Collaboration Boosts E-6B Pilot Readiness with New Training Asset

E-6B aircrew celebrate a successful first Public Air Operations training flight, showcasing the Navy's commitment to innovative solutions for maintaining peak readiness. Pictured left to right: Cmdr. Nathaniel Whitman, Fleet Air Reconnaissance Squadron SEVEN (VQ-7) executive officer; Marc Thomason, AAR E-6B In-Flight Trainer chief pilot; Senior Chief Jake Perry, VQ-7 flight engineer; Chief Charles Breen, VQ-7 flight engineer; and Capt. Zach Brown, SCW-1 prospective deputy wing commander. U.S. Navy photo.
From Naval Air Systems Command, June 11, 2025

NAS PATUXENT RIVER, Md. – E-6B Mercury pilots from Strategic Communications Wing One (SCW-1) and subordinate commands have successfully completed their first Public Aircraft Operations (PAO) training flight, a significant milestone in maintaining readiness for the critical Take Charge and Move Out (TACAMO) mission. The flight, which occurred on May 30, 2025, was the culmination of fast-paced collaboration and contract award to address an urgent fleet need.

The TACAMO community required an in-flight trainer (IFT) solution that enables pilots to meet hands-on training requirements.

The Airborne Strategic Command, Control and Communications Program Office (PMA-271) entered into an agreement with the Adversary and Specialized Aircraft Program Office (PMA-226) in January 2025 to provide flight hours on a Boeing 737 Next Generation (NG) aircraft.

“PMA-271 and PMA-226 teammates maintained a fleet focused perspective throughout the entire acquisition process to meet the fleet requested ’North Star’ milestone of having an in-flight trainer solution for TACAMO pilot training as expeditiously as possible.” said Capt. Greg Sutton, PMA-226 program manager.

PMA-226 subsequently awarded an Undefinitized Contract Action to KALS, LLC, a joint venture between AAR Corp. and KIRA Aerospace, on March 3, 2025, to provide the Contractor Owned Government Operated (COGO) Contracted Air Services (CAS) under a PAO framework.

PMA-226 CAS executed its first-ever COGO contract, working daily with KALS to continuously review documentation and flight clearance requirements. PMA-226, PMA-271, and SCW-1 also met on a weekly basis to ensure all identified requirements and deadlines were being met. This collaboration enabled the transition from contract award to training flight operations in less than three months.

“This first PAO training flight demonstrates the Navy’s commitment to finding innovative solutions to maintain the readiness of our E-6B pilots,” said Capt. Roger Davis, PMA-271 program manager. “This collaborative effort, from contract award to first flight, reflects the dedication and ingenuity of the entire team.”

“The phenomenal speed of contract award and execution of the

first flight is very much appreciated.” said Capt. Britt Windeler, SCW-1 commander. “My utmost thanks go out to the entire team behind this effort.”

This new training program represents a significant step forward in PMA-271’s ongoing commitment to deliver a timely, affordable, and effective IFT for the E-6B. In June 2021, the Navy purchased an E-3D aircraft from the Royal Air Force for $15 million, planning to convert it into a TE-6B IFT. However, a subsequent assessment determined that the cost of converting the E-3D and restoring its airworthiness no longer provided a positive return on investment. The Navy issued a stop-work order on the contract with Northrop Grumman Corp. in November 2023. The aircraft is now slated for parts harvesting and disposal by Northrop Grumman, where valuable parts, with an estimated value exceeding the initial $15 million purchase price, will be recovered and can be inducted into the supply system for use by the current E-6B fleet.

“I’m excited and looking forward to the bright future of continuing to train E-6B pilots as we start improving the flight experience in the community,” said Capt. Zach Brown, SCW-1 prospective deputy wing commander and primary SCW-1 lead for this effort.

PMA-271 is headquartered at Naval Air Station Patuxent River, Maryland. Its mission is to deliver and support survivable, reliable and endurable airborne command, control and communications for the president, secretary of defense and U.S. Strategic Command.

PMA-226 is responsible for life cycle cradle-to-grave management of several legacy and out-of-inventory aircraft and engines, assigned by NAVAIR and contracted air services. Assigned platforms and services include: adversary aircraft (F-5, F-16); contracted aircraft services; U.S. Naval Test Pilot School / Naval Postgraduate School (T-38, H-72, X-26, U-6, NU-1B, O-2, OH-58C); and foreign military sales out-of-

active Navy inventory aircraft (T-2, H-2, H-3, and A-4).

Navy Secretary Advocates for Sailors' 'Right to Repair' Equipment

June 10, 2025 | By C. Todd Lopez, Dod News

Navy Secretary John Phelan told senators during a Senate Armed Services Committee hearing on Capitol Hill today that he believes sailors should be able to repair the hardware they are trained to operate without having to wait for contractors to do the work.

The issue concerns contract agreements that often contain

language preventing service members from performing repairs themselves because of intellectual property rights.

In the private sector, the movement to allow owners of equipment to repair it themselves, rather than being forced to have the manufacturer perform the work, is known as the “right to repair.”

“I am a huge supporter of ‘right to repair,'” Phelan said, explaining his support comes after observing the issue in the fleet.

“I went on the [USS Gerald R. Ford] carrier; they had eight ovens — this is a ship that serves 15,300 meals a day,” Phelan said. “Only two were working. Six were out [for repair].”

The secretary said he was surprised that on a ship with so many people and with so many mouths to feed, there wasn’t someone on board with the ability to repair the broken ovens. It turns out, he said, the sailors could fix the ovens but weren’t allowed to do so; instead, they had to wait for the contractor to do the work.

Similarly, Phelan told lawmakers that when elevators stopped working aboard the ship, the manufacturer had to be called in.

“They have to come out and diagnose the problem, and then they’ll fix it,” he said. “It is crazy. We should be able to fix this.”

Phelan said intellectual property issues related to military hardware are a concern.

“We end up paying for a lot of things that we don’t control, and we need to change that,” he said. “And, so, contracting, in general, is something we’re looking at very hard, and we need to really try to ensure going forward we control our IP, and we have the ability to fix things because if we’re in a

fight, how do we … fix it then?”

In April 2025, Defense Secretary Pete Hegseth issued guidance regarding the transformation of the Army. Part of that guidance included direction for the Army to attempt to include “right to repair” provisions in existing and future contracts, creating a potential roadmap for the Navy.

On Capitol Hill, June 4, 2025, before the House Armed Services Committee, Army Secretary Daniel Driscoll explained how the Army is addressing this challenge.

“On a go-forward basis, we have been directed to not sign any contracts that don’t give us a right to repair,” Driscoll said. “On a go-back basis, we have been directed to go and do what we can to go get that right to repair. … We hope that anyone listening to us who hopes to pitch us a contract going forward will look back at their previous agreements they’ve signed with us, and if they’re unwilling to give us that right to repair, I think we’re going to have a hard time negotiating with them.”

Leonardo DRS Awarded $41M Contract to Provide Combat Management System Hardware

From Leonardo DRS, June 9, 2025

ARLINGTON, Va., JUNE 9, 2025 – Leonardo DRS, Inc. (NASDAQ: DRS) announced today that it has been awarded a $41 million contract from the Naval Sea Systems Command to continue delivering critical combat management system hardware for U.S. Navy surface combatants, allied naval forces, and the U.S. Coast Guard.

Under the contract, Leonardo DRS will provide a range of advanced hardware—including multi-screen consoles, displays, and peripheral equipment—designed to support the AEGIS Combat System and Ship Self-Defense System (SSDS) deployed on a variety of large and small deck ships.

The hardware serves as the primary operator interface for sailors to gather, process, and display vital battlespace information and make rapid tactical decisions. The system's open architecture design ensures interoperability and scalability across current and future platforms.

This award also includes systems for allied navies, including those of Australia, South Korea, and Japan, reinforcing Leonardo DRS's long-standing role as a key partner in global maritime security.

"We are proud to continue our strong partnership with the U.S. Navy, the Coast Guard, and our closest allies on this critical program," said Cari Ossenfort, Senior Vice President and General Manager of the Leonardo DRS Naval Electronics business unit. "Leonardo DRS remains the leading provider of critical combat and network hardware supporting surface ships and submarines, ensuring our maritime forces are equipped with the most advanced and reliable systems available."

Leonardo DRS's combat system hardware is deployed across a wide range of mission-critical platforms, enhancing situational awareness, interoperability, and command effectiveness in multi-domain operations around the globe.

Work will be performed at the Leonardo DRS production facility in Johnstown, PA.

The design and build of these combat management system consoles is an example of DRS's deep experience as a leader in complex design and manufacturing supporting a wide range of missions and capabilities. The company's abilities extend across all domains to support naval, ground, air, space, and cyber missions in areas of sensing, force protection, computer networking, as well as naval power and propulsion systems.

Navy's T-54A Brings New Era

of Pilot Training

The U.S. Navy’s T-54A Marlin II is a modern training aircraft designed to prepare pilots for advanced fleet platforms. It will support Navy, Marine Corps, Coast Guard, and allied training needs through 2055.
From Naval Air systems Command, June 9, 2025

NAS PATUXENT RIVER, Md. – The U.S. Navy declared initial operational capability for the T-54A Marlin II training aircraft in May, giving future naval aviators a modern platform to prepare them for the advanced aircraft they will fly in the fleet.

“Achieving IOC reflects our commitment to provide student naval aviators with the most realistic, effective training aircraft to equip them for today’s complex battlespace,” said Capt. Duane Whitmer, Naval Undergraduate Flight Training Systems Program Office (PMA-273) program manager. “We know what’s at stake for our nation’s sons and daughters. The T-54 team’s tireless dedication and hard work are making an impact on the next generation of pilots.”

The T-54A multi-engine training system is replacing the aging T-44C Pegasus aircraft, which the Navy has begun to retire. The T-54A incorporates the latest avionics and navigational updates, including a pressurized, state-of-the-art cockpit with side-by-side seating and a jump seat. The platform provides advanced instrument and asymmetric engine handling training to student naval aviators selected for multi-engine and tilt-rotor fleet communities.

The aircraft's technology also captures data that allows for conditioned-based maintenance plus, a capability that enables the Navy to trend aircraft health over time to facilitate improved maintenance planning and efficiency.

The Navy has received 15 T-54A aircraft and plans to procure up to 64 aircraft per the contract it awarded to Textron in 2023. Aircraft deliveries are scheduled through calendar year 2026. The T-54A meets training requirements for the Navy, Marine Corps, Coast Guard and select U.S. allies through 2055.

As part of Program Executive Office for Tactical Aircraft Programs, PMA-273 manages the T-54A, T-44C and other training aircraft. The program office develops and oversees diverse and carrier-capable naval flight training systems where student pilots and undergraduate military flight officers acquire mission-critical aviation skills necessary to carry out current and future missions of the U.S Navy.

USS Cole Relieves USS

Gravely, Assumes Southern Border Mission

From U.S. Naval Surface Force Atlantic, June 6, 2025

MAYPORT, Fla. – The Arleigh Burke-class guided missile destroyer USS Cole (DDG 67) departed Naval Station Mayport, Florida, to support U.S. Northern Command (USNORTHCOM) southern border operations, June 5.

Cole takes over duties previously carried out by the Arleigh Burke-class guided missile destroyer USS Gravely (DDG 107) and will conduct similar operations in support of USNORTHCOM's border security objectives.

USNORTHCOM is working together with the Department of Homeland Security to provide additional military forces and capabilities at the southern border.

The Cole, homeported in Norfolk, Va., will deploy under U.S. Naval Forces Southern Command/U.S. Fourth Fleet. The deployment aims to enhance maritime security and support interagency collaboration in the region through presence operations and the support of an embarked U.S. Coast Guard Law Enforcement Detachment (LEDET).

Since entering the Gulf of America on March 15, Gravely has received support from P-8 aircrafts assigned to Naval Air Station Jacksonville, Florida, allowing for enhanced and increased identification of illicit activity for the embarked Coast Guard LEDET in the Gulf of America. Along with the embarked USCG LEDET, the "Swamp Foxes" of Helicopter Maritime Squadron (HSM) 74, MH-60R Sea Hawk helicopters, is the attached helicopter detachment.

"USS Gravely remains at the forefront of maritime operations, ready to take on any challenge," said Cmdr. Gregory Piorun, commanding officer, USS Gravely. "We will continue to stand strong, protect vital waters, and ensure that justice prevails. True to our motto, we remain always, 'First to Conquer'."

On May 25, Gravely seized an estimated 860 pounds of illegal drugs from a vessel in the Caribbean Sea. The interdiction by Gravely was conducted by the ship's Visit, Board, Search and Seizure (VBSS) team alongside a LEDET assigned to the ship. The VBSS team boarded a vessel of interest and discovered and seized 19 bales of cocaine, with an approximate weight of 860 pounds and an estimated value of $13,650,000.

"This operation supports the administration's focus on integrated homeland defense and maritime border security," said Capt. Raymond Jackson, commanding officer, Coast Guard Tactical Law Enforcement Team South. "By uniting Coast Guard law enforcement expertise with Navy reach and surveillance, we're enhancing deterrence, increasing domain awareness and

reinforcing our commitment to protecting the homeland."

The U.S. Coast Guard LEDET has unique legal authority to conduct U.S. law enforcement operations in support of border security missions under U.S. Northern Command. Utilizing the Coast Guard's jurisdiction, the Cole will employ LEDET personnel to perform vessel boardings, searches, and seizures in U.S. and international waters, targeting drug trafficking, illegal immigration, and transnational crime with a nexus to the U.S. southern border. With LEDET's tactical expertise guiding interdiction efforts, the Cole will harness its advanced surveillance systems and mobility to locate and intercept suspect vessels, effectively extending Coast Guard authority through naval power to enhance maritime security operations. This collaboration ensures a robust, legally empowered response to maritime threats, strengthening U.S. border protection efforts.

U.S. 2nd Fleet, reestablished in 2018 in response to the changing global security environment, develops and employs maritime forces ready to fight across multiple domains in the Atlantic and Arctic in order to ensure access, deter aggression and defend U.S., allied, and partner interests.

For more U.S. 2nd Fleet news and photos, visit facebook.com/US2ndFleet, https://www.c2f.usff.navy.mil/, X – @US2ndFleet, and https://www.linkedin.com/company/commander-u-s-2nd-fleet.

U.S. Naval Forces Southern Command/U.S. 4th Fleet serves as a trusted maritime partner for Caribbean, Central and South American maritime forces and promotes unity, security, and stability in the region.

For more USNAVSOUTH/4th Fleet news and photos, visit facebook.com/NAVSOUS4THFLT, https://www.fourthfleet.navy.mil/, X – @NAVSOUS4THFLT, and

https://www.linkedin.com/company/u-s-naval-forces-southern-command-u-s-4th-fleet

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Raytheon Awarded $646M Production and Sustainment Contract for SPY-6 Radars

From RTX, June 9, 2025

Production continues for U.S. Navy's most advanced maritime radar

ANDOVER, Mass., (June 9, 2025) – Raytheon, an RTX (NYSE: RTX) business, was awarded a $646 million contract to continue producing AN/SPY-6(V) radars for the U.S. Navy. This is the fourth option exercised from the March 2022 hardware, production and sustainment contract that is valued up to $3

billion over five years.

Under this contract, the U.S. Navy will receive four additional radars, increasing the total amount of radars under contract for procurement to 42.

“SPY-6 enables the U.S. Navy to see further than they’ve ever seen before, providing sailors with more time to respond to detected threats,” said Barbara Borgonovi, president of Naval Power at Raytheon. “This latest contract builds on our decades of experience and technical expertise in developing modular, scalable, and highly maintainable radars.”

SPY-6 is one of several radar programs designed and manufactured at Raytheon’s Radar Development Facility in Andover, Massachusetts, a 30,000-square foot site supporting the production of diverse types of radars for U.S. and allied forces. This vertically integrated and highly automated site is one of the most advanced in the world, with sophisticated radar testing and integration happening around the clock.

Majority of the work under this contract will take place at the Andover facility through 2028.

Michael Duffey Assumes Role as New Acquisition, Sustainment Chief

June 5, 2025 | By Army Maj. Wes Shinego, DoD News

Michael P. Duffey was sworn in today as undersecretary of defense for acquisition and sustainment following a swift Senate confirmation that places him in charge of the Defense Department’s vast procurement, sustainment and industrial base enterprise.

After Duffey received Senate confirmation yesterday, Deputy Defense Secretary Steve Feinberg administered the oath of office during a brief Pentagon ceremony.

Duffey now oversees more than $300 billion in annual procurements and policies related to contracting, logistics, installations, energy resilience and the nuclear enterprise. He also leads an acquisition workforce of roughly 190,000 civilian and military professionals.

In a statement released after the ceremony, Defense Secretary Pete Hegseth called Duffey “a proven reformer who knows how to translate strategy into the tools our forces need in the

field.”

Although Duffey limited today’s remarks to thanking family and colleagues, he outlined his priorities during a March 27, 2025, Senate Armed Services Committee hearing.

“America’s ability to protect our interests requires a military force structure with the capability and capacity to deter and, if necessary, to defeat our adversaries,” Duffey told lawmakers.

He also emphasized the need to modernize “how the department integrates requirements, budgeting and acquisition processes — aligning incentives to deliver results.”

Duffey said future wars may hinge as much on industrial production as battlefield performance.

“Future conflicts will be won on the factory floor as much as on the field of battle,” he said, warning that the side able to replace lost equipment fastest will hold the upper hand.

He said the United States must “outpace our adversaries in our ability to supply the joint force with decisive advantage while building an industrial base agile enough to replenish those forces as needed.”

Among his first tasks, Duffey plans to better align service requirements with congressional resources, expand rapid-fielding pathways for emerging technologies and apply data-driven metrics to keep programs on budget and schedule.

He also pledged a comprehensive review of the Cybersecurity Maturity Model Certification 2.0 framework, aiming to balance security needs with regulatory burdens — particularly for small businesses.

Duffey brings two decades of experience in the Pentagon and White House. Inside the department, he served as the deputy chief of staff to the defense secretary and chief of staff to

the undersecretary for research and engineering, among other senior positions. Outside the building, he guided national security budgets as associate director at the Office of Management and Budget, giving him what colleagues describe as “a 360-degree view” of the policy-to-production pipeline.

A native of Wisconsin, Duffey is a graduate of the University of Wisconsin–Madison and holds executive certificates from the Massachusetts Institute of Technology and the Wharton School at the University of Pennsylvania.

In the weeks ahead, Duffey plans to tour depots, shipyards and suppliers to assess production bottlenecks and meet with service acquisition executives to discuss modernization priorities.

He will also chair the Nuclear Weapons Council, linking strategic-deterrent recapitalization to its broader acquisition agenda.

“Our charge,” he told senators, “is to convert American ingenuity into ready combat power at a pace that preserves the nation’s decisive edge.”

DLA Fuels Maritime Superiority With $5 Billion Contract

June 5, 2025 | By Cindy Pray, Defense Logistics Agency Land and Maritime Public Affairs

The Defense Logistics Agency Maritime Mechanicsburg, located in Pennsylvania, recently awarded a $5 billion contract to six

small businesses, expediting support for Virginia-class submarines and active surface ships, in a move that will significantly enhance the nation's maritime advantage.

The Maritime Acquisition Advancement Contract is designed to accelerate DLA's procurement of integrated weapons systems equipment and services. The awardees will play a vital role in providing essential resources for the Navy's latest class of advanced capability nuclear-powered fast-attack submarines.

With five one-year options, each valued at $1 billion, the MAAC could potentially reach a total of $10 billion.

At an April 8, 2025, hearing before the Senate Armed Services Committee, Navy leaders emphasized that strengthening supply chain capacity is crucial to achieving the goal of building two Virginia-class submarines per year. The submarines will replace the aging Los Angeles-class fleet.

"This contract supports a mission that's a top priority at the highest level," said Elizabeth Allen, DLA Maritime Mechanicsburg's deputy director, underscoring Defense Secretary Pete Hegseth's emphasis on the Virginia-class program.

The MAAC, a yearlong endeavor, culminated in a competitive acquisition process that yielded nine offers. Contracting Officer Brian Stevens said it will propel DLA's support for the Navy into the future and highlighted its alignment with the Defense Department's guiding principle of "speed over process."

"We created this vehicle to do more with less – we can do larger contracts faster, which coincides perfectly with the Virginia-class initiative," Stevens said. "I'm very proud of the work we've done."

Allen further explained that the multi-award structure was

essential to handle the sheer volume and requirements.

“There are significantly long lead times the Navy faces … this contracting vehicle streamlines and reduces our end of the administrative lead time,” she noted, adding that “it leverages innovative methods to get items into contract quickly.”

Timothy McCloskey, acquisition director for DLA Maritime Mechanicsburg, explained the contract’s widespread impact is broad in scope.

“It’s not just a benefit for DLA here in Mechanicsburg; it’s a benefit for any other buying activity that wants to use it,” he said.

Nestled within Naval Support Activity Mechanicsburg, Pennsylvania, DLA Maritime Mechanicsburg is responsible for procuring depot-level repairable assets, directly supporting Naval Supply Systems Command’s surface, submarine and aircraft carrier operations. The detachment falls under Columbus, Ohio-based DLA Land and Maritime, which manages the supply chains for thousands of land-based and sea-based weapons systems.

Allen said the team has already engaged with other DLA detachments and naval shipyards and is planning roadshows to reach other commands that may want to utilize the contract vehicle. She stressed the MAAC’s inherent flexibility and responsiveness to the dynamic needs of the Navy and its warfighters.

“It’s one team, one fight,” she said. “We’re working together with the Navy – they’re excited about this contract vehicle, and we’re engaged with industry. They’re seeing the benefits. They know the need, they know the criticality of the items and they’re ready to go.”

Caine Calls on Industry: ‘Focus on Fighting the Next War, Not Fighting the Last War’

June 4, 2025 | By C. Todd Lopez, D0D News

The joint force alone can’t defend against the threats the United States faces today; it’s going to need help from the community of innovators responsible for driving America’s efforts on artificial intelligence, said Air Force Gen. Dan Caine, chairman of the Joint Chiefs of Staff, during the AI+ Expo in Washington today.

“We cannot do this alone. We have to do this … together. And frankly, my friends, the joint force needs your help,” he said.

Right now, Caine said, the U.S. is dealing with an array of threats on the global stage, including the growth and increased activity of China’s military, events in the Middle East, the war between Russia and Ukraine, North Korea’s pursuit of nuclear weapons and counterterrorism activities.

He added that the country is facing an “axis of aligned powers” that have differing views from those of the U.S.

“Our adversaries are working together, sharing technologies and intelligence at unprecedented levels — decreasing the time required for them to field advanced technologies,” he said, noting the U.S. must produce its technology faster while working with private industry.

The general also acknowledged that working with the government can be a challenge for the private sector, and the federal government must make it easier for them to bring technology to the warfighter.

“Together, we’ve got to be focused on fighting the next war, not fighting the last war,” he said. “We need entrepreneurs, both in the private sector and in government.”

Caine said the joint force must continue to evolve to meet the needs of the president, the defense secretary and the nation, and noted that there are a handful of things it will need to do so.

“We’ve got to be properly armed,” he said. “We owe it to our nation’s warfighters to have the right combat capability with the right capacity, at the time that commanders in the field are contemplating plans and activities — not at the point of crisis or conflict.”

Accomplishing that, he said, means bringing in the right technology, including weapons, capabilities and decision-making tools. It also means having an acquisition process that allows the department to get those things.

“We’ve got to do some work on the requirements process, and I acknowledge that there are times, oftentimes, that the [U.S. government] needs to be better buyers,” he said. “I know this from my time in the private sector, where I tried to sell things to the government when I was an entrepreneur — it’s hard; it’s not easy.”

Secondly, Caine said, the Defense Department must be globally integrated. Combatant commands, geographical and functional commands and military services must be connected with other agencies, allies and partners.

The department must also integrate with technology innovators, he said. “[We must] scale that capability in order to meet the

challenges that we need to. We're doing awesome, but we can do more."

Finally, Caine said, the military must be ready for what comes next.

"We've got to be clear-eyed that the joint force of the future needs to be organized, trained, equipped and rehearsed to be able to go not when we might want to, but to be able to go when we need to," he said. "Our systems need to be built for the war of the future, not the war of the past – and this means using technology and innovation at the tactical edge."

Caine called on the private sector for assistance. "Your nation needs you with a sense of urgency," he told industry partners.

"We need your creative, innovative, patriotic and diabolical minds, 24/7, 365," he said. "Peace in our nation will not be won by the legacy systems that we've had or the legacy thinking. It will be determined by the entrepreneurs and innovators and leaders, both in government and out of government, that create overwhelming strength."

Innovations in AI, cyber, autonomy, space, energy, advanced manufacturing, data and computing power are what the chairman outlined as the most needed.

"We need your help with this," he said. "I need you inspired to help us. You've got the agility, the boldness, the culture and spirit to do these big things, and we welcome your ideas."

Honeywell Selected by L3Harris Technologies to Support Development of NGJ-LB

From Honeywell, June 3, 2025

PHOENIX, June 3, 2025 – Honeywell (NASDAQ: HON) has been selected by L3Harris Technologies to support its development of custom tactical jamming pods designed to modernize the U.S. Navy's airborne electronic attack capability. The contract win comes on the heels of Honeywell's acquisition of CAES Systems Holdings, LLC, completed in September 2024.

The U.S. Navy awarded L3 Technologies Inc., Communication Systems-West a $587.4 million contract for the engineering and manufacturing development of the Next Generation Jammer Low Band system. Honeywell's portion of the work will take place at its Lansdale, Pennsylvania facility.

"Honeywell's world-class manufacturing facilities and specialized capabilities enable us to provide reliable solutions for some of today's most critical missions," said Brad Westphal, Honeywell Aerospace Technologies president of Electromagnetic Defensive Solutions. "As we work together to bring the latest technologies to our Armed Forces, we look forward to continuing to be a trusted partner of L3Harris and the Navy."

"Honeywell's Lansdale site has a proven history of developing, producing, and delivering reliable electronic warfare technology," said Clayton McClain, Honeywell Aerospace Technologies general manager, Mission Systems division. "We're proud to support the Navy and L3Harris as they remain on the forefront of advanced technology to stay ahead of adversaries."

The Next Generation Jammer Low Band system is part of a larger system that will augment and ultimately replace the legacy ALQ-99 Tactical Jamming System on the EA-18G Growler aircraft. Using the latest software and active electronically scanned array technologies, the Next Generation Jammer will provide enhanced airborne electronic attack capabilities to disrupt, deny, and degrade enemy air defense and ground communication systems. This latest increment will counter a larger capacity of adversary systems in the low-frequency electromagnetic spectrum.

Honeywell is a premier supplier of advanced electronic systems that enable customers to fully utilize the electromagnetic spectrum by combining decades of experience with electronic warfare systems and advanced technology. Learn more about Honeywell’s electronic warfare capabilities here.