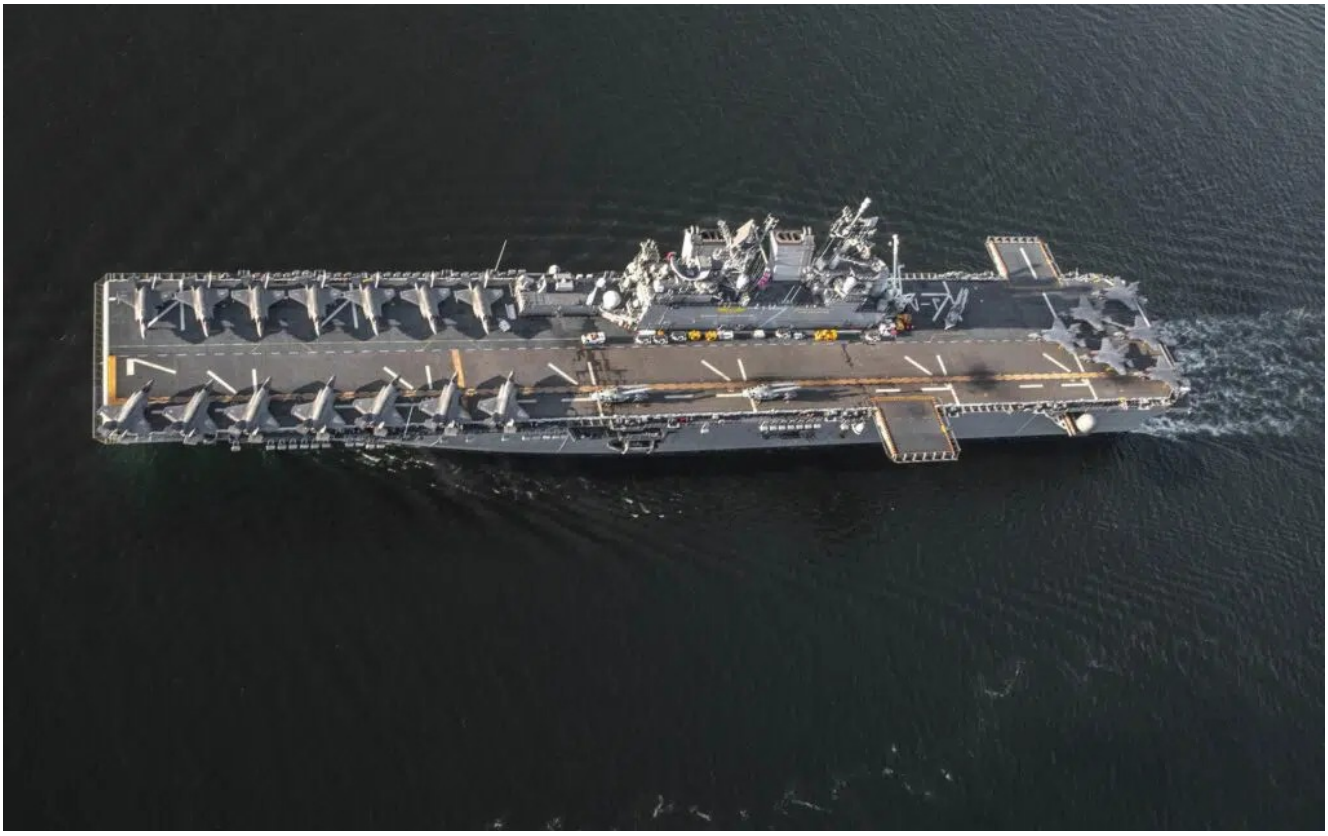
Navy Awards Amphibious Multi-Ship Procurement Contracts



The U.S. Navy awarded contracts totaling $9,472,132,620 for procurement of one America-class amphibious assault ship (LHA) and three San Antonio-class amphibious transport dock (LPD) ships, Sept. 24. The award, executed across two separate contracts to Huntington Ingalls Industries, Ingalls Shipbuilding Division, utilized a multi-ship

From Team Ships Public Affairs, 24 September 2024

WASHINGTON – The U.S. Navy awarded contracts totaling $9,472,132,620 for procurement of one America-class amphibious assault ship (LHA) and three San Antonio-class amphibious transport dock (LPD) ships, Sept. 24. The award, executed across two separate contracts to Huntington Ingalls Industries, Ingalls Shipbuilding Division, utilized a multi-ship procurement approach. By using this strategy, as authorized by Congress, the Navy is projected to achieve more

than $901 million in cost avoidance as compared to the use of annual contracts.

The long-term contract agreements align with Secretary of the Navy Del Toro's maritime statecraft initiatives to make naval shipbuilding more cost effective while promoting shipyard stability and investment. The agreements provide stable shipyard workload well into the early 2030s, providing a consistent demand signal to vendors.

"The importance of this multiple amphibious ship purchase cannot be overstated with respect to our whole-of-government effort to restore the maritime capabilities of the United States," said Del Toro. "This purchase sends a steady demand signal to our shipbuilding industrial base that our Navy is actively investing in our shipbuilding infrastructure."

The awards are consistent with the Commandant of the Marine Corps' projected force structure requirements and demonstrates the Navy's commitment to maintaining 31 amphibious ships.

"The Amphibious Ready Group / Marine Expeditionary Unit (ARG/MEU) is the premier force offering of our Corps," said Lt. Gen. Eric Austin, Deputy Commandant for Combat Development and Integration. "This multi-ship procurement contract ensures the Marine Corps upholds the obligation to meet combatant commander requirements for continuous MEU presence. ARG/MEUs provide our national leadership with combat credible forces that are persistently forward, assure allies and partners, and contribute to deterrence, campaigning, crisis response, and combat operations."

The America-class of amphibious assault ships operate as the centerpiece of ARG/MEU operations and Marine Expeditionary Brigade with accommodations for ship's company, troops, vehicles, and equipment. The San Antonio-class of amphibious transport dock ships are designed to embark, transport, and deploy ground troops and equipment.

“This multi-ship procurement provides the long-term stability our shipbuilders and vendors require, enabling them to deliver product effectively, help support and retain a talented and critical workforce, and invest in the infrastructure required to sustain and grow our shipbuilding capability and capacity,” said Assistant Secretary of the Navy Acquisition, Research and Development, Nickolas Guertin.

“This multi-ship procurement will deliver critical amphibious warfare capability to support the Navy and Marine Corps mission,” said Capt. Matthew Tardy, program manager, Amphibious Warfare Program, Program Executive Office (PEO) Ships. “The partnership between the Navy and Ingalls Shipbuilding is important. We are proud to be working with their talented workforce to build and deliver highly capable ships and provide needed stability for the shipbuilding industrial base.”

□□□□□□□Program Executive Office Ships (PEO Ships), one of the Defense Department’s largest acquisition organizations, manages the design and construction of destroyers, amphibious ships, special mission and support ships, as well as a wide range of boats and craft for U.S. agencies and foreign military sales. These platforms enable our nation and its allies to project presence in peace, power in wartime, and assured access at all times.

The Navy provide the following opening statements in a press roundtable announcing the contract on Sept. 25:

Tom Rivers, Executive Director, Amphibious Auxiliary and Sealift for Program Executive Office Ships

“I want to thank everybody for joining us today for this media roundtable. Earlier this evening, using the authorities provided within the National Defense Authorizations Acts for fiscal years, 2023, and 2024, Huntington Ingalls Incorporated, better known as Ingalls shipbuilding division of Pascagoula,

Mississippi, was awarded a combined $9.47 billion fixed price incentive fee agreement to procure three San Antonio class amphibious transport docks, LPDs, 33, 34 and 35 and one America class amphibious assault ship, LHA 10. The agreement involves two separately numbered contracts that will be awarded simultaneously. You probably saw the announcement come out at five o'clock the first ship, LPD 33 is scheduled to deliver in 2031 the LHA and LPD platforms perform a variety of expeditionary warfare missions and are designed to operate independently or as a part of an amphibious Task Force or an amphibious ready group or an expeditionary strike group or Joint Task Force. This amphibious ship, multi ship multi ship procurement demonstrates the Navy's commitment to maintaining 31 amphibious warships and the prudent use of taxpayer funds. The use of this multi ship procurement will result in significant savings to the American taxpayer compared to the total anticipated cost of carrying out the program through annual contracts. The estimated program savings is $901 million across fiscal years, 2024 through fiscal year, 2029 by using this approach, in keeping with the Secretary of Navy's maritime statecraft initiative, this multi billion dollar contract award reflects the innovation to build and sustain our maritime dominance and allows for critical investment and sustainment of our shipbuilding industrial base, helping to ensure stability and jobs for the next decade. Lastly, the use of this multi ship Procurement Agreement for four ships is consistent with the Commandant of the Marine Corps' projected forest structure requirements for amphibious ships."

Lt. Gen. Eric Austin, Deputy Commandant for Combat Development and Integration

"Thanks, Mr. Rivers, and thanks to all the folks that are able to dial in for this conversation this evening. And I also, just as a Marine and the requirements officer for the Marine Corps and the combat developer, I just want to thank PEO ships, OPNAV, industry partners and our Congress for getting

this over the finish line in terms of the contract award, this is a big deal for our Navy and Marine Corps, our naval expeditionary force. This multi ship procurement award is really fantastic news. The amphibious ready group, Marine Expeditionary we call it the ARG MEU, is the premier force offering for our corps and for our naval expeditionary force, three San Antonio class, LPDs and the America class LHA will provide sea bases for embark forces to provide the nation with the most modern and lethal amphibious warfare capability in history, the multi ship procurement contract enables the Marine Corps obligation to meet the combatant Commander requirements for continuous MEU presence. Our ARG MEUs provide our national leadership with combat credible forces that are persistently forward, that assure allies and partners, contribute to deterrence that campaign and respond to crisis and support combat operations when required, simply put expeditionary Marine Forces embarked on amphibious warfare ships, facilitate forward presence, make our naval forces stronger, our joint forces more capable and our allies more confident."

Below is a statement from Paul Roden, chairman of the Amphibious Warfare Industrial Base Coalition, on occasion of the contract award:

"Today marks a historic moment for the 650 suppliers across 39 states that comprise the amphibious warship industrial base, as the Navy officially announced the award of a block buy for one LHA and three LPD amphibious warships. This four-ship bundle provides the stability and predictability that our suppliers need to invest in their facilities and, importantly, in their workforce. Even more, the block buy is projected to save U.S. taxpayers nearly $1 billion. We've long advocated for this type of needed investment in our amphibious fleet, and we are deeply grateful to everyone who contributed to making it a reality. From our supporters in Congress, to leaders in the Navy and Marine Corps, and suppliers nationwide

that helped emphasize the value of this investment – Thank You."

U.S. Navy selects BAE Systems to provide advanced digital interrogator target data processor solution

SEAPOWER
The Official Publication of the Navy League of the United States

Identification Friend or Foe tech refresh design implements new capabilities into one system

From BAE Systems

GREENLAWN, N.Y. – September 24, 2024 – BAE Systems has received a $19 million contract from the U.S. Navy to design and implement UPX-24 target data processor capabilities into a single digital interrogator Identification Friend or Foe (IFF)

solution. The upgraded IFF digital interrogator (DI) will optimize data collection and processing to provide time-critical insights and enhance decision making for the maritime fleet.

“This is a collaborative effort with our customer to bring the Navy’s UPX-24 target data processor functions into our digital interrogator systems,” said Donna Linke-Klein, director of Tactical Systems at BAE Systems. “Going from two separate hardware sets on a shipboard platform to a single consolidated solution allows for reduced obsolescence and the ability to rapidly integrate new technology. The latest design will optimize performance while providing the situational awareness our warfighters need in a variety of threat environments.”

BAE Systems’ digital interrogator systems enable operators to identify friendly forces and make informed decisions that reduce friendly fire incidents and support mission success. The DI collects the data by emitting an “interrogating” radio signal at one frequency, prompting an IFF transponder to emit a reply signal at a different frequency, indicating that an approaching platform is “friendly.” The U.S. Navy’s UPX-24 system provides target data to the ship’s command, control, communications, computer and intelligence system, and processes all the inputs to decide how to respond.

By combining these capabilities into one multifunction solution, this advanced DI will support size, weight, power, and cost objectives and accommodate future upgrades.

With more than 80 years of IFF experience, BAE Systems has delivered over 16,000 transponders, 1,500 interrogators, and 6,000 combined interrogator transponder systems for use on new and existing platforms, including unmanned aerial vehicles, ships, and rotary- and fixed-wing aircraft.

Work on the advanced IFF digital interrogator target data processor solution will be performed at BAE Systems’ state-of-

the-art facility in Greenlawn, New York.

USS Leyte Gulf Decommissioned

From USS Leyte Gulf Public Affairs, Sept. 24, 2024

NORFOLK, Va. – The crew of the Ticonderoga-class guided-missile cruiser USS Leyte Gulf (CG 55) held a decommissioning ceremony onboard Naval Station Norfolk on September 20th.

Over 500 attendees including plankowners and former crew members joined together to celebrate the ship's distinguished 37 years of naval service. Vice Adm. Eugene Black III, Leyte Gulf's 14th commanding officer, served as the ceremony's keynote speaker, wishing the current crew fair winds and

following seas as they bade their ship farewell.

“What a great opportunity to celebrate the Sailors who brought this ship to life, kept her operating at the highest level and ready for a fight throughout her long and illustrious career of service to our nation,” he said.

Cmdr. Brian M. Harrington, who served as the 23rd and final commanding officer of Leyte Gulf, led the ship’s final crew through the decommissioning process, assuming command following Leyte Gulf’s deployment to the Caribbean Sea and South Atlantic earlier this year.

“It’s been an honor to lead America’s Battle Cruiser and her crew through the final chapter in her storied career. This crew accomplished the final mission with professionalism and dedication that honors all Leyte Gulf Sailors past and present.”

The ceremony atmosphere was one of fond but somber remembrance as Black and Harrington shared a few memories created over Leyte Gulf’s 37 years of service, inviting shared laughter from crewmembers past and present.

Leyte Gulf was built at Ingalls Shipbuilding Corporation in Pascagoula, Mississippi, and commissioned in Port Everglades, Florida, on September 26, 1987. Leyte Gulf’s namesake commemorates the largest naval battle in history, fought from October 23-26, 1944 during World War II.

Since her maiden deployment in 1988, the warship has been vital to America’s national defense strategy, leading the way in air defense throughout 17 deployments around the world. After decommissioning, the ship will be towed on October 16th to the Navy’s Inactive Ship’s facility in Philadelphia, Pa., where it will be in a Logistical Support Asset status.

USS Omaha Participates in Oceania Maritime Security Initiative

PACIFIC OCEAN – Sailors from USS Omaha (LCS 12), along with five U.S. Coast Guard law enforcement members, transit in a rigid-hull inflatable boat to a foreign flagged fishing vessel in support of the Oceania Maritime Security Initiative (OMSI) in the Pacific Ocean, Sept. 12. Omaha, assigned to U.S. 3rd Fleet, is operating in support of OMSI in the Indo-Pacific region. A U.S. Coast Guard law enforcement detachment from the Pacific Tactical Law Enforcement Team embarked aboard Omaha is supporting maritime fishery law enforcement operations for U.S. and Pacific Island nations in Oceania. OMSI is a Secretary of Defense program that leverages Department of Defense assets to increase U.S. Coast Guard maritime security

and maritime domain awareness support in Oceania through operations in remote U.S. Exclusive Economic Zones and bilateral maritime law enforcement agreements with Pacific Island nations. (U.S. Navy photo by Hospital Corpsman First Class Weiju Lai)
By Commander, Littoral Combat Ship Squadron 1, Sept. 20, 2024

PACIFIC OCEAN – The Independence-variant littoral combat ship USS Omaha (LCS 12), with an embarked detachment from Helicopter Maritime Strike Squadron (HSM) 35 and a law enforcement detachment from U.S. Coast Guard Tactical Law Enforcement Team Pacific, began operations in support of Oceania Maritime Security Initiative (OMSI) Sept. 8.

A Secretary of Defense program, OMSI is aimed at diminishing transnational illegal activity on the high seas in the Pacific Island nations of Oceania's Exclusive Economic Zones (EEZ), as well as increasing interoperability with partner nations.

Omaha's range and capabilities allow the embarked U.S. Coast Guard law enforcement detachment the ability to access the remote U.S. and Pacific Island nations' EEZs.

"We embrace the opportunity to work closely with the U.S. Coast Guard as we help enforce economic policies among some of our closest partners in the Western and Central Pacific," said U.S. Navy Cmdr. Kevin Smith, commanding officer of Omaha. "It is rewarding to work with these island nations to patrol their waters, maintaining a free and open region."

The objective of OMSI is to reduce and eliminate illegal, unregulated and unreported fishing, combat transnational crimes in EEZs of the Western and Central Pacific region and enhance regional security.

"The partnership between the U.S. Navy and U.S. Coast Guard plays an integral role in the OMSI mission," said Coast Guard Chief Maritime Enforcement Specialist Kyle Smouse. "Deploying U.S. Coast Guard law enforcement detachments aboard U.S. Navy

vessels allows the Coast Guard to have a greater presence and impact in enforcing Western and Central Pacific Fisheries Commission (WCPFC) regulations. These areas of operation would be difficult to reach without the support of the U.S. Navy.”

The WCPFC international fisheries agreement focuses on the long-term conservation and sustainable use of fish stocks in the Western and Central Pacific Ocean. The WCPFC seeks to address problems in the management of the high seas fisheries in the Western and Central Pacific Ocean, where there is unregulated fishing and vessel re-flagging to evade controls.

Omaha, homeported in San Diego and assigned to U.S. 3rd Fleet, is on a scheduled deployment in the Pacific Ocean. Littoral combat ships are fast, optimally manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century coastal threats.

Harry S. Truman Carrier Strike Group Deploys

NORFOLK, Va. (Sept. 23, 2024) Sailors assigned to engineering and aviation intermediate maintenance department muster on the flight deck of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75), Sept. 23. (U.S. Navy photo by MCSN Michael Gomez)

By Harry S. Truman Carrier Strike Group Public Affairs, 23 September 2024

NORFOLK, Va. (Sept. 23, 2024) Sailors assigned to engineering and aviation intermediate maintenance department muster on the flight deck of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75), Sept. 23. (U.S. Navy photo by MCSN Michael Gomez)

NORFOLK, Va. – The Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) departed Naval Station Norfolk for a regularly scheduled deployment, Sept. 23.

The Arleigh Burke-class guided-missile destroyers USS Jason Dunham (DDG 109) and USS Stout (DDG 55) will join the Harry S. Truman and guided-missile cruiser USS Gettysburg (CG 64), to

conduct a regularly scheduled deployment to the U.S. Naval Forces Europe-Africa/U.S. Sixth Fleet area of operations, demonstrating the commitment and power projection capability of the Navy's globally deployed force.

"This deployment comes on the heels of the Dwight D. Eisenhower Carrier Strike Group's nine-month mission that highlighted the need for continuity in our sustained presence amid escalating international tensions," said Adm. Daryl Caudle, commander, U.S. Fleet Forces Command. "The Truman Carrier Strike Group will contribute to the ongoing training and combat readiness of our naval forces. The operational experience gained through these deployments is invaluable for maintaining a deep bench of skilled warfighters with trust and confidence in their system's reliability, adaptability, and lethality in a rapidly changing security environment."

The Italian Navy Carlo Bergamini-class frigate ITS Carabiniere (F 593) is expected to join the strike group and support operations and exercises during portions of the deployment. HSTCSG practiced interchangeability and transfer of authority with Carabiniere during the Composite Training Unit Exercise (COMPTUEX) in August.

"Over 6,500 Sailors of the Harry S Truman Carrier Strike Group have put in a tremendous effort to train and prepare to demonstrate the combat power and flexibility of our U.S. Naval forces and the warfighting advantage they bring anywhere in the world," said Rear Adm. Sean Bailey, commander HSTCSG. "We are looking forward to operations in the SIXTH Fleet area of operations and to working with our Allies and partners to continue building interoperability and deter potential adversaries and threats."

The deployment follows months of intense training and preparation, including the Board of Inspection and Survey (INSURV) and various underway training exercises such as Group Sail and COMPTUEX.

“At the heart of the Carrier Strike Group is the aircraft carrier, and this impressive warship remains the cornerstone of the Navy’s forward presence through sea control and power projection capabilities,” said Capt. Dave Snowden, commanding officer of Harry S. Truman.

“I’m incredibly proud of our Team Truman and Tarbox Sailors and their warfighting spirit and professionalism that brings our ship and flight deck to life.”

Throughout its 26 years of service, Harry S. Truman has deployed nine times to support critical missions and numerous operations and played a pivotal role in the United States’ commitment to ensuring a free and open international order that promotes security and prosperity.

The squadrons of Carrier Air Wing (CVW) 1 embarked aboard Harry S. Truman include:

– The “Red Rippers” of Strike Fighter Squadron (VFA) 11

– The “Pukin’ Dogs” of Strike Fighter Squadron (VFA) 143

– The “Sunliners” of Strike Fighter Squadron (VFA) 81

– The “Knighthawks” of Strike Fighter Squadron (VFA) 136

– The “Main Battery” of Electronic Attack Squadron (VAQ) 144

– The “Seahawks” of Control Squadron (VAW) 126

– The “Proud Warriors” of Helicopter Maritime Strike Squadron (HSM) 72

– The “Dragonslayers” of Helicopter Sea Combat Squadron (HSC) 11

– A detachment from the “Rawhides” of Fleet Logistics Squadron (VRC) 4

Ships of DESRON 28 include the Arleigh Burke-class guided-

missile destroyers USS Stout and USS Jason Dunham.

To learn more about the Harry S. Truman Carrier Strike group, please visit its website, Facebook, or DVIDS page. For more information about the flagship, please visit its website, Facebook, or Instagram.

SECNAV Del Toro Names Future Nuclear-Powered Attack Submarine USS Baltimore

Deputy Defense Secretary Kathleen Hicks accepts a proclamation naming her the sponsor of the future submarine USS Baltimore from Navy Secretary Carlos Del Toro after the naming ceremony for the USS Baltimore in Baltimore, Sept. 20, 2024. (E.J.

Herson, Department of Defense)
From SECNAV Public Affairs, 20 September 2024

BALTIMORE (Sept 20, 2024) – Secretary of the Navy Carlos Del Toro announced that the future Virginia-class nuclear-powered attack submarine SSN 812 will be named USS Baltimore. Del Toro made the announcement during a ship naming ceremony held in Baltimore aboard the historic USS Constellation, Sept. 20.

The future USS Baltimore honors the city of Baltimore, the crews of one Continental Navy ship, and the five previous Navy vessels named Baltimore.

The naming selection of the future USS Baltimore (SSN 812) continues the recent trend of naming Virginia-class submarines after cities. Del Toro previously named USS Long Island (SSN 809), USS San Francisco (SSN 810), and USS Miami (SSN 811).

“The city of Baltimore maintains a strong connection with our maritime services and is a critical enabler of our National Maritime Statecraft,” said Del Toro. “It is my honor and privilege to announce the name of the next Virginia-class nuclear-powered submarine, SSN-812, USS Baltimore.”

Maryland Sen. Ben Cardin joined Del Toro for the ceremony honoring Baltimore.

“Maryland is proud of our connection to the Navy and our strong history as a coastal state,” said Cardin. “I am excited that the next USS Baltimore will be sailing the seas again as the Navy’s newest submarine. Our Navy maintains and protects free and open international waters. From defending our young nation from pirates in the late 1700s to ensuring freedom of navigation today in the Red Sea and Taiwan Strait, our Navy is always on watch.”

Baltimore Mayor Brandon Scott also served as a guest in the official party and spoke about the honor and meaning behind the naming of the Navy's newest submarine.

"We are honored that Baltimore is being represented across the globe once again with the naming of this future ship," said Scott. "As a city with such a rich naval and maritime history, the naming of the USS Baltimore ensures that legacy will continue to live on for decades to come. I want to extend my deepest thanks and gratitude to the U.S. Navy for this honor and for continuing to uplift our city, including all Baltimoreans who choose to serve."

Along with the ship's name, Del Toro also announced Deputy Secretary of Defense Kathleen Hicks will serve as the ship's sponsor. In her role as sponsor, she will represent a lifelong relationship with the ship and crew.

"When Baltimore joins the fleet, with a world-class crew, it will be among the most agile, lethal, resilient, and capable conventional nuclear-powered submarines we've ever made," said Hicks. "Make no mistake about Baltimore's purpose, like all of our submarines, conventional and otherwise, we build them not to provoke war, but rather to prevent wars, through deterrence."

The city of Baltimore has significant ties to American and Naval history. The Port of Baltimore was established in 1706 and the Town of Baltimore in 1729. One of the Navy's six founding frigates, USS Constellation, was built in Baltimore, and the city's skilled ship workers later would construct the famous Baltimore clipper ships. In 1814, the Battle of Baltimore inspired the American national anthem.

The first Baltimore served in the Quasi-War against France, while the second Baltimore served during the Civil War. The third Baltimore fought in the Battle of Manila Bay during the

Spanish-American War and later conducted mine-laying operations in World War I. The fourth Baltimore earned nine battle stars during World War II, fighting in campaigns for the Caroline Islands, Gilbert and Marshall Islands, and Okinawa. The fifth Baltimore participated in undersea operations against the Soviet Union, completing a variety of intelligence, surveillance, and reconnaissance missions. The Navy simultaneously decommissioned and struck the most recent vessel from the list on 10 July 1998.

After the collapse of the Francis Scott Key Bridge in March 2024, the Navy provided equities to the established "Key Bridge Response Unified Command." NAVSEA's Navy Supervisor of Salvage and Diving (SUPSALV) led critical efforts to support the clearance of the Port of Baltimore's Fort McHenry Federal Channel, responsible for managing all on-scene assets tasked with debris removal and channel clearing. Del Toro personally assessed the site and met with Navy personnel on April 19, 2024.

Attack submarines are designed to seek and destroy enemy submarines and surface ships; project power ashore with Tomahawk cruise missiles and Special Operation Forces (SOF); carry out Intelligence, Surveillance and Reconnaissance (ISR) missions; support battle group operations; and engage in mine warfare.

AUSTAL USA Continues Expansion of Mobile Shipyard

to Support Submarine Industrial Base

NEWPORT NEWS, Va. (May 15, 2024) The Los Angeles-class attack submarine USS Toledo (SSN 769) is seen at Norfolk Naval Shipyard, May 15, 2024. (U.S. Navy photo by Shelby West)
From Austal USA, Sept. 23, 2024

MOBILE, Ala. – Austal USA has been awarded a $450 million contract by General Dynamics Electric Boat for the expansion of production capacity in support of the U.S. Navy submarine industrial base (SIB). This award will enable Austal USA to expand infrastructure in its Mobile, Ala. shipyard to support the U.S. Navy goal of delivering one Columbia-class and two Virginia-class submarines annually.

The award provides funding for Austal USA to design, build, and outfit a new module fabrication and outfitting facility in its Mobile shipyard. Construction of the new building will

start this fall and be complete in 2026. When fully operational, the building will support approximately 1,000 new jobs at Austal USA and provide capability to fabricate, outfit, and transport submarine components.

This award follows the July 2024 groundbreaking for a 192,000 square-foot final new assembly bay designed to support construction of large steel ships for the U.S. Navy and U.S. Coast Guard. Together, these projects represent over $700 million in facility expansion in the Mobile shipyard. When both projects are operational they will bring 2,000 new jobs to the region.

“This contract award further solidifies Austal USA’s strong industrial partnership with General Dynamics Electric Boat to increase capacity in the submarine industrial base,” stated Austal USA President Michelle Kruger. “I’m proud of how the Austal USA team has responded to the call to accelerate production of Columbia and Virginia-class submarines, which is critical to our Nation’s defense.”

The construction of these two buildings continues Austal USA’s transformation into a shipyard with a diverse and sustainable portfolio. The projects increase capacity and capability enabling Austal USA to support a wider range of customer requirements.

“This award represents another significant milestone in the transformation of our Mobile facility to meet the diverse needs of our Navy and Coast Guard customers,” commented Larry Ryder, Austal USA Vice President of Business Development and External Affairs. “Since we broke ground for our steel panel line in 2021 we have continuously worked to grow the capacity and capability of our Mobile shipyard leveraging our highly skilled workforce.”

The new submarine manufacturing building will provide 369,600

square feet of production capacity on eight and a half acres, significantly expanding the current submarine module manufacturing capacity in the Mobile facility. The building will be designed and built to leverage Industry 4.0 technologies, including extended reality, cloud computing, horizontal and vertical integration, big data analysis, autonomous robots, and simulation with a digital twin. The project will include a material storage area, machine shop, and assembly area and waterfront improvements to support the transport of complete modules by barge.

“This announcement further solidifies Austal USA’s commitment to the Mobile region and underscores their confidence in our highly skilled workforce,” said Mobile Mayor Sandy Stimpson. “This expansion will bring 1,000 jobs to the area and take advanced manufacturing opportunities to the next level for our citizens and the City of Mobile. We are excited to see Austal USA’s future success and their continued support of U.S. naval defense.”

News of this award follows several recent announcements regarding major milestone achievements at Austal USA. In August the company celebrated start of construction on the Coast Guard’s Heritage-class Offshore Patrol Cutter, USCG Pickering (OPC 919), and, a couple of weeks ago, the laying of the keel for the final Navy Expeditionary Fast Transport vessel, Lansing (EPF 16), being built by Austal USA. These milestone achievements, coupled with the successful startup of Austal USA’s new steel panel line in mid-2022, are all signs of a bright future for the maritime industry along the Alabama Gulf Coast.

Northrop Grumman Demonstrates MQ-4C Triton Navigation Systems Over the Arctic Ocean

The MQ-4C Triton is capable of operating at an altitude of over 50,000 feet, enabling it to fly above harsh weather conditions. Credit: Northrop Grumman

From Northrop Grumman

DEADHORSE, Alaska – Sept. 19, 2024 – Northrop Grumman Corporation (NYSE: NOC) successfully demonstrated the MQ-4C Triton navigation system's ability to operate at high latitudes deep within the Arctic Circle, delivering on its commitment to provide critical intelligence, surveillance, reconnaissance and targeting capabilities in the High North. The test flight proved the system's ability to operate in the

harsh austere environment over the Arctic Ocean. Triton's advanced technological design makes it the only autonomous high-altitude, long-endurance aircraft capable of operating at altitudes above 50,000 feet for durations of more than 24 hours.

The test flight, which began in Deadhorse, Alaska, and flew within 100 miles of the North Pole, utilized Northrop Grumman's proprietary navigation systems, mission management computer and upgraded operational flight programs to successfully demonstrate Triton's ability to navigate in the Arctic.

The test aircraft collected navigation data during the five-hour flight and remained within U.S. and Canadian airspace for the duration.

The demonstration also validated ground-based GPS alignment and initialization procedures to enable operations from runways above 70 degrees north latitude.

As a high-altitude, long-endurance platform, Triton is suited for missions in the High North by operating well above Arctic winds and avoiding the range and speed impacts that limit mission performance at medium altitudes.

Experts:

Jane Bishop, vice president and general manager, global surveillance division, Northrop Grumman: "Flight operations in austere and frigid conditions present unique navigation challenges. Our demonstration highlights Triton's ability to successfully perform in that challenging environment."

Capt. Josh Guerre, Triton program manager, U.S. Navy: "Arctic regions are an increasingly important theater of operations with unique threats and environments. We are ready to support those mission sets for domestic and international customers."

Details:

The flight test follows a similar demonstration conducted over the Gulf of Alaska in June 2023. During the Northern Edge 2023 exercise, Triton's radar demonstrated its unmatched ability to detect, track and image targets with weapon relevant accuracy and at a survivable range over a high-sea state environment.

As allies consider their options for acquiring uncrewed maritime surveillance aircraft, flight demonstrations prove Triton's ability to operate in challenging environments. Beyond navigation, surveillance operations in the High North are also challenged by strong winds and high seas. Triton's higher operating altitude of more than 50,000 feet enables operation above inclement weather that would limit medium altitude platforms limited to 10,000-30,000 feet. Triton's de-icing and anti-icing capabilities ensure it's mission-ready and capable of operations in extreme arctic conditions.

Built for the U.S. Navy and the Royal Australian Air Force, the multi-intelligence MQ-4C Triton supports a wide range of missions, including maritime patrol, signals intelligence and search and rescue. These aircraft operate at a higher altitude and have longer endurance than medium-altitude systems. They also incorporate simultaneous multi-intelligence sensor operations that allow them to deliver an exponential increase in mission information.

Carrier Air Wing 5 Completes Air Wing Fallon Training in

Rare Full-Strength Participation

Two F/A-18E Super Hornet strike fighters of VFA-146. (U.S. Navy photo by MC1Gavin Graham)
From MC1 Class Keenan Daniels, 19 September 2024

NAVAL AIR STATION FALLON, Nev. – Carrier Air Wing (CVW) 5 recently completed Air Wing Fallon (AWF) training as a fully integrated air wing, taking advantage of the scheduled hull swap between Nimitz-class aircraft carriers USS George Washington (CVN 73) and USS Ronald Reagan (CVN 76) at Naval Air Station (NAS) Fallon, Sept. 13, 2024.

Typically, CVW-5 operates with limited participation in AWF due to operational demands in the Indo-Pacific as part of the U.S. Navy's forward-deployed naval forces (FDNF). However, the hull swap created a unique scheduling opportunity, allowing the entire air wing to train together.

“The true value of the AWF course and training at the Naval Aviation Warfighting Development Center (NAWDC) stems from our ability to test the air wing in effectively countering peer threats through the synchronization of kinetic and non-kinetic fires while fully integrating all air wing platforms,” said Capt. John Stigi, strike department head, NAWDC. “Carrier Air Wing 5 seamlessly integrated fixed-wing fighters, command and control platforms, and rotary-wing assets equipped with advanced sensors to locate and destroy targets, while applying contested logistics and expeditionary advanced basing tactics to achieve mission success at significant ranges.”

NAS Fallon hosts the Navy’s premier integrated training facility, providing live, virtual and constructive training opportunities. For five weeks, CVW-5 mission-planned, rehearsed in a virtual environment, refined tactical plans and executed live-flight missions. AWF remains unique, with all NAWDC strike instructors being hand-selected junior officer weapons and tactics instructors (WTIs) from every CVW platform, delivering top-tier tactical instruction.

“I am confident that CVW-5 departs Fallon fully prepared for globally deployable operations across all mission areas,” Stigi said. “CVW-5’s exceptional performance reflects the hard work of the Sailors and chiefs who provided outstanding maintenance in challenging high desert conditions, and the leadership who maintained a laser focus on warfighting excellence throughout the exercise.”

George Washington relieved Ronald Reagan as the forward-deployed carrier in August and is scheduled to return to Yokosuka, Japan. The completion of AWF ensures CVW-5 remains fully trained and ready to support missions in the Indo-Pacific.

“Air Wing Fallon delivers the highest caliber of tactical training that naval aviation provides to carrier air wings

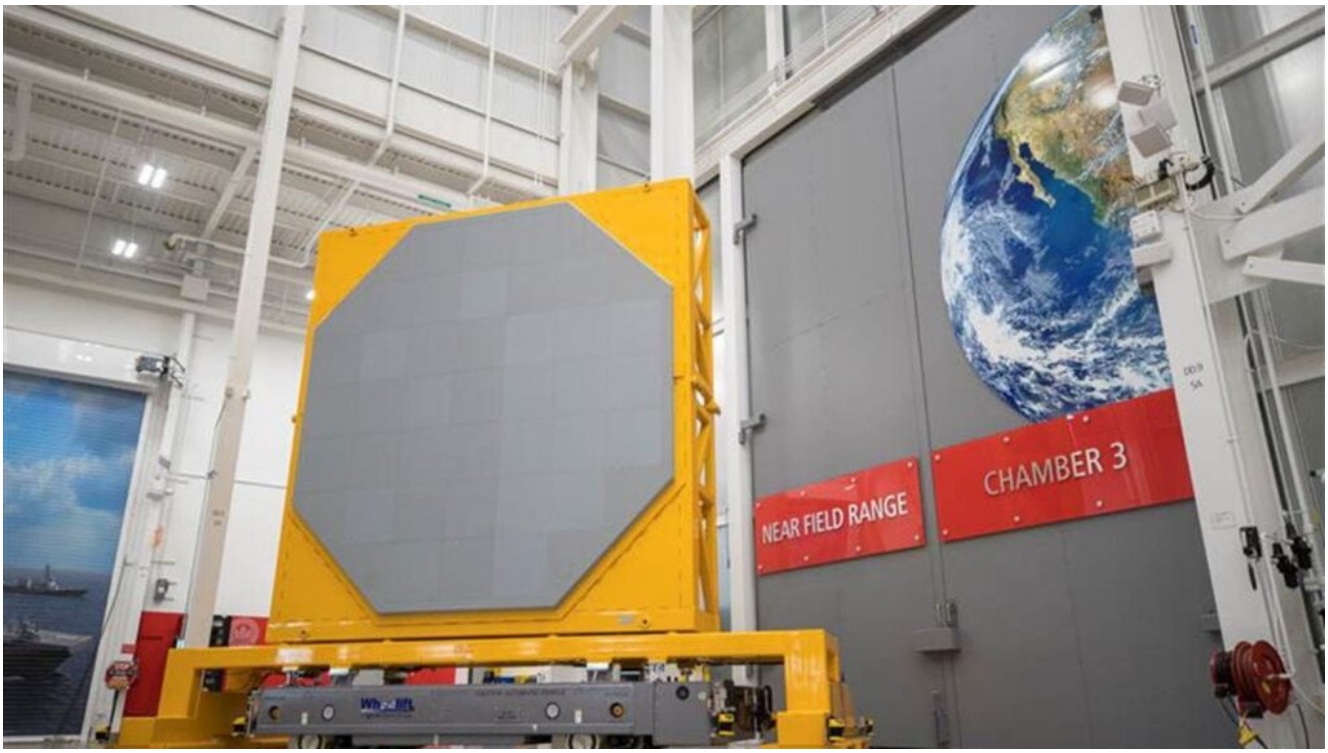
prior to deployment," said Capt. Patrick Corrigan, commander CVW-5. "As CVW-5 is stationed in Japan, it's over nine years since the entire team completed the course. I am extremely proud of our team, who had just four weeks to integrate the F-35C, the new EA-18Gs and the DSSC 4.0 E-2Ds into the air wing before starting AWF. This process rigorously tested every element of mission planning, tactical execution and debriefing, and as a result, we are now a more lethal air wing. The NAWDC strike team has crafted a world-class training syllabus, and with our newly upgraded air wing, we are fully prepared to return to operations in the South China Sea."

The hull swap between George Washington and Ronald Reagan, along with CVW-5 readiness, plays a critical role in ensuring that the most advanced and capable warships operate in the Indo-Pacific, providing security and stability throughout the region.

CVW-5 includes Strike Fighter Squadron (VFA) 102 "Diamondbacks," Strike Fighter Squadron (VFA) 27 "Royal Maces," Strike Fighter Squadron (VFA) 147 "Argonauts," Strike Fighter Squadron (VFA) 195 "Dambusters," Electronic Attack Squadron (VAQ) 141 "Shadowhawks," Fleet Logistics Multi-Mission Squadron (VRM) 30 "Titans," and Airborne Command & Control Squadron (VAW) 125 "Tigertails," operating F/A-18F Super Hornets, F/A-18E Super Hornets, F-35C Lightning II's, EA-18G Growlers, C-2 Greyhounds and E-2D Hawkeyes.

As the type commander for Naval Aviation, Commander, Naval Air Forces' mission is to "man, train and equip deployable, combat-ready Naval Aviation forces that win in combat."

RTX’s Raytheon Selected to Streamline Production of SPY-6 Transmit/Receive Modules



September 17, 2024

Manufacturing advancements expected to reduce production costs

ANDOVER, Mass., Sept. 17, 2024 /PRNewswire/ — Raytheon, an RTX (NYSE: RTX) business, has been awarded an Office of Naval Research (ONR) Navy ManTech project from Penn State University Applied Research Laboratory’s Electronics Manufacturing Center of Excellence to streamline the production of SPY-6 Transmit/Receive (TR) modules. Manufacturing advancements like automation, new material sources and process yield improvements will result in cost-savings for the U.S. Navy across the life cycle of the SPY-6 radar.

“TR modules are a key component in many of the military’s critical sensing systems,” said Colin Whelan, president of Advanced Technology at Raytheon. “These manufacturing advancements will greatly benefit future capabilities and can be implemented on other U.S. Navy and Department of Defense programs.”

SPY-6 is the U.S. Navy’s family of radars that performs air and missile defense on several classes of ships. They enable ships to simultaneously detect, track, and discriminate air, surface and ballistic missile targets, providing a 360-degree integrated air and missile defense for ships.

The four variants of SPY-6 use common hardware and software, and their construction is modular – making it more reliable and less expensive to maintain. Manufacturing advancements will further increase performance while reducing overall production costs.

Work on this contract is being conducted in Andover, Massachusetts. New SPY-6 radio frequency TR modules are expected to be delivered in 2026-2027.