

LOG ID	REV	MEMBER	MARKUP LOC	DESCRIPTION	MARKUP ACT
2642	0	Jackson (TX), Ronny	SPF	Places a pause on the MV-22 Tailored Nacelle Improvement program until certification is provided to the committee that it is as effective as the original nacelle improvement program.	EB 1
2670	1	Gallagher, Mike	SPF	Would require the Secretary to submit a seaplane procurement and employment analysis	EB 1
2691	0	Scott, Austin	SPF	Chapter 803 of title 10, U. S. Code, is amended by adding the requirement that SECNAV shall ensure the views of the USCG Commandant are given appropriate consideration before major decisions are made regarding USCG's capabilities in support of national defense.	EB 1
2717	0	Kelly, Trent	SPF	This amendment would grant authority to use incremental funding to enter into a contract for the advance procurement and construction of a San Antonion-class amphibious ship. This would allow the contracting and procurement of LPD 33 to begin in FY24.	EB 1
2718	0	Wittman, Robert	SPF	Requires an assessment of how the Navy can increase surface availability by improving surface preparation and coating processes to prevent corrosion.	EB 1
2721	0	Wittman, Robert	SPF	Requires the Navy to assess its current systems to counter unmanned aerial and surface systems for surface ships and submarines - both at sea and in port - develop TTPs to properly attend to those threats, and analyze how the Navy and USMC can better collaborate.	EB 1
2752	0	Scott, Austin	SPF	Technical correction to 10 USC 8662(b) that deletes the requirement that battleships be named after states. USS Missouri (BB-63), the last U.S. battleship, was decommissioned on 31 March 1992.	EB 1
2796	0	Wittman, Robert	SPF	Orders the Secretary of Defense to provide a plan to resource and retain any ships prevented from divestment by the FY24 NDAA through the end of FY27 or their ESL.	EB 1
2855	1	Banks, Jim	SPF	Directs the Air Force to brief Congress on the execution of the procurement of C-130H engine upgrade kits and the status of the C-130H propulsion upgrade program.	EB 1
2895	1	LaLota, Nick	SPF	Direct the Secretary for a report on the potential uses for an amphibious small craft vessel that can transition from water to land seamlessly to help support insertion/extraction of troops and/or equipment, surveillance, interdiction, rescue and first response operations.	EB 1
3034	1	Bergman, Jack	SPF	DDG(X) Destroyer Plant Test	EB 1
3041	0	Johnson, Mike	SPF	Expresses the sense of Congress that the Secretary of the Navy should name an amphibious or expeditionary class vessel for the Battle of Dai Do (Vietnam War).	EB 1
3062	0	Golden, Jared F.	SPF	DRL directing SECNAV to submit a report to HASC regarding the incorporation of additive manufacturing capability into the DDG(X) design.	EB 1

LOG ID	REV	MEMBER	MARKUP LOC	DESCRIPTION	MARKUP ACT
3113	0	Golden, Jared F.	SPF	DRL directing SECNAV to provide a briefing to HASC on the metrics used to assess the design tool to be used for the DDG(X) destroyer program.	EB 1
3152	0	Kelly, Trent	SPF	This bill would require the CMC to provide input on the battle force ship assessment related to amphibious warships and specifically vessels that transport Marines.	EB 1
3172	0	Kelly, Trent	SPF	Requires Secretary of the Air Force to provide a briefing on Air Force KC-135 Guard Associations	EB 1
3212	0	Jackson (TX), Ronny	SPF	Extends the reduction prohibition on the fleet of B-1 aircraft until a certain number of B-21 aircraft are built.	EB 1
3229	1	Kelly, Trent	SPF	Directs the SECDEF to provide a briefing to the House Armed Services Committee detailing plan to ensure that the US will be able to maintain a robust and skilled ship design and engineering workforce by prioritizing ships that are procured for future Sealift vessels.	EB 1
3286	1	Garamendi, John	SPF	DRL Mare Island Straight/Finger Piers usage	EB 1
3292	0	Courtney, Joe	SPF	Directive report language that would require the Secretary of the Army to provide a briefing on Army watercraft programs, opportunities to accelerate existing programs, and resources required to execute required programs.	EB 1
3296	0	Wittman, Robert	SPF	Directs the Navy to submit a report on the current status of the Autonomous Maritime Patrol Aircraft (AMPA) and recommendations for the development of the AMPA UAS system.	EB 1
3399	3	Moylan, Jim	SPF	Jones Act SECDEF Authority	EB 1
3438	0	Finstad, Brad	SPF	Amends language from FY23 NDAA by specifically adding propulsion system components and power generation systems to be procured and manufactured by the National Technology and Industrial Base.	EB 1
3462	1	McClain, Lisa C.	SPF	Report from Navy on unmanned surface vehicle data strategy	EB 1
3562	0	Courtney, Joe	SPF	Provides incremental authority for the Navy to enter into a contract for acquisition and construction for a submarine tender.	EB 1
3564	0	Graves, Sam	SPF	This amendment requires the Maritime Administrator to consider life-cycle cost estimates in carrying out acquisition and procurement of vessels.	EB 1

LOG ID	REV	MEMBER	MARKUP LOC	DESCRIPTION	MARKUP ACT
3565	0	Graves, Sam	SPF	This amendment updates categorical exclusions used by the Maritime Administration in reviewing environmental impacts of transportation projects.	EB 1
3568	0	Garamendi, John	SPF	Requires the Maritime Administration's (MARAD) to report annually to Congress on all federal agencies' compliance with cargo preference laws, including the Department of Defense.	EB 1
3570	0	Garamendi, John	SPF	Allows MARAD Federal Ship Financing (Title XI) Program to also provide low-interest loans and loan guarantees for reflagging commercial vessels under the U.S. registry, repairs and retrofits of civilian vessels, and converting civilian vessels to useful military configurations	EB 1
3601	0	Garamendi, John	SPF	Clarifies MARAD as the federal agency responsible for determining a lack of commercially available US-flagged vessels to waive the US-flag requirement for seaborne government cargo under current law. Increases transparency and oversight	EB 1
3602	0	Garamendi, John	SPF	Congressionally directed report to Congress on the preference afforded by domestic ports to U.S. military, commercial vessels enrolled in the Maritime Administration's (MARAD) strategic sealift programs, and other US-flagged vessels, if any.	EB 1
3624	0	Kelly, Trent	SPF	This request directs a report on Mobility Guardian lessons learned.	EB 1
3637	3	Mills, Cory	SPF	Directs the Secretary of Defense to provide a report on the evolving threat that portable surface-to-air missile systems pose to the C-130J.	EB 1

**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. JACKSON OF TEXAS**

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

1 **SEC. 1\_\_\_ . LIMITATION ON UPGRADES TO NACELLES OF**  
2 **MV-22 AIRCRAFT PENDING CERTIFICATION**  
3 **OF UPGRADE PLAN.**

4 No action may be taken to move the production line  
5 for upgrading the nacelles of MV-22 aircraft of the Ma-  
6 rine Corps or to implement the MV-22 Tailored Nacelle  
7 Improvement program until the date on which the Sec-  
8 retary of the Navy certifies to the Committees on Armed  
9 Services of the Senate and the House of Representatives  
10 that the plan of the Secretary for implementing such up-  
11 grades—

12 (1) is expected to result in greater performance  
13 and reliability improvements to the nacelles of such  
14 aircraft than would otherwise be achievable by com-  
15 pleting such upgrades at the original equipment  
16 manufacturer for the MV-22 aircraft during final  
17 aircraft assembly;

18 (2) is expected to extend the projected service  
19 life of the nacelle; and

2

1 (3) addresses the key readiness degradation fac-  
2 tors.



**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. GALLAGHER OF WISCONSIN**

At the appropriate place in subtitle F of title VIII,  
insert the following:

1 **SEC. 8 \_\_\_\_ . SEAPLANE PROCUREMENT AND EMPLOYMENT.**

2 (a) IN GENERAL.—Not later than 270 days after the  
3 date of the enactment of this Act, the Secretary of Defense  
4 shall submit to the congressional defense committees an  
5 analysis of the utility of, employment opportunities with  
6 respect to, and the feasibility of the Department of De-  
7 fense procuring seaplanes and amphibious aircraft.

8 (b) CONTENTS.—The analysis required under sub-  
9 section (a) shall include an assessments of—

10 (1) the role and effects that the use of sea-  
11 planes and amphibious aircraft would have on the  
12 ability of the Armed Forces to conduct contested lo-  
13 gistics operations across a theater of combat oper-  
14 ations, including resupply and air-to-air refueling;

15 (2) the utility of seaplanes and amphibious air-  
16 craft in scenarios where access to airfields required  
17 for the operation of existing fixed-wing, tiltrotor,  
18 and rotor-wing assets is limited or such airfields are  
19 unavailable;

1 (3) the effects that the use of seaplanes and  
2 amphibious aircraft would have on the ability of the  
3 Armed Forces to conduct search and rescue oper-  
4 ations;

5 (4) the value and cost savings per flight hour  
6 of using seaplanes and amphibious aircraft for  
7 search and rescue operations as compared with the  
8 type, model, and series of aircraft currently used by  
9 the Armed Forces for such activities;

10 (5) the role of seaplanes and amphibious air-  
11 craft in enhancing the mobility of personnel in thea-  
12 ters of combat operations and providing support  
13 within the expeditionary advanced basing operation  
14 construct;

15 (6) the utility of using seaplanes and amphib-  
16 ious aircraft to enhance long-range reconnaissance  
17 operations of the Armed Forces; and

18 (7) options for acquiring seaplanes and amphib-  
19 ious aircraft from allies currently fielding such plat-  
20 forms, including alternative approaches, acquisition  
21 timelines, and timelines for fielding such seaplanes  
22 and amphibious aircraft or domestically-produced al-  
23 ternatives.

1 (c) ARMED FORCES DEFINED.—In this section, the  
2 term “Armed Forces” has the meaning give such term in  
3 section 101(a) of title 10, United States Code.





**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. AUSTIN SCOTT OF GEORGIA**

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

1 **SEC. 10\_\_.** **NAVY CONSIDERATION OF COAST GUARD**  
2 **VIEWS ON MATTERS DIRECTLY CONCERNING**  
3 **COAST GUARD CAPABILITIES.**

4 Chapter 803 of title 10, United States Code, is  
5 amended by adding at the end the following new section:

6 **“§ 8029. Consideration of Coast Guard views on mat-**  
7 **ters directly concerning Coast Guard ca-**  
8 **pabilities**

9 “The Secretary of the Navy shall ensure that the  
10 views of the Commandant of the Coast Guard are given  
11 appropriate consideration before a major decision is made  
12 by an element of the Department of the Navy on a matter  
13 that directly concerns any capability of the Coast Guard  
14 in support of national defense.”.



**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. KELLY OF MISSISSIPPI**

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

1 **SEC. 10 \_\_\_\_ . AUTHORITY TO USE INCREMENTAL FUNDING**  
2 **TO ENTER INTO A CONTRACT FOR THE AD-**  
3 **VANCE PROCUREMENT AND CONSTRUCTION**  
4 **OF A SAN ANTONIO-CLASS AMPHIBIOUS SHIP.**

5 (a) IN GENERAL.—Amounts authorized to be appro-  
6 priated by this Act or otherwise made available for the  
7 Navy for Shipbuilding and Conversion for any of fiscal  
8 years 2023 through 2025 may be used by the Secretary  
9 of the Navy to enter into an incrementally funded contract  
10 for the advance procurement and construction of a San  
11 Antonio-class amphibious ship.

12 (b) AVAILABILITY OF FUNDS.—A contract entered  
13 into under subsection (a) shall provide that any obligation  
14 of the United States to make a payment under the con-  
15 tract is subject to the availability of appropriations for  
16 that purpose, and that total liability to the Government  
17 for the termination of the contract shall be limited to the  
18 total amount of funding obligated at time of termination.



**Amendment to H.R. 2670**  
**National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Wittman**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

**Naval Surface Vessel Availability Improvement**

The committee remains concerned about the availability of U.S. Navy vessels and the impact on both new construction schedules and delayed maintenance days as it relates to corrosion prevention and remedy. The committee notes the work conducted by Naval Sea Systems Command (NAVSEA) to reduce these delays but understands that there are additional potential solutions available from the industrial base. Therefore, the committee directs the Secretary of the Navy to provide a report to the House Armed Services Committee, no later than December 1, 2023, addressing the following:

- (1) a review of industrial solutions in both public and private yards that will increase the availability of vessels by improving surface preparation and coating processes,
- (2) plans by both public and private yards to utilize technology to monitor real-time activities related to surface preparation and coating processes, and
- (3) plans to implement improvements, in coordination with experienced industry partners.

## **Amendment to H.R. 2670 National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Wittman**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

### **Navy Counter-Unmanned Systems Capability Gap**

The committee is concerned about the ability of U.S. Navy to mitigate the Unmanned Aerial System (UAS) and Unmanned Surface Vessel (USV) threats. Additionally, the committee is concerned by the lack of structure and cohesion amongst stakeholders in the Navy to address this already pervasive problem.

Therefore, the committee directs the Secretary of the Navy to provide a report to the congressional defense committees no later than December 1, 2023, on the actions being taken by the Department of the Navy to develop an enterprise approach to counter-UAS. The report shall include, at a minimum, the following:

- (1) an evaluation of Department of the Navy's current counter-UAS and counter-USV systems' effectiveness and how the systems can work together to satisfy the requirements of each Navy directorate;
- (2) plans to develop tactics, techniques, and procedures to properly locate, track, identify, mitigate and exploit UAS and USV threats;
- (3) Department of the Navy's defense-in-depth plans for UAS and USV threats for ships and submarines in port, in transit and at sea;
- (4) an analysis of how Navy and Marine Corps can collaborate for cost-effective systems which could work together to create a mesh network for afloat and dismantled units; and
- (5) any other relevant matters the Secretary of the Navy deems appropriate.

**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. AUSTIN SCOTT OF GEORGIA**

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

1 **SEC. 10 \_\_\_\_ . REPEAL OF OBSOLETE PROVISION OF LAW RE-**  
2 **GARDING VESSEL NOMENCLATURE.**

3 Section 8662 of title 10, United States Code, is  
4 amended—

5 (1) by striking subsection (b); and

6 (2) by redesignating subsection (c) as sub-  
7 section (b).



**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. WITTMAN OF VIRGINIA**

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

1 **SEC. 10 \_\_\_\_ . PLAN FOR EXTENDED PROHIBITION ON RE-**  
2 **TIREMENT OF SHIPS.**

3 In the case of any ship or class of ship for which  
4 a provision of this Act limits the availability of funds au-  
5 thorized to be appropriated for the purposes retiring, pre-  
6 paring to retire, inactivating, or placing in storage any  
7 such ship, the Secretary of Defense shall include, with the  
8 Department of Defense materials submitted to Congress  
9 with the budget of the President for fiscal year 2025, a  
10 plan to resource and retain such ship or class of ships  
11 until—

12 (1) the end of fiscal year 2027; or

13 (2) the end of the expected service life of the  
14 ships.



**Amendment to H.R. 2670**  
**National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Banks**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

*Procurement of C-130 Engine Upgrade Kits*

The Committee recognizes that the Air National Guard C-130H fleet continues to undergo a comprehensive propulsion upgrade program comprised of an engine enhancement package and new eight-bladed propellers. Combined, the systems deliver significant improvements in safety, fuel economy, and aircraft availability.

The committee understand the Air National Guard aims to complete the installation of both engine and propeller upgrades across all Series 3 C-130H aircraft by calendar year 2025. The Committee is concerned that multiple state units remain without programmed engine upgrades. The Committee is also concerned there is a potential desynchronization in planning that resulted in no Fiscal Year 2024 base funding for engine kit procurement.

The Committee directs the Deputy Director of Plans and Requirements, Air National Guard, in coordination with the Director of the Air Force Life Cycle Management Center Propulsion Directorate to brief the congressional defense committees not later than February 1, 2024, on the status of the C-130H propulsion upgrade program. This briefing shall, at a minimum, detail the National Guard Bureau's execution of congressionally directed funding for Series 3.5 engine enhancement kit procurement over the last five fiscal years and funding requirements for completing fleetwide fielding of engine enhancement kits, including engine spares and parts, by the calendar year 2025.

## **Amendment to H.R. 2670 National Defense Authorization Act for Fiscal Year 2024**

### **Offered by: Mr. LaLota**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

#### **Amphibious Small Crafts and Next-Generation Expeditionary and Reconnaissance Watercraft for Littoral Operations**

The committee applauds the Marine Reserves, the Marine Corps Warfighting Laboratory, and the Defense Innovation Unit for their recent efforts to assess small, multi-role watercraft suitable for reduced signature, distributed reconnaissance and counter-reconnaissance operations in the littoral zone.

Per the National Defense Authorization Act of Fiscal Year 2023, the Marine Corps has longstanding, identified gaps and requirements for reconnaissance battalions' need for advanced reconnaissance and insertion craft. Littoral maneuver from the sea will support the control of key maritime terrain and choke points. Empowering small tactical units to operate on multi-mission reconnaissance craft with lower signature and greater mobility will deliver capability with outsize influence, surveillance, collections, target acquisition, battlespace shaping and reconnaissance. The committee supports acquiring a modern platform with software agnostic features for modularity and advanced sensors and communications capabilities to enhance interoperability, deception, survivability, and lethality. This capability will support emerging critical needs that have the potential to launch and recovery various sizes of unmanned systems platforms with kinetic and non-kinetic payloads to include the launch of mines.

While the Marine Corps has studied this problem for several years, the urgent National Security needs of our nation, particularly the INDOPACOM area of responsibility, make solving the capability gap urgent.

Therefore, the committee encourages the Commandant of the Marine Corps to prioritize procurement of small, tactically mobile watercraft for test and evaluation in order to determine specific capability needs such as advanced sensor and reduced signature features, and software agnostic, open system architecture attributes. These maritime platforms must possess the ability to execute operator insertion and reconnaissance missions for distributed, forward operations in austere expeditionary environments.



Therefore, the committee directs the Secretary of the Navy, in coordination with the Commandant of the Marine Corps, to provide a briefing to the House Armed Services Committee by February 1, 2024, At a minimum, the briefing shall address the following issues:

- (1) potential uses for an amphibious small craft vessel that can transition from water to land seamlessly to help support insertion/extraction of troops and/or equipment, surveillance, interdiction, rescue and first response operations.
- (2) existing technologies/crafts available including any commercially available options.
- (3) any plans for procurement.

**Amendment to H.R. 2670  
National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Bergman**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

**DDG(X) Destroyer Plant Test**

The committee expects the Navy to execute a robust land-based test program for the DDG(X) destroyer engineering plant during the detailed design period and prior to the construction start date. However, it has come to the committee's attention that the Navy released a propulsion motor RFP to industry in May that specifies and requires only one motor technology prototype to be built and tested at the land-based test site. The committee believes this will result in the premature class selection of one motor technology and one motor company, effectively creating a sole source supplier situation nearly ten years prior to the lead ship construction start date. Moreover, this plan does not provide the Navy with a motor technology back up should the currently specified permanent magnet motor technology fail, as it did on the Zumwalt destroyer program.

The Navy has already invested well over \$300 million in both the permanent magnet and high temperature superconductor motor technologies. To establish real program risk mitigation, the committee believes the Navy should build and test both motors in full scale at the land-based test site. This provides both program risk mitigation should one motor fail and in the best-case scenario a competition between two fully tested motors prior to a serial build decision providing the government the best total cost value over the expected 50+ year DDG(X) program life.

Therefore, the committee directs the Secretary of the Navy to provide a report to the House Armed Services Committee not later than January 1, 2024, detailing a plan to incorporate both the permanent magnet and high temperature superconductor motors into the DDG(X) test program to manage risk and provide competition prior to a serial build decision.

**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. JOHNSON OF LOUISIANA**

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

1 **SEC. 18 \_\_\_\_ . SENSE OF CONGRESS REGARDING NAMING OF**  
2 **VESSEL FOR BATTLE OF DAI DO.**

3 It is the sense of Congress that the Secretary of the  
4 Navy should name an amphibious or expeditionary class  
5 vessel for the Battle of Dai Do.



## **Amendment to H.R. 2670**

### **National Defense Authorization Act for Fiscal Year 2024**

#### **Offered by: Mr. Golden of Maine**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

##### **Additive Manufacturing in DDG(X) Design**

The committee continues to support the development of additive manufacturing capabilities involving metals as well as plastics and composites, and notes that the Navy has begun initial fielding of additive manufacturing capability on select surface and subsurface ships. The committee believes that additive manufacturing has the potential to provide the Navy's surface and subsurface ships with significantly enhanced ability to sustain operations while deployed, particularly in geographically dispersed areas such as the Indo-Pacific region.

The committee also notes that the Navy's DDG(X) next-generation large surface combatant is designed to have increased power-generation for the fielding of more advanced sensors and directed energy systems and that it will possess sufficient growth margin to incorporate emerging technologies and capabilities. Congress has taken steps to maximize planning and minimize risk in DDG(X) design.

The committee believes that incorporating additive manufacturing capability into the DDG(X) design may help ensure that the Navy can make maximum use of this technology for its future large surface combatants and minimize risk in the DDG(X) design process. Therefore, the committee directs the Secretary of the Navy to submit a report to the House Committee on Armed Services by December 31, 2023 regarding the incorporation of additive manufacturing capability into the DDG(X) design. At a minimum, the report shall address the following issues:

- (1) whether the Navy plans to incorporate additive manufacturing capability in the DDG(X) design;
- (2) whether the Navy plans to utilize metal additive manufacturing capability, or plastics/composites additive manufacturing capability, or both in the DDG(X) design; and
- (3) a description of what steps, if any, the Navy has taken to incorporate additive manufacturing capability into DDG(X) design planning.

**Amendment to H.R. 2670**  
**National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Golden of Maine**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

**DDG(X) Design Tool**

The committee supports the Navy's efforts to embrace digital engineering as a means to maximize agility, interoperability, reusability and scalability in Navy shipbuilding programs. The committee is aware of the need to incorporate the use of digital technologies throughout the design and development phases of the DDG(X) destroyer program to improve the cost, quality, consistency, and timely delivery of this warfighter capability. The committee notes that the choice of a design tool is an important milestone decision in ship construction and that the choice of common design tool for the DDG(X) destroyer program remains under consideration.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services, not later than December 31, 2023, on the metrics to be used in assessing the design tool for the DDG(X) destroyer program.

**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. KELLY OF MISSISSIPPI**

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

1 **SEC. 10 \_\_\_\_ . RESPONSIBILITY OF COMMANDANT OF THE**  
2 **MARINE CORPS WITH RESPECT TO NAVAL**  
3 **FORCE BATTLESHIP ASSESSMENT AND RE-**  
4 **QUIREMENT REPORTING.**

5 Section 8695(e) of title 10, United States Code, is  
6 amended—

7 (1) in the subsection heading, by striking “AM-  
8 PHIBIOUS WARFARE SHIPS” and inserting “RE-  
9 SPONSIBILITIES OF COMMANDANT OF MARINE  
10 CORPS”; and

11 (2) by inserting before the period at the end the  
12 following: “and for naval vessels with the primary  
13 mission of transporting Marines”.



**Amendment to H.R. 2670  
National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Kelly**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

*Air National Guard KC-135 Association*

The committee is aware that Air National Guard active associations provide additional air refueling capability. The committee has also heard in testimony that aerial refueling capacity is sufficient but, under the new National Defense Strategy, has an elevated risk. The committee directs the secretary of the Air Force to brief the House Committee on Armed Services no later than 1 November 2023 on the potential increase in air refueling capacity to make all remaining KC-135 units active associations, and all cost savings, to include manpower, of moving all KC-135 units to active associations.

**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. JACKSON OF TEXAS**

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

1 **SEC. 1\_\_\_ . MODIFICATION TO PROHIBITION ON CERTAIN**  
2 **REDUCTIONS TO B-1 BOMBER AIRCRAFT**  
3 **SQUADRONS.**

4 Section 133 of the National Defense Authorization  
5 Act for Fiscal Year 2022 (Public Law 117–81; 135 Stat.  
6 1574) is amended—

7 (1) by amending subsection (b) to read as fol-  
8 lows:

9 “(b) EXCEPTIONS.—The prohibition under sub-  
10 section (a) shall not apply—

11 “(1) to a bomb wing for which the Secretary of  
12 the Air Force has commenced the process of replac-  
13 ing B-1 bomber aircraft with B-21 bomber aircraft;  
14 or

15 “(2) so as to prohibit the retirement of the indi-  
16 vidual B–1 aircraft designated 85–0089, which has  
17 been determined by Secretary of the Air Force to be  
18 no longer mission capable and uneconomical to re-



1 pair due to damage sustained on April 20, 2022.”;

2 and

3 (2) in subsection (c)(1), by striking “and end-

4 ing on September 30, 2023” and inserting “and

5 ending on the date on which the Secretary of the Air

6 Force certifies to the congressional defense commit-

7 tees that the Air Force has completed construction

8 of not fewer than 100 B-21 aircraft.”.



**Amendment to H.R. 2670**  
**National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Kelly**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

**U.S. Ship Design Capabilities**

The committee recognizes the importance of maintaining vibrant national shipbuilding infrastructure as our nation's shipyards are a critical national security asset. The committee also believes that ship design and maritime engineering capability in the United States has not been adequately prioritized in recent years. This workforce is critical in solving emerging maritime challenges, supporting our nation in time of national emergency, and providing high quality STEM careers for both high school and college graduates. The United States has enjoyed a long history of leadership in ship design and continued advancement of this skillset is critical to our maritime future particularly in large volume ship design. Therefore, the committee directs the Secretary of Defense, in coordination with the Secretary of Transportation, to provide a briefing to the House Armed Services Committee not later than March 1, 2024, detailing efforts to engage U.S. companies with U.S. based workforces for design of future sealift and other vessels to ensure that the United States maintains a robust and skilled ship design and engineering workforce.

**Amendment to H.R. 2670**  
**National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. John Garamendi**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

Feasibility Study on the development and future use of Mare Island  
Finger Piers

The committee is concerned about the navigability of Mare Island Strait, California and the operational useability of Finger Piers 2 and 3. The committee directs the Secretary of Defense to conduct a study and provide a report to the House Committee on Armed Services no later than July 30, 2024 on the Mare Island Strait and Finger Piers 2 and 3. The report should include the following:

- (1) the expected costs of dredging the piers to a navigable depth of 30 feet;
- (2) the future planned use of the Mare Island Finger Piers by the Department of Defense;
- (3) the means by which a non-federal entity could gain use of the piers, either through land transfers, easements, or other dual-use agreements; and
- (4) the costs anticipated with providing access to piers 2 and 3 to non-Department of Defense entities.

## **Amendment to H.R. 2670 National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Courtney**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

### **Army Contested Logistics Operations**

The Secretary of the Army has stated that one of the major roles the Army has in the Indo-Pacific theater is to establish, build-up, secure, and protect staging areas and joint operating bases in theater. The committee commends the Army for establishing the contested logistics CFT and encourages the Army to pursue all opportunities to support the U.S. Indo-Pacific Command (USINDOPACOM) theater from a contested logistics perspective.

For example, the committee notes that the Army is pursuing modernization of their watercraft fleet. The Maneuver Support Vessel Light – a replacement for the Vietnam-era LMC-8, will provide an essential intra-theater lift capability upgrade increasing cargo capacity, vessel speed, and vessel self-protection. The importance of modernizing the Army’s capabilities to provide the Joint Force with inter- and intra-theater transportation of personnel and materiel, delivering cargo from advanced bases and deep-draft strategic sealift ships to harbors, inland waterways, remote and unimproved beaches and coastlines, and denied or degraded ports cannot be overstated.

The committee requires a better understanding of the Army’s plans to meet the challenging demands of contested logistics in the USINDOPACOM theater specifically as it pertains to watercraft. Therefore, the committee directs the Secretary of the Army to provide a briefing to the House Committee on Armed Services by December 1, 2023 on Army watercraft programs, opportunities to accelerate existing programs, and resources required to execute required programs.

## **Amendment to H.R. 2670 National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Wittman**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

### **Persistent Overhead Naval Intelligence, Surveillance, and Reconnaissance**

The committee recognizes the importance of persistent, overhead intelligence, surveillance, and reconnaissance (ISR) capabilities in providing real-time situational awareness to warfighters and continuously monitoring low intensity, highly dispersed regions where competing global powers are asserting influence.

The committee is aware of the ongoing efforts by the Naval Aviation Systems Command to transition the Autonomous Maritime Patrol Aircraft (AMPA) to U.S. Navy ownership in order to enhance mission-specific development, testing and eventual fielding.

As such, the committee directs the Secretary of the Navy to submit a briefing to the House Committee on Armed Services not later than March 1, 2024, detailing the transition pathway and continued development strategy for the AMPA platform. The report should include the following elements:

- (1) a description of the current development status of the AMPA platform, including demonstrated capabilities and performance metrics;
- (2) a comparison of existing UAS capabilities, payload capacity, endurance, and operational lifecycle costs with existing UAS systems;
- (3) an analysis of the potential operational benefits and cost savings of deploying the AMPA UAS systems across various theaters of operation;
- (4) an assessment of the feasibility of the integration of the AMPA platform into the Department of the Navy's ISR capabilities and strategies and any recommendations for further development of the AMPA UAS system.

**Amendment to H.R. 2670  
National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Moylan**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

Authorities of the Secretary of Defense Pursuant to section 501 of title 46, United States Code

*The committee is aware that the Secretary of Defense failed to utilize authorities pursuant to section 501 of title 46, United States Code in response to Typhoon Mawar. The committee directs the Secretary of Defense to submit a brief to the House Committee on Armed Services, by December 1, 2023, outlining what factors were considered when deciding not to use authorities pursuant to section 501 of title 46, United States Code.*

**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. FINSTAD OF MINNESOTA**

At the appropriate place in subtitle B of title XIII,  
insert the following:

1 **SEC. 8\_\_ . MODIFICATION TO MISCELLANEOUS LIMITA-**  
2 **TIONS ON THE PROCUREMENT OF GOODS**  
3 **OTHER THAN UNITED STATES GOODS.**

4 Section 4864(a)(3) of title 10, United States Code,  
5 is amended by—

6 (1) striking “large medium-speed diesel en-  
7 gines.” and inserting “the following components.”;  
8 and

9 (2) adding at the end the following new sub-  
10 paragraphs:

11 “(A) Large medium-speed diesel engines.

12 “(B) Propulsion system components (in-  
13 cluding reduction gears and propellers).

14 “(C) Components (including alternators,  
15 diesel engines, and steam turbines) used to gen-  
16 erate electricity to power the systems of a vessel  
17 (excluding propulsion systems).”.



**Amendment to H.R. 2670  
National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mrs. McClain**

In the portion of the report to accompany H.R. 2670 titled “Briefing on lessons learned from the demonstration of Unmanned Surface Vessels supporting Fifth Fleet”, strike the following text: “The committee recognizes the successful demonstration of autonomous vessels in support of the Fifth Fleet in the U.S. Central Command area of operations for various maritime security applications” and insert the following new text “The committee recognizes **Task Force 59’s** successful demonstration of autonomous vessels **during the Digital Horizon exercise** in support of the Fifth Fleet in the U.S. Central Command area of operations for various maritime security applications.”

In the portion of the report to accompany H.R. 2670 titled “Briefing on lessons learned from the demonstration of Unmanned Surface Vessels supporting Fifth Fleet”, strike the following text: “(1) information on future vessel capabilities or requirements; (2) planned acquisition strategies for additional MUSVs and SUSVs; and (3) future demonstration efforts.” and insert the following new text “(1) information on future vessel capabilities or requirements; (2) planned acquisition strategies for additional MUSs and SUSs; **(3) strategies for integrating data management and visualization tools at scale;** and **(4)** future demonstration efforts.”



**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. COURTNEY OF CONNECTICUT**

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

1 **SEC. 10 \_\_\_\_ . AUTHORITY TO USE INCREMENTAL FUNDING**  
2 **TO ENTER INTO A CONTRACT FOR THE AD-**  
3 **VANCE PROCUREMENT AND CONSTRUCTION**  
4 **OF A SUBMARINE TENDER.**

5 (a) IN GENERAL.—Amounts authorized to be appro-  
6 priated by this Act or otherwise made available for the  
7 Navy for Shipbuilding and Conversion for fiscal year 2024  
8 may be used by the Secretary of the Navy to enter into  
9 an incrementally funded contract for the advance procure-  
10 ment and construction of a submarine tender.

11 (b) AVAILABILITY OF FUNDS.—A contract entered  
12 into under subsection (a) shall provide that any obligation  
13 of the United States to make a payment under the con-  
14 tract is subject to the availability of appropriations for  
15 that purpose, and that total liability to the Government  
16 for the termination of the contract shall be limited to the  
17 total amount of funding obligated at time of termination.



**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. GRAVES OF MISSOURI**

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

1 **SEC. 35 \_\_\_\_ . CONSIDERATION OF LIFE-CYCLE COST ESTI-**  
2 **MATES FOR ACQUISITION AND PROCURE-**  
3 **MENT OF VESSELS.**

4 In carrying out the acquisition and procurement of  
5 vessels in the National Defense Reserve Fleet, the Sec-  
6 retary of Transportation, acting through the Adminis-  
7 trator of the Maritime Administration, shall consider the  
8 life-cycle cost estimates of vessels during the design and  
9 evaluation processes.



**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. GRAVES OF MISSOURI**

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

1 **SEC. 35 \_\_\_\_ . UPDATE TO CATEGORICAL EXCLUSIONS USED**  
2 **BY MARITIME ADMINISTRATION IN REVIEW-**  
3 **ING ENVIRONMENTAL IMPACTS OF TRANS-**  
4 **PORTATION PROJECTS.**

5 (a) IDENTIFICATION OF ADDITIONAL CATEGORICAL  
6 EXCLUSIONS.—Not later than six months after the date  
7 of the enactment of this Act, the Secretary of Transpor-  
8 tation shall—

9 (1) survey the use by the Maritime Administra-  
10 tion of categorical exclusions in reviewing the envi-  
11 ronmental impacts of transportation projects since  
12 2013; and

13 (2) publish in the Federal Register for notice  
14 and public comment a review of the survey under  
15 paragraph (1) that includes a description of—

16 (A) the type of actions categorically ex-  
17 cluded;

18 (B) categorical exclusions used by other  
19 modal administrations, including such exclu-

1 sions currently in place for the Federal High-  
2 way Administration, the Federal Railroad Ad-  
3 ministration, and the Federal Transit Adminis-  
4 tration; and

5 (C) any actions the Secretary is consid-  
6 ering for new categorical exclusions, including  
7 the adoption of categorical exclusions relevant  
8 to maritime projects and projects sponsored by  
9 the Maritime Administration that would con-  
10 form to categorical exclusions of other modal  
11 administrations listed in subparagraph (B).

12 (b) UPDATE TO CATEGORICAL EXCLUSIONS.—Not  
13 later than one year after the date of the enactment of this  
14 Act, the Secretary shall—

15 (1) publish a notice of proposed rulemaking to  
16 propose new and existing categorical exclusions for  
17 maritime projects that require the approval of the  
18 Secretary under the National Environmental Policy  
19 Act of 1969 (42 U.S.C. 4321 et seq.), including  
20 such exclusions identified under subsection (a) and  
21 such exclusions of other modal administrations that  
22 are relevant to maritime projects and projects spon-  
23 sored by the Maritime Administration; and

24 (2) develop a process for considering new cat-  
25 egorical exclusions to the extent that such exclusions

1 meet the criteria for a categorical exclusion, as such  
2 term is defined under section 1508.4 of title 40,  
3 Code of Federal Regulations, as in effect on the date  
4 of the enactment of this Act.



**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. GARAMENDI OF CALIFORNIA**

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

1 **SEC. \_\_\_\_ . REPORT ON ADMINISTRATION OF PROGRAMS.**

2 (a) IN GENERAL.—Chapter 553 of title 46, United  
3 States Code, is amended by inserting before section 55302  
4 the following:

5 **“§ 55301. Report on administration of programs**

6 “(a) IN GENERAL.—The Administrator of the Mari-  
7 time Administration shall annually submit to Congress a  
8 report on the administration by other Federal depart-  
9 ments and agencies of programs subject to section 2631  
10 of title 10, United States Code, and that the Adminis-  
11 trator determines subject to section 55305 of title 46,  
12 United States Code.

13 “(b) CONTENTS.—The report under paragraph (1)  
14 shall include—

15 “(1) gross tonnage by department or agency of  
16 cargo (equipment, materials, or agricultural prod-  
17 ucts) and by cargo type transported on United  
18 States flag vessels versus foreign vessels; and

1           “(2) the total number of United States flag ves-  
2           sels versus foreign vessels contracted by each depart-  
3           ment or agency.”.

4           (b) CLERICAL AMENDMENT.—The analysis for chap-  
5           ter 553 of title 46, United States Code, is amended by  
6           inserting before the item relating to section 55302 the fol-  
7           lowing new item:

“55301. Report on administration of programs.”.



**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. GARAMENDI OF CALIFORNIA**

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

1 **SEC. \_\_\_\_ . LOANS FOR RETROFITTING TO QUALIFY AS A**  
2 **VESSEL OF THE UNITED STATES.**

3 Section 53706(a) of title 46, United States Code, is  
4 amended by adding at the end the following:

5 “(8) Financing (including reimbursement of an  
6 obligor for expenditures previously made for) the re-  
7 construction, reconditioning, retrofitting, repair, or  
8 similar work in a shipyard located in the United  
9 States—

10 “(A) required for the vessel to be a vessel  
11 of the United States;

12 “(B) required for the vessel to be issued a  
13 coastwise endorsement under chapter 121;

14 “(C) to convert a civilian vessel of the  
15 United States to a more useful military configura-  
16 tion;

17 “(D) for any vessel under contract to the  
18 Federal Government; or

19 “(E) for any vessel participating in—



1                   “(i) the Maritime Security Program  
2                   or the Emergency Preparedness Program  
3                   under chapter 531;

4                   “(ii) the Cable Security Fleet under  
5                   chapter 532;

6                   “(iii) the Tanker Security Fleet under  
7                   chapter 534; or

8                   “(iv) the National Defense Reserve  
9                   Fleet under section 57100.”.



**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. GARAMENDI OF CALIFORNIA**

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

1 **SEC. \_\_\_\_ . CARGOES PROCURED, FURNISHED, OR FI-**  
2 **NANCED BY THE UNITED STATES GOVERN-**  
3 **MENT.**

4 Section 55305 of title 46, United States Code, is  
5 amended by striking subsection (c) and inserting the fol-  
6 lowing:

7 “(c) WAIVERS.—

8 “(1) IN GENERAL.—Notwithstanding any other  
9 provision of law, when the President, the Secretary  
10 of Defense, or the Secretary of Transportation de-  
11 clares the existence of an emergency justifying a  
12 temporary waiver of this section or section 55314,  
13 the President, the Secretary of Defense, or the Sec-  
14 retary of Transportation, following a determination  
15 by the Maritime Administrator, acting in the Admin-  
16 istrator’s capacity as Director, National Shipping  
17 Authority, of the non-availability of qualified United  
18 States flag capacity at fair and reasonable rates for  
19 commercial vessels of the United States to meet the

1 requirements of this section or section 55314, may  
2 waive compliance with such section to the extent, in  
3 the manner, and on the terms the Maritime Admin-  
4 istrator, acting in such capacity, prescribes, and no  
5 other waivers of the requirements of this section or  
6 section 55314 shall be authorized.

7 “(2) DURATION OF WAIVER.—

8 “(A) IN GENERAL.—Subject to subpara-  
9 graphs (B) and (C), a waiver issued under this  
10 subsection shall be for a period of not more  
11 than 60 days.

12 “(B) WAIVER EXTENSION.—Upon termi-  
13 nation of the period of a waiver issued under  
14 this subsection, the Maritime Administrator  
15 may extend the waiver for an additional period  
16 of not more than 30 days, if the Maritime Ad-  
17 ministrator makes the determinations described  
18 in paragraph (1).

19 “(C) AGGREGATE DURATION.—The aggre-  
20 gate duration of the period of all waivers and  
21 extensions of waivers under this subsection with  
22 respect to any one set of events shall not exceed  
23 3 months in a fiscal year.

24 “(3) DETERMINATIONS.—The Maritime Admin-  
25 istrator shall—

1           “(A) for each determination referred to in  
2 paragraph (1), identify any actions that could  
3 be taken to enable qualified United States flag  
4 capacity to meet the requirements of this sec-  
5 tion or section 55314 at fair and reasonable  
6 rates for commercial vessels of the United  
7 States;

8           “(B) provide notice of each determination  
9 referred to in paragraph (1) to the Secretary of  
10 Transportation and, as applicable, the Presi-  
11 dent or the Secretary of Defense; and

12           “(C) publish each determination referred  
13 to in paragraph (1)—

14           “(i) on the website of the Maritime  
15 Administration not later than 24 hours  
16 after notice of the determination is pro-  
17 vided to the Secretary of Transportation;  
18 and

19           “(ii) in the Federal Register.

20           “(4) NOTICE TO CONGRESS.—The Maritime  
21 Administrator shall notify—

22           “(A) the Committee on Commerce,  
23 Science, and Transportation of the Senate and  
24 the Committee on Transportation and Infra-  
25 structure of the House of Representatives of—

1 “(i) any request for a waiver (or an  
2 extension thereof) made by the Secretary  
3 of Transportation of this section or section  
4 55314(a) not later than 72 hours after re-  
5 ceiving such a request; and

6 “(ii) the issuance of any such waiver  
7 (or an extension thereof), and why such  
8 waiver or extension was necessary, not  
9 later than 72 hours after such issuance;  
10 and

11 “(B) the Committee on Commerce,  
12 Science, and Transportation and the Committee  
13 on Armed Services of the Senate and the Com-  
14 mittee on Transportation and Infrastructure  
15 and the Committee on Armed Services of the  
16 House of Representatives of—

17 “(i) any request for a waiver (or an  
18 extension thereof) made by the Secretary  
19 of Defense of this section or section  
20 55314(a) not later than 72 hours after re-  
21 ceiving such a request; and

22 “(ii) the issuance of any such waiver  
23 (or an extension thereof), and why such

5

1 waiver or extension was necessary, not  
2 later than 72 hours after such issuance.”.



**AMENDMENT TO H.R. 2670**  
**OFFERED BY MR. GARAMENDI OF CALIFORNIA**

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

1 **SEC. \_\_\_\_ . REPORT ON PORT PREFERENCES FOR US-FLAG**  
2 **VESSELS.**

3 Not later than 1 year after the date of enactment  
4 of this Act, the Administrator of the Maritime Administra-  
5 tion shall submit to Congress a report on the preference,  
6 if any, afforded by each port authority or marine terminal  
7 operator, as applicable, to vessels documented under the  
8 laws of the United States, including such vessels—

9 (1) operated by an armed force (as such term  
10 is defined in section 101(4) of title 10, United  
11 States Code);

12 (2) participating in the Maritime Security Pro-  
13 gram or the Emergency Preparedness Program  
14 under chapter 531 of title 46, United States Code,  
15 the Cable Security Fleet under chapter 532 of such  
16 title, the Tanker Security Fleet under chapter 534  
17 of such title, or the National Defense Reserve Fleet  
18 under section 57100 of such title; and

2

- 1 (3) with a coastwise endorsement under chapter
- 2 121 of title 46, United States Code.





**Amendment to H.R. 2670  
National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Kelly**

In the portion of the report to accompany H.R. 2670 titled Mobility Guardian report”, strike the following text: “provide a briefing to the House Committee on Armed Services by December 1, 2023, on all lessons learned during Air Mobility Guardian 2023.”

and insert the following new text “provide a briefing, including a classified annex, to the House Committee on Armed Services by December 1, 2023, on all lessons learned during Air Mobility Guardian 2023.”.

## **Amendment to H.R. 2670 National Defense Authorization Act for Fiscal Year 2024**

**Offered by: Mr. Cory Mills**

In the appropriate place in the report to accompany H.R. 2670, insert the following new Directive Report Language:

### **Infrared Hardware Suppression Report**

The committee directs the Secretary of Defense to provide a report by January 31, 2024 to the House Committee on Armed Services on the evolving threat that portable surface-to-air missile systems pose to joint force and the Department of Defense's designation of engine infrared suppression hardware for the C-130J, and relevant variants, as a critical modernization need to bolster countermeasure effectiveness and left-of-launch defeat.

The report should contain the following information:

- (1) Technical challenges and programmatic delays in fielding infrared suppression hardware on the AC-130J gunship variant;
- (2) Whether the Department of Defense conducted no wing and engine impact analysis flight testing prior to selecting a non-U.S. suppressor design without the blocking vane technology successfully fielded on AC-130W with minimize structural fatigue;
- (3) The risk to operational readiness and operating cost should structural failures occur as a result of the selected AC-130J infrared suppression hardware;
- (4) The structural and lifecycle cost impact analysis conducted for the selected AC-130J infrared suppressor technology;
- (5) The plans to field engine infrared suppression equipment across the Air Force, Air National Guard, Navy and Marine Corps C-130J fleets; and
- (6) The compounding risk to fleetwide deployment should no approved alternative C-130J infrared suppression source be available and whether the testing of a secondary C-130J infrared suppression hardware system sourced in the United States is necessary.