

## SUBCOMMITTEE ON SEAPOWER AND PROJECTION FORCES EN BLOC #1

LOG ID	REV	MEMBER	MARKUP LOC	DESCRIPTION	MARKUP ACT
694	2	Bacon, Don	SPF	Directs the Air Force to brief the committee on the Survivable Airborne Operations Center	EB 1
710	0	Wittman, Robert	SPF	Would require entering into an FFRC to study Surface Warfare Officer (SWOs) retention issues, specifically female SWOs.	EB 1
711	1	Speier, Jackie	SPF	Analysis of Littoral Combat Ship program costs and benefits	EB 1
715	0	Speier, Jackie	SPF	Comptroller general review of undermanning on Naval surface ships	EB 1
718	1	Speier, Jackie	SPF	Progress Report on GAO recommendations on career paths for surface warfare officers	EB 1
736	0	Langevin, James	SPF	Requires Secretary of the Navy to report on combatant commands' maritime domain awareness efforts to combat the threats posed by illegal, unreported, and unregulated fishing.	EB 1
753	0	Panetta, Jimmy	SPF	Directs the Navy to submit a report regarding such steps as may be necessary to ensure the release of and public access to unclassified and declassified oceanographic data.	EB 1
770	2	Wittman, Robert	SPF	Encourage the Navy to keep using data analytics to improved performance in the ship maintenance process.	EB 1
784	2	Wittman, Robert	SPF	DRL on Bridge Tanker Competition/Program.	EB 1
794	0	Bergman, Jack	SPF	Briefing on Improving Safe and Secure Cyber-Enabled Navy Vessels	EB 1
831	0	Luria, Elaine G.	SPF	Would direct the Secretary of the Navy to brief the House Committee on Armed Services by February 1, 2022 on what efforts the Navy is making to utilize contract withholdings as an incentive to drive improved performance in the private surface ship repair industry.	EB 1
863	1	Kim, Andy	SPF	Directs USN to explore alternate potential uses for ships planned to be decommissioned.	EB 1
868	0	Jackson, Ronny	SPF	Accompanying language for the nacelle improvement funding increase and DRL for Sec Navy to brief HASC on MV-22 nacelle improvement options.	EB 1

LOG ID	REV	MEMBER	MARKUP LOC	DESCRIPTION	MARKUP ACT
886	0	Gallagher, Mike	SPF	Report on acquisition, delivery, and use of mobility assets that enable implementation of Expeditionary Advanced Base Operations	EB 1
890	0	Gallagher, Mike	SPF	Great Lakes Winter Shipping Act of 2021	EB 1
893	0	Gallagher, Mike	SPF	Anti-surface integration for P-8 aircraft	EB 1
954	0	Veasey, Marc	SPF	This amendment would direct the Navy and the Air Force to closely coordinate to ensure that there is no gap in the line between the Air Force and Marine Corps' Nacelle Improvement effort.	EB 1
956	3	Gallagher, Mike	SPF	Reporting requirement on US force posture in Indo-Pacific Command	EB 1
1019	0	Scott, Austin	SPF	This amendment would amend 10 USC 8062(d) to classify the Space Force as a matter of joint concern to the Navy.	EB 1
1025	0	Scott, Austin	SPF	It is the sense of Congress that the Secretary of the Navy should name a warship "USS Fallujah".	EB 1
1117	1	Moore, Blake D.	SPF	Directs the Air Force to brief the committee on KC-135 tanker cooling capacity	EB 1
1120	1	Scott, Austin	SPF	This DRL directs the Secretary to brief the HASC on efforts to update the Dictionary of American Naval Fighting Ships. The Dictionary of American Naval Fighting Ships (DANFS) is the official reference work for the basic facts about ships commissioned by the United States Navy.	EB 1
1145	1	Scott, Austin	SPF	This DRL directs the Secretary of the Navy to brief the HASC on the Navy's lack of dedicated fire boats.	EB 1
1264	2	Scott, Austin	SPF	This DRL directs the Secretary of Defense to provide a report to the congressional defense committees by March 1, 2022, on ISR capabilities on persistent, ultra-long endurance (multi-day), attritable Group III unmanned aerial systems.	EB 1
1342	0	Jackson, Ronny	SPF	DRL about the integration of hypersonic weapons into the bomber fleet.	EB 1
1395	2	McClain, Lisa C.	SPF	Requesting DoD report on the need for additional ice breaking vessels in the Great Lakes region.	EB 1

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by Mr. Bacon of Nebraska**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

**Survivable Airborne Operations Center**

The committee supports the Air Force's recapitalization effort for the Survivable Airborne Operations Center (SAOC), formerly known as the E-4B National Airborne Operations Center (NAOC). The aging E-4B fleet faces capability gaps, diminishing manufacturing sources, increased maintenance costs, and parts obsolescence as it approaches the end of its serviceable life. The recapitalization effort will be informed by Air Force and Department of Defense analyses used to determine a holistic approach to replacing the aging E-4B fleet and capabilities of other nuclear and national command and control mission sets. The committee understands that the SAOC weapon system will be comprised of a Commercial Derivative Aircraft (CDA), mission system, and ground support systems. The committee is encouraged by the program's effort to maintain a full and open competitive acquisition and maximize competition across the entire weapon system lifecycle. The committee supports the funding for SAOC in fiscal year 2022 and expects the Air Force and the DoD to prioritize funding in the future years. Given the critical and uniquely complex nature of this recapitalization effort, the committee strongly encourages the Air Force and the Department of Defense to consider non-traditional acquisition strategies to enable flexibility, accelerate systems development, and sufficiently address the risks of modernization and integration of the mission systems. Therefore, the committee directs the Secretary of the Air Force to deliver a briefing to the House Committee on Armed Services no later than March 1, 2022, on the Air Force's comprehensive SAOC modernization strategy.

**AMENDMENT TO H.R. 4350**  
**OFFERED BY MR. WITTMAN OF VIRGINIA**

At the appropriate place in title V, insert the following:

1 **SEC. 5 \_\_\_\_ . INDEPENDENT ASSESSMENT OF RETENTION OF**  
2 **FEMALE SURFACE WARFARE OFFICERS.**

3 (a) IN GENERAL.—The Secretary of Defense shall  
4 seek to enter into an agreement with a nonprofit entity  
5 or a federally funded research and development center  
6 independent of the Department of Defense to conduct re-  
7 search and analysis on the gender gap in retention of sur-  
8 face warfare officers in the Navy.

9 (b) ELEMENTS.—The research and analysis con-  
10 ducted under subsection (a) shall include consideration of  
11 the following:

12 (1) Demographics of surface warfare officers,  
13 disaggregated by gender, including—

14 (A) race;

15 (B) ethnicity;

16 (C) socioeconomic status;

17 (D) marital status (including whether the  
18 spouse is a member of the Armed Forces and,  
19 if so, the length of service of such spouse);

1 (E) whether the officer has children (in-  
2 cluding number and age or ages of children);

3 (F) whether an immediate family member  
4 serves or has served as a member of the Armed  
5 Forces; and

6 (G) the percentage of such officers who—

7 (i) indicate an intent to complete only  
8 an initial service agreement; and

9 (ii) complete only an initial service  
10 agreement.

11 (2) Whether there is a correlation between the  
12 number of female surface warfare officers serving on  
13 a vessel and responses of such officers to command  
14 climate surveys.

15 (3) An anonymous but traceable study of com-  
16 mand climate results to—

17 (A) correlate responses from particular fe-  
18 male surface warfare officers with resignation;  
19 and

20 (B) compare attitudes of first-tour and  
21 second-tour female surface warfare officers.

22 (4) Recommendations based on the findings  
23 under paragraphs (1), (2), and (3).

24 (c) REPORTS.—

1           (1) IN GENERAL.—Not later than 270 days  
2 after the date on which a nonprofit entity or feder-  
3 ally funded research and development center enters  
4 into an agreement under subsection (a) with the  
5 Secretary of Defense, such entity or center shall  
6 submit to the Secretary of Defense a report on the  
7 results of the research and analysis under subsection  
8 (a).

9           (2) SUBMISSION TO CONGRESS.—Not later than  
10 one year after the date of the enactment of this Act,  
11 the Secretary of Defense shall submit to the con-  
12 gressional defense committees each of the following:

13                   (A) A copy of the report submitted under  
14 paragraph (1) without change.

15                   (B) Any comments, changes, recommenda-  
16 tions, or other information provided by the Sec-  
17 retary of Defense relating to the research and  
18 analysis under subsection (a) and contained in  
19 such report.



**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Ms. Speier of California**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

Analysis of the Costs and Benefits of the Littoral Combat Ship Program

The committee notes that the Government Accountability Office (GAO) has reported extensively on issues with the Littoral Combat Ship (LCS) program. Since 2005, GAO has issued no fewer than 19 reports that highlight failures in the acquisition of LCS, including ships delivered late, with increased costs and less capability than planned—such as lower lethality and survivability—higher than expected costs for contractor maintenance, and numerous mechanical failures. Most recently in 2021, GAO found that the Navy continues to face substantial challenges in demonstrating the operational and warfighting capabilities that the LCS fleet needs to perform its missions.

The committee notes that the Navy continues to make significant investments in the LCS program even as it has stopped accepting Freedom-class LCS variants while the contractor fixes a class-wide engineering defect, is decommissioning two LCS ships in 2021 after completing just one mission each, and has proposed retiring four more ships in fiscal year 2022. The Navy has yet to complete reviews to identify ways to improve LCS employment, lethality, maintenance, reliability, and sustainability.

Therefore, the committee directs the Secretary of the Navy to submit a report to the congressional defense committees by March 15, 2022, assessing the costs and benefits of continued investment in the LCS program. As the ships are being employed differently and are experiencing different levels of reliability and different employment schedules, the report should address the Independence and Freedom variants separately. The report shall include:

(1) An assessment of whether the LCS is meeting current and future performance requirements and fleet needs and whether the LCS fleet could be expected to contribute to forward naval presence and operate effectively against near-peer threats and on blue water missions.

(2) An assessment of all LCS deployments in 2020–2021 to include reliability, missions performed, and feedback from Fleet Commanders, and an assessment of operational impact of changes to manning and maintenance CONOPS for deployed LCSs.

(3) An updated estimate of total life cycle costs for the program as currently structured, including research and development, acquisition of the seaframes and mission modules, test and evaluation, in-service modernization, training, operating and support, and disposal. The associated costs and benefits of modifying the current LCS program, including alternatives such as revising the LCS capabilities and concept of operations, such as different mixes of mission modules, weapons, crews, and missions to find a combination that is efficient to operate and effectively performs a useful mission; increasing the endurance of the vessels, including reliability, maintainability, and availability; addressing deficiencies identified during deployments and operational testing; retiring some or all of the LCS fleet earlier than planned; and implementing other major modifications to the LCS program currently under consideration or already being executed, such as recommendations resulting from Task Force LCS and ongoing studies.

(4) An analysis of fleet wide costs to support LCS compared with other ship classes and an assessment of whether end-strength and funds devoted to keeping LCS ready and mission capable would be better used to mitigate shortfalls on other ship classes.

(5) A recommendation from the Secretary of the Navy as to whether the benefits and performance of LCS justify continued investment in the program.



**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Ms. Speier of California**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

Comptroller General Review of Navy Ship Manning

The committee notes the Navy's efforts to accurately calculate manpower requirements for surface ships and improve shipboard manning since the fatal ship collisions in 2017. However, as the Government Accountability Office (GAO) reported in May 2021, the Navy's surface fleet manning shortfalls have grown from 6 percent in September 2016 to 15 percent in September 2020 (GAO-21-366). The committee is concerned that these growing shortfalls are likely contributing to the lack of sleep and extensive fatigue also reported by the GAO, creating unsafe and ineffective operating conditions in the surface fleet. The committee is also concerned that the Navy has not historically authorized billets to required levels. Therefore, the committee directs the Comptroller General of the United States to assess Navy ship manning. The assessment shall include:

- (1) the Navy's process for determining the number of authorized billets to meet ship manpower requirements;
- (2) the extent to which qualified personnel have been assigned to required billets (referred to as "fit");
- (3) the extent to which the Navy is manning ships to required levels; and
- (4) any other related matters the Comptroller General considers appropriate.

The committee further directs the Comptroller General to provide a briefing to the House Committee on Armed Services by April 1, 2022, on preliminary findings and present final results in a format and timeframe agreed to at the briefing.

**AMENDMENT TO H.R. 4350**  
**OFFERED BY MS. SPEIER OF CALIFORNIA**

At the appropriate place in title V, insert the following:

1 **SEC. 5 \_\_\_\_ . PROGRESS REPORT ON IMPLEMENTATION OF**  
2 **GAO RECOMMENDATIONS REGARDING CA-**  
3 **REER PATHS FOR SURFACE WARFARE OFFI-**  
4 **CERS OF THE NAVY.**

5 (a) PROGRESS REPORT.—Not later than one year  
6 after the date of the enactment of this Act, the Secretary  
7 of the Navy shall submit to the congressional defense com-  
8 mittees a progress report on implementation of the rec-  
9 ommendations for executive action in the report of the  
10 Government Accountability Office titled “Navy Readiness:  
11 Actions Needed to Evaluate and Improve Surface Warfare  
12 Officer Career Path” (GAO–21–168). The report shall in-  
13 clude the following:

14 (1) Actions taken to develop plans to improve  
15 retention of SWOs, with a focus on retention of fe-  
16 male SWOs, including specific goals, performance  
17 measures, and timelines.

18 (2) Actions taken to analyze relevant logbook  
19 data for trends between the number of SWOs

1       aboard ships and competition for limited training op-  
2       portunities.

3               (3) Actions taken to analyze the extent to which  
4       commissioning practices affect training opportunities  
5       for SWOs.

6               (4) Actions taken to reevaluate the need for nu-  
7       clear-trained SWOs, assess the effects of the current  
8       training approach, and make any related adjust-  
9       ments to the respective career path.

10              (5) Actions taken to establish and implement  
11       regular evaluations of the effectiveness of the cur-  
12       rent career path, training, and policies for SWOs, in  
13       successfully developing and retaining proficient  
14       SWOs. The initial evaluation shall include—

15                      (A) a comparison of such effectiveness  
16                      against that of other positions in the Navy, and  
17                      against comparable positions in other navies  
18                      and maritime communities; and

19                      (B) input from SWOs at all grades.

20              (6) Actions taken to implement—

21                      (A) workforce strategies;

22                      (B) changes to the career path for SWOs,  
23       training, and policies; and

1                   (C) the implementation of pilot programs  
2                   to evaluate potential changes that address the  
3                   results of such initial evaluation.

4           (b) SWO DEFINED.—In this section, the term  
5 “SWO” means “surface warfare officer”.



**AMENDMENT TO H.R. 4350**  
**OFFERED BY MR. LANGEVIN OF RHODE ISLAND**

At the appropriate place in title XXXV, insert the following:

1 **SEC. 35 \_\_\_\_ . REPORT ON EFFORTS OF COMBATANT COM-**  
2 **MANDS TO COMBAT THREATS POSED BY IL-**  
3 **LEGAL, UNREPORTED, AND UNREGULATED**  
4 **FISHING.**

5 (a) REPORT REQUIRED.—Not later than 180 days  
6 after the date of the enactment of this Act, the Secretary  
7 of the Navy, in consultation with the Director of the Office  
8 of Naval Research and the heads of other relevant agen-  
9 cies, as determined by the Secretary, shall submit to the  
10 Committee on Armed Services, the Committee on Com-  
11 merce, Science, and Transportation, the Committee on  
12 Foreign Relations, and the Committee on Appropriations  
13 of the Senate and the Committee on Armed Services, the  
14 Committee on Natural Resources, the Committee on  
15 Transportation and Infrastructure, the Committee on  
16 Foreign Affairs, and the Committee on Appropriations of  
17 the House of Representatives a report on the combatant  
18 commands' maritime domain awareness efforts to combat

1 the threats posed by illegal, unreported, and unregulated  
2 fishing.

3 (b) CONTENTS OF REPORT.—The report required by  
4 subsection (a) shall include a detailed summary of each  
5 of the following for each combatant command:

6 (1) The activities undertaken to date to combat  
7 the threats posed by illegal, unreported, and unregu-  
8 lated fishing in the geographic area of the combat-  
9 ant command, including the steps taken to build  
10 partner capacity to combat such threats.

11 (2) Coordination with the Armed Forces of the  
12 United States, partner nations, and public-private  
13 partnerships to combat such threats.

14 (3) Efforts undertaken to support unclassified  
15 data integration, analysis, and delivery with regional  
16 partners to combat such threats.

17 (4) Best practices and lessons learned from ex-  
18 isting and previous efforts relating to such threats,  
19 including strategies for coordination and successes in  
20 public-private partnerships.

21 (5) Limitations related to affordability, resource  
22 constraints, or other gaps or factors that constrain  
23 the success or expansion of efforts related to such  
24 threats.

1           (6) Any new authorities needed to support ef-  
2           forts to combat the threats posed by illegal, unre-  
3           ported, and unregulated fishing.

4           (c) FORM OF REPORT.—The report required by sub-  
5           section (a) shall be submitted in unclassified form, but  
6           may include a classified annex.



**Amendment to H.R. 4350  
National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mr. Panetta**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

**Increased Access to Oceanographic Data**

The committee directs the Secretary of the Navy to submit a report to the Committees on Armed Services of the Senate and the House of Representatives not later than March 1, 2022, regarding such steps as may be necessary to ensure the release of and public access to unclassified and declassified oceanographic data, subject to applicable regulatory restrictions.



**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Robert J. Wittman (VA-01)**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

**Data Analytics Driving On-Time Ship Maintenance Deliveries**

The committee recognizes the benefits of leveraging the vast amounts of data collected to drive better and more rapid decision across the Department of Defense. The Navy is implementing data analytics tools and techniques to enhance warfighting, training, acquisition and all corporate decisions. Using quantitative techniques, data driven analysis, and various other research techniques, Navy leadership is embracing data analytics and the benefits it brings to all organizations at all echelons. Initiatives such as Perform to Plan (P2P) have shown how data driven decisions not only enhance readiness but reduce cost. The committee is particularly impressed with how the Mid-Atlantic Regional Maintenance Center (MARMC) has leveraged previous Department of Defense Small Business Innovation Research (SBIR) investments in Data Analytics to drive improved performance in the ship maintenance process. By extending the Expeditionary Logistics (EXLOG)/Logistics Common Operating Picture (LOGCOP) tool created under the SBIR program, the command has increased the speed and quality of decisions which is resulting in improved performance during maintenance periods. The committee believes the Navy should leverage this SBIR technology to improve the tool and expand this best practice to other Regional Maintenance Centers. Therefore, the committee directs the Secretary of the Navy by February 1, 2022, to prepare a brief to the House Committee on Armed Services as to Secretary's intent to expand these data analytic tools and techniques throughout the ship maintenance enterprise.

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Robert J. Wittman (VA-01)**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

Bridge Tanker

The committee believes that the Secretary of the Air Force should consider the benefit of seamless tanker recapitalization deliveries by accelerating the Bridge Tanker competition with a request for proposal not later than fiscal year 2023, an award in fiscal year 2024, and the delivery of the first bridge tanker not later than in fiscal year 2029. The committee further believes that this bridge tanker should be limited developmental, operationally ready and best value based on platform capability. Therefore, the committee directs the Secretary of the Air Force to prepare a brief to the House Committee on Armed Services by March 1, 2022 that provides the Secretary's assessment of the bridge tanker acquisition timelines to include requirements development, procurement milestones and proposed contract type.

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mr. Bergman of Michigan**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

[Improving Safe and Secure Cyber-Enabled Navy Vessels]

The committee continues to have concerns regarding the emerging threat of cyberattacks and present danger to US Navy vessels, both surface and underwater. Entire Navy systems, including vessels, weapons, and facilities, continue to be cyberattack targets from both state and non-state sponsored actors. Significant investment in cyber-defense training and technology development is essential to ensure continued naval superiority throughout the world for the foreseeable future. The digital thread from manned ships and autonomous platforms provides enormous opportunities for efficiencies in coordination, operation, maintenance, and cyber-resilience. However, this thread of critical data, including location, heading, and platform health, presents one of the biggest opportunities for cyber threats and cyber-attacks to Navy vessels. End-to-end cybersecurity and anti-tamper technology need to be addressed for a wide range of systems, from small man-portable autonomous vehicles to systems as large as carrier groups.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services by March 31, 2022, that includes current plans and potential opportunities to improve the cybersecurity of the digital thread communication network for Navy vessels, specifically communication between unmanned and autonomous vessels.

The briefing should also include:

- 1) A description and evaluation of current Naval vessel cyber-security real-world test-bed facilities and their capabilities.
- 2) A description and evaluation of requirements for autonomous Naval vessel cybersecurity communications testing and qualifications.
- 3) A description and evaluation of current Naval vessel cybersecurity workforce and expected future workforce needs.
- 4) An analysis of opportunities to expand Naval vessel digital thread cybersecurity development and testing, specifically for unmanned and autonomous vessels.

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Ms. Luria of Virginia**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

Briefing on Navy Ship Repair Withholds

The committee recognizes that, per section 2307 of Title 10 United States Code, the Navy has the ability to withhold as much as ten percent or as little as one percent on private shipyard repair contracts. The private repair industry and the Navy have struggled with the transition from cost plus contracts to fixed price contracts for repair work on Navy surface ships with regard to addressing issues such as unexpected growth work and contract modifications. These issues have led to extended repair availabilities which subsequently have impacts to fleet deployments. Rather than using the flexibility provided in statute for withholds as a punitive measure, the committee believes that the Navy should be using that mechanism as an incentive to drive performance. The committee notes that the Navy could obligate the maximum amount at award for shipyards that have demonstrated consistent performance and have delivered ships on schedule and on cost.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services by February 1, 2022 on what efforts the Navy is making to utilize contract withholdings as an incentive to drive improved performance in the private surface ship repair industry.

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mr. Kim of New Jersey**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

Other Potential Uses for Decommissioned Naval Assets

The Committee believes there is merit in examining other possible uses of ships proposed to be decommissioned by the US Navy. The Committee is aware of interest on the part of foreign allies in some of these ships which could be beneficial to the US Navy and allied relationships. The Navy has proposed additional retirements of several Littoral Combat ships, as well as Aegis cruisers. Both these classes of ships offer the opportunity for interoperability and commonality with allied navies either due to Hull, Mechanical and Electrical (HM&E) characteristics or similarities with combat or weapons systems.

Therefore, the committee directs the Secretary of the Navy to provide a report by March 1, 2022 Act on the viability of transferring ships planned for decommissioning to allied Navies, to include Ticonderoga Class Cruisers the Littoral Combat Ships. The report should explore all options, with associated costs and risks, in effecting the transfer, including a full transfer or a potential leasing mechanism that would allow for the ultimate transfer of the asset back to the US Navy upon completion of the lease term. The report should also examine modifications and repairs that would be necessary to address operational deficiencies and other modifications necessary for operation by allied Navies

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mr. Jackson of Texas**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

Nacelle Improvement

The Committee notes that the United States Air Force has requested funding to modernize and upgrade its fleet of CV-22 aircraft, specifically for Nacelle Improvements. The Air Force Nacelle Improvement program is specifically engineered to attack the highest reliability and readiness degraders within the nacelle, which constitute nearly 60% of maintenance actions on the aircraft. Nacelle improvements are a top priority for improving V-22 readiness across all variants. Therefore, the committee recommends an additional \$5,000,000 for the Air Force upgrades.

Additionally, the committee recommends that the US Marine Corps leverage the Air Force's investment in nacelle improvement and initiates a plan to begin the upgrades and install the nacelle improvement kits on their fleet of MV-22 aircraft. The committee recognizes that the most efficient means of implementing the Nacelle Improvement program across the fleet may be to do this work at the original equipment manufacturer final assembly facility. The committee believes that there is the potential to save money, reduce down-time of the aircraft, and impact the entire program in an extremely positive manner. Therefore, the committee directs the Secretary of the Navy to prepare a brief to the House Committee on Armed Services by March 1, 2022 as to options to accelerate MV-22 nacelle improvements.

**AMENDMENT TO H.R. 4350**  
**OFFERED BY MR. GALLAGHER OF WISCONSIN**

At the appropriate place in title X, insert the following:

1 **SEC. 10 \_\_\_\_ . REPORT ON ACQUISITION, DELIVERY, AND USE**  
2 **OF MOBILITY ASSETS THAT ENABLE IMPLEMENTATION OF EXPEDITIONARY ADVANCED**  
3 **BASE OPERATIONS.**  
4

5 (a) REPORT REQUIRED.—Not later than 180 days  
6 after the date of the enactment of this Act, the Secretary  
7 of Defense shall submit to the congressional defense committees a report that includes a detailed description of  
8 each of the following:

10 (1) The doctrine, organization, training, materiel, leadership and education, personnel, and facilities required to operate and maintain a force of 24  
11 to 35 Light Amphibious Warships, as well as the feasibility of accelerating the current Light  
12 Amphibious Warship procurement plan and delivery schedule.

17 (2) The specific number, type, and mix of  
18 manned and unmanned strategic mobility wing-in-ground effect platforms required to support distrib-

1       uted maritime operations and expeditionary ad-  
2       vanced base operations.

3           (3) The feasibility of the Navy and Marine Lit-  
4       toral Regiments using other joint and interagency  
5       mobility platforms prior to the operational avail-  
6       ability of Light Amphibious Warships or wing-in-  
7       ground effect platforms, including—

8           (A) United States Army Transportation  
9       Command's more than 100 LCU-2000, Runny-  
10      mede-class and the eight General Frank S.  
11      Besson-class logistics support vessels;

12          (B) commercial vessel options, currently  
13      available, that meet Marine Littoral Regiment  
14      requirements for movement, maneuver,  
15      sustainment, training, interoperability, and  
16      cargo capacity and delivery;

17          (C) maritime prepositioning force vessels;  
18      and

19          (D) Coast Guard vessels.

20           (4) The specific number, type, and mix of long  
21      range unmanned surface vessel platforms required to  
22      support distributed maritime operations, expedi-  
23      tionary advanced base operations, along with their  
24      operational interaction with the fleet's warfighting  
25      capabilities;



1           (5) The feasibility of integrating Marine Lit-  
2           toral Regiments with—

- 3                   (A) Special Operations activities;  
4                   (B) joint and interagency planning;  
5                   (C) information warfare operations; and  
6                   (D) command, control, communications,  
7           computer, intelligence, surveillance and recon-  
8           naissance, and security cooperation activities.

9           (6) The projected cost, and any additional re-  
10          sources required, to accelerate the operational de-  
11          ployment of Marine Littoral Regiments and deliver  
12          the capabilities described in paragraphs (1) through  
13          (5) by not later than three years after the date of  
14          the enactment of this Act.

15          (b) FORM OF REPORT.—The report required by sub-  
16          section (a) shall be submitted in a publicly accessible, un-  
17          classified form, but may contain a classified annex.



**AMENDMENT TO H.R. 4350**

**OFFERED BY MR. GALLAGHER OF WISCONSIN**

At the appropriate place in title LIII, insert the following:

1       **Subtitle \_\_\_\_\_—Great Lakes**  
2       **Winter Shipping Act of 2021**

3       **SEC. \_\_\_\_ . GREAT LAKES WINTER SHIPPING.**

4           (a) **SHORT TITLE.**—This subtitle may be cited as the  
5 “Great Lakes Winter Shipping Act of 2021”.

6           (b) **GREAT LAKES ICEBREAKING OPERATIONS.**—

7               (1) **GAO REPORT.**—

8                   (A) **IN GENERAL.**—Not later than 1 year  
9 after the date of the enactment of this Act, the  
10 Comptroller General of the United States shall  
11 submit to the Committee on Commerce,  
12 Science, and Transportation of the Senate and  
13 the Committee on Transportation and Infra-  
14 structure of the House of Representatives a re-  
15 port on Coast Guard icebreaking in the Great  
16 Lakes.

17                   (B) **ELEMENTS.**—The report required  
18 under subparagraph (A) shall—

19                       (i) evaluate—

1 (I) the economic impact related  
2 to vessel delays or cancellations asso-  
3 ciated with ice coverage on the Great  
4 Lakes;

5 (II) the impact the standards  
6 proposed in paragraph (2) would have  
7 on Coast Guard operations in the  
8 Great Lakes if such standards were  
9 adopted;

10 (III) the fleet mix of medium ice-  
11 breakers and icebreaking tugs nec-  
12 essary to meet the standards proposed  
13 in paragraph (2); and

14 (IV) the resources necessary to  
15 support the fleet described in sub-  
16 clause (III), including billets for crew  
17 and operating costs; and

18 (ii) make recommendations to the  
19 Commandant for improvements to the  
20 Great Lakes icebreaking program, includ-  
21 ing with respect to facilitating shipping  
22 and meeting all Coast Guard mission  
23 needs.

24 (2) PROPOSED STANDARDS FOR ICEBREAKING  
25 OPERATIONS.—The proposed standards, the impact

1 of the adoption of which is evaluated in subclauses  
2 (II) and (III) of paragraph (1)(B)(i), are the fol-  
3 lowing:

4 (A) Except as provided in subparagraph  
5 (B), that ice-covered waterways in the Great  
6 Lakes shall be open to navigation not less than  
7 90 percent of the hours that vessels engaged in  
8 commercial service and ferries attempt to tran-  
9 sit such ice-covered waterways.

10 (B) In a year in which the Great Lakes  
11 are not open to navigation as described in sub-  
12 paragraph (A) because of ice of a thickness that  
13 occurs on average only once every 10 years, ice-  
14 covered waterways in the Great Lakes shall be  
15 open to navigation at least 70 percent of the  
16 hours that vessels engaged in commercial serv-  
17 ice and ferries attempt to transit such ice-cov-  
18 ered waterways.

19 (3) REPORT BY COMMANDANT.—Not later than  
20 90 days after the date on which the Comptroller  
21 General submits the report under paragraph (1), the  
22 Commandant shall submit to the Committee on  
23 Commerce, Science, and Transportation of the Sen-  
24 ate and the Committee on Transportation and Infra-

1 structure of the House of Representatives a report  
2 that includes the following:

3 (A) A plan for Coast Guard implementa-  
4 tion of any recommendation made by the Comp-  
5 troller General under paragraph (1)(B)(ii) with  
6 which the Commandant concurs.

7 (B) With respect to any recommendation  
8 made under paragraph (1)(B)(ii) with which  
9 the Commandant does not concur, an expla-  
10 nation of the reasons why the Commandant  
11 does not concur.

12 (C) A review of, and a proposed implemen-  
13 tation plan for, the results of the fleet mix anal-  
14 ysis under paragraph (1)(B)(i)(III).

15 (D) Any proposed modifications to current  
16 Coast Guard Standards for icebreaking oper-  
17 ations in the Great Lakes.

18 (4) PILOT PROGRAM.—During the 5 ice seasons  
19 following the date of enactment of this Act, the  
20 Coast Guard shall conduct a pilot program to deter-  
21 mine the extent to which the current Coast Guard  
22 Great Lakes icebreaking cutter fleet can meet the  
23 proposed standards described in paragraph (2).

24 (c) DATA ON ICEBREAKING OPERATIONS IN THE  
25 GREAT LAKES.—

1           (1) IN GENERAL.—The Commandant shall col-  
2           lect, during ice season, archive, and disseminate data  
3           on icebreaking operations and transits on ice-covered  
4           waterways in the Great Lakes of vessels engaged in  
5           commercial service and ferries.

6           (2) ELEMENTS.—Data collected, archived, and  
7           disseminated under paragraph (1) shall include the  
8           following:

9                   (A) Voyages by vessels engaged in com-  
10                  mercial service and ferries to transit ice-covered  
11                  waterways in the Great Lakes that are delayed  
12                  or cancelled because of the nonavailability of a  
13                  suitable icebreaking vessel.

14                  (B) Voyages attempted by vessels engaged  
15                  in commercial service and ferries to transit ice-  
16                  covered waterways in the Great Lakes that do  
17                  not reach their intended destination because of  
18                  the nonavailability of a suitable icebreaking ves-  
19                  sel.

20                  (C) The period of time that each vessel en-  
21                  gaged in commercial service or ferry was de-  
22                  layed in getting underway or during a transit of  
23                  ice-covered waterways in the Great Lakes due  
24                  to the nonavailability of a suitable icebreaking  
25                  vessel.

1           (D) The period of time elapsed between  
2 each request for icebreaking assistance by a  
3 vessel engaged in commercial service or ferry  
4 and the arrival of a suitable icebreaking vessel  
5 and whether such icebreaking vessel was a  
6 Coast Guard or commercial asset.

7           (E) The percentage of hours that Great  
8 Lakes ice-covered waterways were open to navi-  
9 gation, as defined by this section, while vessels  
10 engaged in commercial service and ferries at-  
11 tempted to transit such waterways for each ice  
12 season after the date of enactment of this sec-  
13 tion.

14           (F) Relevant communications of each ves-  
15 sel engaged in commercial service or ferry with  
16 the Coast Guard or commercial icebreaking  
17 service providers with respect to subparagraphs  
18 (A) through (D).

19           (G) A description of any mitigating cir-  
20 cumstance, such as Coast Guard Great Lakes  
21 icebreaker diversions to higher priority mis-  
22 sions, that may have contributed to the amount  
23 of time described in subparagraphs (C) and (D)  
24 or the percentage of time described in subpara-  
25 graph (E).

1           (3) VOLUNTARY REPORTING.—Any reporting by  
2 operators of commercial vessels engaged in commer-  
3 cial service or ferries under this Act shall be vol-  
4 untary.

5           (4) PUBLIC AVAILABILITY.—The Commandant  
6 shall make the data collected, archived and dissemi-  
7 nated under this subsection available to the public  
8 on a publicly accessible internet website of the Coast  
9 Guard.

10          (5) CONSULTATION WITH INDUSTRY.—With re-  
11 spect to the Great Lakes icebreaking operations of  
12 the Coast Guard and the development of the data  
13 collected, archived, and disseminated under this sub-  
14 section, the Commandant shall consult operators of  
15 vessel engaged in commercial service and ferries.

16          (6) DEFINITIONS.—In this subsection:

17           (A) VESSEL.—The term “vessel” has the  
18 meaning given such term in section 3 of title 1,  
19 United States Code.

20           (B) COMMERCIAL SERVICE.—The term  
21 “commercial service” has the meaning given  
22 such term in section 2101(4) of title 46, United  
23 States Code.

24           (C) GREAT LAKES.—The term “Great  
25 Lakes”—



1 (i) has the meaning given such term  
2 in section 118 of the Federal Water Pollu-  
3 tion Control Act (33 U.S.C. 1268); and

4 (ii) includes harbors adjacent to such  
5 waters.

6 (D) ICE-COVERED WATERWAY.—The term  
7 “ice-covered waterway” means any portion of  
8 the Great Lakes, as defined by subparagraph  
9 (C), in which vessels engaged in commercial  
10 service or ferries operate that is 70 percent or  
11 greater covered by ice, but does not include any  
12 waters adjacent to piers or docks for which  
13 commercial icebreaking services are available  
14 and adequate for the ice conditions.

15 (E) OPEN TO NAVIGATION.—The term  
16 “open to navigation” means navigable to the ex-  
17 tent necessary to meet the reasonable demands  
18 of shipping, minimize delays to passenger fer-  
19 ries, extricate vessels and persons from danger,  
20 prevent damage due to flooding, and conduct  
21 other Coast Guard missions as required.

22 (F) REASONABLE DEMANDS OF SHIP-  
23 PING.—The term “reasonable demands of ship-  
24 ping” means the safe movement of vessels en-  
25 gaged in commercial service and ferries

1 transiting ice-covered waterways in the Great  
2 Lakes to their intended destination, regardless  
3 of type of cargo.

4 (d) GREAT LAKES ICEBREAKER ACQUISITION.—Of  
5 the amounts authorized to be appropriated under section  
6 4902(2)(A)(ii) of title 14, United States Code—

7 (1) for fiscal year 2022, \$350,000,000 shall be  
8 made available to the Commandant for the acquisi-  
9 tion of a Great Lakes icebreaker at least as capable  
10 as Coast Guard Cutter Mackinaw (WLBB-30); and

11 (2) for fiscal year 2023, \$20,000,000 shall be  
12 made available to the Commandant for the design  
13 and selection of icebreaking cutters for operation in  
14 the Great Lakes, the Northeastern United States,  
15 and the Arctic, as appropriate, that are at least as  
16 capable as the Coast Guard 140-foot icebreaking  
17 tugs.

18 (e) PROHIBITION ON CONTRACT OR USE OF FUNDS  
19 FOR DEVELOPMENT OF COMMON HULL DESIGN.—Sec-  
20 tion 8105 of the William M. (Mac) Thornberry National  
21 Defense Authorization Act for Fiscal Year 2021 (Public  
22 Law 116-283) is amended by striking subsection (b) and  
23 inserting the following:

24 “(b) REPORT.—Not later than 90 days after the date  
25 of the enactment of this subsection, the Commandant shall

1 submit to the Committee on Commerce, Science, and  
2 Transportation of the Senate and the Committee on  
3 Transportation and Infrastructure of the House of Rep-  
4 resentative a report on the operational benefits and limita-  
5 tions of a common hull design for icebreaking cutters for  
6 operation in the Great Lakes, the Northeastern United  
7 States, and the Arctic, as appropriate, that are at least  
8 as capable as the Coast Guard 140-foot icebreaking  
9 tugs.”.



**Amendment to H.R. 4350  
National Defense Authorization Act for Fiscal Year 2022**

**Offered by:**

**Mr. Gallagher of Wisconsin**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

*Anti-Surface Integration*

The committee remains focused on deterring ever-increasing Chinese aggression, specifically the threat of military force against Taiwan, and ensuring combatant commanders are well-equipped to defeat the threat should a regional crisis materialize in the near term. The committee seeks to strengthen the credibility of American deterrence while simultaneously ensuring sufficient combat-ready U.S. forces in the Indo-Pacific to prevent China from seizing or maintaining the advantage early in a conflict. To that end, the committee is encouraged by the Navy's efforts to leverage proven aviation platforms to combat China's growing fleet of assault ships; for example, integration of the Long-Range Anti-Ship Missile (LRASM) onto the Multi-Mission P-8 aircraft, which is also utilized for Anti-Submarine Warfare and ISR missions by strategic regional allies such as India and Australia. Additionally, the committee remains supportive of the Maritime Strike Tomahawk, Harpoon block II, offensive mining initiatives and other related strike options to better advance surface strike capabilities. Therefore, the committee directs the Commander of the U.S. Indo-Pacific Command to provide a briefing to the House Committee on Armed Services by March 1, 2022 as to an assessment of the current number of available anti-ship fires in the region and anticipated capabilities and capacities of options projected to be available in the next five years. The briefing should also include an assessment of how additional fires would impact the ability of the command to meet operational requirements.

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mr. Veasey**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

**V-22 NACELLE IMPROVEMENT PROGRAM**

In prior budget submissions, the Air Force has stated that the Nacelle Improvement (NI) program is "...Air Force Special Operations Command #1 priority for the CV-22 weapon system" and will increase the readiness, reliability and ability to deploy of one of Defense Departments highest in-demand aircraft. The committee is pleased the NI program is on track to deliver the first modified CV-22 this year and encourages the Air Force Special Operations Command to continue to work with industry to accelerate the program as quickly as possible. Further, the committee is aware that should Air Force Special Operations Command accelerate the NI program, a gap could open between the end of the Air Force program and the initiation of the Marine Corps' NI effort. To avoid an unnecessary and costly break in the program, the committee directs the Secretary of the Navy to coordinate with the Secretary of the Air Force and industry to ensure that the NI program transitions from modifying CV-22 aircraft to MV-22 aircraft without interruption. The committee further directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services by January 1, 2022 on Marine Corps' NI effort and their coordination with the Air Force.

**AMENDMENT TO H.R. 4350**  
**OFFERED BY MR. GALLAGHER OF WISCONSIN**

At the appropriate place in title X, insert the following:

1 **SEC. 10 \_\_\_\_ . FORCE POSTURE IN THE INDO-PACIFIC RE-**  
2 **GION.**

3 (a) SENSE OF CONGRESS.—It is the Sense of Con-  
4 gress that—

5 (1) forward deployed military forces, particu-  
6 larly those west of the International Date Line, play  
7 an indispensable role in deterring aggression in the  
8 Indo-Pacific and reassuring allies;

9 (2) forward deployed forces facilitate greater  
10 day to day presence in contested seas and airspace;  
11 and

12 (3) in light of growing threats, the Department  
13 of Defense should forward deploy a larger share of  
14 its forces to the Indo-Pacific over the next five  
15 years.

16 (b) ASSESSMENT REQUIRED.—Not later than 180  
17 days after the date of the enactment of this Act, the Com-  
18 mander of United States Indo-Pacific Command shall sub-  
19 mit to the congressional defense committees a report con-

1 taining the independent assessment of the Commander  
2 with respect to each of the following:

3           (1) The number of bombers required to be con-  
4 tinually present in the Indo-Pacific region, the num-  
5 ber of bombers required outside Indo-Pacific region,  
6 and the number of tankers necessary to support  
7 bomber refueling sorties in order to execute the  
8 operational and contingency plans assigned to the  
9 Commander of Indo-Pacific Command.

10           (2) The operational, deterrent, and strategic ef-  
11 fect if the required number of bombers were not  
12 present in the Indo-Pacific region during a conflict  
13 scenario.

14           (3) Any additional infrastructure required in  
15 Guam or other Indo-Pacific locations to support the  
16 operationally required level of continuous bomber  
17 presence, along with the associated cost.

18           (4) The value of storing long range anti-ship  
19 missiles, joint air-to-surface standoff missile-ex-  
20 tended range, and other long range strike weapons  
21 in Guam and other locations in the Indo-Pacific.

22           (c) REPORT REQUIRED.—Not later than 180 days  
23 after the date of the enactment of this Act, and annually  
24 thereafter, the Commander of United States Indo-Pacific

1 Command shall submit to the congressional defense com-  
2 mittees a report that includes the following information:

3 (1) The number of freedom of navigation oper-  
4 ations conducted in the Indo-Pacific each year since  
5 2013.

6 (2) The number of bombers continuously  
7 present in the Indo-Pacific each year since 2013.

8 (3) The number of ships, bombers, fighters,  
9 Marines, and brigade combat teams deployed to the  
10 Indo-Pacific region during the eight-year period pre-  
11 ceding the year in which the report is submitted.

12 (4) The number of ships, bombers, fighters,  
13 Marines, and brigade combat teams deployed to the  
14 Indo-Pacific region but tasked to other combatant  
15 commands, including the number of days each such  
16 tasking lasted, during the eight-year period pre-  
17 ceding the year in which the report is submitted.





**AMENDMENT TO H.R. 4350**  
**OFFERED BY MR. AUSTIN SCOTT OF GEORGIA**

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

1 **SEC. 9 \_\_\_\_ . COORDINATION OF CERTAIN NAVAL ACTIVITIES**  
2 **WITH THE SPACE FORCE.**

3 Section 8062(d) of title 10, United States Code, is  
4 amended by inserting “the Space Force,” after “the Air  
5 Force,”.



**AMENDMENT TO H.R. 4350**  
**OFFERED BY MR. AUSTIN SCOTT OF GEORGIA**

At the appropriate place in title X, insert the following:

1 **SEC. 10 \_\_\_\_ . SENSE OF CONGRESS REGARDING NAMING A**

2 **WARSHIP THE USS FALLUJAH.**

3 It is the sense of Congress that the Secretary of the

4 Navy should name a warship the “USS Fallujah”.



**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mr. Moore of Utah**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

KC-135R Cooling Capacity

The committee understands the KC-135R provides Aerial Refueling, Aeromedical Evacuation and Mobility Transport for both the Active and Reserve Components. The committee also understand that these critical yet aged airframes do not have adequate cooling capability for ground and low-altitude operations, significantly impacting operations and crew stamina in a large number of our nations key operating environments. The committee also recognizes that Ground cooling carts are the primary method for temperature reduction, but are removed prior to engine start and are not usable if mission delays occur. A roll-on/roll-off vapor cycle air conditioning units placed onboard can provide required cooling at a fraction of the cost of replacing the aircraft handling system. The committee understands that aircrew cooling has been a long-standing Air National Guard Critical requirement, but has yet to receive funding. The committee recommends additional funding for the National Guard and Reserve Component Equipment Account (NGREA) to meet this requirement.

The committee directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services by March 31, 2022 on the Air Force's strategy to fill this identified, critical requirement for the KC-135R fleet.

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mr. Scott of Georgia**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

**Dictionary of American Naval Fighting Ships**

The committee understands the importance of naval history to sailors and their families alike. The Dictionary of American Naval Fighting Ships is the official reference work on the basic facts about ships commissioned by the United States Navy since October 13, 1775. The committee is concerned that the Dictionary of American Naval Fighting Ships is severely out of date.

Therefore, the committee directs the Secretary of the Navy brief the House Committee on Armed Services by March 1, 2022, on efforts to update the Dictionary of American Naval Fighting Ships. The briefing will include at a minimum: (1) timeline; (2) scope of project; and (3) existing and proposed budget needed to update the Dictionary of American Naval Fighting Ships within five years.

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mr. Scott of Georgia**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

Fire Boats

The committee recognizes the lack of fire boats at U.S. naval bases. This lack of access to dedicated fire boats may be a safety hazard to sailors and civilian workers and may expose warships worth tens of billions of dollars to unnecessary danger. The committee is particularly concerned to the loss of USS Bonhomme Richard in 2020 and how fire boat access contributed to the complete loss of this warship.

Therefore, the committee directs the Secretary of the Navy to prepare a brief to the House Committee on Armed Services by March 1, 2022 that: details the findings associated with the USS Bonhomme Richard accident investigation and deficiencies identified that would have allowed Navy to more adequately respond to the loss of the USS Bonhomme Richard; and, develop a fire boat response plan at major U.S. naval bases. The plan will include at a minimum the scope, budget and timelines necessary to implement such plan.

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mr. Scott of Georgia**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

Persistent Airborne Intelligence Surveillance & Reconnaissance

The committee is concerned that the combatant commands have a critical requirement for persistent airborne ISR in active conflict and low-intensity, highly dispersed regions that is not being met by existing unmanned aerial systems (UAS).

Therefore, the committee directs the Secretary of the Defense to provide a brief to the House Committee on Armed Services by March 1, 2022, on how ISR capabilities on persistent, ultra-long endurance (multi-day), attritable Group III unmanned aerial systems address these threats and how the Secretary plans to develop these critical capabilities. This brief should include (1) total program cost; program costs included in the fiscal year defense plan and (2) overall development timetable.

**Amendment to H.R. 4350**  
**National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mr. Jackson of Texas**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

Bomber fleet hypersonic weapons integration

The committee notes that the Air Force is retiring 17 B-1s, one quarter of the B-1 fleet. The committee is concerned that the remaining B-1, B-2 and B-52 aircraft may not have the necessary improvements to make up for the substantial reduction in numbers and be capable of meeting the Nation's long-range precision strike requirements. The committee notes that the bomber fleet are a critical component to the United States' force projection capability and will continue to be used both as conventional and strategic deterrence assets in this great powers competition with China and Russia. The committee notes that part of the future power projection capability will involve the integration of hypersonic missiles into the bomber aircraft. The committee also notes that the retirement of the 17 B-1s will result in substantial cost savings over the FYDP and expects the Air Force to dedicate part of these cost savings back into the B-1 fleet by increasing its capabilities, possibly including expanded carriage, hardpoint pylon development and hypersonic weapons.

Therefore, the committee directs the Secretary of the Air Force to provide a briefing, no later than March 1, 2022, to the House Committee on Armed Services on the plans for hypersonic integration for the bomber fleet. This briefing shall include an updated Air Force bomber roadmap and the Air Force's plans for the integration of hypersonics into the bomber fleet, including a plan to achieve full operational capability of the B-1 fleet to deliver hypersonic weapons by 2025 and any other upgrades that will be required for the bomber fleet.

**Amendment to H.R. 4350  
National Defense Authorization Act for Fiscal Year 2022**

**Offered by: Mrs. McClain**

In the appropriate place in the report to accompany H.R. 4350, insert the following new Directive Report Language:

Report on Need for Additional Ice Breakers in the Great Lakes Region

The committee directs the Secretary of Defense to submit a report to the congressional defense committees by March 1, 2022 on whether additional ice breaking vessels are necessary in the Great Lakes region. The report must include an analysis on the necessity for ice breaking vessels in the St. Clair River.