



Welcome to Aviation Industry Days 2025



30 July 2025

Controlled By: Aviation Center of Excellence

Controlled By: ATZQ-PRI

POC: Dr. Leonard Momeny, 334-255-1379

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Apache Overview



COL Daniel Thetford & COL Ashley Lee
Attack Project Manager / Army Capability Manager Recon/Attack

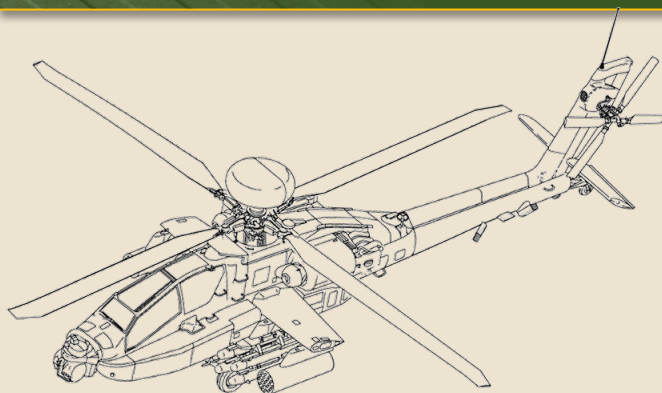
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Distribution is Unlimited

30 July 2025

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AH-64 Capabilities Progression



AH-64D

- Digital Cockpit
- Fire Control Radar (FCR)
- Radar Frequency Interferometer (RFI)
- Radar Guided Missiles
- Modernized Infra-Red Sensors
- Integrated Aircraft Survivability Equipment (ASE)
- Manned/Unmanned Teaming (MUMT)

AH-64E Version 1 / Version 2.2

AH-64D PLUS: Aircraft Performance

- New Airframe
- Full 701D Engine Power
- Improved Drive System
- Composite Main Rotor Blades

Lethality

- Radar Electronics Unit (REU)
- Integrated Laser Pointer

Navigation

- IFR Certified
- Standby Flight Display

Communications

- Dual ARC-231 w/Emer backup

Aircraft Architecture

- Mission Processor

AH-64E Version 4

AH-64E v1 PLUS:

Aircraft Performance

- RCEFS

Situational Awareness

- Link-16 baseline
- Blue Force Tracker Block II (BFT-2)
- Air-to-Air-to-Ground (AAG) Video
- System Level Embedded Diagnostics (SLED)
- Smart Tool for Apache Maintenance Picture (STAMP)

Navigation

- Enroute RNP / RNAV / VNAV

Aircraft Architecture

- Cyber Security Improvements

AH-64E Version 4.5+

AH-64E v4 PLUS:

Aircraft Architecture

- Multi-core Mission Processor (MMP)

AH-64E Version 6

AH-64E v4.5 PLUS:

Aircraft Performance

- Engine First Limit Indicator

Lethality

- FCR Extended Range
- FCR Maritime & UAS Targeting
- JAGM
- MRFI Maritime Detection
- MRFI Ranging / Geo-location
- Modernized Day Sensor Assembly (MDSA) Extended Range
- MDSA HD Color Video (IFF)
- MUMT Extended Range (MUMT-X), C/L/Ku/S bands

Situational Awareness

- Expanded Link-16
- Expanded STAMP / SLED
- Data Correlation
- Cognitive Decision Aiding System (CDAS)

Navigation

- Full RNP / RNAV / VNAV
- ADS-B (out)
- TACAN

Communications

- ARC-231 Maritime Frequencies

Aircraft Architecture

- ARINC 653 RTOS

MDO Capability in Development

AH-64E Version 6.5

Aircraft Performance

- Legacy Sensors Backward Compatibility
- FOTE 2 "Fixes"
- Hydraulic Pressure Monitoring

Lethality

- IDM 01 Interoperability Update
- CIRCUM PVI Integration
- JAGM Improvements
- Removes Cluster Munitions (FMS)
- 30MM AWS Improvements
- Rocket Improvements
- MUMT-X Workload Reduction
- MRFI: Pilot Reporting/Blanking
- FCR: Priority Scheme / JMAC Classification

Situational Awareness

- TAWS
- SLED over non-BFT
- Synthetic Vision
- DVE Cueing Symbolology
- CDAS Improvements

Navigation

- EAGLE EGI / MAGNA
- TACAN

Communications

- Crypto-Mod for ARC-231A
- Coyote PVI

Aircraft Architecture

- Open Systems Interface (MOSA)
- Encrypted Data at Rest
- G2T Software Hooks
- Common Configuration



AH-64E Version 6.5 Capabilities

SA – PVI Improvements

- TSD Declutter
- Flight Page Underlay
- Degraded Visual Environment (DVE)
- Brownout Cueing Symbology
- Keyboard Unit Shortcuts
- FMC All Software Button
- HDU Display Update
- Chaff & Flare Inventory
- Low-Height Bug Setting

Fire Control

- FCR Priority Scheme/JMAC Classification
- MRFI Pilot Reporting/Blanking

Communications/Identification

- ARC-231A Cryptographic Modernization
- IDM 401 Software Update (COE 3)
- Crypto-Mod PVI for Link 16
- Link 16 Advanced Capabilities

Cognitive Decision Aiding System (CDAS)

- Route Planning
- Attack Planning
- Data Correlation Modifier display
- Terrain Avoidance Warning System (TAWS)

Navigation Guidance

- EAGLE M-Code
- MAGNA Antenna
- WAAS/LPV
- ADS-B Out Fix
- British National Grid Functionality

Data Displays and Controls

- MTADS / PNVS
- Gen 2 Turret
- Flight Code Processor
- Laser Designator
- Camouflage And Manmade Object Sensing (CAMOS) filter

Reconnaissance

- Manned Unmanned Teaming
- MUMT PVI
- IOP requirements
- Coyote Modem

Survivability

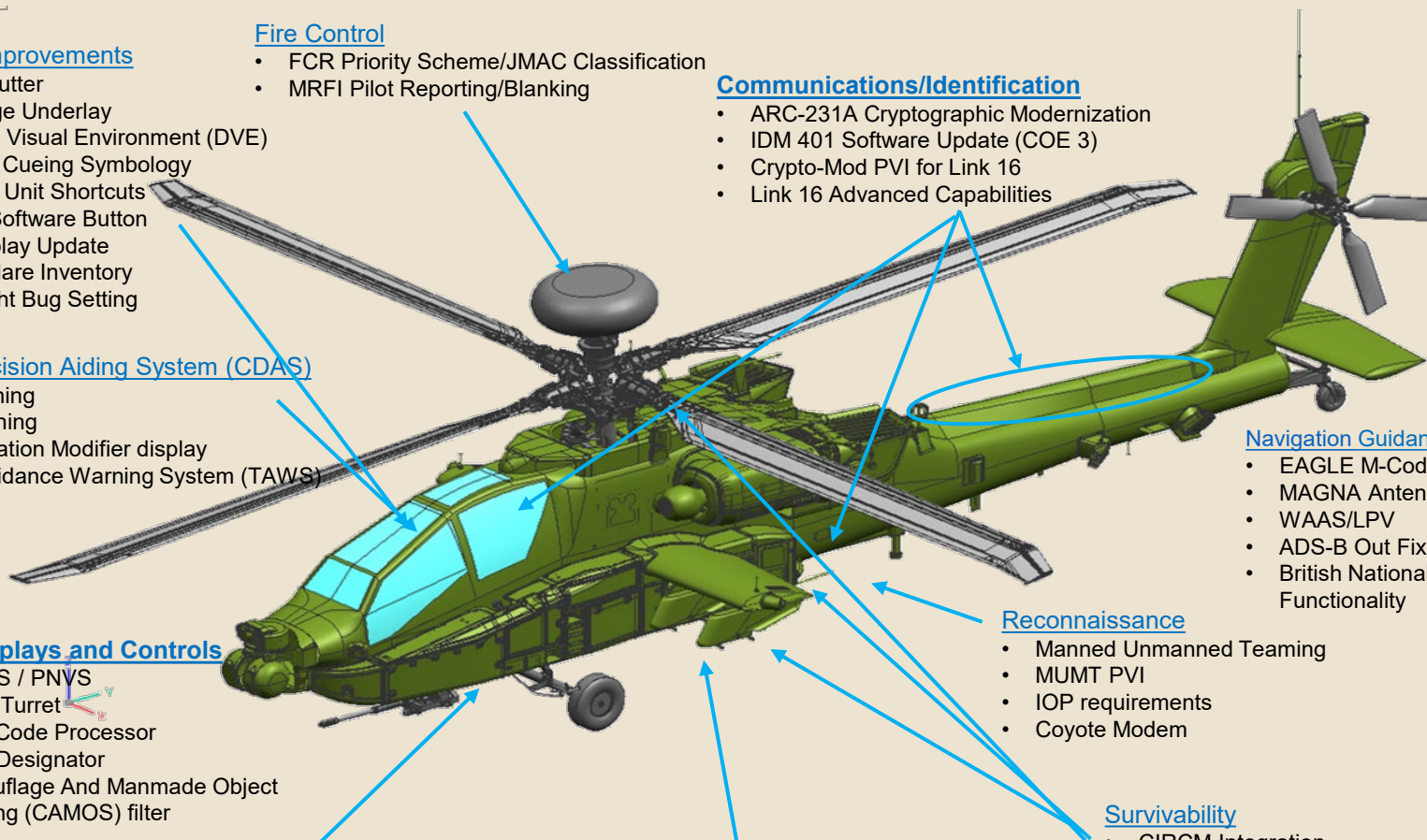
- CIRCM Integration

Software Upgrade

- Encrypted Data at Rest (DAR)
- Rad Alt Audio Warning
- Open Systems Interface (OSI)
- Legacy Sensor Suite Compatibility
- Hydraulic Pressure Monitoring
- SLED over non-BFT

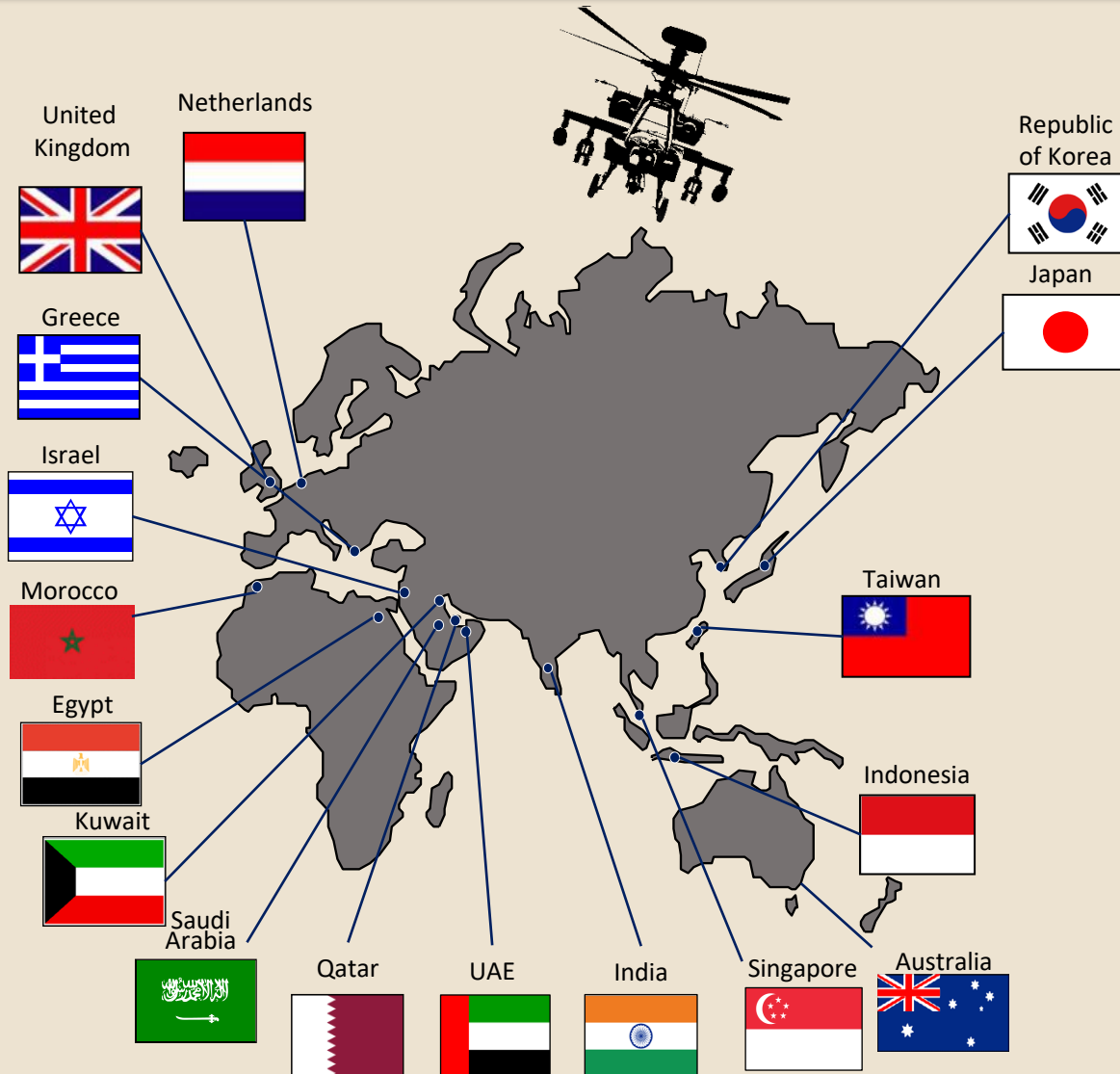
Armament/Weapons Delivery

- Air to Ground Missile
- Hellfire R-Model Missile
- Joint Air-to-Ground Missile (JAGM) Improvements
- JAGM Export Features
- Remove Cluster Munitions Firing Mode
- Rocket Improvements





International Apache Fleet





Questions





Aviation Industry Days Lethality Update



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POC: Dr. Leonard Momeny, 334-255-1379

Mr. Craig Riedel & COL Ashley Lee



Industry Day Lethality Update

Provide information to our industry partners regarding the existing munitions portfolio, prioritized modernization requirements, and the “way-ahead”



Mr. Craig Riedel
Project Manager



COL Ashley Lee
Director





Aviation Industry Days ASE Update



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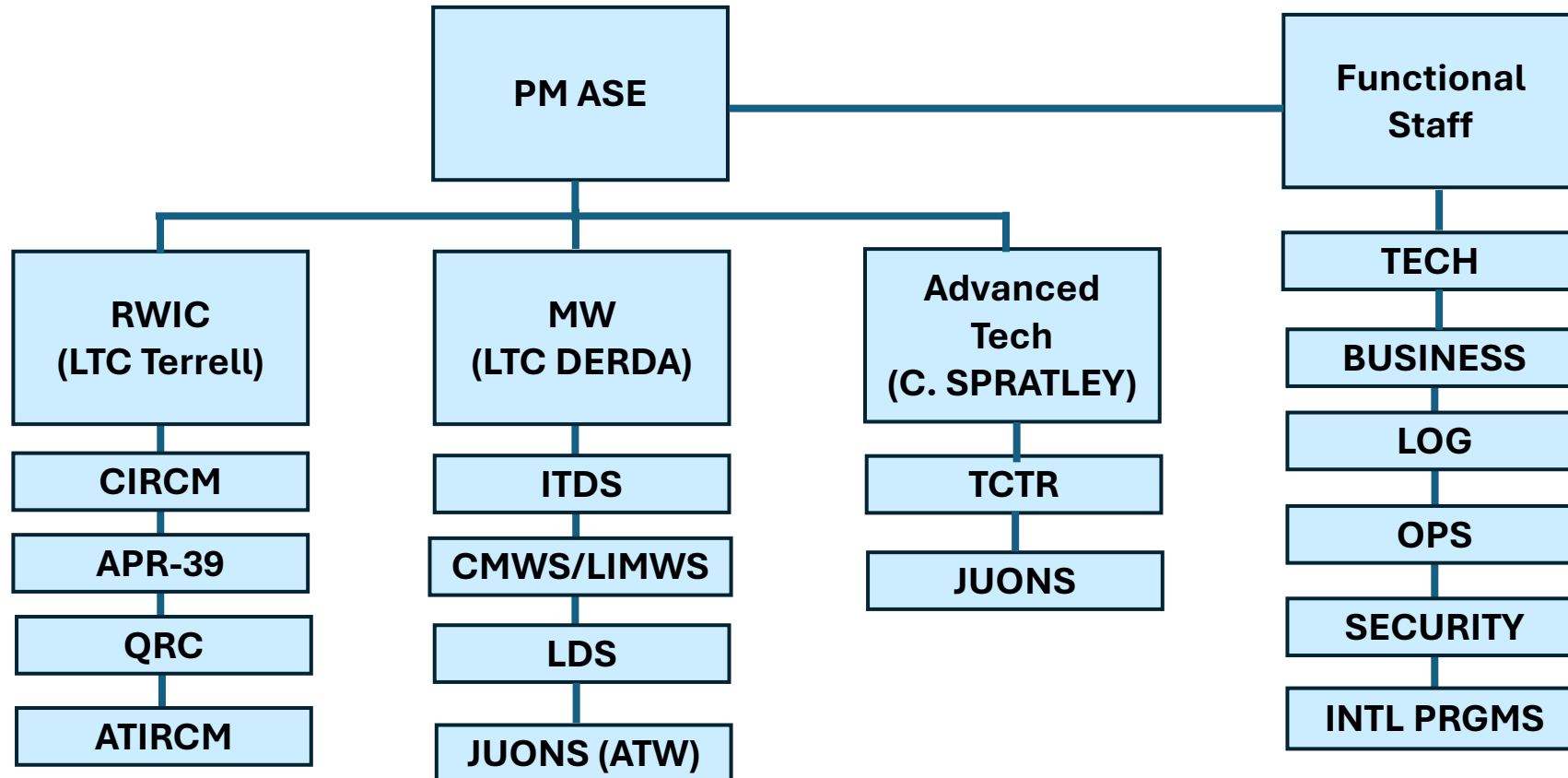
POC: Dr. Leonard Momeny, 334-255-1379

COL Brock Zimmerman & COL Don Kirk



Unclassified

PM ASE Organization



Completed: 1 May 2025

Unclassified



PM ASE Technical Focus Areas

Agnostic Cue-Defeat	Data Enabled Formations	“Common” Platform Integration
<ul style="list-style-type: none">• Remove dependence on Exploitation based development• Reduce perishability• Supports reduced fielded quantities• Multi-function suitability within technologies	<ul style="list-style-type: none">• NGC2 Integration• Maximize battlefield SA• Platform Information Integration/Publish threat reports to the network/TOC• Formation Survivability via networks• Provide sensor suite data on the data layer (Cognitive Sensing: Situational Awareness, Signals Analysis, AI, Performance Improvement)	<ul style="list-style-type: none">• Block mods in our roadmap• Consolidate box upgrades• Maximize modularity of our systems• Common Interface• User informed PVI

Identify High TRL solutions through Demonstration & Experimentation based Market Research



Aviation Industry Days Communications & Mission Command Update



30 July 2025

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POC: Dr. Leonard Momeny, 334-255-1379

Mr. James Bamberg & COL Don Kirk



PM AMSA | LEADERSHIP

MISSION:

Design, Develop, and Deliver Advanced Aviation Technologies that Provide Soldiers an Overmatching Operational Advantage

VISION:

Enable the Aviation Enterprise to Win Today and Tomorrow in a Unified Networked Operational Environment



Mr. James Bamburg
Project Manager



Mr. Jeff McCoy
Deputy Project Manager



MSG Eddy Rivera-Nunez
Senior Enlisted Advisor

PRIMARY STAFF		DIRECTORATES
 <div>Mr. Steve Miller Business Management Division Chief</div>	 <div>Mr. Shane Lege Logistics Management Division Chief (Acting)</div>	 <div>AMSA International Ms. Amanda Higginbotham Director</div>
 <div>Mr. Ross Armstrong Technical Management Division Chief</div>	<div>VACANT Acquisition Operations Director</div>	 <div>Futures Cell Mr. Brent Burgess Director</div>

PRODUCT MANAGEMENT OFFICES




Aviation Architecture & Environment Exploitation Product Office
LTC James D. Brooks
Product Manager
VACANT
Deputy Product Manager



Aerial Communications & Mission Command Product Office
LTC Marc Peterman
Product Manager
Mr. Jeff Coffman
Deputy Product Manager



Assured Airspace Access Systems Product Office
LTC Paul A. Flanigen
Product Manager
Mr. Brad Douglass
Deputy Product Manager

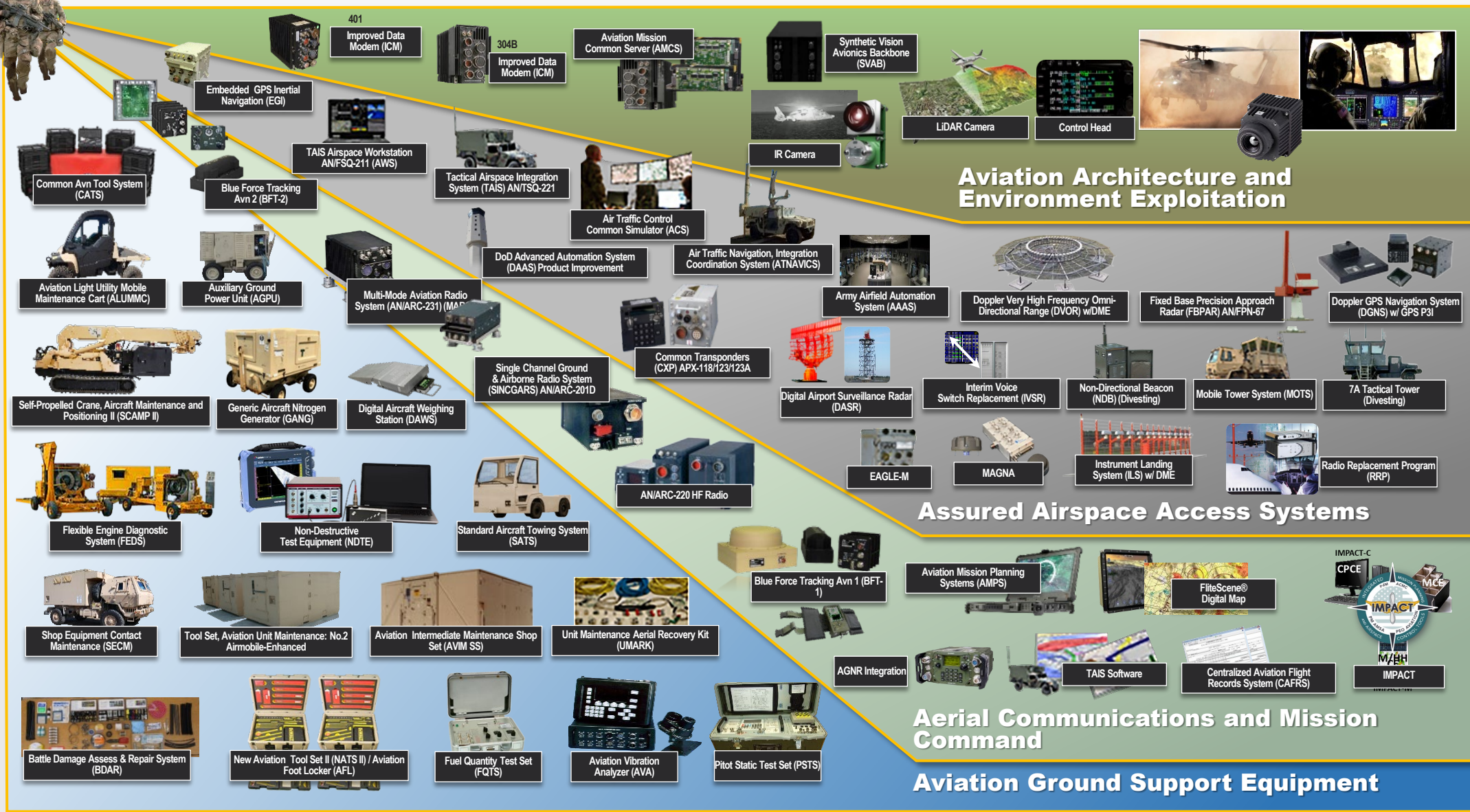


Aviation Ground Support Equipment Product Office
Mr. Greg Anderson
Product Lead
Mr. Tim Aultman (Acting)
Deputy Product Lead



PM AMS A | PORTFOLIO

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Program Status & Recent Successes



• ARC-231A: Completed Fielding to 82nd CAB; 10th Mtn & 1ID CABs begin in AUG

- Provides Army Aviation and NATO aircraft secure tactical data and voice communications (Air-to-Air and Joint Fires) and non-tactical settings for civil airspace provide reliable communication with Air Traffic Control (ATC)
- Initial Crypto Modernized GM SINCGARS capability
- Maintains interoperability for Army Aviation near-term End-of-Life HAVEQUICK waveform, and NSA encryption requirements



EAGLE-M + 429

• EAGLE-M: Completed Fieldings to 25th and 2nd CABs; 34th CAB Ongoing



• Degraded Visual Environment

- Partnering with PM Utility to Develop MWO and Equip a UH-60M Company



• Aviation Ground Power Unit 1.1 (AGPU 1.1)

- Successfully completed Reliability and Maintainability Testing & Technical Manual Verification
- Full Rate Production Contract Awarded – First Unit Equipped 1QFY26



• Air-Ground Networking Radio (AGNR) Pivot: Near term efforts to inform Deliberate Transformation in support of Next Generation Command and Control (NGCW) comms

- Roll-on / Roll-off Comms package continue to support Transformation in Contact (TiC) Unit UH and CH platforms
- Shifts from fully integrated, network solution to focus on a modular communications solution for AH-64
- Capability to demonstrated at PCC-6



• Improved Data Modem Open Systems Remanufacture (IDM OSR)

- Mitigates lack of producibility of current IDM due to HW obsolescence
- Provides digital air-to-air and air-to-ground connectivity and transmission of air-to-air target data between IDM equipped aircraft using radio and crypto equipment
- Updated Single Board Computer; Multi-Core capability supporting multiple software applications



Emerging Items of Interest & Opportunities

- **Transformation of Airspace Integration and Mission Planning capabilities in Next Generation Command and Control (NGC2)**
- **Request for Information / Sources Sought: Modernized Mission Planning and Rehearsal Capability: Release Imminent**
- **Areas of PM Interest / Request for Industry Assistance: Aviation Ground Support Equipment and Air Traffic Services Portfolios**
 - **Modifications to or Systems that increase Maintainability/Sustainability, Affordability, Capability, Producibility**



Closing Comments & Questions



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<https://x.com/peoaviation>





Aviation Industry Days H-60 Update



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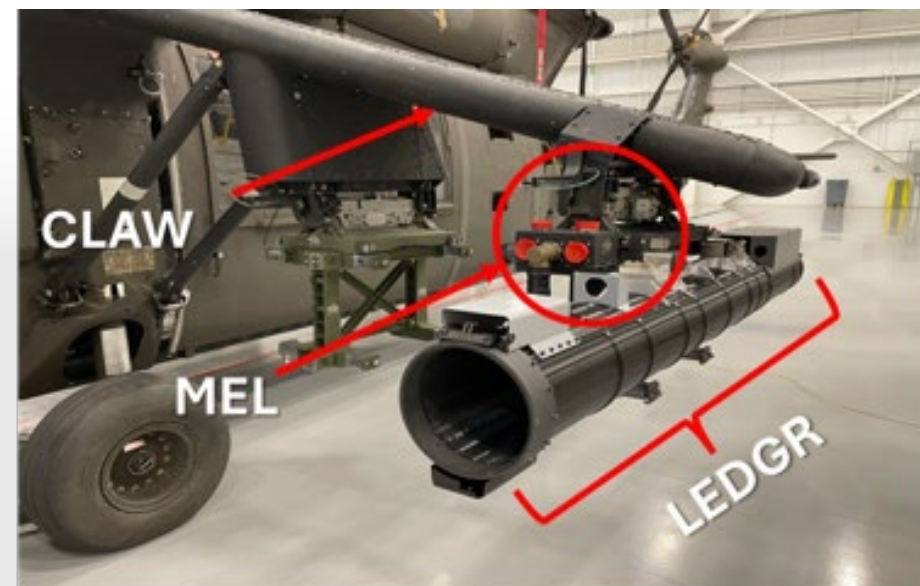
POC: Dr. Leonard Momeny, 334-255-1379

COL Ryan Nesrsta & COL Jake Whiteside



Launched Effects (LE)

- Launched Effects (LE) supports the Secretary of Defense's "Army Transformation and Acquisition Reform" Memorandum dated 30 APR 2025 to "Field Unmanned Systems (UMS) and Ground/Air launched effects in every Division by the end of 2026"
- One main objective is maximizing commonality to meet enterprise needs
- Leverages recent and on-going technology demonstrations to accelerate fielding of capability
- Driven by robust enterprise and vendor participation



Upcoming Events:

CFWE (FEB2026) Scope: Demonstrate, with intent to qualify, the UH-60M ability to deploy and conduct aerial C2 of launched effects by leveraging enterprise systems. environment for Pilot's situational awareness

PCC6 (JUL2026) Scope: Using Soldiers, qualify and demonstrate the UH-60M's ability to deploy and conduct aerial C2 of launched effects with the intent to leave behind a minimum viable capability

WHY IMPORTANT?

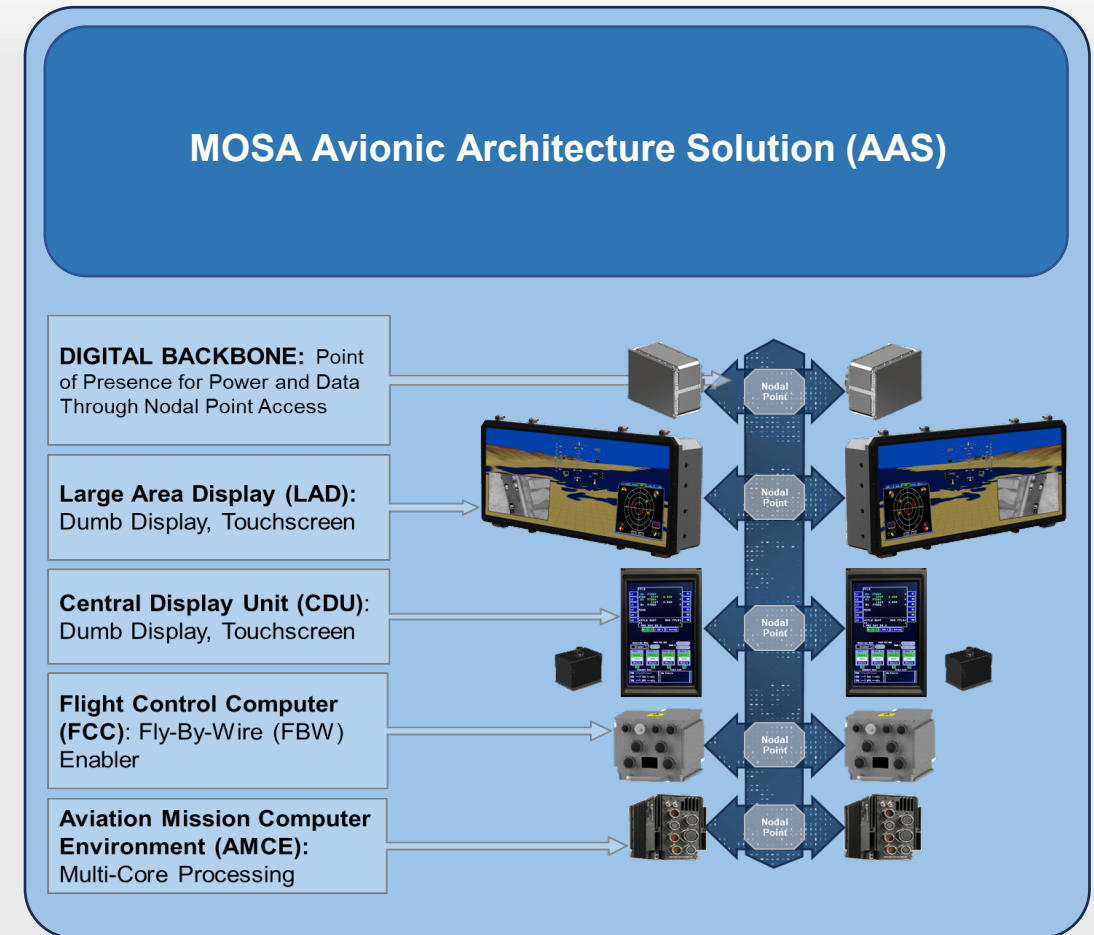
Modernizes the Black Hawk to maintain superiority and remain mission ready for future conflicts while promoting commonality within Army platforms

Modular Open System Architecture (MOSA)

- Develop a Modular Open Systems Architecture (MOSA) conformant Avionics Architecture Solution (AAS) for the 60M aircraft.
- MOSA AAS will achieve/advance MOSA Objectives:
 - Enhanced Capabilities
 - Increased Life Cycle Affordability
 - Increased Readiness
 - Reduced Schedule Pressure
 - Reduced Supply Chain Risk

Capability Type:

- Develop a MFD C4B utilizing MCP
- Integrate ARINC 661 Cockpit Display System
- Develop the new Adaptive I/O Access Point (ADPT-1330) as the processing obsolescence replacement for the existing FMS
- Develop the AFD-3230 display and key panel as the HMI obsolescence replacement for the existing FMS
- Integrate an I/O Distribution Service



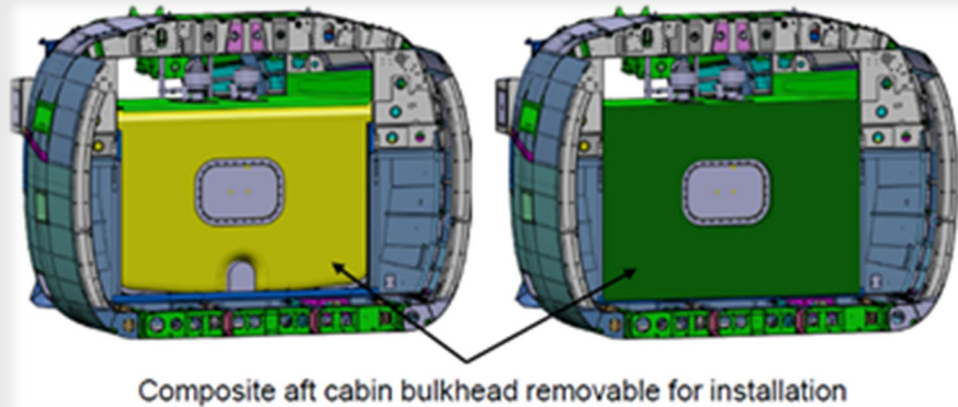
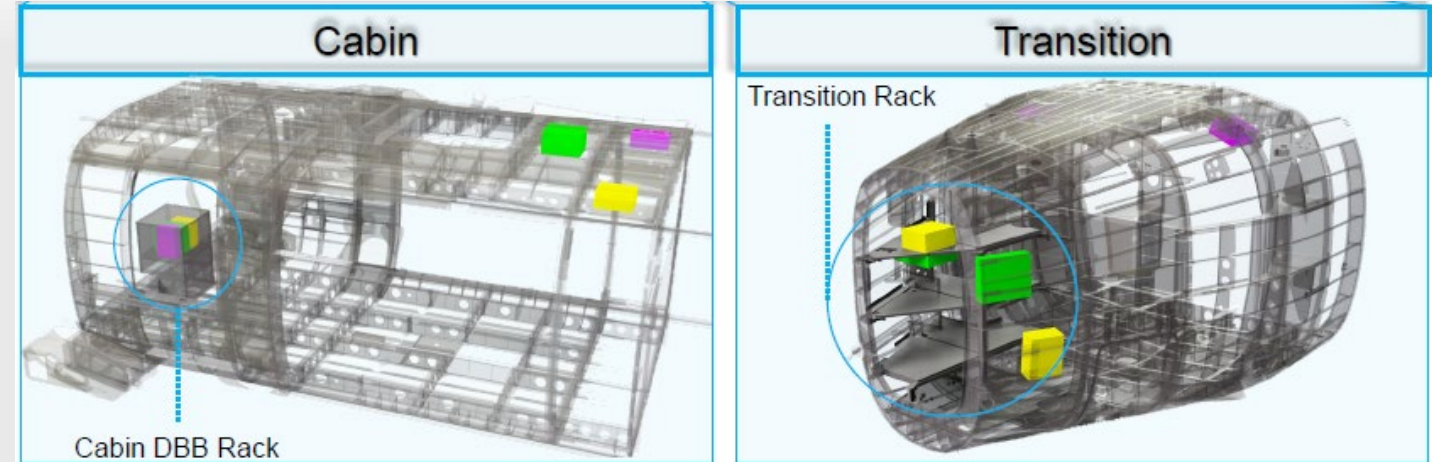
WHY IMPORTANT?

Promotes third-party participation once the initial development is complete in 2028

Enhanced Airframe & Digital Backbone

Enhanced airframe and Digital Backbone provides:

- Structural improvements to the 60M platform
- Support Launched Effects
- Enables modular nose
- Increase range with larger fuel tanks
- Provide nodal access points via a digital backbone
- Increases mission payload



Meets today's requirement for Rapid Integration of New Technology

- Deploys more resources to greater distances
- Reduces qualification timeline to fielding hardware/software technology and upgrades
- Reduces/mitigates development cost

WHY IMPORTANT?

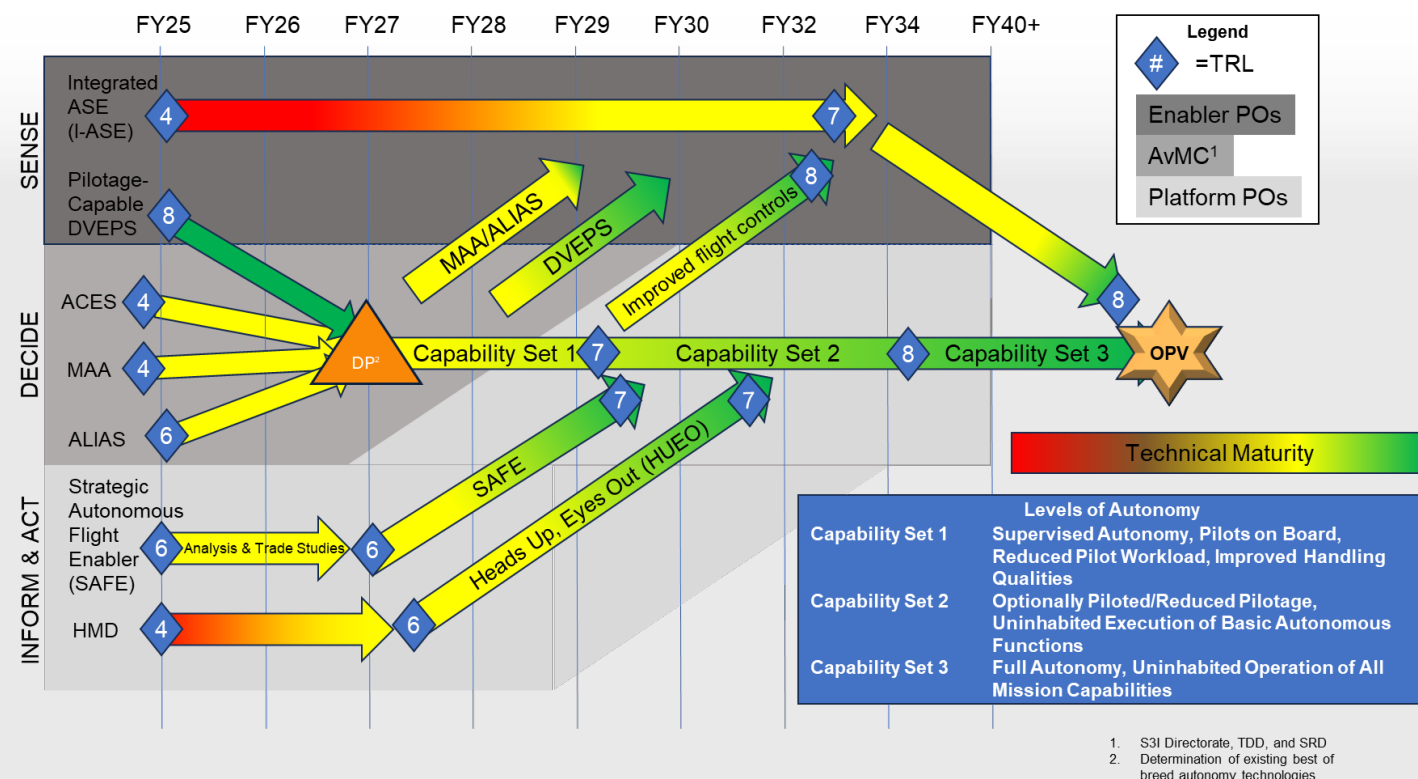
Allows more flexibility in potential future upgrades to support FLRAA's mission

Optimally Piloted Vehicle (OPV)

- Buys down risk with S&T projects that
 - Establishing autonomy architecture
 - Developing qualification plan
 - Exploring areas of control, perception, mission systems, and interfaces for a best-of-breed combination
 - Informing future requirements
- Matures platform-agnostic autonomy elements now in support of future fleet applications
- Integrates individually-developed common equipment into a complementary and cohesive OPV solution

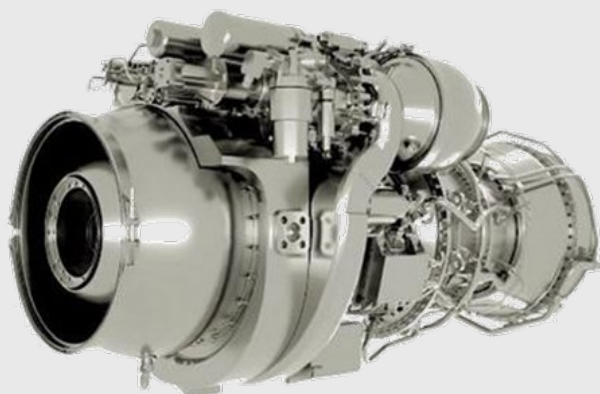
Enables acceleration of Contested Logistics capability

- Rotorcraft Uncrewed Conversion (RUC) CATALYST SBIR project will demonstrate conversion of enduring aircraft into cost-effective Autonomous Contested Logistics solution
- RUC's MOSA architecture supports transitioning its best elements to other platforms

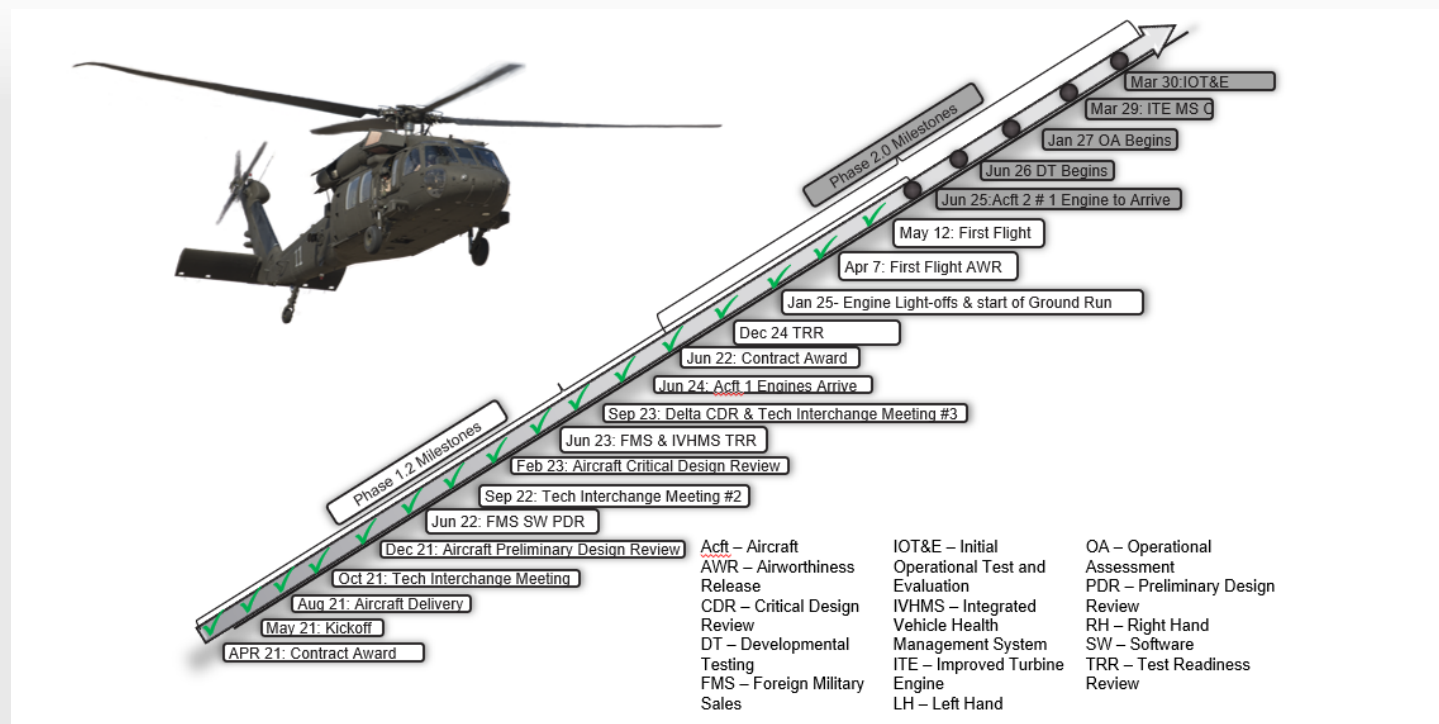


ITE Integration

- ITE is a critical enabler to improve reach, improve lethality, and reduce the logistics burden:
 - Improved Reach: 50% power increase is critical to enable world-wide performance for utility and attack aircraft
 - Improved Lethality: Enables aircraft to carry more and fly longer as capabilities such as launched effects become available
 - Improved Logistics: Increases fuel efficiency, introduces condition-based maintenance, and leverages additive manufacturing



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Recent Accomplishments:

- Ground runs complete: January 25th, 2025
- First Flight (Hover Pulses) complete: May 12th, 2025

WHY IMPORTANT?

Critical enabler to improve reach, improve lethality, and lessen the Warfighter's logistics burden which allows more flexibility in potential future upgrades to support FLRAA's mission



Aviation Industry Days CH-47 Update



30 July 2025

Controlled By: Aviation Center of Excellence

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POC: Dr. Leonard Momeny, 334-255-1379

COL Jeanie Conlon & COL Jake Whiteside



Cargo Helicopters

Program Update

- CH-47F Block II provides **increased payload and extended range while improving sustainability** giving Commanders greater flexibility and agility in accomplishing their missions
- **Global demand** for the CH-47F Block II and US manufactured Non-Standard Helicopters are increasing in Support of US Partners and Allies and humanitarian missions
- PM Cargo **delivered 6 BLK II production** representative aircraft which will support continued testing, operational demonstrations and fielding
- Army is committed to **maintaining the CH-47F Block I fleet** through digital cockpit upgrades and aviation survivability equipment enhancements



Digital Engineering/MOSA

- Aligned with PEO Aviation Digital Engineering Ecosystem efforts
- Supporting establishment of **MBSE Component Specification Models** for cross-cutting capabilities
- Common Avionics Architecture System (CAAS) architectural changes increasing opportunities for 3rd party integration of future capabilities through implementation of **ARINC-661** and **ability to host FACE** aligned applications



**More Lift,
Greater Reach**

Industry Opportunities

- **Quality and Affordability** are key U.S. Army metrics that OEM and sub-tier suppliers must prioritize
- **Obsolescence risk** mitigation; Targeted modernization of the CH-47F addresses future obsolescence and sustainment issues
- **Tier II & III suppliers** have opportunities to become key partners in Chinook and Non-Standard rotary wing production and sustainment supporting diminishing manufacturing sources and material shortages



Aviation Industry Days FLRAA Update



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POC: Dr. Leonard Momeny, 334-255-1379

**COL Jeff Poquette, COL Jake Whiteside, &
MAJ Patrick McGee**



Meet the MV-75 FLRAA

Program meeting cost, schedule, and performance objectives

Criticality

- Delivers lethality, speed and range, to combatant theaters (e.g., INDOPACOM, EUCOM) – the rifle squad and launched effects
- Designed to integrate state-of-the-art technologies through the MV-75 FLRAA's open system plug-and-play architecture

Value proposition

- Transformational vertical lift capabilities for the Joint Force at half the cost as existing tiltrotor platform
- Blends the maneuverability of a helicopter with the speed and range of an airplane, while paving the way for autonomous operations
- Self-deployable worldwide for rapid force projection – reduces costs, logistics support, and time to deploy without requiring strategic airlift

Long-term value

- Innovative acquisition strategy – no vendor lock, faster innovation cycle, and accelerated delivery of capabilities
- Government access to data rights (intellectual property) to conduct sustainment activities through the “Right to Repair” and reduce total cost of ownership



MV-75 FLRAA's Capabilities and Critical Role for U.S. Army

What FLRAA brings to the fight

Twice as far, twice as fast: Enhanced range and speed to deploy and extract Soldiers in areas traditional helicopters cannot reach and traditional fixed wing aircraft cannot land

Multi-mission capability: Next-level maneuverability and versatility to dominate any mission in any environment

Self-deployable for rapid force projection: Ability to self-deploy and air refuel across the world; reduces costs and logistics support needed.

Lifesaving MEDEVAC capabilities: 100% increase in “golden hour” radius means more Soldiers will survive combat injuries

Engineered to evolve: MOSA design that adapts to rapidly meet the threats of today and tomorrow



Why FLRAA is necessary

Delivers lethality to the battlefield:

- Rifle squad
- Launched Effects (LE)

Meets the specific needs of the IndoPacific theater, where we face:

- Difficult terrain across extended range
- Challenging, sustained logistics
- Near-peer adversaries with advanced A2/AD capabilities
- Complex coordination with joint and allied forces

Aligns with leadership's renewed emphasis on a military that is:

- Rapidly modernized with cutting edge tech
- Increasingly lethal in combat
- Prepared for current and emerging threats



Overview: MV-75 FLRAA Capabilities

Twice as far, twice as fast – unmatched speed and range to maximize combat power

The future of rotary multi-mission capability – unparalleled versatility to dominate any mission

Engineered to evolve – modular design dynamically adapts to meet evolving global threats

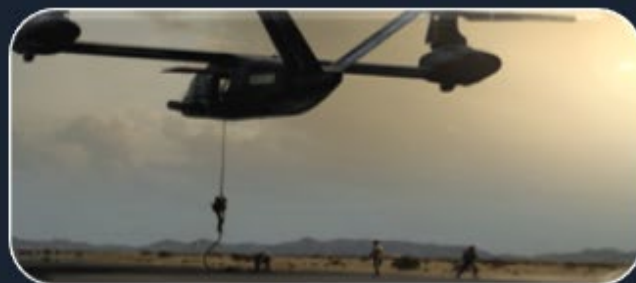
Self-deployable for rapid force projection – reduces costs, logistics support, and time to deploy without requiring strategic airlift

Built for autonomy – fly-by-wire foundation enables scalable, modular integration of autonomous capabilities for enhanced mission flexibility

MV-75 FLRAA delivers lethality – restores the full infantry squad payload capacity and delivers lethal Launched Effects (LE)

MV-75 FLRAA Multi-Mission Capability

Adaptability & Versatility for the Joint Force



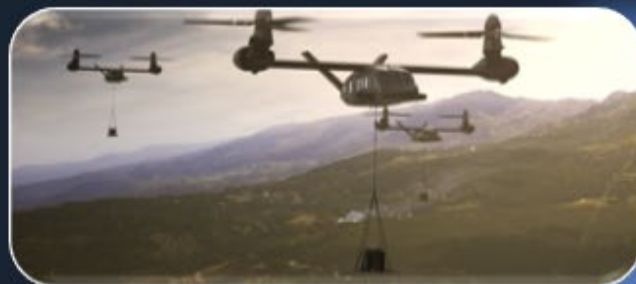
Air Assault



Launched Effects



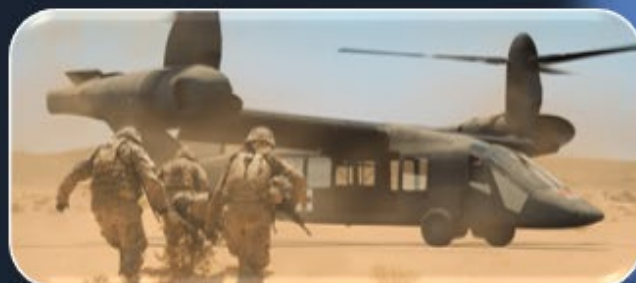
Special Operations



External Load



Homeland Security



MEDEVAC



**Open-Systems
Digital Backbone**



Self-Deploy

MV-75 FLRAA Innovation Ecosystem

Experienced industry team with opportunities to onboard innovation via non-traditional vendors using FLRAA's Open System Approach

Prime contractor

Leveraging lessons-learned from previous tilt-rotor experienced, engaged USG test pilots and engineers earlier in process



TEXTRON

- Leveraged multiple congressional authorities (OTA, MTA, MCA) to accelerate the program
- Current Acquisition Phase: EMD (Engineering & Manufacturing Development)
- MTA closeout on track

U.S. Government

Used Science & Technology programs for technology risk reduction and collaborative informed requirements iteration to ensure an affordable, executable program



FLRAA PEO Aviation SOCOM Army Futures

Tier 1 suppliers

Followed PM FLRAA's innovative consent to sub-contract process to mitigate supply chain risk

Tier 1 suppliers include:

Honeywell



GE Aerospace



EATON
Aeroquip

LOCKHEED MARTIN

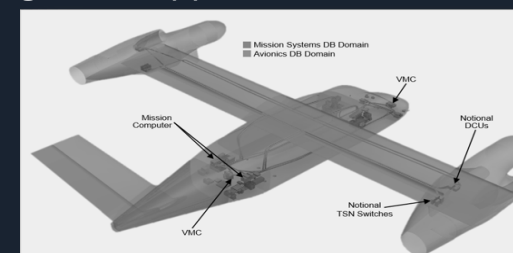
ASTRONICS
CORPORATION

MOOG



Non-Traditional suppliers

FLRAA's open systems approach and plug-and-play digital backbone lower the barrier to entry for non-traditional suppliers to provide advanced technologies to support modernization



MV-75 FLRAA Updates and Acceleration Opportunities



Program Update

- Prototype Development Started: Awarded a contract in Q1FY25 that includes detailed design, test, and delivery of six (6) prototype aircraft
- MTA Closeout on Track: Delivery of the two (2) FLRAA virtual prototypes in June 2025 to Redstone Arsenal and Fort Rucker
- Subsystem Reviews: Working through critical design reviews (CDRs) for key subsystems, demonstrating progress towards the Weapon System Development Contract (WSDC) CDR
- User-Centric Design: The fourth FLRAA Special User Evaluation (SUE) is in August 2025, providing crucial ongoing feedback to shape the program
- Mission Design Series Selected: Secured YMV-75A as the Mission Design Series for the FLRAA prototypes

Acceleration Opportunities

- The acceleration efforts are in support of the Secretary of Defense's Acquisition reform initiatives and the Secretary of the Army's Army Transformation Initiative (ATI)
- Initiating production in parallel to testing accelerates fielding to one battalion (24 aircraft) by 18 months and one CAB (48 aircraft) by 30 months
- Acceleration plan gives the Army opportunity to leverage test results to attain production decision early
- Early production decision will enable an increased ramp rate, delivering aircraft at a faster pace
- Secretary of the Army Driscoll is working to have the first MV-75 built in the next year
- Important to the Army: open system designs and right-to-repair



MV-75 FLRAA Virtual Prototypes

Approach:

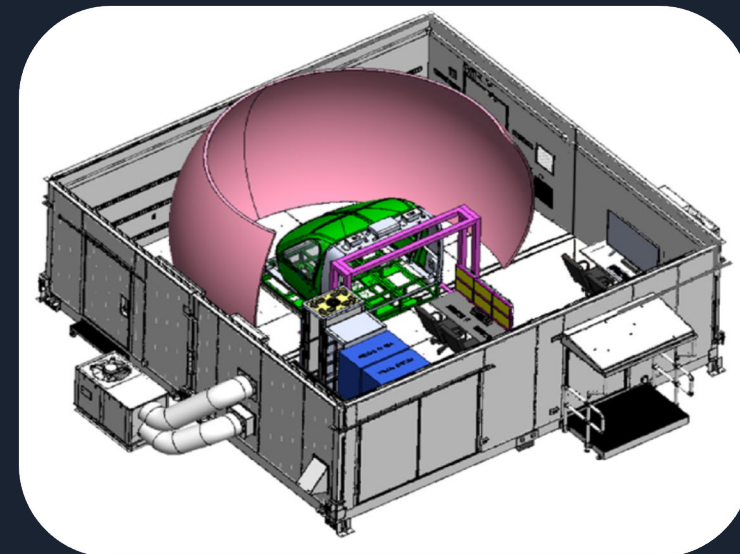
- Early Flight Training Device built ahead of Weapon System (WS) design to conduct early TTPs with a tilt-rotor aircraft and drive potential design changes back to weapon system
- Delivered at Weapon System (WS) Preliminary Design Review (PDR) level design maturity with concurrency updates built in to catch up to WS maturity
- Updated to Flight Training Devices once WS design matures and used to train pilots for Limited User Test
- Contractor Logistics Support maintained

Opportunities:

- Special User Evaluation feedback
- Returned capability, information, design changes back to weapon system ahead of bending metal could save money (MTA requirement)
- Segregable contract – not locked into this if we don't like it

Deliveries:

- Delivery of two VPs:
Redstone Arsenal on 14 June 2025
Fort Rucker on 24 June 2025



MV-75 FLRAA Special User Evaluations

Opportunities for Soldiers to enhance the features that matter to them





MV-75 FLRAA Summary and Path Forward

Summary

- Purpose built to meet the needs of the Joint Force
- Delivers lethality, speed and range, with unparalleled multi-mission versatility
- Leverages an innovative acquisition strategy and congressional authorities to accelerate delivery of an effective and affordable weapon system
- Utilizing digital engineering, innovative IP strategy, and an open systems approach to ensure unprecedented design insights, right to repair, and plug and play upgradability
- On track to deliver to the Warfighter starting in FY30

Path Forward

- Complete design, deliver prototypes, execute testing, produce and field
- Engineered to evolve – FLRAA's modular design dynamically adapts to emerging threats
- Clear pathway to autonomy – Foundation enables scalable, modular integration of autonomous capabilities



QUESTIONS



Army Aviation Industry Days

COL Danielle R. Medaglia
Project Manager, Uncrewed Aircraft Systems (UAS)

30 JUL 2025





PM UAS Update

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UNCREWED AIRCRAFT SYSTEM (UAS) **MARKETPLACE** INDUSTRY DAYS

15 - 18 SEPTEMBER 2025

**VON BRAUN CENTER
EAST HALL**

700 MONROE STREET, HUNTSVILLE, AL

15 SEPTEMBER 2025

- PRE-REGISTRATION – 2:30-4:30PM

16 SEPTEMBER 2025

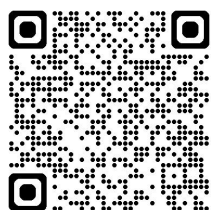
- UAS MARKETPLACE INDUSTRY DAY

17 SEPTEMBER 2025

- UNCREWED VEHICLE CONTROL (UVC)
INDUSTRY DAY

18 SEPTEMBER 2025

- UAS MARKETPLACE AND UVC
ONE-ON-ONE MEETINGS - INVITE ONLY



**SCAN HERE
TO REGISTER**

**VISIT AUTHORIZATION
REQUEST (VAR)**

AUGUST 22, 2025

**REGISTRATION CLOSES
AUGUST 29, 2025**

PM UAS Mission Statement

REVOLUTIONIZING the Battlefield by Delivering Uncrewed
Weapon Systems that Extend ***Operational Reach***





PM UAS Organization

UNCLASSIFIED

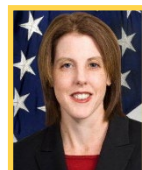


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Small UAS (SUAS)



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Launched Effects (LE)



LTC Hunter GRAY
Product Manager
LE



Mr. Jeremy HARLAN
Deputy Product
Manager
LE

Uncrewed Launch and Control (ULC)



LTC Kevin STRAMARA
Product Manager
ULC



Mr. Tim GEARHART
Deputy
Product
Manager (A)
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UAS Teammates and Capabilities

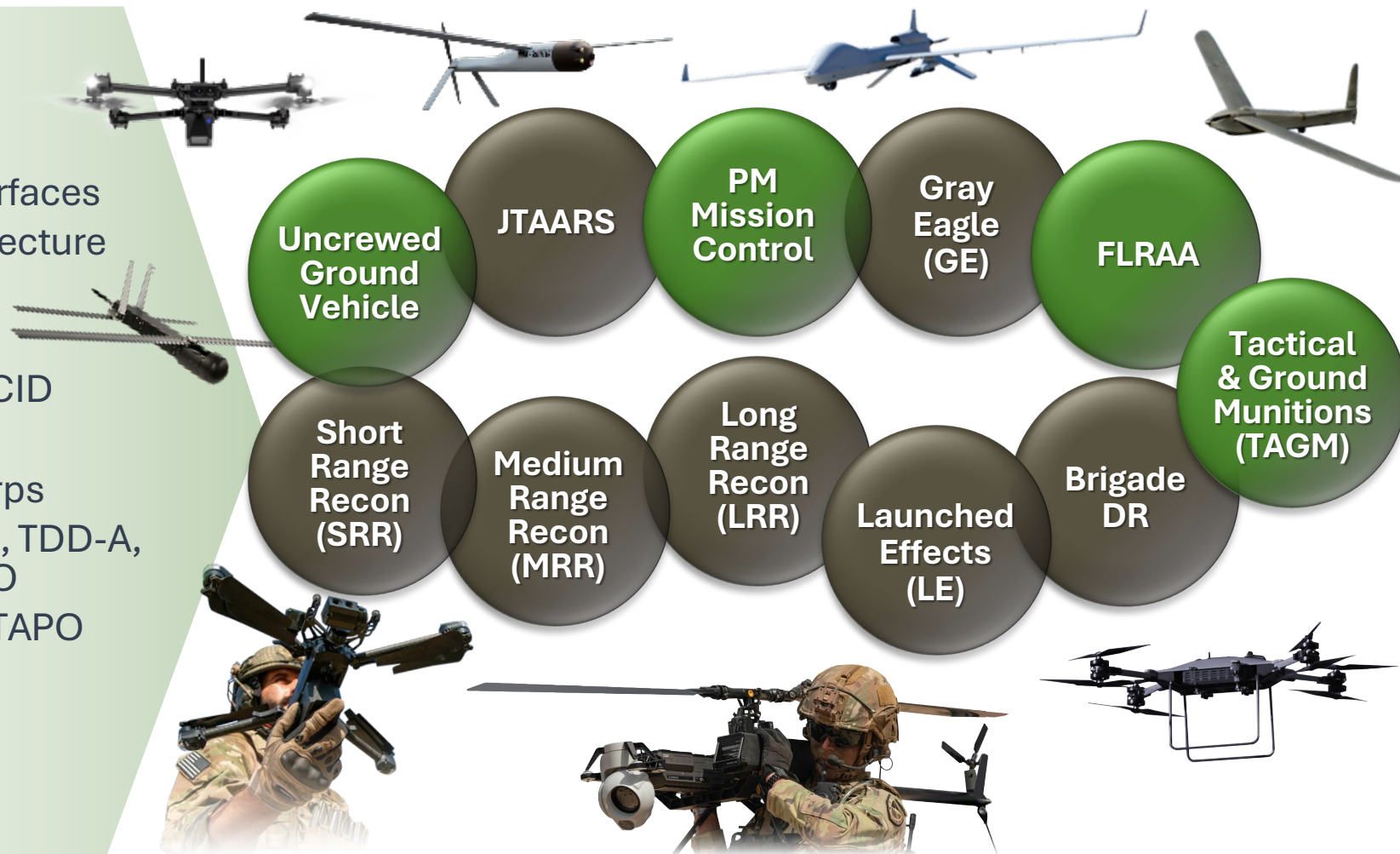
Shared Interfaces and Dependencies **Revolutionize** the Battlefield

Integrated Capabilities

- Uncrewed Vehicle Control
Software Backbone (SCI & RAC2)
- Payloads & Air Vehicles; Shared Interfaces
- UAS Family of Systems MOSA Architecture

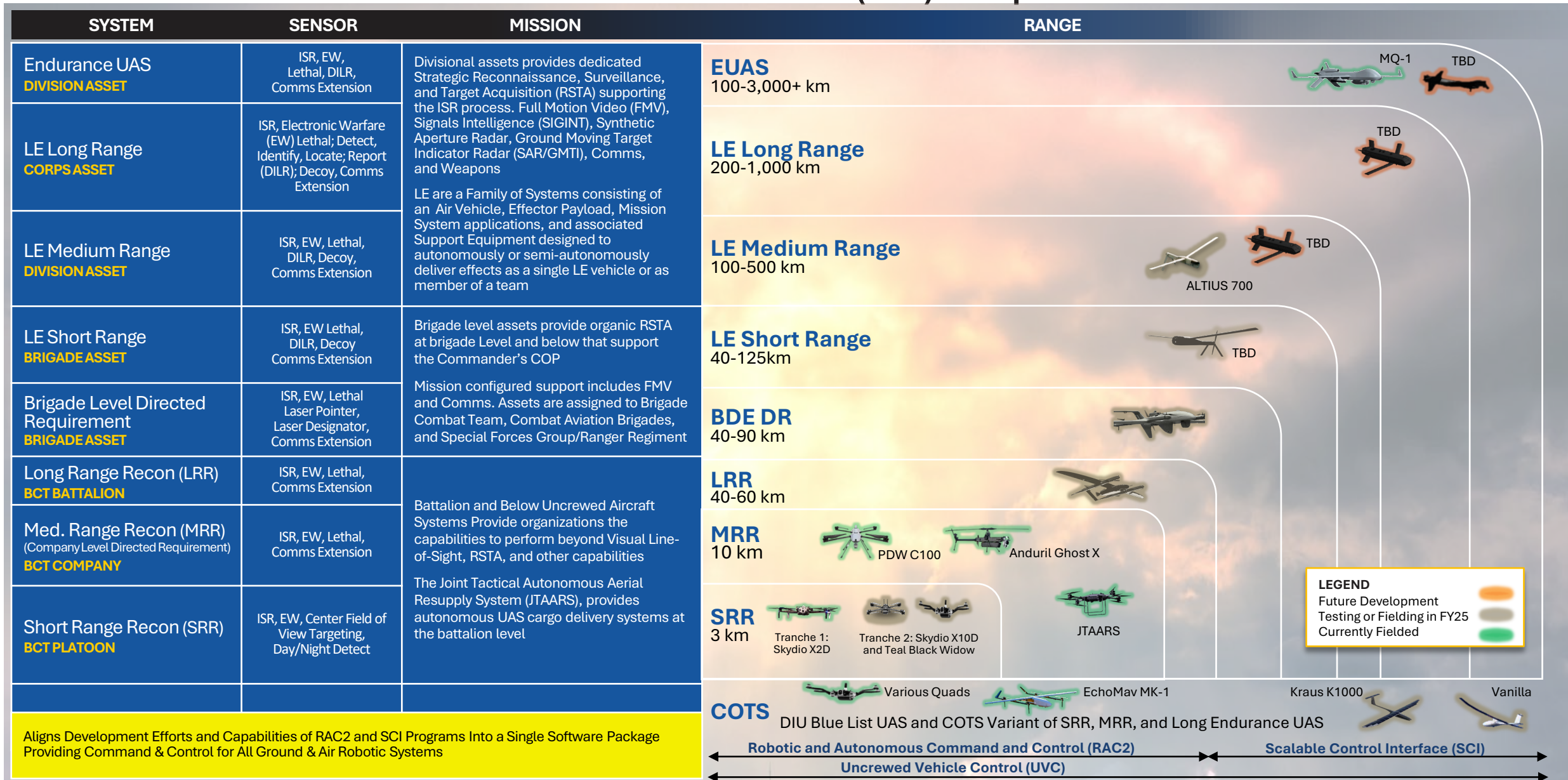
Established Relationships

- | | |
|---------------------------------|--------------------------------|
| - Aviation CDID | - DHS, FBI, CID |
| - Maneuver CDID | - DIU |
| - Fires CDID | - Marine Corps |
| - Sustainment CDID | - S&T: GVSC, TDD-A, C5ISR, SCO |
| - Intelligence CDID | - SIMO and TAPO |
| - Cyber CDID | - INSCOM |
| - PEOs IEW&S, M&S, C3N, Soldier | - Navy |
| - GCS, UGC | - ISR TF |
| | - JPEO A&A |



Providing Capability is a Team Effort!

UAS and Launched Effects (LE) Capabilities





QUESTIONS

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