

Secretary of the Navy Advances Maritime Statecraft in Copenhagen

From SECNAV Public Affairs, 19 August 2024

Secretary of the Navy Carlos Del Toro visited A.P. Moller-Maersk during a trip to the Kingdom of Denmark last week. During the visit, he met with A.P. Moller-Maersk CEO Vincent Clerc, and stated that the U.S. Navy would continue to protect commercial ships and mariners against unprovoked Houthi attacks on civilian shipping in the Red Sea.

During the visit, he met with A.P. Moller-Maersk CEO Vincent Clerc, and stated that the U.S. Navy would continue to protect commercial ships and mariners against unprovoked Houthi attacks on civilian shipping in the Red Sea. As during each of his previous Maritime Statecraft engagements with global maritime industry leaders, Secretary Del Toro encouraged investment in American shipbuilding. Discussions were productive and centered on attracting demand and investment in constructing commercial sealift vessels in the United States.

The visit reflects ongoing efforts to renew the foundations of American seapower, since Secretary Del Toro announced his new maritime statecraft initiative at the Harvard Kennedy School on Sept. 26, 2023.

“With some of the world’s most technologically advanced shipbuilders already heeding our call to invest in integrated commercial and naval shipbuilding facilities in the United States, the next step in our maritime statecraft strategy is to attract the world’s foremost commercial shipping firms to signal their demand for new ships built in American shipyards,” Secretary Del Toro said.

In a more recent speech to the Naval War College on Aug. 8, Secretary Del Toro explained that “long-term solutions to many of the Navy’s challenges require we renew the health of our nation’s broader seapower ecosystem.” He added “Making naval shipbuilding more cost effective requires we restore the competitiveness of U.S. commercial shipping and shipbuilding.”

Secretary Del Toro’s visit follows months of collaboration with interagency partners – such as the U.S. Department of Energy and U.S. Department of Transportation Maritime Administration – and Congress to find innovative ways to leverage existing authorities and craft new incentives to build and flag commercial ships in the United States. For example, the Department of Energy’s Title 17 Clean Energy Financing program now permits the U.S. Government to offer low-interest loans for U.S.-built dual-fuel commercial ships. “Our calculus is that bringing a larger portion of the newbuild orderbooks of the world’s biggest shipping firms to American shores in the coming years will offer significant returns to Navy shipbuilding and sealift.”

Managed by the U.S. Maritime Administration, the Maritime Security Program (MSP) maintains a fleet of commercially viable, militarily useful U.S.-flagged merchant ships in international trade to support military sealift requirements during times of conflict or in other national emergencies.

Secretary Del Toro said he and his team were looking forward to continuing discussions with the leadership of A.P. Moller-Maersk on their next visit to the United States in the coming weeks.

U.S. Navy Awards SAIC Three Contracts for Engineering Services



PHILIPPINE SEA (Jan. 29, 2024) An EA-18G Growler, assigned to the “Gauntlets” of Electronic Attack Squadron (VAQ) 136, taxis on the flight deck of Nimitz-class aircraft carrier USS Carl Vinson (CVN 70). (U.S. Navy photo by MC2 Isaiah B. Goessl)
From SAIC, August 15, 2024

Contracts to support work at Naval Air Warfare Center Weapons Division, Point Mugu, California

RESTON, Va.—(BUSINESS WIRE)—Aug. 15, 2024— Science Applications International Corp. (NASDAQ: [SAIC](#)) has been awarded three contracts worth \$58.2M to support the Airborne Electronic Attack (AEA) Integrated Product Team (IPT) Jammer Technique Optimization (JATO) Program, the International Program, and the AEA IPT EA-18G Program.

“These three contracts are a testament to SAIC’s reputation of delivering mission-critical solutions and dedicated support to the Naval Air Warfare Center Weapons Division, Point Mugu,” said Barbara Supplee, executive vice president, Navy Business Group at SAIC. “This work goes beyond technical services. We are contributing to the sustainment of engineering services as well as airborne jammer optimization and effectiveness data collection and reporting for the Navy.”

Under the JATO contract, SAIC will deliver a wide range of technical services including jammer technique development, test and evaluation engineering, interoperability testing and analysis, threat analysis, tactics development, mission data development and production and Fleet liaison activities. This work will play a crucial role in optimizing jamming techniques, enhancing the effectiveness of Electronic Warfare (EW) platforms and systems and ensuring the readiness of the EA-18G aircraft and other EW assets.

Under the AEA IPT International contract, SAIC will continue to provide support to the international service project by performing maintenance of existing AEA simulations and development of tools and new simulations. SAIC will also perform the engineering, technical and policy support services for the international program teams, supporting Foreign Military Sales (FMS), Cooperative Development and other relationship programs for the Electronic Attack (EA) and Electronic Warfare products.

Additional support to AEA IPT includes engineering services for the development and sustainment efforts of both the United States Navy (USN) and Foreign Military Sales (FMS) configurations of the EA-18G. Engineering services will include cooperative and collaborative engineering support to other laboratories and will include general management, engineering support, product support and systems engineering, integration, and test for the EA-18G team.

Final VH-92A Presidential Helicopter Delivered



From U.S. Naval Air Systems Command, August 19, 2024

NAVAL AIR SYSTEMS COMMAND, Patuxent River, Md. – Presidential Helicopters Program Office (PMA-274) and the Marine Corps accepted delivery of the final VH-92A helicopter, built by Sikorsky, a Lockheed Martin Company, in August. The achievement signifies the completion of the program of record to deliver 23 new presidential helicopters in support of the executive lift mission.

The total inventory of 23 VH-92A aircraft will consist of 21 operational and two test aircraft. This quantity allows for aircraft to be ready to support the executive lift mission, undergo various levels of maintenance, lifecycle upgrades, and

provide assets for pilot/aircrew training.

“This exceptional team has successfully completed the program of record for the VH-92A within budget and schedule,” said Brigadier General David Walsh, program executive officer for air anti-submarine warfare, assault, and special mission programs. “This helicopter not only embodies the hard work and dedication of those responsible for building and delivering the aircraft, but it will remain a recognizable patriotic asset known around the globe for safety, security, and reliability.”

In May 2014, PMA-274, with approval from the Navy, awarded Sikorsky a contract to build the next presidential helicopter, the VH-92A, a derivative of the commercial S-92.

The new presidential helicopter was built to increase performance and payload over the VH-3D and VH-60N. It will provide enhanced crew coordination systems and communications capabilities in addition to improving availability and maintainability.

The Marine Corps works with the White House Military Office, PMA-274, and HMX-1 to ensure the conditions are set for a successful transition from the current in-service VH-3D and VH-60N aircraft to the VH-92A. Currently there are ten VH-3Ds, six VH-60Ns, and nine VH-92As that support various missions assigned to HMX-1.

“Between the program staff and artisans within Sikorsky and PMA-274, we have the best and brightest. These great Americans are experts at their craft and put their all into this platform,” said Colonel Alex Ramthun, PMA-274 program manager. “Not only have we delivered increased performance and reduced maintenance costs and time over the current fleet of presidential helicopters, but we have also delivered the next phase of Marine One helicopters. Knowing those who step aboard

any of the 21 VH-92As will have absolute top-notch execution, maintenance, and service for the life of the aircraft makes me proud to be part of this amazing team.”

The VH-92A Patriot is in the midst of a phased plan to ensure a smooth, safe, and timely transition from the legacy VH-3D and VH-60N aircraft.

PMA-274 expeditiously provides safe, ready, high-performing, and affordable aircraft, capabilities, and support to HMX-1.

U.S. Navy Investigating Incident Involving Two MH-60S Seahawks at Naval Air Station Fallon



PHILIPPINE SEA (June 10, 2024) Sailors stand by to assist as an MH-60S Sea Hawk, attached to the Golden Falcons of Helicopter Sea Combat Squadron (HSC) 12, lands on the flight deck of the U.S. Navy's only forward-deployed aircraft carrier, USS Ronald Reagan (CVN 76), during flight operations in support of Valiant Shield 2024 in the Philippine Sea, June 10. (U.S. Navy photo by MC3 Kazia Ream)


From Commander, Naval Air Force, U.S. Pacific Fleet, 16 August 2024

FALLON, Nev. – The U.S. Navy is investigating the cause of an incident involving two MH-60S Seahawk helicopters assigned to Helicopter Sea Combat Squadron (HSC) 12 on the training ranges of Naval Air Station (NAS) Fallon, Nevada, at approximately 7:25 p.m. (PDT) on Aug. 15.

The two helicopters, each with a crew of five personnel, were conducting routine training at the time of the incident. All ten crew members were transported to a nearby hospital for medical treatment and have been released from the hospital following medical treatment for non-life threatening

injuries.

The cause of the mishap remains under investigation. Security personnel from NAS Fallon have secured the mishap site, which is on the Fallon Range Training Complex in a remote location.

Assigned to Carrier Air Wing (CVW) 5, HSC-12 is currently at NAS Fallon for comprehensive, integrated training in both real and simulated environments. CVW-5 is the ready, reliable and proven Forward-Deployed Naval Forces-Japan (FDFN-J) carrier air wing. CVW-5 will remain the FDFN-J air wing following the planned hull swap with Nimitz-class aircraft carrier USS George Washington (CVN 73). 

USS Halsey Returns Home from Westpac Deployment



The Arleigh Burke-class guided-missile destroyer USS Halsey (DDG 97) returns from a seven-month deployment to its homeport at Naval Base San Diego, Aug. 16, 2024. (U.S. Navy photo by MC2 Maria G. Llanos)

By Mass Communication Specialist 2nd Class Maria Llanos, Aug. 16, 2024

NAVAL BASE SAN DIEGO, Calif. – The Arleigh Burke-class guided-missile destroyer USS Halsey (DDG 97) returned to Naval Base San Diego Aug. 16, following a seven-month deployment to U.S. 7th Fleet.

Halsey departed San Diego on Jan. 10 as part of the Theodore Roosevelt Carrier Strike Group and served as a carrier escort before detaching to conduct independent operations in the Indo-Pacific region.

“I am tremendously proud of my Sailors’ sense of ownership and dedication to each other and the mission,” said Cmdr. Sara Lynch, Halsey’s commanding officer. “We operated successfully across a wide spectrum of operations with allies and partners

from around the world and displayed the immense capability of Halsey Sailors and the U.S. Navy.”

While deployed to U.S. 7th Fleet, Halsey conducted operations across multiple warfare areas, providing regional stability and supporting a free and open Indo-Pacific. Halsey participated in various multi-nation exercises such as Noble Dingo, Milan, Tiger Triumph, Tenacious Trident, and Valiant Shield, which reinforced America’s commitment to allies and partners throughout the Indo-Pacific region and increased force interoperability.

Across U.S. 7th Fleet, Halsey contributed to enduring partnerships critical to maintaining an international rules-based order, including key tri-lateral operations with the Japan Maritime Self-Defense Force and Republic of Korea Navy during Freedom Edge. Halsey participated in several operations with the Royal Australian Navy, including flight operations, tactical maneuvering and a personnel exchange before participating in Exercise Milan 2024, a multinational exercise in India with maritime events from anti-submarine warfare to live fire engagements of an unmanned aerial vehicle.

“I am incredibly proud of this crew for always rising to the occasion,” said Lynch. “I am also extremely grateful to the families and friends back home who supported our Sailors during these last seven months.”

An integral part of U.S. Pacific Fleet, U.S. 3rd Fleet leads naval forces in the Indo-Pacific and provides the realistic, relevant training necessary to flawlessly execute our Navy’s role across the full spectrum of military operations—from combat operations to humanitarian assistance and disaster relief. U.S. 3rd Fleet works together with our allies and partners to advance freedom of navigation, the rule of law, and other principles that underpin security for the Indo-Pacific region.

Navy to Pursue a Block Buy of 4 Amphibious Warfare Ships



August 15, 2024

By Richard R. Burgess, Senior Editor

WASHINGTON – The secretary of the Navy has notified Congressional leaders that the Navy will pursue a block buy of four amphibious warfare ships – one America-class amphibious assault ship (LHA) and three San Antonio-class amphibious transport dock ships (LPDs) – through fiscal year (FY) 2029.

The move potentially would save U.S. taxpayers “nearly \$1 billion through additional efficiencies,” said U.S. Senator Roger Wicker, R-Mississippi, the highest-ranking Republican on the Senate Armed Services Committee, who released the following statement in response:

“Today is a great day for American shipbuilding and our Navy’s ability to deter China in the years ahead,” Wicker said. “As I have long noted – including in my recent “Peace Through Strength” report – the multi-ship buy of warships is a cost-effective way to provide stability for the industrial base on key shipbuilding programs. I look forward to seeing these contracts through to their execution, and I believe that additional benefits could be obtained if we increase funding for material procurement in bulk.”

Specifically, the block-buy would encompass the following ships:

- LPD 33 in FY25

- LPD 34 in FY27

- LHA 10 in FY27

- LPD 35 in FY29

Paul Roden, chairman of the Amphibious Warfare Industrial Base Council, issued the following statement regarding the block-buy decision:

“Today is a historic day for the amphibious warship industrial base. Our suppliers have been advocating for a multi-ship buy for years. So, we are thrilled to see lawmakers, the Navy and Marine-Corps listen to our concerns and reach this deal, which will provide the predictable funding that our suppliers urgently need. Not only will this block buy save the taxpayers nearly \$1 billion, but it will provide over 650 companies across 39 states with the stability we need to invest in our skilled workforce, get ahead of inflation and ensure on time deliveries. The companies of the amphibious

warship industrial base are extremely proud of their contributions to our national security and will deliver the highest quality parts and services for these future amphibious warships.”

The three LPDs would be built in the Block II configuration, which features the Raytheon-built SPY-6(V)2 Enterprise Air-Search Radar.

The four ships in the procurement would be built at the HII Ingalls Shipbuilding shipyard in Pascagoula, Mississippi.

**U.S. Submarine Tender to
Support AUKUS Pillar 1
Milestone**



From the Navy Office of Information, Aug. 16, 2024

HMAS STIRLING, Australia - The U.S. Navy submarine tender USS Emory S. Land (AS 39) pulled into HMAS Stirling, Aug. 16, marking the seventh port visit in Australia since the ship left its homeport of Guam, May 17.

The mixed crew of U.S. Navy and Royal Australian Navy personnel will take part in a Submarine Tendered Maintenance Period (STMP) over the next several weeks as Australian technicians perform maintenance on a U.S Navy nuclear-powered fast-attack submarine (SSN) scheduled to arrive for a port visit.

The STMP marks a significant step toward Australia becoming sovereign-ready to operate, maintain, and support a fleet of conventionally armed SSNs, which is a central requirement in executing Pillar 1 of the AUKUS security partnership between Australia, the United Kingdom, and the United States.

“Our knowledge exchange with the Royal Australian Navy (RAN)

Fleet Support Unit (FSU) since January has been exceptionally productive,” said Capt. Brent Spillner, commanding officer of the Emory S. Land. “Within weeks they were working shoulder-to-shoulder with U.S. technicians on real submarine repairs, and for the last six weeks we’ve had a team of U.S. Sailors embedded in the FSU West workshops at HMAS Stirling. We’re learning as much from them as they are from us, and we have Australian sailors and officers in the key management positions for the STMP.”

More than 30 Australian sailors will execute the majority of planned maintenance work under the supervision of U.S. personnel, which will include the replacement of a mast in the submarine’s sail and a key hydraulic valve, along with the simulated removal of a large pump weighing more than 3,500 pounds from within the boat.

“Both of our navies are benefiting tremendously from the interoperability we’ve been developing during this deployment, and are now better able to support each other’s fleets around the world. This STMP marks the first time that Australian workers will perform maintenance on an American SSN in Australian waters, but it’s really just the next step in a long partnership,” said Spillner. “This is an important milestone and learning opportunity as we work together to establish Submarine Rotational Force – West, where both U.S. and UK submarines will regularly transit through HMAS Stirling, with maintenance and logistics assisted by Australian personnel, as they develop their own Intermediate-Level Maintenance capability for the eventual Australian SSNs.”

The deployment has been an opportunity for sailors from the three navies to work together.

“The opportunity to have RAN sailors from FSU integrated with my repair department has been phenomenal,” said Cmdr. Derek

Fletcher, repair officer aboard Emory S. Land. "The ability to work side-by-side in Guam on U.S. SSNs and then continue that side-by-side work on RAN vessels and even a Royal Navy vessel while in Australia has truly demonstrated our interoperability. It's been incredible to see our Sailors working together to provide repair services to vessels from all three AUKUS partners."

Since the start of the Emory S. Land's deployment, 176 U.S. Sailors have participated in 18 community relations events, investing 731 hours into the communities of Darwin, Cairns, Sydney, Melbourne, and Adelaide. While in port at HMAS Stirling, U.S. Sailors are planning an additional eight to 10 community relations events throughout the region, as well as having the ability to tour Western Australia.

"This deployment is like none other I have ever experienced and will not easily be forgotten," said Lt. Cmdr. Mark Miller, Emory S. Land's chaplain. "The warmth and hospitality which the U.S. Sailors have received is truly heartfelt. We are grateful for the strong bond of our two nations and we look forward to our stop in Western Australia."

Emory S. Land is on deployment supporting the U.S. 7th Fleet, the U.S. Navy's largest forward deployed numbered fleet, operating with allies and partners in preserving a free and open Indo-Pacific region. Emory S. Land provides expeditionary intermediate-level maintenance, services, and logistics support to deployed submarines.

Guam is home to the U.S. Navy's only submarine tenders, Emory S. Land and USS Frank Cable (AS 40), as well as Los Angeles-class fast-attack submarines. The submarine tenders provide maintenance, hotel services and logistical support to submarines and surface ships in the U.S. 7th Fleet area of operation. The submarines and tenders are maintained as part of the U.S. Navy's forward-deployed submarine force and are

capable of meeting global operational requirements.

For more information about Emory S. Land, visit us at <http://www.csp.navy.mil/emorysland/> or like us on Facebook at <http://www.facebook.com/EmorySLand>, or on Twitter @EmorySLand.

For more news from USS Emory S. Land (AS 39), visit <http://www.navy.mil/local/as39/>.

Navy Medicine Enterprise Established to Support Readiness and Warfighting



Navy Medicine is present in every facet of warfighting in a complex integrated model across seven resource sponsors, three systems commands, and every type command. The NME allows for rapid delivery, assessment and improvement in all facets of care across the force, ensuring Navy Medicine meets the needs of the fleet.

| WARFIGHTING | WARFIGHTERS | FOUNDATION |
|--|--|---|
|  |  |  |
| <p>NME provides essential health services support to deliver decisive combat power across all phases of war.</p> | <p>NME identifies and mitigates risks that impacts the physical health, mental health, wellness and readiness of our warfighters ensuring more players are on the field.</p> | <p>NME aligns to the warfighting needs of our fleet. We will team with internal and external partners to deliver timely, evidence-based healthcare outcomes and cutting-edge research to earn the confidence and trust of our Sailors and families.</p> |
| FORCE EMPLOYERS | FORCE GENERATORS | FORCE DEVELOPERS |

From Bobbie Camp, 16 August 2024

FALLS CHURCH, Va. - Vice Chief of Naval Operations Adm. Jim Kilby approved the establishment of the Navy Medicine Enterprise (NME), which is an operationally focused organizational structure providing senior fleet leadership a mechanism to address and prioritize health service support requirements to meet operational objectives, Aug. 14.

Vice Chief of Naval Operations Adm. Jim Kilby approved the establishment of the Navy Medicine Enterprise (NME), which is an operationally focused organizational structure providing senior fleet leadership a mechanism to address and prioritize health service support requirements to meet operational objectives, Aug. 14.

The commitment of Navy Medicine to both operational and preventive care is crucial in sustaining our force," said Kilby. "This is about setting standards of care for our people – from physical and mental health, to training and education. Ensuring our naval medical forces are properly manned, trained, and equipped means we're ready now and for the future fight."

A graphic illustration depicts the Navy Medicine Enterprise (NME), which allows for rapid delivery, assessment and improvement in all facets of care across the force, ensuring Navy Medicine meets the needs of the fleet. Navy Medicine is present in every facet of warfighting in a complex integrated model across seven resource sponsors, three systems commands, and every type command. (U.S. Navy graphic illustration by U.S. Navy)

The U.S. Navy Surgeon General will lead the NME, providing a single integrated voice of a cooperative partnership operating within existing command structures and U.S. Code Title 10 authorities.

“Navy Medicine warfighters are integrated across every facet of warfighting, whether providing health services with the fleet or from the foundation,” stressed U.S. Navy Surgeon General and Chief, U.S. Navy Bureau of Medicine and Surgery Rear Adm. Darin Via. “The NME allows us to ensure we are addressing the needs of the fleet, not only through my authorities as the Surgeon General, but also aligned across the authorities of seven resource sponsors, three system commands and every type command.”

NME will address the readiness, and physical and mental health of all warfighters through healthcare services support designed to prevent illness and injury, maximize baseline human performance, and treat and rehabilitate warfighters’ post illness and injury through standardized quality of care, policy, education, training, and the delivery of medical forces in support of the warfighters.

“Health services are the backbone of effective warfighting in the U.S. Navy, ensuring that every Sailor and Marine is mission-ready and resilient,” said Adm. Daryl Caudle, commander, U.S. Fleet Forces Command. “The Navy Medicine Enterprise stands as a crucial pillar, providing comprehensive support to fleet commanders by mitigating risks, optimizing human factors, and maintaining peak operational health readiness, ultimately ensuring our enduring overmatch, our warriors, can sustain our maritime dominance and strategic advantage.”

The foundation of the NME process will be formed by stakeholders and organizations who are integral to the warfare improvement program who prioritize fleet capabilities and priorities. The NME process also includes coordination with resource sponsors to ensure alignment, reduce duplication, and to achieve organizational goals.

The Fleet Readiness Enterprise construct was established by the Chief of Naval Operations in 2002 to improve efficiency and effectiveness in producing readiness in fleet units and forces, institute structure and process to better support informed decisions on readiness resource allocation and risk mitigation. The enterprise construct enables a more holistic approach to developing fleet recommendations to the Office of the CNO regarding warfighting capabilities and programming.

Navy Medicine – represented by more than 44,000 highly-trained military and civilian health care professionals – provides enduring expeditionary medical support to the warfighter on, below, and above the sea, and ashore.

Navy Completes Install of First MQ-25 Unmanned Air Warfare Center Aboard USS George H.W. Bush



The first installation of the Unmanned Air Warfare Center (UAWC) aboard USS George H.W. Bush (CVN 77), where air vehicle pilots will control future MQ-25 Stingray airborne operations. (U.S. Navy photo)

Aug 15, 2024

Naval Air Systems Command, Patuxent River, Md. – The Navy recently installed the world’s first Unmanned Air Warfare Center (UAWC) aboard USS George H.W. Bush (CVN 77), where Air Vehicle Pilots (AVPs) will control future MQ-25™ Stingray airborne operations.

This major installation was a multi-year effort coordinated across multiple ship availability periods and the ship’s deployment schedule.

The CVN-based control room, known as the UAWC, includes software and hardware systems that make up the first fully operational and integrated Unmanned Carrier Aviation Mission Control System (UMCS) MD-5E Ground Control Station (GCS). UMCS is the system-of-systems required for the MQ-25 air vehicle command and control and is critical to the unmanned aircraft refueler’s operations.

“CVN 77’s UAWC lays the foundation for how the U.S. Navy will operate and control unmanned aircraft, and perhaps other unmanned vehicles, with UMCS,” said Unmanned Carrier Aviation (PMA-268) Program Manager Capt. Daniel Fucito. “These systems will initially support the MQ-25 but also future unmanned systems such as Collaborative Combat Aircraft that comprise the Air Wing of the Future.”

The GCS, developed by the Navy, includes Lockheed Martin’s Skunk Works® Multi Domain Combat System (MDCX™), the power behind the GCS, along with additional supporting equipment and hardware. The hardware installed in the racks and cockpits is the baseline for the production systems currently being fabricated for installation on CVNs 70, 71, and 76 beginning in fiscal year 2025.

“The support we received from all the organizations was incredible,” said Gordon Carlon, acting PMA-268 UMCS CVN installation lead. “Our program is accomplishing things on a much faster timeline than any other normal start-up program.”

PMA-268’s UMCS team worked with multiple program offices, systems commands and shipyards to integrate the UAWC into existing networks and the carrier architecture. The Naval Air Warfare Center Aircraft Division Webster Outlying Field Alteration Installation Team, AirWorks, and Lockheed Martin assisted with the coordination and physical installation of the UAWC while Naval Sea Systems Command, Norfolk Naval Shipyard, and CVN 77 organized schedules, equipment, and logistics.

Early next year, CVN 77 will lead the first at-sea testing of the UAWC’s operational networks, building on initial network testing with a simulated GCS that took place in January aboard USS Abraham Lincoln (CVN 72).

“This will be the first time the AVPs from Unmanned Carrier-Launched Multi-Role Squadron (VUQ) 10 will operate the MD-5

from an aircraft carrier. They will use the actual GCS hardware and software aboard CVN 77 to communicate with a simulated air vehicle in the lab in Pax River,” said Joe Nedeau, PMA-268 UMCS lead.

PMA-268 is the lead systems integrator for MQ-25, working closely with its two prime industry partners, Boeing and Lockheed Martin, to seamlessly integrate the MQ-25 into carrier operations, including deck handling, taxiing and launch and recovery. When operational, MQ-25 will provide an aerial refueling capability to extend the range and flexibility of the carrier air wing.

U.S., France Naval Forces Conduct Bilateral Operations in Indo-Pacific



PHILIPPINE SEA (Aug. 13, 2024) – The Arleigh Burke-class guided-missile destroyer USS Dewey (DDG 105) sails alongside the French Navy Aquitaine-class frigate FS Bretagne (D 655) during bilateral operations in the Philippine Sea, Aug. 13, 2024. (French Navy Courtesy Photo)

From Commander, Task Force 71/Destroyer Squadron 15, 15 August 2024

The U.S. Navy and French Navy joined forces to conduct bilateral operations in support of a free and open Indo-Pacific in the Philippine Sea, Aug. 13.

The operations included U.S. Navy Arleigh Burke-class guided-missile destroyer USS Dewey (DDG 105) and the French Navy Aquitaine-class frigate FS Bretagne (D655).

“The U.S. 7th Fleet takes regular steps to advance our interoperability with allies and partners in the Indo-Pacific, as we did during this week’s bilateral operation with our longstanding French Navy allies,” said Vice Adm. Fred Kacher,

commander, U.S. 7th Fleet. "The work we do together strengthens the combined capabilities of our professional maritime forces and enhances our ability to deter conflict in the region."

The ships conducted formation sailing, combined communication, and simulated refueling at sea.

"Our bilateral training affirms the high level of interoperability between French and American navies," said Capt. Audrey Boutteville, commanding officer of Bretagne. "The newly-swapped crew of the FS Bretagne continues to ride with high spirits established during RIMPAC as demonstrated with our cooperation with the U.S. Navy in the Philippine Sea!"

The U.S. Navy regularly operates alongside our allies in the Indo-Pacific region as a demonstration of our shared commitment to the rules-based international order. Bilateral operations such as this one provides valuable opportunities to train, exercise and develop tactical interoperability across allied navies in the Indo-Pacific.

"Professional engagement with allies, partners, and friends operating in the region allows us to build upon our existing, strong relationships and learn from each other," said Cmdr. Nicholas Maruca, commanding officer of Dewey. "These sails are great opportunities to enhance interoperability, information sharing and combined warfighting capabilities with our partners and allies through realistic scenarios across a number of warfare areas."

Dewey is forward-deployed and assigned to Destroyer Squadron (DESRON) 15, the Navy's largest DESRON and the U.S. 7th Fleet's principal surface force.

U.S. 7th Fleet is the U.S. Navy's largest forward-deployed numbered fleet, and routinely interacts and operates with

allies and partners in preserving a free and open Indo-Pacific region.