Northrop Grumman Awarded $226.7 Million for E-2D Advanced Hawkeye In-Flight Refueling


“Adding in-flight refueling to existing E-2 Hawkeye aircraft will extend its critical mission of providing continuous information to the warfighter who depends on it,” said Capt. John Lemmon, program manager, E-2/C-2 Airborne Tactical Data System Program Office (PMA-231).

With its structurally distinctive design called a rotodome, the E-2D Advanced Hawkeye was not initially designed for in-flight refueling. Over the past few years, limited scope test flights have been conducted by the U.S. Navy’s Air Test & Evaluation Squadron (VX-20) to identify potential risks to IFR implementation on the E-2.

“In-flight refueling provides an extended range capability for the multimission E-2D Advanced Hawkeye,” said Bart LaGrone, vice president, E-2/C-2 programs, Northrop Grumman Aerospace Systems. “The greater endurance provided by in-flight refueling provides the warfighter with enhanced surveillance and targeting capability and the persistence needed to accomplish this more effectively. This translates into an advanced airborne early warning system that yields greater surveillance for a longer period of time at a greater distance than presently available.”

Northrop Grumman has developed several system upgrades including new seats for more adjustments that address pilot field-of-view and crew fatigue, formation lights for better visualization and air space orientation and enhanced software in the Standard Automatic Flight Control System (SAFCS) to assist the pilots with handling qualities when refueling.

“The Navy’s E-2D program of record is 75 aircraft, and there are currently 62 E-2C’s operating in the Navy’s fleet,” LaGrone said. “By extending the range and
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endurance of the entire E-2D Advanced Hawkeye fleet, the level of information provided to the warfighter will increase exponentially.”

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