Atlantic Council Launches Task Force to Bolster US Maritime Industrial Base

Task Force brings together leaders across government, industry, labor, and academia to advance a bold vision for US naval shipbuilding and maintenance

Release From the Atlantic Council

WASHINGTON, D.C. – December 16, 2025 – The Atlantic Council's Scowcroft Center for Strategy and Security and its Forward Defense program announced today the launch of the Revitalizing US Shipbuilding Task Force in collaboration with the Johns Hopkins University Applied Physics Laboratory (JHU/APL).

Galvanized by momentum in the shipbuilding sector, the Task Force will develop actionable recommendations to strengthen US shipbuilding. It will develop novel approaches to design, construction, and sustainment, while balancing those innovative steps with proven measures to address persistent gaps across the sector.

"The United States has a highly capable Navy, but to remain competitive, it needs to modernize its shipbuilding industry," said Christine Fox, former acting deputy secretary of defense and a co-chair of the Task Force. "It is vital that the United States regains its ability to rapidly repair and produce ships today, while simultaneously preparing to take advantage of modern technology. Only with the adoption of new technology and processes will it be able to produce new, more capable ships, rapidly and affordably."

The Revitalizing US Shipbuilding Task Force is co-chaired by Fox; Mark Esper, the 27th secretary of defense; and Kenneth Braithwaite, the 77th secretary of the Navy. It will explore, among other aspects, how the United States can:

Integrate advanced manufacturing capabilities in shipbuilding and maintenance;

Develop workforce incentives to energize the maritime industrial base; and

Evaluate the role that ally-headquartered shipbuilding firms can play in increasing US shipbuilding capacity.

Over the next twelve months, this high-level Task Force will convene a bipartisan group of senior leaders to generate practical steps that ensure the maritime industrial base can restore US naval primacy and ensure the nation can effectively compete with China in the Indo-Pacific through sustained maritime presence and power projection.

The Task Force's world-class leaders will include former government officials, private-sector executives, academics, and experts in manufacturing, acquisition, and naval operations. They will convene for the first time on Tuesday, December 16.

Task Force Members

- Doug Beck, former director of the Defense Innovation Unit

- Meredith Berger, formerly performed the duties of US under secretary of the Navy; former assistant secretary of the Navy for energy, installations, and environment

- Admiral James Foggo, US Navy (retired), former commander, United States Naval Forces Europe-Africa and Allied Joint Force Command Naples

- Admiral Lisa Franchetti, US Navy (retired), 33rd chief of naval operations

- Vice Admiral William Galinis, US Navy (retired), former commander, Naval Sea Systems Command

- Nickolas Guertin, former assistant secretary of the Navy for research, development, and acquisition

- Ellen Lord, former under secretary of defense for acquisition and sustainment

- Erik Raven, former under secretary of the Navy

- Admiral John Richardson, US Navy (retired), 31st chief of naval operations

- Russell Rumbaugh, former assistant secretary of the Navy for financial management and comptroller

- Christopher Watkins, chief mission engineering and integration officer, Johns Hopkins University Applied Physics Laboratory

Industry Task Force Members:

- George Moutafis, chief executive officer, Fincantieri Marine Group (foundational partner)

- Rear Admiral Tom Anderson, US Navy (retired), president of US shipbuilding, Hanwha Defense USA

- Nicholas Galanos, vice president, navy and maritime industrial base, C3 AI

- Hank Holland, chairman and chief executive officer, Amaero

- John Lehman, vice president of strategy, corporate development and government relations, Abyss Defense

- Rob Lehman, co-founder and chief commercial officer, Saronic Technologies

- Vice Admiral Thomas Moore, US Navy (retired), senior vice president, government relations, HII

- Danny Poisson, federal aerospace and defense chief technology officer, PTC

- Dennis Pyatt, president and chief executive officer, Element US Space & Defense

- Robert Smith, executive vice president, marine systems, General Dynamics

- Vince Stammetti, executive vice president and chief operating officer, BlueForge Alliance

- Jordan Webb, president and general manager, Colonna's Shipyard

- Brooke Weddle, senior partner, McKinsey & Company

- Austal USA representative

The Task Force is directed by Stephen Rodriguez and is managed by Mark Massa, Theresa Luetkefend, and Gabrielle Ellicott.

The lead authors will be Michael Presley and Steven Wills. This work will build on the success of the Atlantic Council's previous Commission on Software Defined Warfare, Commission on Defense Innovation Adoption, and Hypersonic Capabilities Task Force, and work in collaboration with the recently launched ReForge Commission.

More information is available on the Task Force's website. To follow its progress and receive updates, subscribe to Forward Defense. For press inquiries, please contact: press@atlanticcouncil.org.

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

By Adolphina Vander Velde, Program Executive Officer Land Systems

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

The MADIS relies on a complementary pair of Joint Light

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

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

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

During their time at the Marine Corps Air Ground Combat Center, Marines participated in classroom instruction and field exercises designed to familiarize themselves with the MADIS's architecture, capabilities, and tactical employment. The NET phase emphasized hands-on learning, with Marines engaging directly with the system's radar, electro-optical/infrared sensor, and weapon platforms.

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

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

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

Future USS Idaho Delivered to U.S. Navy

PCU Idaho successfully completed Alpha and Bravo sea trials, bringing the 26th submarine of the Virginia class one step closer to joining the fleet. Here she is departing the Groton, Conn., shipyard on two picturesque mornings to showcase the expert craftmanship of General Dynamics Electric boat shipbuilders.

By Team Submarine Public Affairs, Dec. 15, 2025

GROTON, Conn. – The U.S. Navy accepted delivery of the Submarine Force's newest fast attack submarine, the future USS Idaho (SSN 799), from General Dynamics Electric Boat (GDEB) Dec. 15, marking the second delivery of a Virginia-class fast attack submarine this year.

The delivery represents the official transfer of the submarine from the shipbuilder to the Navy. The submarine and crew will continue to undergo a series of tests and trials before being commissioned into active service, which is expected to take place in the spring.

"Idaho represents the hard work and tenacity of shipbuilders, industry partners and Navy personnel to deliver the best undersea warfighting platform to the fleet," said Capt. Mike Hollenbach, Virginia-class submarine program manager. "With

each delivery, the Navy reinforces our Nation’s superiority in the maritime domain.”

Idaho is the 26th Virginia-class submarine co-produced by GDEB and HII-Newport News Shipbuilding through a long-standing teaming arrangement. It is the 14th delivered by GDEB and is the eighth of 10 Block IV configured attack submarines.

When it joins the fleet, Idaho will bring significant warfighting capability to the fleet, underscoring the Nation’s asymmetrical advantage at sea. Virginia-class fast-attack submarines have enhanced stealth, sophisticated surveillance capabilities and special warfare enhancements that enable them to meet the Navy’s multi-mission requirements.

The future USS Idaho is the fifth Navy ship to be named for the state of Idaho. The first was a wooden-hulled storeship commissioned in 1866. The last was battleship BB 42, which was commissioned in 1919 and received seven battle stars for service in World War II.

The delivery of USS Idaho symbolizes the Navy’s 250-year commitment to innovation and maritime dominance. From seabed to space, the Navy delivers power for peace – always ready to fight and win. This milestone marks the Navy’s enduring legacy and commitment to shaping the future of maritime power.

HII Marks Oklahoma Construction Milestone at

Newport News Shipbuilding

From HII

NEWPORT NEWS, Va., Dec. 16, 2025 (GLOBE NEWSWIRE) — HII (NYSE: HII) announced today that its Newport News Shipbuilding division has reached a significant construction milestone for Virginia-class submarine Oklahoma (SSN 802).

Oklahoma is now “pressure hull complete,” which signifies all of the hull sections have joined to form a single, watertight unit.

“Achieving pressure hull complete on Oklahoma highlights our commitment to accelerating production and delivering unmatched capability to our Navy customer,” said Jason Ward, NNS vice president of new construction submarine programs. “Our dedicated shipbuilders, Navy teammates and suppliers from across the country, are working hand-in-hand to bring Oklahoma to life.”

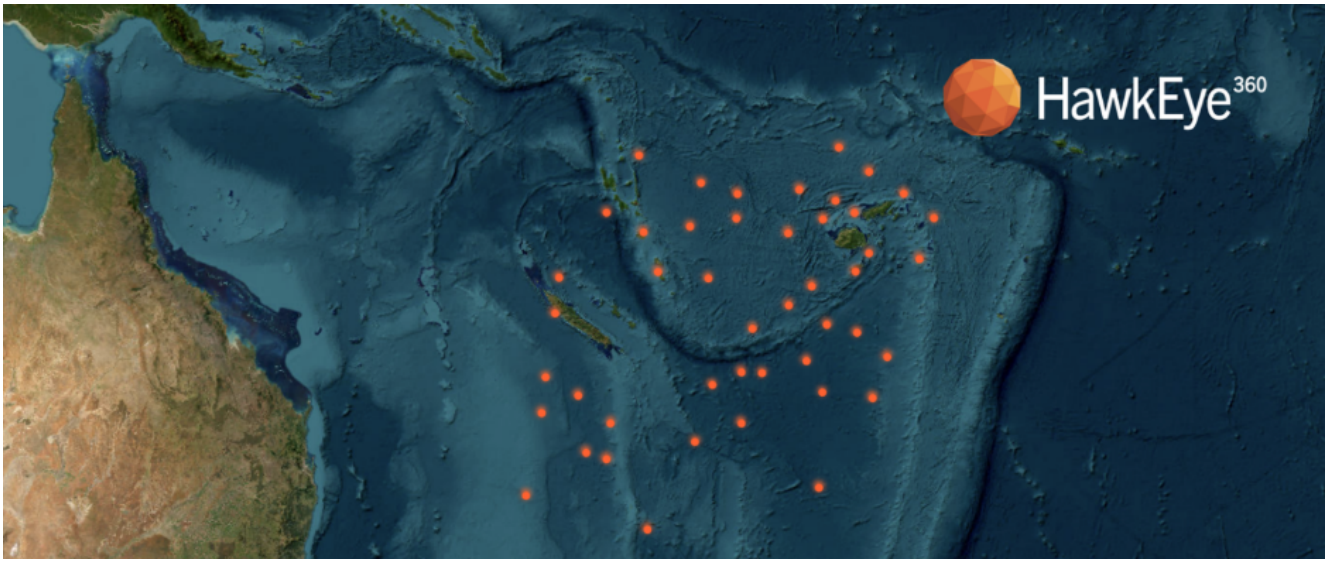
Oklahoma is the 29th Virginia-class fast attack submarine, the

first of Block V and the 14th to be delivered by NNS.

The ship's sponsor is Mary "Molly" Slavonic, an Oklahoma native. Slavonic has long supported both the state of Oklahoma and the Navy. She worked alongside her husband, former acting Under Secretary of the Navy Greg Slavonic, in building the USS Oklahoma (BB 37) Memorial in Pearl Harbor, Hawaii, to honor the 429 sailors and Marines who died aboard the battleship during the Dec. 7, 1941 attack on Pearl Harbor.

NNS designs and builds nuclear-powered submarines for the U.S. Navy. The advanced capabilities of Virginia-class submarines increase firepower, maneuverability and stealth.

Navy Renews HawkEye 360 Contract to Advance Indo-Pacific Maritime Domain Awareness



Herndon, VA, (December 9, 2025) – HawkEye 360, the global

leader in signals intelligence data and analytics, today announced that the US Navy has renewed its contract with the company for a fourth consecutive year under the Indo-Pacific Partnership for Maritime Domain Awareness (IPMDA) initiative. The $98.8 million firm-fixed-price, indefinite-delivery/indefinite-quantity (IDIQ) contract extends the U.S. Navy's access to HawkEye 360's commercial radio frequency (RF) data and analytics for vessel detection and monitoring over key areas of interest throughout the Pacific.

"This renewal represents a vote of confidence in the partnership between the U.S. Navy and HawkEye 360 and an investment in future innovative solutions," affirms Andy Charles, General Manager for the Department of War, HawkEye 360. "With the pace at which commercial companies can move, especially one so mission-focused as HawkEye 360, this action welcomes a host of technological advancements through IPMDA to drive information sharing and Coalition command and control to the speed of modern warfare."

HawkEye 360's RF signals intelligence supports the Department of Defense's efforts to identify and characterize vessel behavior, detect illicit maritime activity, and share insights with allied partners to promote regional stability. The company's data is integrated into operational tools that help users gain a more complete picture of vessel movement and maritime dynamics over vast ocean areas.

"Our ongoing partnership with the US Navy represents a shared commitment to advancing maritime domain awareness and supporting the missions of our partners across the Indo-Pacific," said James G. McAden, General Manager, Asia Pacific, HawkEye 360. "We're proud to be entering our fourth year of collaboration, delivering advanced RF data and analytics that strengthen situational awareness and decision-making for maritime security operations."

HawkEye 360's constellation detects, characterizes, and

geolocates RF signals from ships and other emitters worldwide, creating a powerful data layer that complements existing maritime information sources. When combined with other data streams, HawkEye 360's signals intelligence helps defense and intel users identify potential "dark vessels," uncover patterns of activity, and build a consistent, shared operating picture across the region.

USSOCOM Upgrades Personal Diver Equipment

Sailors assigned to various Naval Special Warfare commands operate a Diver Propulsion Device during high-altitude dive training in 2022. *Photo credit: U.S. Navy | Mass Communication Specialist 2nd Class Alex Perlman*

U.S. Special Operations Command is upgrading its Special Operations Forces' personal diving equipment.

"Technology for the combat diver has advanced significantly and SOF continues to enhance diver capabilities to maintain an agile and lethal combat diving force," Lieutenant Commander Kassie Collins of USSOCOM said in response to a question from *Seapower*.

The SOF Combat Diver program (under U.S. Special Operations Command PEO Maritime) consists of maritime environmental protection (free diver heating and cooling, full face masks, and chemical, biological, radiological, and explosive protection), life-support systems (underwater breathing apparatus, treatment systems, and decompression systems), diver navigation (handheld digital navigation and integrated navigation), diver propulsion (collective, hands-free), underwater communication (acoustic, optical, and diver-to-host) and signature management (equipment signature reductions and signature detection), Collins said.

"Early wins for the SOF Combat Diver program include digitizing legacy navigation and equipping energized propulsion devices in lieu of fins. As a result, the program has been able to rapidly accelerate development and fielding of navigation and propulsion devices. The SOF Combat Diver program also continuously evaluates battery technology to ensure safety and maximize endurance. Currently, this program does not have a requirement for drones or AI [artificial intelligence]."

Because many USSOCOM programs are generally classified, USSOCOM didn't provide equipment specifics to the categories.

For Diver Propulsion, a search of SAM.gov., the official U.S. federal government contracting website did provide some details. In the summer of 2025, the Naval Special Warfare Center was looking into acquiring the Patriot3 Brand Jetboots

V6 Diver Propulsion Device, essentially a low-noise, low-weight brushless motor ducted thruster propeller strapped to a diver's thighs. The hands-free Jetboots provide 40 pounds of thrust and increase a special operations diver speed by around four knots at a depth of 300 feet and a range of a dozen miles on two batteries, or one to six hours of battery life.

TheWarZone website reported U.S. Navy SEALs having Jetboots since July 2020, but Jetboots was conceptualized and patented in 2013, so USSOCOM could be seeking supply support and maintenance in addition to new Jetboot replacements. A $10 million dollar contract was awarded to Patriot3 Inc. that runs through 2027.

For Diver Navigation, USSOCOM is working with Safety and Security International (SSI) regarding its Tactical Diver Readiness Assembly. This increases special operations divers' situational awareness and rapid deployment in maritime and expeditionary environments by combining the functions and features of a mission critical multi-function dive watch with a modular load carriage and safety components to provide advanced underwater navigation instrumentation and real-time dive diagnostics in MOLLE-compatible pouches.

The navigation devices can be made digitalized, smaller and lighter, while still incorporating GPS features, real-time diving diagnostics, and advanced underwater navigation instruments.

Further investigation into SAM.gov. yields a request for information on underwater communications technologies that are not radio frequency based, as well as for power sources focused on power-harvesting technologies instead of batteries or connected power sources. The current status of USSOCOM's underwater communications technologies and novel power sources is unknown.

The 2019 USSOCOM RFI also seeks improvements in human

performance in harsh maritime conditions for extended operating periods “with or without personal protective equipment,” to:

- Reduce the potential of musculoskeletal injuries related to combat diving
- Improve combat diving-related physical performance capabilities
- Enable continuous physiologic monitoring of diver biometrics in sea water at depths greater than 90 feet for periods of up to or greater than 72 hours
- Provide a variety of nutrition and hydration products for consumption while underway
- Manage bodily functions while underway
- Provide force resistance equipment for confined environments
- Reduce cognitive deficits related to prolonged undersea exposure
- Provide active heating/cooling protection in the water column.

Northrop Grumman Demonstrates AN/AQS-24 Minehunting System for U.S. Navy

Northrop Grumman's AN/AQS-24 minehunting system, paired with a Mine Countermeasures Unmanned Surface Vehicle, successfully demonstrated a critically needed towed mine countermeasure capability. (Photo Credit: Northrop Grumman)

Release from Northrop Grumman

In just 45 days, Northrop Grumman paired the AN/AQS-24 minehunting system with an unmanned surface vehicle

PANAMA CITY, Fla. – Dec. 15, 2025 – (PHOTO RELEASE) Northrop Grumman Corporation (NYSE: NOC) successfully demonstrated the integration of its

proven AN/AQS-24 minehunting system with a Mine Countermeasures Unmanned Surface Vehicle (MCM USV), addressing the U.S. Navy's growing need for an uncrewed, towed MCM solution. Just 45 days after signing a contract with the Navy, Northrop Grumman began open-water testing in Panama City to demonstrate the high-performing, helicopter-towed AN/AQS-24 can effectively pair with a MCM USV. The U.S. Navy confirmed that the AN/AQS-24 meets all primary government objectives for a safer and more efficient mine-hunting capability.

Collins Elbit Vision Systems Helmet-Mounted Display System+ Achieves Milestone with Navy

Sixth-generation helmet system will provide pilots with superior battlespace awareness

From Collins Elbit Vision Systems

FORT WORTH, TEXAS – Dec.12, 2025 – Collins Elbit Vision Systems (CEVS), a joint venture between Elbit Systems of America (Elbit America) and Collins Aerospace, an RTX (NYSE: RTX) business, has successfully completed the Critical Design Review for the Zero-G Helmet Mounted Display System+ (HMDS+), tailored specifically to meet the United States Navy's requirements under the Improved Joint Helmet-Mounted Cueing System (IJHMCS) program. This program focuses on adapting and integrating the advanced Zero-G HMDS+ into the F/A-18E/F Super Hornets and EA-18G Growlers, ensuring these aircraft benefit from enhanced operational capabilities that align with the U.S. Navy's mission needs.

The Zero-G HMDS+™ is a sixth-generation helmet-mounted display system that provides a fully immersive, high-definition view of the battlespace. This enables aircrew to make split-second decisions at high speeds with superior situational awareness, enhancing mission effectiveness and survivability.

Captain Joseph Kamara, Naval Aircrew Systems (PMA-202) program manager said, "Aircrew health and safety is our number one priority. The Zero-G being integrated through our IJHMCS program promises to relieve aircrew of neck and back strain and greatly improve ejection safety. We are excited to be at the leading edge of safety and technology, and this important milestone is a critical step toward deploying this capability for our F/A-18 and EA-18 aircrew."

The Zero-G HMDS+ builds on CEVS' legacy of delivering fourth- and fifth-generation HMDS. It combines combat-tested tracking and low-latency technologies with a cutting-edge display to deliver accurate, real-time information. The superiority of the Zero-G HMDS+ is in its ability to fuse mission data,

sensor video and weapon system information while serving as a primary flight instrument.

“Zero-G is providing sensor fusion at the edge,” said Luke Savoie, Elbit America’s President and CEO and CEVS board member. “This system is critical technology, while remaining lightweight. As fighter aircraft level-up, the HMDs of those systems need to as well. Zero-G provides unmatched head-up, sixth-generation battle management capabilities.”

“When our team began working on the Zero-G HMDS+, our goal was to provide aircrew with the safest, most advanced helmet system on the market,” said Collins Aerospace’s Daniel Karl, co-general manager of CEVS. “This milestone confirms our helmet is ready for the next phase of development and brings us one step closer to delivering this advanced capability to naval aviators.”

The program will now begin rigorous airworthiness testing and full integration with aircraft avionics and mission systems. Initial operational capability is expected in 2027. The system is planned to be fielded on all operational U.S. Navy and Royal Australian Air Force Super Hornets and Growlers, totaling more than 750 aircraft.

HII Announces Major Milestone for ROMULUS USV Technology

From HII

LOREAUVILLE, La., Dec. 11, 2025 (GLOBE NEWSWIRE) — HII (NYSE: HII) executives toured Breaux Brothers Enterprises in Loreauville, Louisiana, and announced that construction of a prototype of ROMULUS, the company's new unmanned surface vessel (USV) family, has reached 30% completion. The vessel remains on schedule for sea trials in the fourth quarter of 2026.

During the visit, HII leaders toured the shipyard with build partners Breaux Brothers and Incat Crowther, and reviewed progress on hull construction, integration of the HII's Odyssey Autonomous Control System (ACS), and outfitting work.

"ROMULUS is progressing at a pace that reflects the urgency of the mission and the strength of our partnerships," said Andy Green, president of HII's Mission Technologies division. "Breaux Brothers and our industry team are delivering a platform that brings scale, autonomy and real operational advantage to the fleet. At 30% complete, the ROMULUS prototype is well on its way to becoming the benchmark for unmanned

surface capability.”

ROMULUS USVs are designed to meet the current and emerging requirements of the U.S. Navy, U.S. Marine Corps, joint forces and allies. They deliver high-endurance, sustained open-ocean autonomy with a focus on lethality, cost efficiency and scalability.

The family of USVs will support missions including intelligence, surveillance and reconnaissance, counter-unmanned air systems, mine countermeasures, strike, and the launch and recovery of unmanned underwater vehicles (UUV) and unmanned aerial vehicles (UAV).

Paired with HII’s REMUS UUVs, ROMULUS extends undersea reach and supports a scalable dual-domain force package built for distributed maritime operations.

This ROMULUS prototype is the first in HII’s modular, AI-enabled ROMULUS USV line. The ships are engineered for rapid, repeatable production and high endurance at sea. With speeds over 25 knots and a range of 2,500 nautical miles, all ROMULUS USVs are designed for mission flexibility across global theaters.

ROMULUS is built around Odyssey ACS, HII’s proven autonomy suite used across more than 35 USV platforms and over 750 REMUS UUVs in 30 countries. Odyssey enables sustained open-ocean autonomy, multi-agent swarming, modular payload integration, and manned-unmanned teaming. ROMULUS platforms will also feature integrated capabilities from Shield AI, Applied Intuition, and C3 AI for enhanced autonomous performance and lifecycle sustainment.

The Odyssey software suite’s open-access, government-aligned architecture enables rapid integration of new sensors, payloads and third-party autonomy technologies. It allows industry, government and academia to test and refine capabilities, ensuring ROMULUS evolves in step with emerging

naval concepts of operations.

In November, HII and Shield AI announced that they have successfully completed the first major test of their integrated autonomy solution aboard HII’s ROMULUS 20 USV, marking a key step toward operational deployment of the AI-enabled ROMULUS fleet.

ROMULUS is being developed with support from HII’s Dark Sea Labs Advanced Technology Group.

U.S. Navy Partners With Meteomatics to Pilot Weather Drones in Maritime Operations

From Meteomatics, Dec. 11, 2025

Meteomatics' Meteodrones Aim to Fill Persistent Gap in Atmospheric Observation Over the Open Ocean

NEW YORK CITY, N.Y., December 11, 2025 /EINPresswire.com/ — Weather intelligence and technology company Meteomatics, today announced its work with the U.S. Navy, launching their automated weather drones, Meteodrones, from a moving vessel to collect frequently unobserved atmospheric data critical to maritime operations. Conducted as part of the Advanced Naval Technology Exercise (ANTX) in the Mississippi Sound near

Gulfport, the trial has marked a step forward in enhancing operational readiness and safety for naval missions.

Naval operations rely on precise, localized weather intelligence, but capturing these insights on ships has historically proven difficult. Weather balloons are nearly impossible to launch and track reliably from moving vessels, and the broad coverage satellites provide, lack the vertical resolution needed for tactical decisions. This leaves the Navy with a blind spot in the first lower levels of the atmosphere – exactly where weather conditions most influence flight operations, radar performance, and mission safety.

“For the last decade, U.S. military weather services have sought to consistently and reliably measure the atmosphere over the open ocean to improve forecast accuracy and identify atmospheric anomalies,” said Kevin Lacroix, Weather Services Technology Lead, Naval Meteorology and Oceanography Command. “Products with the capability to collect-high resolution, real-time atmospheric data, repeatedly, in environments of interest are valuable to military weather services for sensing the maritime boundary layer of the atmosphere.”

To fill this gap, the U.S. Navy’s Gulfport demonstration tested the Meteodrone’s ability to launch and recover from a moving ship at speeds ranging from 1.5 knots to 16 knots. Operating under FAA regulations, shipboard Meteodrones collected complete vertical atmospheric profiles including temperature, humidity, pressure, dew point, and wind. Across multiple runs, the Meteodrones returned safely for recovery and the system validated stable and autonomous performance in a maritime environment.

With the real-time observations that the Meteodrones collect, the Navy can enhance mission safety by reducing risks for aircraft takeoffs, landing and in-flight operations. Additionally, they are able to strengthen operational

readiness and improve awareness of how the environment may extend or degrade radar and communication ranges.

“Beyond the weather forecasting improvements the real-time information gathered by the Meteodrone give us, we have an opportunity to feed critical information into our electromagnetic tactical decision aids, making the safety and security of the ship and the battlegroup more effective by optimizing our radar performance, LaCroix added. “Ship captains will have the confidence to make rapid decisions knowing that the METOC team has given them every advantage possible.”

“This demonstration underscored not just the technical success of our Meteodrones, but also the practical value of capturing critical weather data at sea. By proving that launches and recoveries can be achieved from moving vessels, we’ve shown how Meteomatics can help the Navy bridge one of the most significant gaps in operational forecasting,” said Brad Guay, Head of Government & Defense Solutions at Meteomatics.

Meteomatics is committed to working with the U.S. Navy, and other government partners, to continue bringing innovations from demonstration to deployment. Read more about the drones here.