

Raytheon's SPY-6 Radar Family Attracts Foreign Interest as U.S. Navy Readies for Deliveries

ARLINGTON,

Va. – Three foreign navies have expressed interest in the U.S. Navy's Raytheon-built SPY-6 scalable family of shipboard radars as the Navy prepares to take delivery this year of its first shipsets for installation.

Mike Mills,

Raytheon's SPY-6 program director, told *Seapower* in a Jan. 14 interview

at the Surface Navy Association convention here that Norway, Singapore and

Japan have expressed interest in the radars. He said Raytheon hopes to land its

first foreign military sale of the radars in 2020 or 2021.

The SPY-6(V)1

Air and Missile Defense Radar is designed for the Navy's Flight III Arleigh

Burke-class guided-missile destroyers (DDGs) and features 37 radar modular

assemblies (RMAs) in fixed arrays. The SPY(V)2 Enterprise Air Search Radar

(EASR) is designed for amphibious warfare ships and features nine RMAs in a rotating antenna.

The SPY-6(V)3

EASR, also with nine RMAs but in fixed arrays, is designed for

aircraft

carriers. Another version, the SPY-6(V)4, with 24 RMAs will be back-fit on

Flight IIA Arleigh Burke-class destroyers. The Navy's FFG(X) next-generation

guided-missile frigate also will receive a version of the SPY-6 EASR as

government-furnished equipment.

Mills said that three shipsets – numbers 5, 6 and 7 – were placed on contract by the Navy in March and that a contract for shipsets 8 and 9 was awarded in December. The Navy ordered long-lead-time materials for the EASR radars to be installed on Bougainville (LHA 8) and USS John F. Kennedy (CVN 79). Mills expects the Navy to order the shipsets for those two ships in May or June.

For the backfits to Flight IIA DDGs, Raytheon delivered the technical data package for the 24-RMA assembly to the Navy in October. The Navy plans on installation of the radars on many Flight IIA DDGs.

Raytheon has five AMDR arrays at the company's facility in Andover, Massachusetts, with the first two in ranges for their scans. The company expects to deliver the next four between April and June, with the last one bound for installation of Jack H. Lucas (DDG 125), the first Flight III DDG.