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Defense One

In this 2022 photo, the future USS Oregon (SSN 793) makes its way under the Gold Star Bridge after departing General Dynamics Electric Boat on Tuesday, March 1, 2022 enroute to Submarine Base New London. U.S. NAVY / JOHN NAREWSKI

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The Pentagon is paying a consultant up to \$2.4B to boost submarine production

Deloitte Consulting is to provide the labor, equipment, and materials to push annual U.S. production to three subs.

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Deloitte Consulting has won a potential five-year, \$2.4 billion contract to work with the Navy and Defense Department on their efforts to modernize and expand the submarine industrial base.

Workforce development is one of several aspects Deloitte will seek to help the Navy and DOD's Innovation Capability and Modernization Office address, as part of their larger effort to address regional and broader challenges in submarine manufacturing.

Awarded on Monday, the contract has an initial one-year base period and up to four option years. The General Services Administration managed the procurement for the Navy and DOD.

Solicitation documents describe the Navy's goal as being able to "rapidly reach and sustain a programmed production rate of 1+2 submarines per year with a predominant emphasis on closing associated industrial workforce gaps."

The scope of the challenge to accomplish that is vast. The Navy, submarine makers and the latter's suppliers need more than 100,000 workers over the next decade to build more subs.

As Defense One reported in June, a series of advertising campaigns on TV and at professional sporting events run by the BlueForge Alliance are a part of that push to get the word out.

Virginia's state government is also backing the Accelerated Training in Defense Manufacturing initiative, which gives workers four months of free training to get certifications in skillsets directly tied to submarine manufacturing.


Regarding the contract itself: Deloitte will act as the enterprise integration partner responsible for providing the needed labor, equipment, and materials to the Navy and DOD.

A second major goal of the effort is to accelerate the development and adoption of more modern manufacturing techniques and processes across the U.S.' maritime supply chain.

Shipyards infrastructure, supplier development, and strategic outsourcing represent other major focus areas of the contract.

Correction: An earlier headline misstated the entity that let the contract. It is the Defense Department, not the Navy itself. **D**

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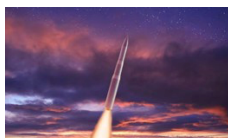
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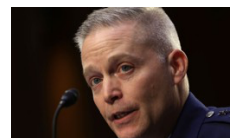
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An Air Force F-35A Lightning II performs a practice airshow performance at Hill Air Force Base, Utah, Jan. 11, 2024. U.S. AIR FORCE / STAFF SGT. KAITLYN ERGISH

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Pentagon expects F-35 deliveries to restart this month

The head of Air Combat Command is “hopeful” the fighter jets will be ready for deliveries to resume in July.

[LAUREN C. WILLIAMS](#) | JULY 10, 2024

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This story was updated at 4:58 p.m. Eastern on July 11.

The Pentagon will likely resume accepting new F-35s this month, a top Air Force leader said Wednesday, while also noting the service will choose the builder of its next fighter jet later this year.

“Right now we’re very much focused on the TR-3 upgrade, software upgrade, to the [F-35] jet. And as you know, Lockheed Martin had some issues with stability of that software package. So we’ve held up signing the jets over to the Air Force for the last few months. And so we’re very much focused on unwinding that hold up. And I’m hopeful that those jets will start to be delivered this month,” Gen. Kenneth Wilsbach, the head of Air Combat Command, said during a virtual Mitchell Institute for Aerospace Studies event Wednesday. The government stopped accepting new F-35s last July because of problems with Technology Refresh-3, or TR-3.



F-35 Joint Program Office spokesperson Russ Goemaere said in a statement that the JPO’s program executive officer, Lt. Gen. Mike Schmidt, on July 3, “after extensive coordination with the Services, Joint Strike Fighter Executive Steering Board, pilots, maintainers, and industry, made the decision to move forward with the truncation plan for TR-3 software.” F-35 deliveries “will resume in the near future,” he added.

Still, Wilsbach said, going forward “there’s some power generation and some cooling issues with some future upgrades that we certainly need to address. And I will tell you that we haven’t decided how we’re going to go about doing that yet.”

The Air Force is mulling a few options to fix longstanding issues with the F-35’s power and cooling systems, including “very expensive” fixes that “include some additional capabilities” alongside some that are “just good enough,” Wilsbach said, calling it a priority going forward. “You definitely will want some more power and some more cooling as you prove the other capabilities on the aircraft, because they’re going to take power and cooling to operate.”

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Wilsbach also said the service has no official replacement program for the F-22—despite service leaders' previously insisting that's what the Next Generation Air Dominance program would be.

"The F-22 is a fantastic aircraft. We're actually planning several upgrades to the jet as we speak. And there is no official replacement to the F-22 right now. Obviously, it'll be in complement with the F-35s, which we're continuing to build and, hopefully soon, we'll start to take delivery of more of those, as we get through the TR-3 slow down at Lockheed Martin," he said.

Wilsbach said he expects the NGAD downselect to happen this year. The program, which is designed to be a suite of complementary platforms, has experienced significant delays.

But even with those program delays, Wilsbach stressed that the Air Force's fleet is strong.

"And then of course, the F-15EX, we've been taking delivery of those this year. And in fact, I just declared [initial operating capability] for the F-15EX, that's going to be a tremendous platform for us because of its fourth-gen-plus capability and external weapons carriage," Wilsbach said. "Those long range kill-chain weapons that can't be carried on an F-35 or an F-22 because they don't fit in the internal weapons bay. But the F-15E can carry some immense weapons that can go a long way."

The service is also continuing to upgrade the F-16 with new electronic warfare suites and electronically scanned antenna radars "so they can see much farther and much smaller radar cross section targets," he said. **D**

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