Navy Demos Wide Range of VTOL Systems for Future Operations



A vendor demonstrates the vertical takeoff and landing capability of a small unmanned aircraft system during a PMA-263 sponsored technical assessment Sept. 20 in California, Md. U.S. NAVY

PATUXENT RIVER, Md. – The Navy and Marine Corps Small Tactical Unmanned Aircraft Systems (PMA-263) program team put Vertical Takeoff and Landing (VTOL) systems through their paces during a two-week technical demonstration in mid-September, the Naval Air Systems Command said in an Oct. 17 release.

More than a dozen vendors attended the event to help inform the Navy Expeditionary Warfare community of the functions and capabilities available on the commercial market. The VTOL systems represented a wide range of configurations including outdoor, indoor, hybrid VTOL/fixed wing and tethered flight capability. In partnership with the University of Maryland UAS Test Site, PMA-263's Family of Small UAS (FoSUAS) team evaluated each system against a standard test card to determine its suitability for expeditionary combat support. In addition to basic measurements like length, height, weight and pack-up size, performance data was collected for ease of operation, range, endurance, audibility, electro-optical and infrared imagery quality and other unique capabilities of each system.

"The goal was to understand what the state of the market is today," said Col. Victor Argobright, PMA-263 program manager. "We want to show off what is available right now for future procurements to our Navy Expeditionary community."

Participants representing the Naval Special Warfare, Navy Explosive Ordnance Disposal, and Naval Construction Force communities and their Joint Service counterparts were given the opportunity to engage directly with the participating vendors and to observe the flight demonstrations. Each participant was also asked provide their feedback on the potential of each system to fulfill their unique mission requirements.

"Flight demonstration events like this are a critical market research function for the PMA and help us to validate performance data reported by vendors," said Lt. Cmdr. Ben Whatley, PMA-263 FoSUAS military lead. "We want to put these systems through their paces while also providing a venue for end-users to learn about existing and emerging SUAS technology. Moreover, events where operators from the supported Navy communities come together to collaborate and exchange information about their unique SUAS program needs provide added value to the PMA by ensuring unity of vision and a corresponding unity of acquisition effort."

The majority of systems demonstrated last month are currently in production and available for procurement. Vendors also had the opportunity to showcase additional developmental capabilities, though these systems were not evaluated against any of the standardized test cards.

"Unmanned systems technology is advancing at an incredible pace," Argobright said. "To ensure that our Navy and Marine Corps teams are able to adapt to and outmatch the capability advancements of our adversaries, it is imperative that we leverage rapid acquisition solutions in order to put relevant technology in the hands of the warfighter faster."

PMA-263 will use University of Maryland UAS Test Site's assessment data and observer feedback from the event to inform the program's priorities for follow-on engineering assessments, potential for operational testing, and inclusion of new platforms within the FoSUAS programs of record.

The PMA-263 FoSUAS integrated product team currently supports Group 1 and 2 SUAS including the PD-100 Black Hornet 3, Skydio X2D, SkyRaider R80D and RQ-20B Puma.

U.S. Navy Supports Australia's Indo-Pacific Deployment Alongside Canada, Japan in the South China Sea



The Arleigh Burke-class guided-missile destroyer USS Milius (DDG 69) conducts a trilateral training exercise with the Japan Maritime Self Defense Force Murusame-class destroyer JS Kirisame (DD-104), the Royal Australian Navy Supply-class auxiliary replenishment oiler HMAS Stalwart (A304) and the Hobart-class air warfare destroyer HMAS Hobart (DDG 39) while operating in the South China Sea, Oct. 07. U.S. NAVY / Mass Communication Specialist 2nd Class Richard Cho

SOUTH CHINA SEA – Maritime forces from Canada, Japan and the United States concluded exercises in the South China Sea in support of Royal Australian Navy forces, Oct. 17, Commander, Task Force 71/Destroyer Squadron 15 Public Affairs said in a release.

This is the first time all four nations have trained together in the South China Sea exercising complex, maritime operations in the region.

This exercise builds on the previous bilateral and trilateral exercises from recent months conducted in the South China Sea. Throughout the naval exercises, participants trained together and conducted integrated operations designed to increase the allies' collective ability to maintain maritime security and readiness to respond to any regional contingency. Integrated events included surface, subsurface and air defense exercises that included Maritime Patrol Reconnaissance Aircraft (MPRA) from several participating nations.

Representing Commander, Task Force 71 are U.S. Navy Arleigh Burke-class guided-missile destroyers USS Milius (DDG 69) and USS Higgins (DDG 76).

"Working with our Australian, Canadian and Japanese allies in the South China Sea has been an invaluable experience and opportunity," said Cmdr. Matthew Hays, commanding officer of USS Milius. "Combined maritime exercises help us strengthen interoperability and increase collective war-fighting readiness. It was great to be able to work with these 3 fine navies and to demonstrate our unwavering strong support for their increasing role in the region and our commitment to a free and open Indo-pacific."

Professional engagement and cooperation with allies and partners is the foundation of regional stability, which fosters peace and prosperity for all nations.

Australia was represented by the Royal Australian Navy, HMAS Arunta (FFH 151) and HMAS Hobart (DDG 39).

Japan was represented by the JS Suzutsuki (DD 117) and JS Kirisame (DD 104).

Representing Canada was the Royal Canadian Navy Halifax-class frigate HMCS Winnipeg (FFH 338).

"HMCS Winnipeg's deployment in the Indo-Pacific on Operation PROJECTION is aimed at conducting forward naval presence operations in the region as well as participating in cooperative deployments and naval exercises with allied and partner nations," said Commander Annick Fortin, commanding officer of HMCS Winnipeg. "These exercises are an excellent example as they demonstrate our interoperability with other navies and provides opportunities to learn as well as prove our abilities to work seamlessly together. It is a prime example of our motto 'one with the strength of many;' working together, we are stronger."

Fairbanks Morse Defense to Provide Engines Featuring Common Rail Technology for LPD 32

BELOIT, Wis. – Fairbanks Morse Defense (FMD), a portfolio company of Arcline Investment Management (Arcline), has been awarded a purchase order by Huntington Ingalls Industries to build and deliver four main propulsion diesel engines featuring common rail technology to power the U.S. Navy's newest Landing Platform/Dock (LPD) ship, LPD 32, the company announced in an Oct. 11 release. FMD's common rail system technology maximizes performance through enhanced fuel efficiency and reduced carbon emissions.

"For many decades, the engineers and entrepreneurs who built Fairbanks Morse Defense have been proving the quality of our engines while improving real-world results," said FMD CEO George Whittier. "Today, the U.S. fleet and its allies rely on our onboard solutions for global technical support to maximize mission confidence, which is why we remain as committed as ever to designing, developing and delivering the best naval power and propulsion systems on the planet."

Manufactured in the U.S. and serviced worldwide, FMD's proven

marine technology is engineered for excellence to ensure reliable operation, extended asset lifecycles, and minimal downtime. In addition to delivering its power and propulsion systems, the defense contractor has been selected by the Navy and Military Sealift Command time and again to provide mission-critical marine technology, turnkey services and OEM parts throughout the vessel.

FMD previously provided engines with common rail technology for LPD 30 and LPD 31.

This year FMD is celebrating its 150th anniversary, having served for almost 100 years the U.S. Navy, Military Sealift Command and the U.S. Coast Guard. Today, an FMD product is now on every single American naval platform as a result of their expanded portfolio of product offerings through acquisitions and organic growth.

Vice Adm. Thomas: Triton UAV's 'Tremendous Endurance' Benefits Fleet



A U.S. Navy MQ-4C Triton assigned to Unmanned Patrol Squadron (VUP) 19 prepares to take off from the flightline at Marine Corps Air Station (MCAS) Iwakuni, Japan, Oct. 5, 2022. U.S. MARINE CORPS / Lance Cpl. David Getz ARLINGTON, Va. – The commander of the Navy's largest forwarddeployed numbered fleet said the MQ-4C Triton high-altitude,

long-endurance unmanned aerial vehicle currently deployed in the Western Pacific is proving to be a benefitting to his fleet's operations.

"Any sensor is goodness in my fleet," said Vice Adm. Karl Thomas, commander, U.S. 7th Fleet, speaking Oct. 14 at the U.S. Naval Institute in Annapolis, Maryland, in a Maritime Security Dialogue, a series conducted by the U.S. Naval Institute and the Center for Strategic and International Studies and sponsored by HII. "It's a huge AOR [area of responsibility] and to have something that has that kind of legs [range] and that persistence really helps."

"We've obviously been operating in theater with Triton for quite some time," Thomas said. "We're getting close to the IOC [Initial Operational Capability] level with Triton.

"We're going to use Triton as a replacement for some of our surveillance aircraft," he said. "So, the biggest benefit it brings clearly is its tremendous endurance. We've operated it out of Guam routinely. We've started to operate it out of various places in Japan, trying to not only make sure we have numerous places to take-off and land."

The admiral said the fleet is working to build up an orbit "to learn our way through some of the capabilities that an EP-3 [Aries II Orion electronic reconnaissance aircraft] might bring back. It will be a different way of processing the information than we do with our EP-3s, so we're working as a Navy to see how we seamlessly transition."

Vigor Begins Work on USS Tulsa, Wins USS Michael Murphy Challenge

PORTLAND, Ore. – Vigor, a Titan company, is beginning work on two major docking selected restricted availabilities (DSRA) awarded this year, at both Swan Island in Portland, as well as Pearl Harbor Naval Shipyard (PHNSY), the company said in an Oct. 14 release. USS Tulsa recently arrived at Swan Island for its DSRA, while Vigor successfully challenged and was awarded USS Michael Murphy in Hawaii. In total, these two projects will employ more than 350 skilled workers in family wage jobs at both locations, as well as subcontractors and others providing support throughout.

"These two large awards reflect Vigor's strong reputation for

quality and on-time performance for the U.S. Navy," said Adam Beck, Vigor executive vice president of Ship Repair. "Our skilled workers repeatedly show why Vigor is an industry leader in ship repair, and we are very proud to support our national defense and our service members."

USS Michael Murphy will be Vigor's third DSRA completed at PHNSY in as many years, after completing the first two ahead of schedule. Vigor's impeccable safety record on these projects, completed at the Naval facility, included zero injuries on USS William P. Lawrence and recognition from the Shipbuilders Council of America with a Significance in Safety Achievement award.

This is the first major dry docking for USS Michael Murphy since its post-shakedown availability. It will have shafts, hubs and propeller blades removed and overhauled; a full underwater hull and freeboard preservation; overhaul and replacement of all sea valves; as well as other work completed directly by Vigor and in partnership with the Navy. Approximately 150 people will work on the project each day, through early May 2023.

In Portland, USS Tulsa will undergo a full blasting and painting of the underwater hull and flight deck, including a new type of coating for the hull, and with blasting completed using Vigor's new more environmentally friendly and efficient system; new decking systems in the staterooms and crew spaces, among others; cleaning and painting of all fuel tanks; and other preventative maintenance. It is scheduled to be at Swan Island for approximately nine months, with more than 200 Vigor employees working on the project.

"These are large, complex projects which our skilled workers at Vigor have become highly adept at in recent years," Beck said. "Our great ship repair teams not only complete great work on time, they have made Vigor an industry leader in safety. Our Vigor Values of Truth, Responsibility, Evolution, and Love drive us to those two goals each day, and we will continue to live by them as we work to get these two vessels back in service for the Navy."

In addition to these two major U.S. Navy projects, work is ongoing at Vigor's Harbor Island shipyard on USS Chosin, USS Cape St. George and USS Omaha, as well as support for Washington State Ferries. The Ketchikan Shipyard, also operated by Vigor, is continuing repair and maintenance work for the Alaska Marine Highway System, marking a busy summer across Vigor's shipyard operations.

Navy Transferred Remaining RQ-4A BAMS-D UAVs to NASA



The RQ-4A Broad Area Maritime Surveillance Demonstrator returned from 5th Fleet to Patuxent River, Maryland, last summer after accruing more than 42,500 flight hours and over 2,000 oversea missions during a 13-year deployment. *NORTHROP*

GRUMMAN

ARLINGTON, Va. — The Navy has transferred its three remaining RQ-4A BAMS-D high-altitude, long-endurance unmanned aerial vehicles (UAVs) to the National Aeronautics and Space Administration (NASA).

"All three currently reside at NASA's Armstrong Flight Research Center and will be operated by NASA for the DoD Test Resource Management Center (TRMC, the new aircraft custodian)," said Jamie Cosgrove, a spokeswoman for the Navy's Program Executive Office – Strike and Unmanned Aviation and Strike Weapons. "The remaining ground control equipment for the system, as well as all the RQ-4A non-payload spares, have likewise been transferred to TRMC."

The last of the three RQ-4As had returned to its home base, Naval Air Station Patuxent River, Maryland, last summer from deployment to the U.S. 5th Fleet area of responsibility, culminating a 13-year span of operations that began as a sixmonth experiment.

The Navy had deployed the RQ-4A to Southwest Asia since 2009 as a component of the BAMS-D program. Five Block 10 RQ-4As were acquired from the U.S. Air Force and were based at Patuxent River and operated in sequence over the years by detachments of Patrol Reconnaissance Wings 5, 2 and 11. The detachment kept at least one RQ-4A in the rotation to a base in the Persian Gulf region. One was lost in a mishap in Maryland in June 2012. Another was shot down June 19, 2019, in an unprovoked attack in international airspace over the Strait of Hormuz by an Iranian surface-to-air missile.

BAMS-D provided more than 50% of maritime intelligence, surveillance and reconnaissance in theater accruing over 42,500 flight hours in 2,069 overseas missions, the Navy said.

In the Navy's 2022 budget request, divestment of the RQ-4A

Global Hawk Broad-Area Maritime Surveillance-Demonstrator UAV had been planned for acceleration from 2023 to 2022, with the savings invested in higher priorities.

The BAMS-D is being replaced by a Global Hawk derivative, the MQ-4C Triton, which has been deployed to the Western Pacific in an Early Operational Capability deployment. The Triton with an upgraded sensor capability will be deployed in 2023.

Vice Admiral: U.S. Navy Seeks 100-USV Fleet Patrolling Middle East Waterways by Next Summer



Saildrone Explorer unmanned surface vessels (USV) operate with the guided-missile cruiser USS Delbert D. Black (DDG 119), the Royal Navy Sandown-class minehunter HMS Bangor (M109), HMS Chiddingfold (M37) and the U.S. Coast Guard Sentinel-class cutter USCGC Robert Goldman (WPC 1142) in the Arabian Gulf during exercise Phantom Scope. U.S. NAVY / Chief Mass Communication Specialist Roland Franklin ARLINGTON, Va. – The U.S. Navy hopes to have a fleet of 100 unmanned service vessels (USVs) patrolling the waterways of the Middle East region by the summer of 2023, said Vice Adm. Brad Cooper, commander of U.S. Naval Forces Central Command, during a media roundtable on Oct. 12.

Cooper said that he estimates about 20% of those USVs to be controlled by the United States, and the remaining 80% to be controlled by countries in the region.

This fleet of USVs will "map the pattern of life that's happening around them" throughout the region," he said. When this network spots something different in the pattern, they'll take pictures and alert a U.S. Navy command center where a human being can make a decision about how to use that information.

This is enabled by the use of artificial intelligence (AI), which allows the Navy to monitor the thousands of ships that are underway in the region at any given time – something human beings could not do on their own, Cooper said.

"We can use manned ships much more efficiently, much more effectively," he said.

Cooper said he has seen a growth in the practicality of USVs and AI to enhance the Navy's control over the region.

"There's no single navy alone that can patrol [the waters around the Arabian peninsula]," he said. "We all know the criticality of the waters to the greater flow of commerce throughout the region, and so we think the best way to cover that and expand maritime domain awareness is ... [by] using unmanned sensors through the theater along with AI."

Cooper also noted that U.S. Naval Forces Central Command has been engaged in other activities in the region, calling the two most important initiatives "accelerating innovation" – which involved the aforementioned USV efforts – but also "strengthening partnerships."

He pointed to initiatives by the Navy such as the Combined Maritime Forces and the International Maritime Security Construct, which are consortiums that gather nations in the region to cooperate with the Navy in achieving the sea service's objectives. He also brought up the IMX exercise, an 18-day biennial naval training event led by the command that took place earlier this year and drew participation from dozens of countries.

"We lead two of the largest coalition task forces in the world – each of them will grow in membership and partnership," Cooper said, noting that in 2021 the command did 33 exercises with countries in the region and will double that figure by the end of this year.

USS Billings (Gold Crew) Returns Home After 4th Fleet Deployment



The Freedom-variant littoral combat ships USS Wichita (LCS 13), left, USS Billings (LCS 15), and an MH-60s Sea Hawk helicopter assigned to Helicopter Sea Combat Squadron (HSC) 28, Detachment 6, participate in a photo exercise in the Caribbean Sea, Sept. 10, 2022. U.S. NAVY / Mineman 2nd Class Justin Hovarter

MAYPORT, Fla. — The Freedom-variant littoral combat ship USS Billings (LCS 15) Gold Crew returned to Mayport, Fla., Oct. 7th, following its second successful deployment to the U.S. 4th Fleet area of operations, the fleet's public affairs office said in an Oct. 8 release.

Billings, along with the "Valkyrie" of Helicopter Sea Combat Squadron (HSC) 28, Detachment 8, deployed in April 2022 to support Joint Interagency Task Force South's counter-narcotics operations in the Caribbean Sea and Eastern Pacific Ocean. The USS Billings (LCS 15) conducted the first east coast littoral combat ship overseas (OCONUS) exchange of command and has operated forward-deployed since December 2021.

During the deployment, Billings, with her embarked U.S. Coast

Guard Law Enforcement Detachment (LEDET), assisted in disrupting an estimated 3,065 kilograms of cocaine along with 1,841 pounds of marijuana worth an estimated street value of \$217.7 million and removed twelve suspected drug traffickers from the narcotics trade.

"I am once again incredibly proud of the Sailors on Billings for everything they accomplished this deployment," said Cmdr. Brett Seeley, Billings' commanding officer. "They professionally sailed the mighty Billings from the Atlantic into the Pacific Ocean and crossed the equator for the first time in the ship's history. The crew built upon the successes of her maiden deployment a year ago and succeeded at working with our partner nations strengthening our interoperability and taking narcotics off the streets. We look forward to watching our sister crew continue the sustained operations downrange as the mighty Billings leads the way for the littoral combat ship community."

Billings conducted bilateral maritime exercises with Jamaica and participated in the French led multi-national maritime humanitarian assistance/disaster relief (HADR) exercise CARAIBES 2022 to strengthen partnerships and build interoperability among forces.

During a port visit to Ocho Rios, Jamaica, the ship hosted the U.S. Ambassador to Jamaica, the honorable Noah Nickolas "Nick" Perry along with senior members of the Jamaican Defence Force to showcase the capabilities of the USS Billings (LCS 15) and discuss the continued partnership and commitment shared between our two countries.

"Billings' Gold Crew Sailors again showed superior performance in countering malign activities and conducting theater security cooperation," said Rear Adm. Jim Aiken, U.S. Naval Forces Southern Command/U.S. 4th Fleet. "They continued to build onto the firm foundation of demonstrating forwarddeployed operations and maintenance, and met U.S. Southern Command objectives for the region."

The Billings' Blue Crew has relieved the Gold Crew and the Billings will remain deployed to the U.S. 4th Fleet area of operations.

Navy EA-18G Squadron Home from Emergency EUCOM Deployment



A U.S. Navy EA-18G Growlers assigned to the "Garudas" Electronic Attack Squadron (VAQ) 134, Naval Air Station Whidbey Island, Washington, waits to receive air-to-air refueling from a Royal Air Force Voyager tanker assigned to 101 Squadron, RAF Brize Norton, United Kingdom, during a Red Flag-Nellis 22-1 mission Feb. 3, 2022, at Nellis Air Force Base, Nevada. U.S. AIR FORCE / Airman 1st Class Zachary Rufus ARLINGTON, Va. – A squadron of U.S. Navy EA-18G Growler electronic warfare aircraft has returned to its home base after more than six months deployed to the European Command as part of the build-up of forces in support NATO's eastern flank.

Electronic Attack Squadron 134 (VAQ-134) has returned home to Naval Air Station Whidbey Island, Washington, from U.S European Command, according to a source. The squadron had deployed to Spangdahlem Air Base in Germany in late March 2022.

"The purpose of this deployment is to bolster readiness, enhance NATO's collective defense posture and further increase air integration capabilities with our allied and partner nations," said then- Defense Department spokesman John Kirby said in a release that month. "They are not being deployed to be used against Russian forces in Ukraine. They are being deployed completely in keeping with our efforts to bolster NATO's deterrence and defense capabilities along that eastern flank. The deployment is not in response to a perceived threat or incident."

The Navy has five-land-based expeditionary VAQ squadrons in addition to nine carrier-based VAQ squadrons, all equipped with EA-18Gs. For many years they deployed to bases in Southwest Asia to support combat in Afghanistan, Iraq, and Syria, and currently deploy to Misawa, Japan. The Navy's Growlers provide electronic attack support for all of the armed services. The aircraft can jam enemy radars and communications and fire anti-radiation missiles at radar sites.

It has not been announced if VAQ-134 was replaced in Europe by another VAQ squadron. A carrier-based squadron, VAQ-140,

currently is deployed to the region on board the USS George H.W. Bush.

In its 2023 budget proposal, the Navy proposed de-activating the five expeditionary VAQ squadrons. While the budget has yet to be passed, the proposal has met heavy opposition in Congress.

Ameresco, Bright Canyon Energy Host Groundbreaking Ceremony for Kūpono Solar at Joint Base Pearl Harbor-Hickam

FRAMINGHAM, Mass., PHOENIX, Ariz. and HONOLULU, Hawaii – Ameresco, Inc., a leading clean technology integrator specializing in energy efficiency and renewable energy, and Bright Canyon Energy, a leading developer of energy infrastructure, hosted a groundbreaking and blessing ceremony for the Kūpono Solar Project on Friday, October 7, 2022, Ameresco said in a release.

This combined solar and battery storage system will be built at the Joint Base Pearl Harbor-Hickam West Loch Annex in Hawai'i. Once operational, the project is designed to deliver 42 megawatts (MW) of clean, renewable energy to Hawaiian Electric's (HECO) grid on the island of O'ahu. Attendees at the event heard from U.S. Senator Mazie Hirono, Lt. Governor Josh Green, and Meredith Berger, Assistant Secretary of the U.S. Navy for Energy, Installations, and Environment. Using approximately 131 acres of Federal land, the Kūpono Solar Project will feature the installation of a 42-MW photovoltaic solar array and 42 MW/168 MWh (four-hour duration) of lithium-ion battery storage system. The batteries are designed to store solar energy beyond sunset hours, enabling the project to deliver sustainable, renewable energy to power approximately 10,000 homes on O'ahu. Additionally, once fully operational, the project is expected to reduce more than 50,000 tons of carbon dioxide annually from Hawai'i's environment, which is the equivalent to offsetting emissions from 12,000 cars annually.

"Today, we are taking significant strides to strengthen our state's energy security and resilience, and thanks to the 'Ewa community, Navy, Hawaiian Electric, Ameresco and Bright Canyon Energy, we are now steps closer to reaching Hawai'i's renewable energy vision of achieving 100% clean energy by 2045," said Lt. Governor Josh Green. "Kūpono Solar is a landmark initiative for us that will not only benefit our state's economy but will also bolster our sustainability efforts and local communities through stable, affordable energy, innovative technology and job creation."

Ameresco and Bright Canyon Energy established a joint venture in 2021 known as Kūpono Solar Development Company, LLC to advance the Kūpono Solar Project, which is the first project of the joint venture. In support of the Department of Defense's long-term energy security initiative to increase clean energy reliability and military capabilities, and the state's goals of renewable energy and decarbonization, Kūpono Solar has a 37-year land lease agreement with the Navy to provide critical energy resiliency upgrades for O'ahu.

"The Department of the Navy is proud to partner with the Kūpono Solar team and Hawaiian Electric as we enhance mission and community resilience and move purposefully towards Hawaii and Navy's energy goals," said Meredith Berger, Assistant Secretary of the Navy for Energy, Installations and Environment. "This is a great example of climate action, building access to clean, reliable energy sources inside and outside the fenceline."

Kūpono Solar will own and operate this solar and battery project under a 20-year power purchase agreement with Hawaiian Electric. The project will benefit the state's long-term clean energy transition plan while setting the foundation for Ameresco and Bright Canyon Energy to bring a diversified portfolio of clean energy solutions to Hawai'i in the future.

"The start of this project comes at a time when the need for consistent energy security and independence is at an all-time high," said Nicole Bulgarino, Executive Vice President and General Manager of Federal Solutions, Ameresco. "The solar and battery storage solutions that are being implemented will deliver clean, renewable energy to the grid and benefit businesses and residents across Hawai'i."

"Through our strategic relationships with the Navy, Hawaiian Electric and the community, we are able to leverage clean technology and infrastructure upgrades to help the state of Hawai'i reach its renewable energy goals and the Navy achieve its climate and energy resiliency objectives," said Jason Smith, General Manager, Bright Canyon Energy. "It's energizing to work with a group of partners committed to bringing this key energy infrastructure to O'ahu and its residents."

Construction on the Kūpono Solar Project is expected to be completed in early 2024.