surface combatant ships, including guided missile ships, aircraft carriers, Coast Guard vessels, manned and unmanned aircraft and shore stations. GDIT will upgrade these systems efficiently to enable the Navy to keep its current vessels operational and ensure mission continuity.

“C5ISR systems are foundational to how our Navy senses, communicates and fights in the modern battlespace,” said Brian Sheridan, GDIT senior vice president for Defense. “We look forward to continuing to deliver innovative solutions to ensure these vital systems operate at peak performance and enable our warfighters to stay ahead of emerging threats.”

GDIT has decades of experience delivering mission-critical services to the Navy. The company supports the development of advanced electronic warfare technologies for airborne platforms, provides training support services for more than 100,000 U.S. and allied sailors around the globe, and delivers advanced artificial intelligence/machine learning solutions to modernize the Navy Enterprise Service Desk program.

Austal USA Christens Final EPF: Future USNS Lansing

Credit: Austal USA
Release From Austal USA

MOBILE, Ala. – The final U.S. Navy Expeditionary Fast Transport Ship – future USNS Lansing (EPF 16) – was christened at a ceremony today at Austal USA's Mobile, Ala. ship manufacturing facility. The christening marks a major milestone in the Spearhead-class EPF program, which has delivered vital high-speed, shallow-draft transport capability to the U.S. Navy and Military Sealift Command. Since the inception of the EPF program, Austal USA has built and delivered a fleet of fast transport vessels that provide agile intra-theater personnel and cargo movement, rapid response support, and enhanced operational flexibility around the globe.

This christening event was unique in that two sponsors christened the ship; The Honorable Gretchen Whitmer, Governor of Michigan, and The Honorable Lisa McClain, U.S. Representative serving Michigan's 9th District broke bottles of champagne simultaneously on the bow of the ship after which they jointly exclaimed, "For the United States of America, I christen thee Lansing. May God bless this ship and all who sail in her!".

"I was especially honored to witness this tradition that means so much to our Navy and our Nation with the christening of the last ship of this great fleet. The Flight II Expeditionary Fast Transport ships represent a significant increase in naval auxiliary capability, designed to support a wide range of missions including medical operations, logistics, and troop transport." commented Austal USA President Michelle Kruger. "These ships are built by an exceptional team of dedicated men and women who consistently strive to be the best in the industry, delivering the most capable and cost-effective vessels to our superior Navy."

The Honorable Gretchen Whitmer has been Michigan's Governor since 2019. As a lifelong Michigander, earning both her bachelor's degree and law degree from Michigan State University, Whitmer is a lawyer, an educator, former prosecutor, State Representative and Senator. Since taking her oath of office, she has signed executive directives to clean up Michigan's drinking water, secure equal pay for equal work, and expand opportunities for small and disadvantaged businesses.

Born and raised in Stockbridge, Michigan, The Honorable Lisa McClain is serving her second term as U.S. Representative for Michigan's 9th District. She currently serves as a member of the House Committee on Financial Services and the Committee on Education and Workforce and Chairwoman of the House Republican Conference for the 119th Congress.

Speakers at today's event included: Principal speaker, The Honorable Hung Cao, Under Secretary, U.S. Navy; Rear Admiral Benjamin Nicholson, Commander, Military Sealift Command, U.S. Navy; Vice Admiral Seiko Okano, Principal Military Deputy to the Assistant Secretary of the Navy for Research, Development and Acquisition; Michelle Kruger, Austal USA President; and Scott Bonk, Director, Future Combatants & Mission Systems, General Dynamics Mission Systems.

The future USNS Lansing is the first Navy ship named after the capital of Michigan. There have been 32 naval ships named after some aspect of Michigan. This includes the first iron-hulled ship in the Navy, named after the state and commissioned in 1844.

EPF Flight II provides a Role 2E (enhanced) medical capability which includes, among other capabilities, basic secondary health care built around primary surgery; intensive care unit; ward beds; and limited x-ray, laboratory and dental support. The EPF's catamaran design provides inherent stability to allow surgeons to perform underway medical procedures in the ship's operating suite. Enhanced capabilities to support V-22 flight operations and launch and recover 11-meter Rigid Hull Inflatable Boats complement the ship's medical facilities. These Flight II upgrades along with EPF's speed, maneuverability and shallow water access are key enablers for mission support of future Distributed Maritime Operations and Expeditionary Advanced Base Operations around the world. Flight II retains the capability of the Flight I to support other missions including core logistics. EPF is one of four shipbuilding programs under serial production at Austal USA.

The EPF program has been a cornerstone of Austal USA's contribution to U.S. maritime logistics and expeditionary operations, providing fast, flexible support for a wide range of fleet missions. With the christening of the final EPF vessel, Austal USA continues its legacy of supporting the U.S.

Navy with innovative ship design and construction excellence.

HII Expands European Unmanned Operations with New Facility in Portchester, UK

Release From HII

PORTCHESTER, United Kingdom, Jan. 12, 2026 (GLOBE NEWSWIRE) — HII (NYSE: HII), the world's leading manufacturer of autonomous surface and underwater unmanned vehicles, has doubled the size of its unmanned facility in Portchester, U.K.

The enlarged facility significantly enhances and strengthens the company's presence in the United Kingdom and increases capacity and support for the U.K. Royal Navy and European

partners that operate the REMUS line of unmanned underwater vehicles (UUVs).

In addition to supporting regional unmanned customers, the Portchester facility will serve as a European hub for HII's Mission Technologies division, enabling collaborative customer support for U.S. combatant commands and allied missions. The site will provide operational, technical, and logistics support to deploy, sustain, and integrate electronic warfare and C5ISR systems, fleet modernization efforts, artificial intelligence capabilities, and live, virtual, and constructive training.

The facility also prepares the region for the deployment and sustainment of HII's ROMULUS family of unmanned surface vessels (USVs), a modular AI-enabled line powered by HII's Odyssey Autonomous Control System and scheduled for availability in 2026.

HII's unmanned platforms are known for modular design, long endurance and reliable field performance. They support defense, commercial and research missions that include mine countermeasures, hydrographic survey, intelligence collection and environmental monitoring.

The expanded Portchester facility will operate as a strengthened regional hub for HII's unmanned systems. Staffed by U.K. employees, it will drive new jobs and support supplier engagement, maintenance, training and long-term sustainment for operators across the U.K. and Europe. The site will also work in close coordination with HII's global engineering, production, training and mission support teams to keep programs aligned and effective.

Duane Fotheringham, president of Mission Technologies' Unmanned Systems business group, said, "This new HII Portchester facility reinforces HII's long term presence in the United Kingdom and provides a strong foundation for future

cooperation. It ensures that U.K. and European operators, suppliers, and partners of ROMULUS USVs and REMUS UUVs receive regional access to world class support, training and sustainment.”

REMUS UUV Family of Systems

REMUS unmanned underwater vehicles are the world’s leading UUV. They use an open-architecture design that supports the rapid integration of new payloads, mission-specific configurations, and future upgrades that ensure operators keep pace with evolving challenges and requirements while managing costs. REMUS systems are in service with more than 30 countries, including 14 NATO members, and are known for dependable operation, advanced sensor performance, and a strong record in mine hunting, reconnaissance and underwater survey missions.

In September, Babcock International Group and HII signed a memorandum of understanding to integrate HII’s REMUS vehicles with Babcock’s submarine Weapon Handling and Launch Systems. The goal is autonomous launch and recovery of UUVs through submarine torpedo tubes, strengthening undersea advantage for allied navies. The partnership builds on the U.S. Navy’s first successful forward-deployed torpedo-tube launch and recovery of a UUV using a REMUS. Babcock’s Weapon Handling and Launch Systems are in service with submarine fleets in the U.K., Canada, Australia, Spain and South Korea.

The Royal Navy has a long partnership with REMUS. Since 2001, the Ministry of Defence has acquired REMUS 100, REMUS 300 and REMUS 600 vehicles for mine countermeasure operations. In 2024, HII announced the sale of three REMUS 100s and five REMUS 300s to the Royal Navy. This order reflects confidence in the upgrade potential and build quality of HII systems and builds on more than two decades of cooperation. The first two REMUS 100s delivered in 2001 remain in active service today.

The REMUS Mine Hunting Capability (MHC) provides high resolution seabed imaging and precise navigation, giving naval teams a fast and reliable tool to counter underwater threats.

The REMUS line includes several variants, each designed for specific mission sets and operating depths. The numbering reflects operational depth and generation.

- **REMUS 130:** Compact and optimized for shallow-water operations and rapid deployment.

- **REMUS 300**: Offers increased range and payload capacity in a lightweight form. Serves as the baseline for the U.S. Navy's Lionfish program.

- **REMUS 620**: Features modular upgrades, modernized electronics, battery life up to 110 hours, and a range of 275 nautical miles. Recently supported submarine launch and recovery operations for the U.S. Navy Submarine Force.

- **REMUS 6000**: Operates at depths up to 6,000 meters and is used for deep-sea recovery and complex scientific work.

All REMUS models share a common architecture, allowing operators to scale capability while maintaining system familiarity. More than 90% of REMUS units delivered over the past 23 years remain in service. This highlights the platform's durability and lifecycle value, two critical factors in defense acquisition.

REMUS Track Record

- **Defense**: Used by 14 NATO navies for mine warfare, ISR,

and seabed mapping.

- **Search and Recovery**: Played key roles in the search for Air France Flight 447, post-tsunami response in Japan, and the discovery of USS *Indianapolis* (CA 35).

- **Science and Environment**: Supports environmental monitoring, marine archaeology, and oceanographic research. The National Oceanic and Atmospheric Administration is deploying REMUS 620 systems to map seafloor habitats affected by the Deepwater Horizon spill.

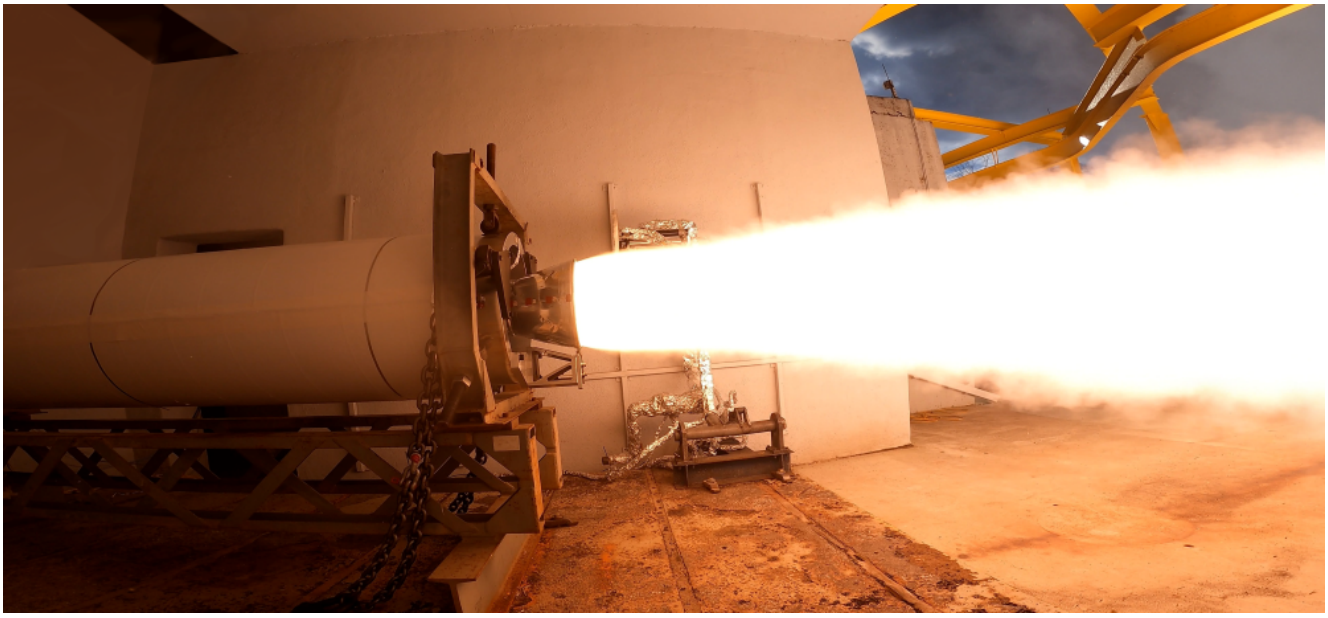
HII ROMULUS USV Family of Systems

HII's ROMULUS family is a modular, AI-enabled line of USVs powered by the Odyssey Autonomous Control System. The flagship, ROMULUS 190, is currently under construction with sea trials planned for 2026.

ROMULUS is built on a commercial-standard hull for rapid, repeatable production. It delivers speeds over 25 knots and a range of 2,500 nautical miles. Large versions of the ROMULUS are capable of carrying four 40-foot ISO containers. ROMULUS is purpose built for global mission deployment and extended autonomous operations.

Powered by the Odyssey ACS, ROMULUS delivers open-ocean autonomy, multi-agent swarming, and modular adaptability. It supports missions that include ISR, counter-unmanned air systems, mine countermeasures, strike, and launch and recovery of UUVs and UAVs.

US Navy Selects Northrop Grumman for Second Stage Solid Rocket Motor Program



The second stage solid rocket motor completes a static fire test on November 21, 2025 in Elkton, Maryland. (Photo Credit: Northrop Grumman)
From Northrop Gruman, Jan. 7, 2026

ELKTON, Md. – Jan. 7, 2026 – Northrop Grumman Corporation (NYSE: NOC) was awarded a $94.3 million contract by the U.S. Navy to develop and qualify a new 21-inch diameter second-stage solid rocket motor (SSRM) for the Navy's extended-range missile programs to deter and defeat fast-moving air, surface and hypersonic threats.

- The SSRM is a low-risk, rapidly developed design that enables the Navy to quickly and cost-effectively field an extended-range hypersonic defense capability.

- The high-performance 21" diameter rocket motor is engineered to significantly extend range and speed

across various missions, including air warfare, surface warfare, land strike, and ballistic missile defense.

- The Navy has expressed interest for potential deployment of Northrop Grumman’s extended range propulsion technology across various platforms.

- Continued design and low-rate initial production of 60 units for testing and delivery will take place at Northrop Grumman’s Propulsion Innovation Center in Elkton, Md.

Expert:

Gordon LoPresti, senior director, propulsion systems and control, Northrop Grumman: “Being chosen by the U.S. Navy is an honor and a testament to our rapid development capabilities, production capacity and leadership in advanced propulsion solutions. The successful development and demonstration of our SSRM in just 10 months showcases our unique, affordable, and versatile extended-range capabilities that will equip the U.S. Navy to excel in its defense and deterrence missions. We are eager and prepared to rapidly qualify and produce these motors in quantities to meet the needs of the US.”

Details:

As the nation’s preeminent propulsion provider, Northrop Grumman continues to invest in facilities, capacity, and technologies, to ensure the ability to produce advanced weapons and solid rocket motors affordably at scale. To meet the growing customer demand, Northrop Grumman has invested more than $1 billion since 2018 to enhance capacity and capabilities for weapons and missile components, including solid rocket motors. With decades of proven success and over

one million solid rocket motors delivered, Northrop Grumman is a trusted provider of SRMs and advanced propulsion systems essential for defense, payload delivery and space exploration.

Northrop Grumman is delivering advanced propulsion and solid rocket motors at scale today and is investing in further expanding capacity to meet growing customer demand and support a resilient defense industrial base. Propulsion work takes place across six strategic sites in West Virginia, Utah and Maryland, totaling 10 million square feet of manufacturing space. We’re tripling capacity for small tactical SRMs at our West Virginia production facility, doubling production capacity for large SRMs in Utah, and increasing by 25% manufacturing capacity in Maryland to accommodate future high-demand programs, including air-breathing hypersonic propulsion solutions.