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# DEEPWATER

*News*

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## Contract Awarded for HC-130J Missionization

The Sept. 22 award of a \$117.5 million contract to Integrated Coast Guard Systems (ICGS, a joint venture between Lockheed Martin and Northrop Grumman) to missionize six HC-130J long-range search (LRS) aircraft marks an important step forward in the Integrated Deepwater System's plan to deliver more-capable fixed-wing platforms needed for the Coast Guard's full range of post-9/11 missions.

"The missionized HC-130J will add an important dimension to the Coast Guard's inventory of aviation assets," said Rear Adm. Patrick M. Stillman, Deepwater's program executive officer. "Its performance, improved sensors, modern communications systems, and full interoperability with other platforms will pack more punch than our older legacy assets—an important consideration given the Coast Guard's expanding mission requirements for maritime homeland security."

Current plans call for the



The Coast Guard will missionize six HC-130J aircraft to deliver more-capable fixed-wing platforms to meet post-9/11 missions. The aircraft will provide improved surveillance capabilities and organic heavy air transport for the Coast Guard's Maritime Safety & Security Teams, Port Security Units, and the National Strike Force. (Photo courtesy of U.S. Coast Guard.)

first HC-130J to begin the modification process in January 2007 following final system design and engineering, with delivery projected nine months later. The final aircraft

is slated to be missionized by July 2008.

Modifications to the HC-130J will result in approximately

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## Congress Sets Deepwater Funding at \$933.1 Million

House-Senate conferees agreed Sept. 29 to provide \$933.1 million in fiscal year 2006 funding for the Integrated Deepwater System program, \$208 million more than the program's FY05 budget. Speaking of the agreement, Adm. Thomas H. Collins, commandant of the Coast Guard, said, "I am very grateful for the strong support of the House and Senate in providing needed funding for fiscal year 2006, particularly for our vital Deepwater program. This funding will allow us to modernize our ships and aircraft in accordance with a recently revised implementation plan. Most importantly, it will ensure that, for now and into the future, our Coast Guard men and women will have the tools needed to provide the safety and security the American public deserves and expects. I look forward to the Appropriations Bill being enacted."

## Fast Response Cutter Moves Closer to Production

The Deepwater Program's Fast Response Cutter (FRC), the smallest of three classes of new cutters planned to recapitalize the Coast Guard's legacy surface fleet, moved a step closer to early production with the successful completion of its preliminary design review in mid-September.

"This is a significant milestone," said Rear Adm. Patrick M. Stillman, Deepwater's program executive officer. "It keeps the Deepwater Program on track to advance the design and construction of the FRC by 10 years to deliver an early replacement for our aging patrol boats—a modern cutter well-suited for the Coast Guard's post-9/11 missions."

Current plans call for ICGS, Deepwater's partner in industry and systems integrator, to begin construction of the first-of-class ship next summer for delivery in 2008. This first cutter will undergo extensive testing and evaluation before follow-on hulls are constructed. The 140-foot composite-hull craft will be manufactured in Gulfport, Miss., at Northrop

Grumman Ship Systems' Composites Center of Excellence. The company's Gulfport facility re-opened in late September after three weeks of clean-up and recovery operations following Hurricane Katrina.

"ICGS and Northrop Grumman brought us a world-class design for the FRC," said Capt. Michael Anderson, Deepwater's program manager for surface platforms. "The cutter's glass-reinforced, plastic-laminate composite hull will be well-suited for the Coast Guard's demanding operating environments, especially in temperate zones characterized by warmer water conditions—contributing to reduced maintenance and higher availability."

Deepwater Program officials say that its design review validated the FRC's ability to operate at speeds greater than 30 knots with exceptional seakeeping and performance characteristics. The cutter will be able to deploy independently to conduct the Coast Guard's full range of multiple missions, including fishery patrols, law enforcement, maritime security, search and rescue, and national-defense operations. The FRC will carry one 25-foot "Short Range Prosecu-

tor" (SRP) small boat capable of stern launch and recovery.

"The FRC is being designed to provide the Coast Guard with a state-of-the-art patrol craft that is capable of conducting simultaneous missions," said Mike Duthu, FRC program manager for ICGS. "We understand the resulting increased op-tempo and complexity of operations that will be required of the crew, and the cutter has been designed for enhanced quality of life, specifically with regard to berthing, seakeeping, and speed in a seaway. The design also includes additional volume for mission planning and execution and crew training."

The FRC will have a 35-year hull life and was conceived from the keel up to be interoperable across existing and future Coast Guard assets. Its command-and-control system, for example, is a derivative of the larger system planned for the Deepwater Program's National Security Cutter (NSC)—also being built in Gulfport by Northrop Grumman Ship Systems. The first hull in this class of large NSC cutters is nearly 30 percent

### Fast Response Cutter (FRC) Specifications

Length: 140 FT  
 Displacement: 325 LT  
 Max Speed: 30+ KTS  
 Endurance: 5 Day Threshold, 7 Day Objective  
 Range: 4,230 NM  
 Propulsion: (4) 3,650 BHP Diesel Engines

#### Features

- Fast response time (due to speed)
- Ability to maintain a high state of readiness
- Ability to sprint to intercept targets of interest
- Ability to patrol near-shore operational areas
- Carries one Short Range Prosecutor (SRP); capable of stern launch and recovery



complete according to ICGS.

The FRC's Sept. 16 review, the first major milestone in the cutter's preliminary design phase, allowed ICGS to present the Coast Guard with the ship's formal design concept and to confirm that its requirements are sufficiently developed. This entailed detailed review of hull, mechanical and electrical (HM&E) design, C4ISR (command, control, communications, computers, intelligence,

surveillance, and reconnaissance) capability, and logistics support.

The cutter's critical design review, its next program milestone in the ship-design cycle, is projected for late this year or early in 2006.

"I am very proud of this team and the work they have accomplished to continue development of this program in service to the U.S. Coast Guard," said Phil Teel, ICGS chairman and president of

Northrop Grumman Ship Systems. "When we see what the Coast Guard accomplishes every day, and particularly in times of need, we are passionate about pressing onward, working to bring the superior capabilities of this vessel to the fleet to put to use as soon as possible."

*By Gordon I. Peterson*

## HC-130J, *from page 1*

90 percent commonality in C4ISR (command, control, communications, computers, intelligence, surveillance, and reconnaissance) systems planned for the Coast Guard's CASA CN235-300M maritime patrol aircraft. Sensors shared by both aircraft will include the electro-optical/infrared-FLIR Systems Star Safire III, DF-430 UHF/VHF Direction Finder System, and SAAB Transponder Tech AB R4A Airborne Automatic Identification System (AIS). The HC-130J's radar systems will feature the proven multimode EDO EL/M 2022A(V)3 maritime surface search radar, mounted beneath the plane's fuselage, and a nose-mounted APN-241 weather radar.

Deepwater program officials say that the Coast Guard's contract award for HC-130J missionization reflects concerted public-private collaboration between ICGS, multiple offices at Coast Guard Headquarters, and the Aviation Repair and Supply Center (ARSC, Elizabeth City, N.C.).

"We worked hard with multiple partners to define a solution to missionize these six aircraft in a way that leverages the existing design of our maritime patrol air-

craft, as well as industry's past work with the U.S. Air Force's C-130H program," said Capt. Matthew J. Sisson, the Deepwater Program's air domain program manager. "It truly was an all-hands effort. By obtaining high levels of commonality in each aircraft's systems for sensors and communications, we have paved the way to reduce overall program cost, increase capability, and decrease schedule risk," he said.

Deepwater program officials credit the role of ICGS as a systems integrator in moving the HC-130J modernization forward with minimum delay. "We requested ICGS to deliver, install, and test the necessary mission equipment for our HC-130Js so that they can meet the performance requirements identified in the Coast Guard's Aviation Asset Performance Specification," Sisson said. "As part of the Deepwater Program, this process will ensure integration and interoperability with all new and existing aviation assets, including our legacy fleet of HC-130H aircraft."

With 27 HC-130H and six HC-130J aircraft in service, the U.S. Coast Guard is one of the largest operators of the surveillance/patrol version of the venerable C-130 Hercules transport

aircraft. While equipped for long-range surveillance, the HC-130 also can be converted quickly for cargo and personnel transport, including the handling of oversized equipment.

In response to declining readiness and availability rates in the Coast Guard's aging HC-130H fleet, Congress provided funding in the fiscal year 2001 military construction appropriations bill to acquire six HC-130J aircraft. In addition to its more-capable systems, the missionized HC-130J also will provide improved mission capability with improved fuel efficiency, higher availability, and greater range and endurance.

The primary role of the Coast Guard's long-range search aircraft is to meet the long-range maritime patrol requirements in the vast Pacific Ocean areas that cannot be accomplished by the medium-range CASA surveillance aircraft. Additionally, the HC-130H/J LRS will provide organic heavy air transport for the Coast Guard's Maritime Safety & Security Teams, Port Security Units, and the National Strike Force.

*By Gordon I. Peterson*



## PEO Issues FY-2006 Guidance and Sailing Plan

In early October, Deepwater Program Executive Officer Rear Adm. Patrick M. Stillman issued his *Fiscal Year 2006 Guidance and Sailing Plan* for the Integrated Deepwater System (IDS). "The issues in the Sailing Plan will define how the Deepwater enterprise does its business," Stillman told program staff during an all-hands meeting Sept. 29.

Building on a similar plan issued at the program's inception, the FY 2006 guidance describes areas of concentration for the coming year and emphasizes the program's alignment with overarching strategic precepts. "We have an opportunity to make great contributions," Stillman said. "Change management continues as an enduring construct in our enterprise."

In Stillman's view, Deepwater's strategic alignment correlates directly with the strategic goals of the Department of Homeland Security (DHS) and the outcomes of the recently approved National Strategy for Maritime Security. "The IDS world of work is center stage with the National Strategy for Maritime Security's constructs and intent," he said. "The capability and capacity of IDS are critical in attaining a layered security regime that prevents those who would do us harm, protects the lawful mariner and our maritime infrastructure, and provides the necessary response and recovery capabilities to safeguard our maritime commons."

"I believe that Deepwater provides the foundation for the Coast Guard to act with strate-

gic intent in a complex and uncertain maritime environment," said Stillman. "We are in the business of achieving optimal capability of the system through value and disciplined cost control."

The new *Guidance and Sailing Plan* builds on the program's steady focus on people, partnership, and performance but notes that accreditation and certification of professional skills will be stressed during the coming year. "We must ensure our people have the credentials, competency, and certification they need by attending to their personal and professional development through individual learning plans," he said. The plan states that certification of acquisition skills is fundamental to the end state of DHS organizational excellence and Adm. Collins' *Commandant's Direction*. The goal now is to have Deepwater Integrated Process Teams attain level-three certification across the board.

Stillman also noted his intent to work together across the IDS enterprise to continue implementation of performance-based evaluations.

"With the right people and the realization that anything is possible if you don't care who gets the credit," he said, "our sense of community and ethic of service will thrive. I am gratified and humbled by the department and talent of our people."

The *Guidance and Sailing Plan* also blocks out the areas of Stewardship Through Partnership, Readiness Through Performance, and Transformation as key to Deepwater's future success.

"A well-defined performance specification, superlative systems engineering, and a respect and employment of the iron triangle that

successfully balances cost, schedule, and performance define our equation of success," the plan states.

Performance measurement will continue to be stressed at the mission, system, and asset level. "IDS is a performance-based acquisition, and the balanced scorecard is the ledger of accountability," Stillman said. "It must reflect your attention and sense of ownership." It is expected that metrics will undergo continuous improvement during the months ahead.

Effective logistics continue in the spotlight in the new plan. "The Commandant has elevated the importance of logistics transformation," Stillman related. "We must prioritize accordingly—throughout the design cycle, at program reviews, in reduced total-ownership cost efforts, through innovation and technology refreshment planning, and in performance assessments."

Stillman expressed pride in the program's impressive list of achievements and progress on all fronts over the past year. "As we close out our third year of program execution, we have every reason to be optimistic and thankful," he said.

The *FY-2006 PEO Guidance and Sailing Plan* is posted to Deepwater's website under the "PEO's Corner" link at [www.uscg.mil/deepwater/](http://www.uscg.mil/deepwater/).

By Gordon I. Peterson

## Public-Private Partnerships "Here to Stay"

Speaking at a luncheon address hosted by the Greater Washington, D.C. Chapter of the Surface Navy Association Aug. 31, Rear Adm. Patrick M. Stillman, program executive officer of the Integrated Deepwater System, reaffirmed the benefits of Deepwater's system-of-systems acquisition strategy and the utility of its public-private partnership.

"The system of systems is the right way to do business," Stillman said, "and public-private partnerships are here to stay." The complexity and scope of the Deepwater enterprise mandates sound system-of-systems engineering and integration if the Coast Guard's performance and capability requirements are to be achieved. "To think otherwise is naïve," Stillman said.

Deepwater's net-centric, system-of-systems acquisition strategy is based on the premise that the network is the future for Coast Guard operations in an increasingly joint world of overlapping mission areas shared by the Department of Homeland Security, the Department of Defense, and other agencies. More effective collaboration with industry, notably Integrated Coast Guard Systems (ICGS), allows the Coast Guard to leverage the world-class innovation and expertise of companies like Northrop Grumman and Lockheed Martin, partners in the ICGS joint venture.

"I don't have the bench strength that the Air Force, the Army, the Navy, or the Marines have as far as an acquisition community," Stillman told *Defense Week* recently. "The Coast Guard is humble enough to recognize it needs the partnership of an ex-



Dr. Leo Mackay Jr, president of ICGS, and Rear Adm. Patrick M. Stillman, program executive officer of the Integrated Deepwater System at a recent function. (Photo by PAC Jeffrey Murphy)

tremely capable systems integration team to ensure that this enterprise is predicated on performance, on sound systems engineering issues, on adroit human systems issues to leverage and maximize our people, and on sound financial accountability."

Stillman also stressed identified the need for vigorous competition in acquisition programs to obtain best value for every dollar and a focus on delivering needed levels of operational effectiveness at an affordable total ownership cost over the life of the program. "You are what you measure," he said. "It is truth serum."

Addressing Coast Guard operations with the surface forces of the U.S. Navy, Stillman described numerous intersections. "Globalization is here to stay," said Stillman. "It is revolutionizing the way that maritime security is being defined."

While acknowledging that the United States does not need two navies, Stillman maintained

the nation requires non-redundant, non-duplicative naval forces like the Navy and the Coast Guard to address the "robust intersections" present in the mission areas of homeland defense, homeland security, and the Global War on Terrorism. "We must recognize the needs of globalization," Stillman said. "The Navy and the Coast Guard are at its center of gravity."

Rear Adm. Stillman believes strongly in the Deepwater Program's potential to deliver a 21<sup>st</sup>-century Coast Guard, as well as provide for the maritime security of the nation. His confidence is, in large part, based on the talent, experience, and commitment of Coast Guard men and women and their partners in industry who are assigned to the program.

According to Stillman, "You can do *anything* with the right people."

By Gordon I. Peterson

## Coast Guard International Strives for Global Advocacy

Under the leadership of Rear Adm. Patrick M. Stillman, the program executive officer of Integrated Deepwater System, Coast Guard International Programs is the critical link between the overall U.S. Coast Guard acquisition effort and the international community.

On Oct. 3, the U.S. Coast Guard established the Coast Guard International Programs under RADM Stillman for execution of Foreign Military Sales (FMS), Excess Defense Article programs and any associated cooperative/collaborative agreements. This new office is a consolidation of the FMS Division, formerly directed by the Coast Guard's International Affairs Office, and the Deepwater International Programs Office.

The Foreign Military Sales program is the government-to-government method for selling U.S. defense equipment, services, and training. These sales also contribute to U.S. prosperity by improving the U.S. balance of trade position, sustaining highly skilled jobs in the defense industrial base, and extending production lines and lowering unit cost for key weapon systems.

"We're trying to strengthen our relationships with foreign customers, and showcase the full range of Coast Guard assets," said LeRoy Mills, Coast Guard International Desk Manager for the U.S. European Command's geographic area of responsibility.

Coast Guard International aims to promote potential Deepwater systems and new con-



Chief, Coast Guard International Programs, Tod Reinert takes part in Euronaval Air exhibition in Paris, France, Oct. 25-29, 2004. (Photo by Jeremy S. Makay, Coast Guard International Programs)

struction standardized boat assets with the ultimate goal of achieving heightened cooperation and interoperability with Coast Guard allies, increased efficiency of acquisition, and worldwide visibility.

"Our goal is threefold," said Mills. "By having other partners purchasing assets from the same source, it drives down the cost and risk for all. Another consideration is the logistics need to have more units constructed over a longer period of time that will assure the production of assets and logistics available world-wide. Lastly, we concentrate on knowledge sharing, so they have a working knowledge of what products are out there. We have memoranda of understanding with our closest allies for this type of collaboration."

The Coast Guard International Programs staff is engaged in educating prospective foreign partners and the security assistance community how they might benefit from the various Coast Guard programs. The

staff also studies potential foreign markets for Deepwater and standardized boat systems.

"Overcoming cultural barriers and ideological differences has been one of the most challenging yet enjoyable aspects to the Coast Guard International Programs," said Chris Danielewski, Coast Guard International Desk Manager for the U.S. Central Command's geographic area of responsibility.

Most recently, members of the Coast Guard International Program participated in the Defence Systems & Equipment International exhibition held in London in September. The event drew more than 1,000 defense companies from 26 countries and was attended by more than 22,000 people during the four-day exhibition. Aside from participating in business development meetings, the team took part in local media events, and toured several Royal Navy ships



and a radio communications production center.

There has been tremendous international interest in the program. To date, the Coast Guard International Programs has engaged with more than 30 nations around the world, including NATO members, "special-relationship" nations, and significant non-NATO allies.

The most effective channel to initiate the formal process with the Coast Guard International Programs staff is through a Letter of Request, which starts the FMS process. The letter of request can

actually be a formal letter, e-mail, or message requesting articles, military construction, or other services. Each letter is reviewed and validated by the cognizant U.S. military department, the Defense Security Cooperation Agency, and the Department of State to ensure purchasers are eligible and that the request for services being sold is clear and complete.

"We are very excited about the consolidation of international programs under the Deepwater PEO. This move achieves significant resource efficiencies, an ap-

propriate separation of policy and execution functions, a one-stop-shop for customer service, and one voice for international business development," said newly assigned Coast Guard International Programs Chief, Tod Reinert. "I'm confident that it will lead to a more efficient, responsive, customer-oriented organization for world-class execution of U.S. Coast Guard FMS programs."

*By PAC Jeffrey Murphy*

## National Security Cutter Construction Resumes



After cleanup from Hurricane Katrina, Northrop Grumman Ship Systems crews were back to work on the construction of the first National Security Cutter (NSC) in Pascagoula, Miss. (Photo courtesy of Northrop Grumman)