

SUBCOMMITTEE ON SEAPOWER AND PROJECTION FORCES EN BLOC #1

LOG ID	REV	MEMBER	MARKUP LOC	DESCRIPTION	MARKUP ACT
3756	0	Scott, Austin	SPF	Sense of Congress regarding naming U.S. Navy warships after 42 Navy Medal of Honor Recipients since World War I that have not had a ship named after them.	EB 1
3815	0	Jackson (TX), Ronny	SPF	Requires a study on price elasticity of the labor supply for the industrial base for building/maintaining naval vessels	EB 1
3816	1	Davis, Donald G.	SPF	The committee is concerned about the potential impact of continuing resolutions and government shutdowns on naval fleet modernization/shipbuilding efforts.	EB 1
3837	0	Waltz, Michael	SPF	The United States must pursue a strategy of "de-risking," aimed at mitigating reliance and vulnerability to Chinese shipbuilding, shipping, and maritime infrastructure.	EB 1
3840	2	Scott, Austin	SPF	Expands 10 USC 8062 regarding the Composition of the U.S. Navy to include the four public shipyards operated by the U.S. Navy.	EB 1
3845	1	Scott, Austin	SPF	DRL: Directs the Secretary of the Air Force to provide a brief on the Implementation Plan for Adopting Commercial Artificial Intelligence-enabled Tools to Enhance Flight Management and Air Operations.	EB 1
3867	0	Moulton, Seth	SPF	Technical correction to the name of the OTA referenced in Future X-Band Radar DRL	EB 1
3939	0	Courtney, Joe	SPF	Makes modifications to require 100 percent design complete and congressional certification required prior to start of construction on first ship of a shipbuilding program.	EB 1
3969	1	Scott, Austin	SPF	DRL: Directs the Secretary of the Navy to provide a brief on the feasibility of establishing a National Naval Shipbuilding Academy operated by the Department of the Navy.	EB 1
3972	0	Kelly, Trent	SPF	Requires SECNAV to designate an appropriate official with the primary responsibility for the development and acquisition of dual-modality, advance autonomous vehicles, consistent with warfighter requirements	EB 1
4013	0	Kelly, Trent	SPF	Provides the Secretary of the Navy authority to enter into one or more contracts for advance procurement across programs associated with a ship or ships for which authorization to enter into a contract has been provided.	EB 1
4015	0	Jackson (TX), Ronny	SPF	Directs a review of force structure for the fleet of CV-22 Osprey aircraft.	EB 1
4017	0	Kiggans, Jennifer A.	SPF	Expresses a Sense of Congress that the Department of Defense should request procurement of CVN 82 not later than fiscal year 2028.	EB 1

LOG ID	REV	MEMBER	MARKUP LOC	DESCRIPTION	MARKUP ACT
4036	0	Kelly, Trent	SPF	Modification to the reporting requirement in Directed Report Language titled DDG(X) Program	EB 1
4052	0	Kelly, Trent	SPF	DRL Language Modification: Autonomy Integration for Small Unmanned Surface Vessels	EB 1
4065	0	Graves, Sam	SPF	KC-135 Advanced Automation Roadmap: A report on existing and planned requirements for the integration of advanced automation capabilities into Airlift and Air Refueling aircraft in the fleet and a procurement strategy that leverages automation technologies	EB 1
4067	0	Graves, Sam	SPF	Leveraging Advanced Aircraft Automation for Cargo Delivery. Requires a briefing on how the joint force plans to develop requirements and identify opportunities for utilizing fleets of commercially available regional cargo aircraft in the Pacific	EB 1
4100	0	Kiggans, Jennifer A.	SPF	Requires the Navy to change its current practice of soliciting ship repair contracts on a coast-wide basis from availabilities longer than ten months to only those that are projected to last more than 18 months.	EB 1
4162	1	Jacobs, Sara	SPF	Presently, JCDX is primarily limited to ashore communication nodes. The amendment would encourage the Navy to develop plans to employ this automated data fusion capability on afloat assets as well, resulting in more efficient and secure dissemination of intelligence.	EB 1
4347	1	Slotkin, Elissa	SPF	Briefing examining utility of the design, engineering, and fabrication of domestically produced high-performance uncrewed surface vessels (USVs) in an effort to support attritable drone development with alternate materials, including carbon-fiber lightweight hull technology	EB 1
4408	1	Wittman, Robert	SPF	BILL. ASSESSMENT FOR DEPLOYING NEW ANTIPOULING COATINGS FOR THE SURFACE FLEET. DoD shall assess the feasibility of moving away from counter-based antifouling coatings for the surface fleet and include a timeline for the removal of such coatings.	EB 1
4464	1	Strong, Dale W.	SPF	Directs the Secretary of Defense to submit a report on the national defense implications of actions by foreign governments to nationalize or seize a U.S port or land necessary to access a U.S. port.	EB 1
4498	1	Kiggans, Jennifer A.	SPF	Requires a briefing from the Secretary of Defense on the maritime salvage capacity of the United States military.	EB 1
4539	1	Mace, Nancy	SPF	Co-locating nuclear propulsion training simulator with the Navy's Center of Excellence for Nuclear Propulsion Training	EB 1
4548	0	Jackson (TX), Ronny	SPF	Amends underlying DRL	EB 1

AMENDMENT TO H.R. 8070
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**
2 **WARSHIPS AFTER NAVY MEDAL OF HONOR**
3 **RECIPIENTS.**

4 It is the sense of Congress that the Secretary of the
5 Navy should name warships after Navy recipients of the
6 Medal of Honor from World War I to the present, who
7 have not had a vessel named in their honor, as follows:

- 8 (1) Tedford H. Cann.
9 (2) Ora Graves.
10 (3) John MacKenzie.
11 (4) Patrick McGunigal.
12 (5) John H. Balch.
13 (6) Joel T. Boone.
14 (7) Jesse W. Covington.
15 (8) Edouard Izac.
16 (9) David E. Hayden.
17 (10) Alexander G. Lyle.
18 (11) Francis E. Ormsbee, Jr.
19 (12) Orlando H. Petty.

- 1 (13) Oscar Schmidt, Jr.
- 2 (14) Daniel A. J. Sullivan.
- 3 (15) Frank M. Upton.
- 4 (16) John O. Siegel.
- 5 (17) Henry Breault.
- 6 (18) Thomas J. Ryan.
- 7 (19) George R. Cholister.
- 8 (20) Thomas Eadie.
- 9 (21) William R. Huber.
- 10 (22) William Badders.
- 11 (23) James H. McDonald.
- 12 (24) John Mihalowski.
- 13 (25) Samuel G. Fuqua.
- 14 (26) William E. Hall.
- 15 (27) Herbert Schonland.
- 16 (28) Nathan G. Gordon.
- 17 (29) Arthur M. Preston.
- 18 (30) Eugene B. Fluekey.
- 19 (31) Robert Bush.
- 20 (32) Rufus G. Herring.
- 21 (33) Franklin J. Pierce.
- 22 (34) George L. Street.
- 23 (35) George E. Wahlen.
- 24 (36) William L. McGonagle.
- 25 (37) Thomas G. Kelley.

3

- 1 (38) Joseph R. Kerrey.
- 2 (39) Thomas R. Norris.
- 3 (40) Michael E. Thornton.
- 4 (41) Britt K. Slabinski.
- 5 (42) Edward Byers, Jr.



AMENDMENT TO H.R. 8070
OFFERED BY MR. JACKSON OF TEXAS

At the appropriate place, insert the following:

1 **SEC. ____ . REPORT ON PRICE ELASTICITY OF LABOR SUP-**
2 **PLY AT SHIPYARDS AND SUPPLIER FIRMS.**

3 (a) IN GENERAL.—Not later than 180 days after the
4 date of the enactment of this Act, the Secretary of the
5 Navy shall submit to the congressional defense committees
6 a report on the price elasticity of the labor supply for the
7 industrial base for building and maintaining naval vessels,
8 including—

- 9 (1) private-sector shipyards;
10 (2) public-sector naval shipyards; and
11 (3) supplier firms.

12 (b) ELEMENTS.—The report required by subsection
13 (a) shall include the following:

14 (1) An assessment of the full cost of hiring and
15 training workers at shipyards and supplier firms.

16 (2) An assessment of the extent to which reten-
17 tion and attrition of workers at shipyards and sup-
18 plier firms is related to pay and benefits for those
19 workers.

1 (3) An assessment of the extent to which chal-
2 lenges in recruiting and retaining desired numbers
3 of workers at shipyards and supplier firms can be
4 met by increasing pay and benefits for those work-
5 ers.

6 (4) An assessment of the potential impact of
7 such increases in pay and benefits on costs for pro-
8 curing and maintaining naval vessels.

9 (5) An assessment of and recommendation for
10 any extraordinary relief that may be appropriate for
11 the fixed-price, multi-year procurement contracts for
12 Virginia-class submarines in order to increase pay
13 and benefits for workers at shipyards and supplier
14 firms under those contracts.

15 (c) CONTRACT AUTHORITY.—The Secretary of the
16 Navy may contract with a private entity for the prepara-
17 tion of the report required by subsection (a).

18 (d) CONGRESSIONAL DEFENSE COMMITTEES DE-
19 FINED.—In this section, the term “congressional defense
20 committees” has the meaning given that term in section
21 101(a) of title 10, United States Code.



Amendment to H.R. 8070

National Defense Authorization Act for Fiscal Year 2025

Offered by: Mr. Davis of North Carolina

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

[Implications of Continuing Resolutions and Government Shutdowns on DoD Shipbuilding Efforts]

The committee recognizes the critical role of the Department of Defense (DOD) in maintaining and modernizing the nation's naval fleet through its shipbuilding programs. However, the committee is concerned about the potential impact of continuing resolutions and government shutdowns on the progress and effectiveness of these vital efforts. Continuing resolutions and government shutdowns disrupt the normal functioning of government agencies, including the DOD, by limiting funding availability and creating uncertainty in budgetary planning and execution. These disruptions have direct and indirect consequences on DOD shipbuilding activities, including delays in contract awards, disruptions in production schedules, and challenges in workforce retention and recruitment. The committee emphasizes that such disruptions undermine the Navy's ability to maintain a robust and modern fleet capable of addressing evolving threats and strategic challenges. Delays in ship construction and maintenance not only increase costs but also reduce operational readiness and jeopardize national security objectives.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Armed Services Committee not later than December 31, 2024, on the implications of continuing resolutions and government shutdowns on DoD shipbuilding efforts over the previous five fiscal years that includes the following:

- (1) an analysis of the financial costs associated with these disruptions, including increased project costs, penalties for schedule delays, and potential long-term consequences for the Navy's fleet modernization goals;
- (2) an evaluation of the effects on the shipbuilding industrial base, including disruptions in supply chains, workforce stability, and the ability of contractors to meet contractual obligations and
- (3) recommendations for mitigating the adverse effects of continuing resolutions and government shutdowns on DoD shipbuilding efforts, including strategies for minimizing schedule disruptions, ensuring timely funding availability, and enhancing workforce resilience.

Amendment to H.R. 8070

Offered by: Mr. Waltz

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

Maritime De-Risking

The committee is aware that our strategic competitor, the People's Republic of China, is expanding its influence over the high seas. The Chinese Communist Party (CCP) views its control over the oceans as a vital national security interest and has used the authority and resources of their government to direct, resource, and gain the world's most dominant position over shipbuilding, shipping, and international maritime infrastructure. Their actions have often disregarded legal norms, principles, and values shared by the United States and its allies.

The United States faces significant risks to both national security and economic vitality from the Government of China's potential to cripple the critical supplies and lifeline of the American people during peacetime, crisis, or war by shutting off access to the world's oceans, as well as by controlling critical shipping interests and infrastructure. To address this threat, the United States must pursue a strategy of "de-risking," aimed at mitigating reliance and vulnerability to Chinese shipbuilding, shipping, and maritime infrastructure.

Therefore, the committee directs the Secretary of Defense, in consultation with the Secretaries of Transportation, Commerce, Treasury, Homeland Security, State, as well as the U.S. Trade Representative and Office of Management and Budget to provide a report to the House Armed Service and Senate Armed Service committees by November 1, 2024:

1. An analysis of the current risks posed to US interests by the CCP's dominance of the maritime industry and its civilian and military impacts to security and economic prosperity.
2. A comprehensive strategy for de-risking America's maritime domain from the People's Republic of China and other asymmetric or emerging maritime threats, recognizing that our security and economic way of life relies on assured access to free, open, safe, and sustainable oceans without coercion from our global competitors.
3. An assessment of the possible establishment of a National Maritime Council to oversee implementation of the nation's maritime strategies, and requirements for annual reporting to Congress on status of implementing such strategies.

The report shall be submitted in unclassified form but may contain a classified annex.

AMENDMENT TO H.R. 8070
OFFERED BY MR. AUSTIN SCOTT OF GEORGIA

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

1 **SEC. 10 ____ . MINIMUM NUMBER OF PUBLIC NAVAL SHIP-**
2 **YARDS.**

3 Section 8062 of title 10, United States Code, is
4 amended—

5 (1) by redesignating subsections (f) through (h)
6 as subsections (f) through (i), respectively;

7 (2) by inserting after subsection (e), the fol-
8 lowing new subsection (f):

9 “(f) The Secretary of the Navy shall operate not less
10 than four public naval shipyards.”; and

11 (3) in subsection (i), as so redesignated—

12 (A) by striking “section, the” and all that
13 follows through the period at the end and in-
14 serting “section:”; and

15 (B) by adding at the end the following new
16 paragraphs:

17 “(1) The term ‘amphibious warfare ship’ means
18 a ship that is classified as an amphibious assault
19 ship (general purpose) (LHA), an amphibious as-

1 sault ship (multi-purpose) (LHD), an amphibious
2 transport dock (LPD), or a dock landing ship
3 (LSD).

4 “(2) The term ‘public naval shipyard’ means a
5 naval shipyard operated by the Navy as of January
6 1, 2024.”.



Amendment to H.R. 8070

Offered by: Mr. Austin Scott of Georgia

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

Implementation Plan for Adopting Commercial Artificial Intelligence-enabled Tools to Enhance Flight Management and Air Operations

The committee supports efforts underway by Air Mobility Command (AMC) to harness existing, commercial artificial intelligence (AI)-enabled tools to provide predictive situational awareness, command and control, decision support, and flight optimization. These capabilities can enhance the Air Force's ability to rapidly sustain global air mobility operations in contested environments. The committee directs the Secretary of the Air Force to prepare an implementation plan to adopt existing, commercial AI-enabled tools for predictive situational awareness that enhances flight management, air operations, mission planning, and dynamic retasking. Furthermore, the committee directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services by March 1, 2025, on the plan and the steps necessary to support its execution and required funding for the deployment of such tools.

Amendment to H.R. 8070

Offered by: Mr. Moulton

In the portion of the report to accompany H.R. 8070 titled “Future X-Band Radar”, strike the following text: “SMARTS [Strategic and Spectrum Missions Advanced Resilient Trusted Systems] OTA” and insert the following new text: “NSTIC (Naval Surface Technology and Innovation Consortium) OTA”.

In the portion of the report to accompany H.R. 8070 titled “Future X-Band Radar”, strike the following text: “SMARTS OTA” and insert the following new text: “NSTIC OTA”.

AMENDMENT TO H.R. 8070
OFFERED BY MR. COURTNEY OF CONNECTICUT

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

1 **SEC. 10 ____ . CONGRESSIONAL CERTIFICATION REQUIRED**
2 **PRIOR TO START OF CONSTRUCTION ON**
3 **FIRST SHIP OF A SHIPBUILDING PROGRAM.**

4 Section 8669e(a)(3) of title 10, United States Code,
5 is amended by inserting “100 percent” before “complete”.



Amendment to H.R. 8070

Offered by: Mr. Austin Scott of Georgia

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

National Naval Shipbuilding Academy

The committee notes the shortage of shipyard workers in the United States. Shipyard workers built the fleet that helped to win World War II and deter the former Soviet Union during the Cold War. Today, the United States Navy is no longer the largest Navy in the world and will have to expand the size of its fleet. To do so, the United States must train more shipyard workers.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services by March 1, 2025, on the feasibility of establishing a National Naval Shipbuilding Academy operated by the Department of the Navy. The briefing shall include, at a minimum: the roles, mission, organization, budget, recruitment, possible academy locations, and any other issues of interest to Congress.

AMENDMENT TO H.R. 8070
OFFERED BY MR. KELLY OF MISSISSIPPI

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

1 **SEC. 1 ____ . DESIGNATION OF OFFICIAL RESPONSIBLE FOR**
2 **AUTONOMOUS SURFACE AND UNDERWATER**
3 **DUAL-MODALITY VEHICLES.**

4 (a) DESIGNATION REQUIRED.—Not later than 180
5 days after the date of the enactment of this Act, the Sec-
6 retary of the Navy shall designate an appropriate official
7 within the Department of the Navy to have primary re-
8 sponsibility for the development and acquisition of dual-
9 modality, advanced autonomous vehicles, consistent with
10 warfighter requirements.

11 (b) PROGRAM ELEMENT.—The Secretary of the Navy
12 shall ensure, within budget program elements for the
13 Navy, that there is a dedicated program element for the
14 development and acquisition of dual-modality, advanced
15 autonomous vehicles.



AMENDMENT TO H.R. 8070
OFFERED BY MR. KELLY OF MISSISSIPPI

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

1 **SEC. 1___ . PROCUREMENT AUTHORITIES FOR CERTAIN**
2 **AMPHIBIOUS SHIPBUILDING PROGRAMS.**

3 Section 129(c) of the James M. Inhofe National De-
4 fense Authorization Act for Fiscal Year 2023 (Public Law
5 117–263) is amended by inserting “across programs”
6 after “advance procurement”.



Amendment to H.R. 8070

National Defense Authorization Act for Fiscal Year 2025

Offered by: Mr. Jackson of Texas

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

CV-22 Osprey Force Structure Review

The committee is aware of the force structure proposals for the fleet of CV-22 Osprey aircraft that are being considered by the Department of the Air Force and U.S. Special Operations Command. Currently, 15 of the 56 total CV-22 Osprey aircraft are in flyable storage with the intent of returning to an operational squadron no earlier than fiscal year 2026. The committee appreciates the investment from the Department of the Air Force into the Nacelle Improvement program because this investment has significantly reduced the time spent on maintenance and drastically increased overall aircraft readiness. However, the committee is aware of and very concerned by recent proposals to move multiple CV-22 Osprey aircraft to a long-term preservation site.

In order to ensure a proper force structure, the committee directs the Secretary of the Air Force, in coordination with the Commander, U.S. Special Operations Command, to provide a briefing to the House Committee on Armed Services not later than December 1, 2024, on the proposed force structure for the fleet of CV-22 Osprey aircraft. The briefing shall include:

- (1) a detailed force structure and preservation plan for the CV-22 Osprey aircraft;
- (2) a review of any manpower shortfalls that have occurred for the CV-22 Osprey community over the last three years;
- (3) impact of the Nacelle Improvement program on the CV-22 Osprey aircraft;
- (4) future investments required for safety, reliability, survivability, and capability;
- (5) an analysis of any recent changes to the maintenance protocols over the last three years for the CV-22 Osprey aircraft; and
- (6) a description of any funding that has been diverted away from the CV-22 Osprey aircraft and any associated upgrades.

AMENDMENT TO H.R. 8070
OFFERED BY MRS. KIGGANS OF VIRGINIA

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

1 **SEC. 1___ . SENSE OF CONGRESS ON AIRCRAFT CARRIER**

2 **PROCUREMENT.**

3 (a) FINDINGS.—Congress finds the following:

4 (1) The aircraft carriers of the Navy are a cornerstone of the Nation's ability to project its power
5 and strength.
6

7 (2) Construction of Gerald R. Ford-class aircraft carriers represents a national effort which requires predictable and stable build schedules and
8 alignment of purpose between the Department of
9 Defense, the Department of the Navy, and the aircraft carrier industrial base.
10
11

12 (3) The aircraft carrier industrial base includes
13 more than 2,000 companies in 44 states that contribute to the construction and maintenance of these
14 complex and technologically advanced ships.
15

16 (4) The benefits of stable, executable aircraft
17 carrier procurement plans extend throughout the
18 aircraft carrier industrial base, promoting the devel-
19

1 opment and retention of highly-skilled workforces
2 and capital investments in world-class manufac-
3 turing and shipbuilding facilities throughout the Na-
4 tion.

5 (5) Aircraft carrier procurement plans accom-
6 panying the President's budget request for fiscal
7 years 2023 and 2024 forecast procurement of CVN-
8 82 in fiscal year 2028, however, the fiscal year 2025
9 plan defers procurement until fiscal year 2030, cre-
10 ating a significant and destabilizing production gap
11 for the aircraft carrier industrial base.

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

14 (1) the Secretary of Defense and the Secretary
15 of the Navy should implement aircraft carrier acqui-
16 sition strategies that maximize benefits to oper-
17 ational commanders while simultaneously protecting
18 the interests of the taxpayer and supporting the na-
19 tional nuclear shipbuilding industrial base;

20 (2) the Secretary of Defense and the Secretary
21 of the Navy should review and revise the acquisition
22 strategy, including a two-ship buy of CVN-82 and
23 CVN-83, for Ford-class aircraft carriers in the
24 President's budget request for fiscal year 2026 to
25 ensure it is consistent with accepted shipbuilding in-

1 industrial base analyses, prior Department rec-
2 ommendations, reports to Congress, congressional
3 resolutions, section 8062 of title 10, United States
4 Code, and national security interests; and

5 (3) the Secretary of Defense should request
6 procurement of the CVN-82 carrier not later than
7 fiscal year 2028.



Amendment to H.R. 8070

Offered by: Mr. Kelly

In the portion of the report to accompany H.R. 8070 titled "DDG(X) Program", strike the following text:

"Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than March 1, 2025, on the propulsion motor technology for the DDG(X) program. The briefing shall include, at a minimum:

- (1) details on the Navy's progress and plan for selecting the propulsion system for the DDG(X) program, including timelines and key performance indicators;
- (2) a comparison between the Permanent Magnet (PM) motor and the High Temperature Superconducting (HTS) motor technologies, highlighting their respective efficiencies, weight, space characteristics, and how each aligns with the Navy's operational requirements for the DDG(X) program, to include each technology's Technology Readiness levels;
- (3) strategies for mitigating the risks associated with a potential late-stage failure of the chosen propulsion motor technology, reflecting on lessons learned from the DDG 1000 destroyer's propulsion issues; and
- (4) an analysis of the advantages of developing and testing two propulsion motor options, including projected cost savings and enhanced program flexibility."

and insert the following new text:

"Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than March 1, 2025, on the propulsion motor technology for the DDG(X) program. The briefing shall include, at a minimum:

- (1) details on the Navy's progress and plan for selecting the propulsion system for the DDG(X) program, including timelines and key performance indicators;
- (2) a comparison between the Permanent Magnet (PM) motor and the High Temperature Superconducting (HTS) motor technologies, highlighting their respective efficiencies, weight, space characteristics, and how each aligns with the Navy's operational requirements for the DDG(X) program, to include each technology's Technology Readiness levels;
- (3) strategies for mitigating the risks associated with a potential late-stage failure of the chosen propulsion motor technology."

Amendment to H.R. 8070

Offered by: Mr. Kelly

In the portion of the report to accompany H.R. 8070 titled “Autonomy Integration for Small Unmanned Surface Vessels”, strike the following text: “Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than March 1, 2025, consisting of the following elements:” and insert the following new text “Therefore, the committee directs the Secretary of the Navy in coordination with the Under Secretary of Defense for Research and Engineering to provide a briefing to the House Committee on Armed Services not later than March 1, 2025, consisting of the following elements:”.

Amendment to H.R. 8070

Offered by: Mr. Graves

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

KC-135 Advanced Automation Roadmap

The committee recognizes that the Air Force and Air National Guard intend to operate the KC-135 aircraft through 2050 to provide aerial refueling capacity sufficient for meeting the National Defense Strategy. With nearly 600 KC-135 aircraft in the Air Force inventory and the need for additional analysis around recapitalization and the next-generation aerial refueling system, the KC-135 will continue to provide much-needed aerial refueling capacity.

Additionally, the committee remains concerned about the Air Force's pilot shortage and challenges in recruiting and retaining pilots with growing competition from the commercial sector. Significant advancements in commercially available advanced aircraft automation systems are underway that could potentially provide more operational flexibility by enabling reduced crew or remote piloting operations for transport aircraft such as the KC-135 and C-130. Therefore, the committee directs the Secretary of the Air Force to submit a report to the House Committee on Armed Services no later than May 1, 2025 on the Air Force's efforts to leverage commercially developed advanced automation technologies that enable existing aircraft to be operated without flight crew onboard. The report shall address issues including, but not limited to:

(1) a status update on existing and planned requirements for the integration of advanced automation capabilities into Airlift and Air Refueling aircraft in the fleet.

(2) a procurement strategy that enables the Air Force to rapidly leverage advanced aircraft automation technologies being developed for the commercial aviation market from innovative technology firms.

(3) Identifying specific opportunities to scale advanced aircraft automation technologies being developed by small businesses through the Air Force's use of the Small Business Innovative Research (SBIR) program.

(4) Efforts to move advanced aircraft automation technologies from the research and development phase into production and to a program of record that delivers deployable capabilities to support the warfighter.

Amendment to H.R. 8070

Offered by: Mr. Graves

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

Leveraging Advanced Aircraft Automation for Cargo Delivery

The committee understands the growing need for autonomous and distributed logistics capabilities in meeting the operational requirements of the U.S. Indo-Pacific Command and U.S. Transportation Command. In an Indo-Pacific contingency, the committee believes that leveraging commercially available advanced aircraft automation and remote piloting capabilities to provide intra-theater lift is crucial. Due to the geographically dispersed nature of the Indo-Pacific region, and the need to provide logistics capabilities over water and to small remote airfields, the committee has concerns that United States military forces lack the unique capabilities needed to perform logistics missions.

Additionally, the committee understands that innovative technology firms are developing remote piloting or autonomous capabilities for regional cargo aircraft that are currently in worldwide service, at full rate production and commercially available. The committee recognizes the importance of these new developments in meeting the operational requirements of the U.S. Indo-Pacific Command and U.S. Transportation Command.

Therefore, the committee directs the Secretary of Defense, in consultation with the Commander of United States Indo-Pacific Command and the Commander of U.S. Transportation Command to provide a briefing to the House Armed Services Committees, no later than May 1, 2025. The briefing should include information on how joint force plans to develop requirements and identify opportunities for utilizing fleets of commercially available regional cargo aircraft in the Pacific. The briefing should analyze the available number of commercially available regional cargo aircraft and their potential role in meeting intra-theater lift needs in the Indo-Pacific. In addition, the briefing should include targeted recommendations for the innovative commercial technologies and capabilities that the department can invest in to accelerate the dual-use deployment of such aircraft, in both peacetime and contingency operations.

AMENDMENT TO H.R. 8070
OFFERED BY MRS. KIGGANS OF VIRGINIA

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

1 **SEC. 10 ____ . MODIFICATIONS TO SHIP REPAIR AUTHORI-**
2 **TIES.**

3 (a) DEFINITION OF SHORT-TERM WORK FOR PUR-
4 POSES OF NAVY CONSTRUCTION OF COMBATANT AND ES-
5 CORT VESSELS AND ASSIGNMENT OF VESSEL
6 PROJECTS.—Section 8669a(c)(4) of title 10, United
7 States Code, is amended by striking “10 months” and in-
8 serting “18 months”.

9 (b) STUDY ON PRICE DIFFERENTIALS USED IN
10 NAVY SHIP REPAIR SOLICITATIONS.—

11 (1) IN GENERAL.—Subject to the availability of
12 appropriations, the Secretary of the Navy shall seek
13 to enter into an agreement with a federally funded
14 research and development center to conduct a study
15 to assess whether relevant price differentials used by
16 the Navy in ship repair solicitations accurately re-
17 flect the true market value of the activity under-
18 taken to complete the repair work involved in the ab-
19 sence of any such differential.

1 (2) ELEMENTS.—The study under paragraph
2 (1) shall address all relevant price differentials used
3 by the Navy in ship repair solicitations, including—

4 (A) the use of Government-owned and op-
5 erated dry docks;

6 (B) the use of inter-port differentials; and

7 (C) the use of pier differentials.

8 (3) REPORTS.—

9 (A) FFRDC REPORT.—The federally funded
10 research and development center that conducts
11 the study under paragraph (1) shall submit to
12 the Secretary of the Navy a report on the re-
13 sults of the study.

14 (B) SUBMITTAL TO CONGRESS.—Not later
15 than September 30, 2025, the Secretary of the
16 Navy shall submit to the congressional defense
17 committees an unaltered copy of the report re-
18 ceived by the Secretary under subparagraph (A)
19 together with a separate statement of the views
20 of the Secretary on the results of the study con-
21 ducted under paragraph (1).

22 (c) REPORT ON NAVY POLICY FOR SOLICITING
23 COASTWIDE BIDS FOR CERTAIN REPAIR AVAILABIL-
24 ITIES.—

1 (1) IN GENERAL.—Not later than March 30,
2 2025, the Secretary of the Navy shall submit to the
3 congressional defense committees a report on the
4 policy of the Navy for soliciting coastwide bids for
5 repair availabilities longer than 10 months.

6 (2) ELEMENTS.—The report under paragraph
7 (1) shall include an explanation and assessment of
8 each of the following:

9 (A) The intent of the policy described in
10 paragraph (1).

11 (B) The data the Navy uses to assess the
12 efficacy of such policy.

13 (C) How the Navy estimates the cost of
14 moving vessels out of their home port to com-
15 plete the availability and the actual cost of mov-
16 ing vessels out of their home port to complete
17 the availability.

18 (D) How the Navy estimates the financial,
19 labor force, member of the Armed Forces and
20 family well-being, berthing, and related costs
21 associated with moving a vessel out of its home
22 port to complete a repair availability longer
23 than 10 months.



Amendment to H.R. 8070

Offered by: Ms. Jacobs from California

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

Integrated Surveillance System - Joint Cross-Domain Exchange (JCDX)

The committee notes the improving maritime anti-access/area denial (A2AD) capabilities of adversaries, particularly China, require that Navy ships possess the ability to rapidly discover and access intelligence and operational data to maintain decision superiority in a contested or denied C2 environment. The Joint Cross-Domain Exchange (JCDX) provides real-time sharing of intelligence and operational data across all security levels. It enables Navy commanders to track the position of ships, submarines, and aircraft. Furthermore, as the official communications enabler of key allies Japan, Korea, Australia, and the UK, JCDX provides seamless information sharing with partners. Therefore, the committee encourages the Secretary of the Navy to provide the Armed Services Committees not later than 90 days following enactment of the bill a report detailing plans to implement the existing JCDX capability across US Navy afloat assets and plans to prioritize JCDX in future fiscal years. Therefore, the committee directs the Secretary of Defense, in coordination with the Secretary of the Navy, to provide a report to the congressional defense committees no later than January 1, 2025, on the current use of JCDX. The report should include the following:

- (1) detailed plans to implement the existing JCDX capability across US Navy afloat assets; and
- (2) plans to prioritize JCDX in future fiscal years.

Amendment to H.R. 8070

Offered by: Ms. Slotkin

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

Attributable Drones Project for Uncrewed Surface Vehicles (USVs)

The Department of Defense has recognized the need for attributable drones across all domains and made progress adapting acquisition programs and organizations to facilitate their rapid procurement when possible. The U.S. defense industrial base presents options to diversify, increase production, and expand the types of attributable drones that are commercially available for DoD procurement, including USVs. Attributable USVs can support a variety of missions and functions, including intelligence, surveillance, and reconnaissance (ISR) and offensive capabilities. The Committee recognizes the need to expand capacity for the design, engineering, and fabrication of domestically produced high-performance USVs to support attributable drone development. Innovative alternative materials and hull technology designs like carbon-fiber hull technology can support dramatic increases in speed and payload for a shallow draft vehicle that can host a wide array of mission and sensor packages for the Navy. These new construction methodologies also offer benefits in corrosion resistance and other aspects relevant for a maritime platform. To better understand efforts to adopt commercial advancements in these platforms, the Committee directs the Secretary of the Navy, in coordination with the Undersecretary of Defense for Research and Engineering, to provide a briefing to the House Committee on Armed Services no later than February 1, 2025, on the utility of procuring commercially available carbon-fiber USVs as part of its efforts to accelerate the delivery of innovative capabilities to warfighters at speed and scale.

AMENDMENT TO H.R. 8070
OFFERED BY MR. WITTMAN OF VIRGINIA

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

1 **SEC. 10 ____ . ASSESSMENT REGARDING ANTIFOULING COAT-**
2 **INGS.**

3 (a) ASSESSMENT FOR DEPLOYING NEW
4 ANTIFOULING COATINGS FOR THE SURFACE FLEET.—

5 Not later than one year after the date of the enactment
6 of this Act, the Secretary of Defense shall conduct an as-
7 sessment to evaluate the feasibility of moving away from
8 copper-based antifouling coatings. Such an assessment
9 shall include each of the following:

10 (1) A timeline to remove existing copper-based
11 antifouling coatings from naval vessels by January
12 1, 2028.

13 (2) Criteria for antifouling effectiveness, meas-
14 ured by—

15 (A) the duration of time such coating pre-
16 vents biological adhesion, corrosion, and deg-
17 radation of vessel surfaces;

18 (B) environmental damage caused by shed-
19 ding and leaching of the coating; and

1 (C) the effect of the coating on fuel effi-
2 ciency and vessel speed.

3 (3) An evaluation of whether a new standard in
4 standard rotation for maintenance of surface vessels
5 could effectively reduce the time and costs associated
6 with maintenance key events, such as repair plan-
7 ning and time in drydock, while also being environ-
8 mentally sound.

9 (b) EVALUATION OF COMMERCIALY AVAILABLE
10 PRODUCTS.—Prior to conducting the assessment required
11 by subsection (a), the Secretary shall evaluate commer-
12 cially available products, technologies, applications, and
13 services that could be used to improve combat readiness
14 by decreasing the need for re-application of antifouling
15 coatings.



Amendment to H.R. 8070

Offered by: Mr. Strong

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

Ronald Reagan Ballistic Missile Defense Test Site Modernization

The committee recognizes significant contributions of the Ronald Reagan Ballistic Missile Defense Test Site (RTS) to multiple Department of Defense missions and notes the isolated location of the RTS at the U.S. Army Garrison-Kwajalein Atoll, and unique instrumentation systems provide an unmatched test and evaluation (T&E) environment.

However, the committee is concerned that rapidly degrading facilities due to environmental factors and the lack of modernized mission control centers limit the RTS' ability to remain a vital national asset. Additionally, the committee is aware of proposals to upgrade aging T&E infrastructure and facilities at the RTS in a manner that would allow increased test activities, improve information security, reduce the site's overall vulnerability to environmental degradation, and enhance test capabilities through greater sensor distribution and integration.

The committee encourages the Army to appropriately prioritize upgrades to the RTS and to consider novel approaches as part of this effort. Further, the committee directs the Commander, U.S. Army Space and Missile Defense Command, to provide a briefing to the House Committee on Armed Services not later than December 1, 2024, to address environmental degradation and modernize facilities at the RTS.

The briefing should include an assessment of:

- (1) existing RTS mission requirements;
- (2) the ability of the RTS mission control centers to support all necessary levels of classified information;
- (3) the potential benefit of corrosion resistant environmental systems;
- (4) major factors limiting test and evaluation activities;
- (5) prioritized options to improve the site's ability to support mission needs and customer objectives, and increase the operational tempo of test activities; and
- (6) an estimated timelines and costs for such improvements.

Amendment to HR 8070

Offered by: Mrs. Kiggans

In the appropriate place in the report to accompany H.R.8070, insert the following new Directive Report Language:

Briefing on Military Salvage Capacity

The committee is concerned about the ability of the DoD and the U.S. to recover from foreign military attacks, accidents, or terrorist activity quickly and effectively. In particular, the salvage capacity and capability of the Armed Services in high-traffic waterways and ports is critical. Removing debris from these areas must be accomplished efficiently to avoid degraded readiness from such events that could shut down maritime operations during a global military conflict. Therefore, the Committee directs the Secretary of Defense to provide a briefing to the House Committee on Armed Service no later than January 1, 2025, on salvage capacity and capability within the Armed Services. The briefing should include:

- (1) information on protocols and procedures currently in place to remove debris from waterways following accidents or hostile actions against critical ports or waterways;
- (2) information on expected timelines for mobilization of resources and personnel to remove debris that may impede maritime operations in the event of an incident;
- (3) a list of critical waterways used by the Armed Services that may be vulnerable to closure by accidents or hostile actions;
- (4) information on previous or planned exercises to test readiness and response times for clearing critical ports or waterways;
- (5) information on Department of Defense cooperation with other Federal agencies or private entities to enhance its response capabilities in dealing with maritime debris;
- (6) information on the number of salvage ships within the DoD or other critical ships for debris removal from critical ports or waterways; and
- (7) an assessment of current or planned efforts to increase the overall capacity of salvage ships in the domestic maritime industry or government fleet.

Amendment to H.R. 8070

Offered by: Ms. Mace of South Carolina

In the appropriate place in the report to accompany H.R. 8070, insert the following new Directive Report Language:

Nuclear Propulsion Training Simulator

The committee recognizes the critical importance of training our Nuclear Propulsion Operators and sees the fiscal and operational value in a simulator for training. The committee believes co-locating this simulator with the already available infrastructure of the Navy's Center of Excellence for Nuclear Propulsion Training, coupled with current workforce expertise that can provide the proper training, will reduce operational costs, minimize risk and increase the level of education on Nuclear Propulsion. The committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than December 1, 2024 assessing the feasibility of developing a nuclear propulsion training facility, including a simulator, within the Navy's Center of Excellence for Nuclear Propulsion Training.

Amendment to H.R. 8070
National Defense Authorization Act for Fiscal Year 2025

Offered by: Mr. Jackson of Texas

In the portion of the report to accompany H.R. 8070 titled “Navy Aircraft Carrier Logistics Support”, strike the following text: “The committee is aware of the ongoing material deficiencies affecting the V-22 fleet and specifically the operational limitations that have been imposed on the CMV-22 because of such deficiencies.”

In the portion of the report to accompany H.R. 8070 titled “Navy Aircraft Carrier Logistics Support”, strike the following text: “This only further complicates the logistics situation of the carrier strike group.”

In the portion of the report to accompany H.R. 8070 titled “Navy Aircraft Carrier Logistics Support”, insert as an additional element of the report, the following new text: “the plan and timeline to lift CMV-22 temporary operational restrictions;”

In the portion of the report to accompany H.R. 8070 titled “Navy Aircraft Carrier Logistics Support”, insert after the words “The committee further notes that” and before “the CMV-22 inherently”, the following new text: “like most other aircraft,”