Acting CNO Kilby Visits BlackSea Technologies in Baltimore, Observes Small USV Operations

BALTIMORE, Md. – Acting Chief of Naval Operations Adm. Jim Kilby visited the Black Sea Technologies (BlackSea) personnel to explore ways to enhance the U.S. Navy's Global Autonomous Reconnaissance Craft (GARC) program, during a visit to the BlackSea facilities, June 18, 2025. (U.S. Navy photo by Mass Communications Specialist 1st Class Joe J. Cardona Gonzalez)

From the Navy Office of Information, June 18, 2025

Acting Chief of Naval Operations Adm. Jim Kilby visited the BlackSea Technologies (BlackSea) headquarters and production facilities in Baltimore, June 18, to see first-hand how BlackSea supports the U.S. Navy's Small Unmanned Surface Vehicles (sUSV) program and how it plans to continue to expand its capabilities to support fleet operations.

Acting Chief of Naval Operations Adm. Jim Kilby visited the BlackSea Technologies (BlackSea) headquarters and production facilities in Baltimore, June 18, to see first-hand how BlackSea supports the U.S. Navy's Small Unmanned Surface Vehicles (sUSV) program and how it plans to continue to expand its capabilities to support fleet operations.

The Navy is procuring sUSVs for fleet operations and experimentation to advance robotic maritime strategies and tactics.

"These systems will play a critical role in the future of naval warfare by extending fleet reach, improving situational awareness, and increasing combat effectiveness," said Kilby. "We see unmanned systems as a force multiplier for traditional vessels, not a replacement."

During the visit, Kilby met with BlackSea personnel to explore ways to enhance and grow the U.S. Navy's Global Autonomous Reconnaissance Craft (GARC) program. GARCs are 16-foot USVs that enable research, testing, and operations that will allow integration throughout the surface, expeditionary, and joint maritime forces.

Small unmanned surface vehicles are part of the Navy's family of unmanned maritime systems, designed to complement and support the traditional fleet across a range of missions. Small USVs are assigned to Unmanned Surface Vessel Squadron (USVRON) Three and USVRON Seven for testing and experimentation, including launch and recovery from Navy platforms.

Through analysis, simulation, prototyping, and demonstration, the Navy plans to field and operate progressively more capable unmanned maritime systems that enhance fleet endurance and resilience while minimizing risk to human life. Small USVs are rapidly integrating into the fleet exercises such as Fourth Fleet's Hybrid Fleet Campaign Event (FLEX) international

exercises such as the recent Baltic Operations (BALTOPS).

“The development and deployment of unmanned systems, including the small USV, is a strategic acquisition for the Navy,” Kilby added. “A strong partnership with industry is critical as we seek to maintain technological superiority and operational advantage in an increasingly complex maritime environment.”

Kilby concluded his visit by observing a demonstration of the GARC and the BlackSea Seabased Petroleum Discharge System and conducting a comprehensive tour of the manufacturing facility. During the tour, he engaged with BlackSea workforce and subject matter experts to gain deeper insights into the versatility and innovative capabilities of these advanced systems.

Strong partnerships with industry are essential to accelerating these advancements and delivering cutting-edge technologies. These innovations are shaping the future of naval operations and strengthening our maritime advantage.

Pacific Partnership 2025 Concludes Mission Stop in Suva, Fiji, June 16, 2025

SUVA, Fiji (June 16, 2025) Capt. Mark B. Stefanik, center left, mission commander of Pacific Partnership 2025 (PP-25), shows Mr. Samuela Togenavanua, local tribe leader of Suva, and other local dignitaries a newly renovated classroom at Waiqanake District School as part of PP-25 in Suva, Fiji, June 16, 2025. (U.S. Navy photo by MC2 Moises Sandoval/Released)
By MC2 Moises Sandoval, June 20, 2025

SUVA, Fiji – Pacific Partnership 2025 officially concluded its mission stop in Fiji with a closing ceremony hosted at the Waiqanake District School on June 16, 2025.

The largest annual multinational humanitarian assistance and disaster response preparedness mission conducted in the Indo-Pacific, Pacific Partnership enables participants, including United States and Fijian personnel, to work together to enhance disaster response capabilities and foster new and enduring friendships.

“The United States of America believes in a free and open Pacific for all nations,” said U.S. Navy Capt. Mark B.

Stefanik, mission commander during the closing ceremony. “We deeply value our long history with Fiji and we hope that the work done here helps to reinforce our commitment to this island and to the people of Fiji.”

While in Fiji, the medical team, consisting of U.S. and Fijian public health services personnel, conducted a total of 16 side-by-side subject matter expert exchanges in the fields of hemoculture, permaculture, agriculture, and apiculture. The team accrued more than 26 hours of hands-on training through public health engagements such as the Polymerase Chain Reaction laboratory, spay and neuter clinics, ruminant husbandry training, and a beekeeping tour assembling over 42 participants from across Suva.

The Pacific Partnership engineering team also capitalized on the opportunity to provide focused support to address several local infrastructure concerns. A total of 12 U.S. Navy Sailors, assigned to Amphibious Construction Battalion 1, and 8 New Zealand Royal Army Engineers collaborated to undertake the construction and repairs of the Waiqanake District School, to include the complete renovation and installation of a small library in a classroom building. The team also removed obsolete rain gutters from three different classroom buildings and rendered a fresh coat of paint to two classroom buildings. Waiqanake District School, which accommodates over 300 staff, faculty and students, hosted a ribbon cutting ceremony in celebration for the newly renovated facilities on June 16.

U.S. Navy Musicians with the Pacific Fleet “Big Wave” Brass Band engaged in a variety of live performances across more than 10 school campuses and venues across the island of Viti Levu, Fiji. This musical ensemble featured 10 musicians, which hosted concerts between Suva and Nadi, including the closing ceremony of Pacific Partnership 2025’s mission stop in Fiji.

Now in its 21st iteration, Pacific Partnership series is the

largest annual multinational humanitarian assistance and disaster management preparedness mission conducted in the Indo-Pacific. Pacific Partnership works collaboratively with host and partner nations to enhance regional interoperability and disaster response capabilities, increase security and stability in the region, and foster new and enduring friendships in the Indo-Pacific.

U.S. Navy Achieves FY25 Recruiting Goal 3 Months Early

From the Navy Office of Information, June 18, 2025

WASHINGTON – The U.S. Navy achieved its 2025 recruiting goal June 18, three months ahead of the end of the current fiscal year after contracting 40,600 future Sailors.

Achieving the contracting milestone reflects the Navy's focused efforts for connecting with qualified, motivated candidates across the country. The sea service is now positioned to send more than 40,600 future Sailors to Recruit Training Command by September.

"More qualified and motivated Americans than ever are stepping

forward and answering the call to serve their country," said Secretary of the Navy John Phelan. "This is a critical time in history.

The world is more complex and contested than it has been in decades, and our ability to respond starts with our greatest asset, our people. Since November, Navy recruiting has skyrocketed, a testament to President Trump's leadership and the dedication of our dynamic Navy recruiters."

Recruiting success in 2025 built on last year's momentum when the Navy surpassed the recruiting goal of 40,600 by 378. By the end of 2024, Navy Recruiting Command contracted 40,978 future Sailors, more than any year since 2002.

To achieve recent recruiting success, Navy Recruiting Command established a Recruiting Operations Center to monitor data in real time. The Navy also implemented the Future Sailor Preparatory Course to improve accession success, streamlined medical waiver reviews, and identified and removed barriers to recruiter productivity.

"Reaching our annual goal this early is a testament to the dedication and innovation of our recruiting force," said Rear Adm. Jim Waters, commander of Navy Recruiting Command. "It shows that when we remove barriers, accelerate processes, and meet people where they are, the right individuals answer the call."

The Navy continues to process applicants and place future Sailors into future training dates and job assignments. Meeting the goal early allows for a more deliberate Navy process in aligning future Sailor talent and career interest with fleet needs.

"We're still working hard every day," said Waters. "Meeting the recruiting target is not the finish line – it's a signal that we're on the right course and ready to keep building the force of the future."

GD Electric Boat Awarded $987M Contract Modification for Submarine Production

From General Dynamics, June 18, 2025

GROTON, Conn. – General Dynamics Electric Boat, a business

unit of General Dynamics (NYSE: GD), announced today it has been awarded a $987 million contract modification to a previously awarded contract supporting submarine production. This modification is for additional Component Development, Class Lead Yard Support (CLYS), and Submarine Industrial Base (SIB) supplier development enhancements, as detailed in the U.S. Department of Defense contract award.

“This contract modification funds important shipyard and supply chain work essential to achieving the necessary growth in output and supports our efforts to accelerate submarine delivery,” said Mark Rayha, president of General Dynamics Electric Boat. “The ongoing support for the shipyards and our supply base from the Navy, Congress and the administration is appreciated and necessary for us to meet the Navy’s current and future demand for submarines.”

Work will be performed in Groton, Connecticut (70%); Newport News, Virginia (15%); and Quonset Point, Rhode Island (15%) and is expected to be completed by 2031.

General Dynamics Electric Boat designs, builds, repairs and modernizes nuclear submarines for the U.S. Navy. Headquartered in Groton, Connecticut, it employs more than 24,000 people. More information about General Dynamics Electric Boat is available at www.gdeb.com.

Caudle Nominated to be Next CNO

ARLINGTON, Va. – President Donald Trump has nominated

Admiral Daryl Caudle as the next chief of naval operations. Caudle, a submarine officer, currently serves as commander. U.S. Fleet Forces Command, headquartered in Norfolk, Virginia.

The nomination was received by the Senate Armed Services Committee on June 17, according to a tracker on congress.gov.

Below is the official biography of Admiral Caudle from the Navy's website:

"Adm. Daryl Caudle is a native of Winston-Salem, North Carolina and a 1985 graduate of North Carolina State

University (magna cum laude) with a degree in chemical engineering. He was then commissioned after attending Officer Candidate School in Newport, Rhode Island. Caudle holds advanced degrees from the Naval Postgraduate School, Master of Science (distinction) in Physics; from Old Dominion University, and Master of Science in Engineering Management. He also attended the School of Advanced Studies, University of Phoenix, where he obtained a Doctor of Management in Organizational Leadership with a specialization in Information Systems and Technology.

His doctoral dissertation research was conducted on military decision making uncertainty regarding the use of force in cyberspace. He is also a licensed professional engineer.

He assumed command of U.S. Fleet Forces Command; U.S. Naval Forces Northern Command; U.S. Naval Forces Strategic Command; and U.S. Strategic Command Joint Force Maritime Component Commander on December 7, 2021.

Prior to this assignment, he served as commander, Submarine Forces; commander, Submarine Force Atlantic; commander, Task Force (CTF) 114, CTF 88, and CTF 46; and commander, Allied Submarine Command.

His other flag assignments include deputy chief for security cooperation, Office of the Defense Representative, Pakistan; deputy commander, Joint Functional Component Command-Global Strike; deputy commander, U.S. 6th Fleet; director of operations U.S. Naval Forces Europe-Africa; commander, Submarine Group Eight; commander, Submarine Force, U.S. Pacific Fleet; and vice director for Strategy, Plans, and Policy on the Joint Staff (J-5) in Washington, D.C.

His early sea tours included assignments as division officer, USS George Washington Carver (SSBN 656G); engineer, USS Stonewall Jackson (SSN 634B); engineer, USS Sand Lance (SSN 660); and executive officer of USS Montpelier (SSN 765).

Caudle’s first command assignment was as commanding officer of USS Jefferson City (SSN 759). As deputy commander, Submarine Squadron 11, he served as commanding officer of USS Topeka (SSN 754) and USS Helena (SSN 725) due to emergent losses of the normally assigned commanding officers. He also commanded Submarine Squadron 3.

His tours ashore include assignments as assistant force nuclear power officer, Commander Submarine Force, U.S. Atlantic Fleet; officer-in-charge of Moored Training Ship (MTS 635); deputy commander of Submarine Squadron 11; assistant deputy director for information and cyberspace policy on the Joint Staff (J-5) in Washington, D.C.; and as chief of staff Commander Submarine Force, U.S. Pacific Fleet.

His personal decorations include the Navy Distinguished Service Medal, Defense Superior Service Medal (four awards), Legion of Merit (four Awards), Meritorious Service Medal (Three Awards), Navy and Marine Corps Commendation Medal (five Awards), and the Navy and Marine Corps Achievement Medal (four Awards).”

Austal USA Launches First Steel Ship, the Future USNS Billy Frank

MOBILE, Ala. –Austal USA successfully launched the company's first steel ship, the future USNS Billy Frank Jr. (T-ATS 11), on June 14. Named after a native American Korean War veteran who, as an activist, fought for justice and environmental preservation in the Northwest United States, Billy Frank Jr. is a Navy Towing, Salvage and Rescue Ship – one of 3 under construction at Austal USA and the first steel product of the company's state-of-the-art automated steel panel line.

"It was amazing to see the flawless rollout of our first steel ship," said Harley Combs, vice president of surface ship programs. "The completion of this milestone is the result of the hard work and dedication of our talented workforce. I am so proud of all they have accomplished."

At 3,100 metric tons, T-ATS 11 is the heaviest ship Austal USA has launched to date. The launch was executed using the proven process used to launch most of the 32 Navy ships the company has built and delivered to the Navy over the last 15 years.

T-ATS will provide ocean-going towing, salvage and rescue capabilities to support fleet operations. T-ATS will be a multi-mission common hull platform capable of towing U.S. Navy

ships and will have 6,000 square feet of deck space for embarked systems. The large, unobstructed deck allows for the embarkation of a variety of stand-alone and interchangeable systems. The T-ATS platform will combine the capabilities of the retiring Rescue and Salvage Ship (T-ARS 50) and Fleet Ocean Tug (T-ATF 166) platforms. T-ATS will be able to support current missions including towing, salvage, rescue, oil spill response, humanitarian assistance, and wide-area search and surveillance. The platform also enables future rapid capability initiatives such as supporting modular payloads with hotel services and appropriate interfaces.

With the ship over 85 percent complete at the time of launch, the future USNS Billy Frank Jr. will now prepare for her next major milestone, engine light off, as she gets ready for sea trials and delivery.

Navy Accepts Delivery of Ship-to-Shore Connector, LCAC 113

The United States Navy accepted delivery of Ship to Shore Connector (SSC), LCAC 113, from Textron Systems, June 12. The delivery of LCAC 113 comes after completion of Acceptance Trials conducted by the Navy’s Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements.

By Team Ships Public Affairs, June 17, 2025

NEW ORLEANS– The United States Navy accepted delivery of Ship-to-Shore Connector (SSC), LCAC 113, from Textron Systems, June 12.

The delivery of LCAC 113 comes after completion of Acceptance Trials conducted by the Navy’s Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements.

This new addition to the fleet signifies a substantial enhancement in the Navy’s amphibious capabilities, providing a vital asset for rapid deployment and logistical support.

“The successful delivery of LCAC 113 will provide the Navy and Marine Corps team with an advanced craft to increase our operational capability in amphibious warfare and maintain our operational readiness against global challenges.” said Angela Bonner, acting program manager for Amphibious Assault and Connectors Programs, Program Executive Office (PEO) Ships

LCACs are built with configurations, dimensions, and clearances similar to the legacy LCACs they replace – ensuring that this latest air cushion vehicle is fully compatible with existing, well deck-equipped amphibious ships, the Expeditionary Sea Base and the Expeditionary Transfer Dock. LCACs can carry a 60 to 75-ton payload. They primarily transport weapon systems, equipment, cargo, and assault element personnel through a wide range of conditions, including over-the-beach.

Textron Systems is currently in serial production on LCACs 114-126.

PEO Ships, one of the Department of Defense's largest acquisition organizations, is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, and auxiliary ships, including special mission ships, sealift ships and support ships.

For more on Ship to Shore Connectors visit: Navy Fact Files/Ship to Shore Connectors

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Task Force 66 Applies Lessons Learned From Black Sea Battle Lab to Exercise BALTOPS 25

Royal Navy Archer Class P2000 patrol vessels HMS Pursuer (P273) conducts counter unmanned surface vessel operations with global autonomous reconnaissance crafts (GARC) attached to Commander, Task Force 66 during Baltic Operations (BALTOPS) 2025, June 12, 2025. (U.S. Navy photo by Mass Communication Specialist 2nd Class Christine Montgomery)
By U.S. 6th Fleet Public Affairs, June 17, 2025

UTSKA, Poland – Commander, Task Force (CTF) 66, U.S. 6th Fleet's purpose-built all-domain task force with the mission of integrating Robotic and Autonomous Systems (RAS) into fleet operations, is participating in Baltic Operations 2025 (BALTOPS) June 5-20, 2025.

Established in 2024 to deploy and employ RAS with Navy, joint, and NATO partners, CTF 66 utilizes RAS in conjunction with conventional manned platforms and spaced-based capabilities to expand Maritime Domain Awareness (MDA), develop defense measures against adversarial use of RAS, innovate asymmetric fighting, and in the future, deliver lethal effects, if

necessary.

“Task Force 66 operates through strong collaboration with U.S. Navy programs, NATO Allies, and partner nations, fostering the development and integration of cutting-edge robotic and autonomous systems,” said Rear Adm. Michael Mattis, Commander, Task Force 66. “By leveraging our collective expertise and technology, we aim to demonstrate strength and bolster maritime security not just here in the Baltic Sea, but in other maritime environments, to include the shores near the U.S. and in the Pacific Ocean.”

During BALTOPS 25, CTF 66 has employed unmanned surface vessels to simulate fast attack craft engagement on both Blue Ridge-class command and control ship USS Mount Whitney (LCC 20) and Arleigh Burke-class guided-missile destroyer USS Paul Ignatius (DDG 117) with Global Autonomous Reconnaissance Craft (GARC) and other unmanned systems. These simulations allowed the ships to practice and develop tactics, techniques, and procedures to defend against unmanned attacks in close coordination with Allied forces.

“The thing is, ‘unmanned’ isn’t completely unmanned,” added Lt. Jay Faylo, unmanned systems director for CTF 66. “There’s a lot of manpower that goes into making these systems work—maintaining the platforms, developing the software, and providing the right amount of oversight and direction during operations. Building that familiarity and those skill sets with our RAS operators is critical to ensure we can continue to evolve and adapt at the speed of the technology.”

BALTOPS 25 provides the U.S. Navy and its NATO Allies and partners an opportunity to test and refine joint warfighting capabilities in a dynamic environment. CTF 66 is also conducting training to enhance MDA in the Baltic Sea in order to counter grey zone activities in tandem with NATO’s Task Force X and leverage RAS and commercial space-based sensors to support tracking and targeting for at-sea interdictions and

joint fires.

“CTF 66’s success hinges on strong collaboration with our partners to share tactics, operate together, and develop lessons learned,” said Faylo. “During this exercise, we are operating with the U.S. Marine Corps, Polish Special Operations Forces and the United Kingdom’s Royal Navy to develop procedures for resupplying land-based forces with our unmanned surface vessels, just to give one example.”

Additionally, CTF 66’s close collaboration with Ukraine provides insight into the employment of RAS in the challenging Black Sea environment against a capable and adaptive enemy. Known by its nickname the “Black Sea Battle Lab” CTF 66 has observed Ukraine employ RAS in order to secure crucial sea lanes for continued economic activity and deny the Russian Federation Navy’s use of the Black Sea to launch offensive attacks.

“The opportunity to closely observe the cycle of action-reaction-counteraction in the Black Sea is a unique advantage that allows CTF 66 to learn from real world conflict and adapt to the changing character of war,” said Mattis. “In order to keep up with these changes, we must seek out creative solutions to rapidly field and develop new technology, with a focus on software and low-cost platforms, to inform our approach to future maritime security operations.”

BALTOPS 25 is an annual maritime-focused exercise designed to enhance flexibility and interoperability among allied and partner nations. Now in its 54th iteration, the exercise strengthens regional security and demonstrates NATO’s commitment to collective defense.

For imagery, video and updates, visit https://www.c6f.navy.mil.

Curtiss-Wright Awarded $31 Million IDIQ Contract by the U.S. Navy

Curtiss-Wright to provide rugged Modular Open Systems Approach (MOSA)-based mission processing system to support Navy Minotaur software platform

INTERNATIONAL PARIS AIR SHOW 2025, Le Bourget, Paris, France (Hall 3-D28) – June 16, 2025 – Curtiss-Wright Corporation today announced that it will provide Airborne Mission Processors (AMP) and AMP spare parts in support of PMA-262 Persistent Maritime Unmanned Aircraft Systems' MQ-4C Triton aircraft and PMA-290 Maritime Patrol and Reconnaissance Aircraft under a $31 million firm-fixed-price indefinite delivery, indefinite quantity (IDIQ) contract awarded by the Naval Surface Warfare Center (NSWC). The contract also includes Total Lifecycle Management™, training, and engineering services in support of the AMP. Work on the contract will be performed by Curtiss-Wright's Defense Solutions Division and is scheduled to run through September 2029.

"We are very proud to have been selected by the Naval Surface Warfare Center to provide our rugged airborne mission processor technology, total lifecycle management and support services for Naval manned and unmanned aircraft programs," said Brian Perry, Senior Vice President and General Manager, Curtiss-Wright Defense Solutions Division. "The AMP system was derived from the legacy Airborne Mission Management System previously qualified and deployed on the Triton UAV platform. Through only minor enhancements, Curtiss-Wright was able to

significantly increase processing capability in the aircraft, enabling enhanced ISR features, and the ability to host Navy Minotaur software platforms."

The AMP features Curtiss-Wright's industry-leading MOSA modules, including the VPX6-1959 single board computer, CHAMP-XD2M High Memory Capacity Multi-Core HPEC Module, VPX6-684 Network Switch, and VPX6-4943 GPGPU board, as well as the front panels, fan control board, and chassis.

Curtiss-Wright previously announced that it is providing and servicing MOSA-based Keyed Broad Area Maritime Surveillance Airborne Recorder (K-BAR) Network Attached Storage (NAS) solutions supporting MQ-4C Triton and future PMA-290 aircraft, including chassis, docking stations, removable storage modules and lab cable sets.

Navy's MQ-4C Triton Maritime UAV Picks up the Tempo

Northrop Grumman's Brad Champion briefs reporters in front of B21, the latest MQ-4C Triton the company delivered to the U.S. Navy. *Photo credit: Brett Davis*

NAVAL AIR STATION PATUXENT RIVER, Maryland – The MQ-4C Triton maritime uncrewed aircraft, built for the Navy by Northrop Grumman, has been picking up its operational tempo in recent months, even as international customers consider adding the high-flying drones to their fleets.

The U.S. Navy has ordered 24 of the high-altitude, long-endurance aircraft and Northrop Grumman recently delivered the 20th of the batch, tail No. B-21. That vehicle was in a hangar at Naval Air Station Patuxent River on June 13, when the company invited reporters to see it and get an update on the aircraft program.

Australia, a partner on the program, has ordered four and has received three of them so far.

Captain Josh Guerre, program manager for the Persistent Maritime Unmanned Aircraft Systems Office, said the Triton

system has been racking up milestones since August of 2023 when its capability stood up in 7th fleet and it achieved initial operating capability. Since then, the Triton was stood up in 6th Fleet in April 2024 and 5th Fleet in October 2024, which Guerre called a “stair-step” progress.

“For us, getting to IOC was like the start of the base climb to Mount Everest, because then we had to stand up capability in two other theaters and then maintain that pace of operation in all three of those theaters in continuity,” Guerre said. “The good news is, we’ve done that.”

Over the last six months, “we’ve been able to execute 45 flights per month across all three operational orbits, 15 per orbit for six straight months,” Guerre said. The aircraft are operated remotely by crews in Jacksonville, Florida, well beyond the line of sight.

Triton is, as Guerre said, “a truck” that carries GEOINT (geographic intelligence) and SIGINT (signals intelligence) payloads, which the program is continually refining to meet the needs of combatant commanders.

Brad Champion, Northrop Grumman’s MQ-4C enterprise director, said although the Triton is a variant of the Global Hawk airframe, it’s very different and its sensor packages are hardened to meet the rigors of maritime environments and to transit through icy weather.

It is, he said, “the most advanced UAV that has ever been deployed by the U.S. Navy.”

An MQ-4C Triton peeks out of a hangar at Naval Air Station Patuxent River. *Photo credit: Brett Davis*

As the company nears the end of the current U.S. Navy buy, other countries are considering adding Triton to their fleets, including Norway, which is expected to down-select between the Triton and a competitor platform later this year.

NATO, which is already flying the Global Hawk as part of its Alliance Ground Surveillance program, wants to beef up its program as well with a maritime variant.

The Triton is expected to interface closely with the Navy's Boeing-built P-8 Poseidon crewed aircraft, as together they help pick up the workload of the aging P-3 Orion maritime surveillance aircraft.

The multi-intelligence version of the Triton "was selected as one of a family of systems to replace the EP-3," Champion said. "The EP-3 has sunset and Triton is picking up a portion of that mission from a SIGINT perspective."

Any country that flies P-8s should consider the Triton, Champion said, as they operate in a similar fashion and can share similar information. And, because the Triton can pick up the SIGINT portion of the work and leave the P-8s to conduct anti-submarine warfare, “we actually preserve the life of your P-8.”