

**En Bloc Amendments to H.R. 5515**

**Subcommittee on Seapower and Projection Forces  
En Bloc #1**

<b>Log #</b>	<b>Sponsor</b>	<b>Description</b>
031	Wittman	Technical correction related to the Ready Reserve Fleet
032	Wittman	Clarifies a C-130J provision by striking "Secretary of the Navy" and inserting "Secretary of the Air Force"
058r1	Larsen	Expresses the Sense of Congress in support of industry and the Air Force ensuring that the first KC-46A tanker is delivered in FY 2018
118	Hunter	Degaussing for DDG 51.
119	Hunter	Requires the Secretary of the Navy to provide a briefing on ordnance disposal recovery operations.
195	Larsen	Amends language on logistics support contract for VC-25B to synchronize with existing agreement on program structure.
217	McSally	Waives the 30-day post certification waiting period for the Compass Call cross deck initiative.
363	Kelly	Requires the Secretary of the Navy to provide a report on the effect of the revised U.S. and Israel Memorandum of Understanding on the merchant mariner fleet.
365r1	Kelly	Encourages the Secretary of the Navy to emphasize concepts of risk reduction, commonality with existing platform equipment and reduced acquisition and lifecycle and sustainment costs to provide a best value solution for the Navy's new guided missile frigate missile program.

**AMENDMENT TO H.R. 5515 NATIONAL  
DEFENSE AUTHORIZATION BILL  
OFFERED BY MR. WITTMAN OF VIRGINIA**

In section 3502—

(1) in the section heading, strike “**NATIONAL DEFENSE RESERVE FLEET VESSELS WITH SOLIS**” and insert “**READY RESERVE FLEET VESSELS WITH SOLAS**”; and

(2) in the text, strike “National Defense” and insert “Ready”.



**AMENDMENT TO H.R. 5515**

**OFFERED BY MR. WITTMAN OF VIRGINIA**

In subsection (a) of section 1\_\_\_\_ (log 67121), strike  
“the Secretary of the Navy” and insert “the Secretary of  
the Air Force”.



Log 058r1

**AMENDMENT TO H.R. 5515**  
**OFFERED BY MR. LARSEN OF WASHINGTON**

At the appropriate place in the bill, insert the following:

1 **SEC. \_\_\_\_ . FINDINGS AND SENSE OF CONGRESS REGARDING**  
2 **KC-46 AERIAL REFUELING TANKERS.**

3 (a) **FINDINGS.**—Congress makes the following find-  
4 ings:

5 (1) Aerial refueling tankers provide an essential  
6 foundation for our nation’s ability to project power  
7 and deter adversaries, enabling the global reach of  
8 our joint force.

9 (2) 87 percent of the legacy aerial refueling  
10 fleet is comprised of KC-135 aircraft with an aver-  
11 age age of 56 years.

12 (3) The Commander of United States Trans-  
13 portation Command has identified the aerial refuel-  
14 ing fleet as the “most stressed of our air mobility  
15 forces” and stated that “delaying KC-46 production  
16 puts the Joint Force’s ability to effectively execute  
17 war plans at risk”.

18 (4) As directed by the National Defense Au-  
19 thorization Act for Fiscal Year 2018 (Public Law

1 115-91), the Air Force is undertaking an updated  
2 mobility capability and requirements study that will  
3 reflect guidance articulated in the 2018 National  
4 Defense Strategy and reassess the current tanker re-  
5 quirement of 479 aircraft.

6 (5) The fixed-price contract for KC-46A calls  
7 for 179 aircraft to be delivered by 2028.

8 (6) The KC-46 is a multirole platform that will  
9 bring enhanced capabilities to both the aerial refuel-  
10 ing and strategic airlift missions. The aircraft pro-  
11 vides the ability to refuel joint and coalition aircraft  
12 by both boom and drogue systems in the same sor-  
13 tie; improved cargo, passenger and aeromedical evac-  
14 uation capabilities; and enhanced survivability with  
15 multiple layers of protection enabling it to operate  
16 safely in a broader range of threat environments  
17 than legacy tankers.

18 (7) The Government Accountability Office has  
19 stated: “The KC-46 program’s total acquisition cost  
20 estimate remained stable over the past year at  
21 \$44,400,000,000, which is about \$7,300,000,000  
22 less than the original estimate.”

23 (8) The Commander of Air Mobility Command  
24 has stated that the KC-46 “will bring tremendous  
25 capability to our joint warfighter”.

1           (9) The Assistant Secretary of the Air Force  
2 for Acquisition has stated: “Stability of require-  
3 ments and funding are the keys to KC-46 program  
4 success and will enable the Air Force to deliver this  
5 new tanker ready for employment on day one.”

6           (10) The Military Deputy to the Assistant Sec-  
7 retary of the Air Force for Acquisition has identified  
8 the KC-46 as the Air Force’s second highest combat  
9 aviation acquisition priority “for the role that it  
10 plays in being able to power project”.

11           (11) With the support of Congress, the Air  
12 Force has executed three low rate initial production  
13 contracts for a total of 34 aircraft. In fiscal year  
14 2018, Congress provided funding for a fourth pro-  
15 duction lot totaling 18 aircraft.

16           (12) A steady production rate of 1.3 aircraft  
17 per month has been maintained through independent  
18 investment by industry in order to expedite deliveries  
19 to the Air Force upon completion of developmental  
20 testing and certification.

21           (b) SENSE OF CONGRESS.—It is the sense of Con-  
22 gress that—

23           (1) the Air Force and industry should dedicate  
24 the resources and manpower necessary to ensure the  
25 first KC-46 is delivered in fiscal year 2018;

1           (2) the Air Force should maximize efficiency in  
2 the test and certification process to ensure that—

3           (A) test points are not redundant;

4           (B) test plans are approved expeditiously;

5           (C) receiver aircraft are available to sup-  
6 port test flights; and

7           (D) Air Force inputs necessary for Federal  
8 Aviation Administration and military airworthi-  
9 ness certifications are expedited; and

10          (3) the Assistant Secretary of the Air Force for  
11 Acquisition and the Director of the Defense Con-  
12 tract Management Agency should develop and imple-  
13 ment a plan enabling the Air Force to accept and  
14 field KC-46 aircraft at a rate higher than three air-  
15 craft per month after the delivery of the first air-  
16 craft.



# Log 118

## AMENDMENT TO H.R. 5515 OFFERED BY MR. HUNTER OF CALIFORNIA

At the appropriate place in the bill, insert the following:

1 **SEC. \_\_\_\_ . LIMITATION ON USE OF FUNDS FOR DDG-51 DE-**  
2 **STROYERS.**

3 None of the funds authorized to be appropriated or  
4 otherwise made available by this Act for fiscal year 2019  
5 for Shipbuilding and Conversion, Navy, for DDG-51 class  
6 destroyers may be obligated or expended until the Sec-  
7 retary of the Navy submits to the congressional defense  
8 committees a report that includes—

9 (1) a detailed description of the current  
10 degaussing standards;

11 (2) a plan for incorporating such standards into  
12 the destroyer construction program; and

13 (3) an assessment of the requirement to backfit  
14 such standards in service destroyers.





## **Amendment to H.R. 5515 National Defense Authorization Act for Fiscal Year 2019**

**Offered by: Mr. Hunter**

*[For new Directive Report Language, please use the following:]*

In the appropriate place in the report to accompany H.R. 5515, insert the following new Directive Report Language:

**[Navy Explosive Ordnance Disposal Recovery Operations]**

[Navy Explosive Ordnance Disposal (EOD) forces require a safe, effective, and supportable means to conduct Raise, Tow, and Beach (RTB) operations. These operations entail attaching suitable lifting mechanisms to the item of interest on the sea bed (e.g., threat items, Unexploded Ordnance (UXO), salvage items), actuating the lifting mechanism to raise the item to the sea surface, and securing and/or transporting the item of interest to a safe environment for subsequent action. The committee notes that Navy desired to employ the MK V Ordnance Recovery Air Bag (ORCA), a commercial-off-the-shelf (COTS) lift bag with similar lift capacity to legacy requirements. However, the ORCA system was never transitioned to a program of record that could replace the Mod 1 because the system experienced numerous material and design shortcomings making its continued use unacceptable without significant design modifications. Last year, Navy reassessed this issue and determined that the EOD Lift Balloon capability should be provided by the MK 2 MOD 2 Flotation Bladder Assembly. The committee notes that comparable capabilities exist to support this requirement including a developmental lift balloon and an automated tow coupling actuation system currently in limited use by EOD. Therefore, the committee directs the Secretary of the Navy to provide a brief to the House Armed Services Committee by October 1, 2018 that provides a comparison of the current program of record with other developmental efforts.]

**AMENDMENT TO H.R. 5515**  
**OFFERED BY MR. LARSEN OF WASHINGTON**

Strike section 144 (Log 67587) and insert the following new section:

1 **SEC. 144. CONTRACT FOR LOGISTICS SUPPORT FOR VC-25B**

2 **AIRCRAFT.**

3 The Secretary of the Air Force shall—

4 (1) ensure that the total period of any contract  
5 awarded for logistics support for the VC-25B air-  
6 craft does not exceed five years, as required under  
7 part 17.204(e) of the Federal Acquisition Regula-  
8 tion, unless otherwise approved in accordance with  
9 established procedures; and

10 (2) comply with section 2304 of title 10, United  
11 States Code, regarding full and open competition  
12 through the use of competitive procedures for the  
13 award of any logistics support contract following the  
14 initial five-year contract period.



**AMENDMENT TO H.R. 5515**  
**OFFERED BY MS. MCSALLY OF ARIZONA**

At the appropriate place in title I, insert the following new section:

1 **SEC. 1\_\_\_ . REMOVAL OF WAITING PERIOD FOR LIMITATION**  
2 **ON AVAILABILITY OF FUNDS FOR EC-130H**  
3 **COMPASS CALL RECAPITALIZATION PRO-**  
4 **GRAM.**

5 Section 135(a) of the National Defense Authorization  
6 Act for Fiscal Year 2018 (Public Law 115-91) is amended  
7 by striking “a period of 30 days has elapsed following”.



## Amendment to H.R. 5515 National Defense Authorization Act for Fiscal Year 2019

**Offered by: Trent Kelly (MS-01)**

In the appropriate place in the report to accompany H.R. 5515, insert the following new Directive Report Language:

### Maritime Security Program

The committee remains deeply concerned by the decrease in our merchant mariner fleet. The committee notes that the U.S. commercial presence in the international maritime domain has been on a steady decline since its peak in World War II and is currently at the lowest level in American history. Of some 40,000 large, oceangoing commercial vessels in the world today, just 181 sail under the U.S. flag, including 81 vessels operating exclusively in international trade. A robust commercial shipping industry is vital to the U.S. military's ability to project power around the world.

The Maritime Security Program (MSP) is critical to U.S. sustainment capability and supporting the pool of highly trained Mariners necessary to support our government-owned Ready Reserve Force fleet when activated. Created in 1996, the program helps maintain an active, privately-owned, U.S.-flag and U.S.-crewed fleet of 60 militarily useful commercial ships operating in international trade. MSP participants receive an annual stipend and their ships are available "on-call" to support DOD's global transportation needs. The MSP supports employment for 2,400 U.S. merchant mariners, and provides DOD with assured access to the critical multibillion-dollar global network of intermodal facilities and transport systems maintained by MSP participants. Recent agreements such as the 2016 US-Israel Memorandum of Understanding (MOU) and the decision to end foreign military financing (FMF) funding for jet fuel purchases may affect the ability to project forces in times of future contingencies because of the potential diminution of government-impelled cargo.

Therefore, the committee directs the Secretary of the Navy, in consultation with the Secretary of Transportation, to provide a briefing to the House Armed Services Committee by September 1, 2018 as to the MSP impact, if any, of the 2016 U.S.-Israel (MOU). Such a briefing shall specifically include an assessment of the loss of merchant mariners and the national security impact associated with the long-term sustainment of the Ready Reserve Force in times of conflict.

Log 365r1

**Amendment to H.R. 5515  
National Defense Authorization Act for Fiscal Year 2019**

**Offered by: Trent Kelly (MS-01)**

In the portion of the report to accompany H.R. 5515 titled "Frigate", strike the first paragraph and inset the following text.

"The committee is aware that the Navy awarded five contracts for conceptual design for its new guided missile frigate program, FFG(X), with multiple shipbuilders currently developing their respective designs to compete for a detail design and construction contract award planned for September 2020. This pursuit represents a significant shift from the Navy's previous plans to award a contract in fiscal year 2018 for a frigate derived from minor modifications to a Littoral Combat Ship (LCS) design. The FFG(X) program intends to leverage the proposed capabilities of the previous frigate plans and expand upon them to create a more lethal and survivable ship to meet the Small Surface Combatant (SSC) requirement. Toward that end, the committee encourages the Secretary of the Navy to emphasize concepts of risk reduction, commonality with existing platform equipment, and reduced acquisition and life cycle and sustainment costs to provide a best value solution for this critical platform. FFG(X) represents a significant investment, with the Navy's fiscal year 2019 long-range shipbuilding plan estimating over \$5.5 billion through fiscal year 2023 for the first 6 frigates, and a total of 20 frigates planned through fiscal year 2030."