En Bloc Amendments to H.R. 6395		
Subcommittee on Seapower and Projection Forces En Bloc #1		
Log #	**Sponsor**	**Description**
001r1	Courtney	This amendment from Mr. Courtney would improve and tighten both the waiver and vessel inspection process currently in place under the Merchant Marine Act of 1920.
002	Waltz	Supporting the Navy's effort to develop Conformal Acoustic Velocity Sonar technology in a bow configuration, continued test to prove out this technology and the insertion of the Large Vertical Array and conformal bow array into the submarine fleet.
003r1	Waltz	Supporting the Navy's continued development of this advanced submarine countermeasure system and the eventual award of a production MK5 variant.
004	Wittman	Limitation of production of KC-46A aircraft from 15 to 12.
005r1	Wittman	Supporting the use of laser shock peening (LSP) technology to mitigate these challenges with aluminum and understanding that LSP has been used in various high-risk, high-quality industries to include the nuclear industry and aviation sectors.
006	Wittman	Requiring a briefing and noting the benefits of the Spectral program is an incremental acquisition, Government Off-The-Shelf/Commercial Off-The-Shelf program that provides cryptologic signals exploitation capabilities.

AMENDMENT TO H.R. 6395

OFFERED BY MR. COURTNEY OF CONNECTICUT

At the appropriate place in subtitle A of title XXXV, insert the following:

SEC. 35___. IMPROVEMENTS TO PROCESS FOR WAIVING NAVIGATION AND VESSEL-INSPECTION LAWS.

(a) IMPROVEMENTS TO WAIVER PROCESS.—Section 501 of title 46, United States Code, is amended—

(1) in subsection (a), by adding ''to address an immediate adverse effect on military operations'' after ''national defense'';

(2) in subsection (b)—

(A) by redesignating paragraphs (2) and (3) as paragraphs (3) and (4), respectively;

(B) by inserting after paragraph (1) the following new paragraph:

''(2) DURATION OF WAIVER.—

''(A) IN GENERAL.—Subject to subparagraphs (B) and (C), a waiver issued under this subsection shall be for a period of not more than 10 days.

''(B) WAIVER EXTENSION.—Upon the termination of the period of a waiver issued under

this subsection, the head of an agency may extend the waiver for an additional period of not more than 10 days, if the Maritime Administrator makes the determinations referred to in paragraph (1).

"(C) AGGREGATE DURATION.—The aggregate duration of the period of all waivers and extensions of waivers under this subsection with respect to any one set of events shall not exceed ~~30~~ 45 days."; and

(C) in paragraph (4), as so redesignated—

(i) in subparagraph (B)(ii), by striking "paragraph (2)(A)" and inserting "paragraph (3)(A)"; and

(ii) by adding at the end the following new subparagraph:

"(C) NOTIFICATION REQUIRED FOR EXTENSIONS.—For purposes of this paragraph, an extension requested or issued under paragraph (2)(B) shall be treated in the same manner as a waiver requested or issued under this section.";

(3) by redesignating subsection (c) as subsection (d); and

(4) by inserting after subsection (b) the following new subsection:

''(c) REPORT.—

''(1) IN GENERAL.—Not later than 10 days after the date of the conclusion of the voyage of a vessel that, during such voyage, operated under a waiver issued under this section, the owner or operator of the vessel shall submit to the Maritime Administrator a report that includes—

''(A) the name and flag of the vessel;

''(B) the dates of the voyage;

''(C) any relevant ports of call; and

''(D) any other information the Maritime Administrator determines necessary.

''(2) PUBLICATION.—Not later than 48 hours after receiving a report under paragraph (1), the Maritime Administrator shall publish such report on an appropriate website of the Department of Transportation.''.

(b) APPLICABILITY.—The amendments made by this section shall apply with respect to waivers issued after the date of the enactment of this Act.

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Amendment to H.R. 6395
National Defense Authorization Act for Fiscal Year 2021

Offered by Mr. Waltz

In the appropriate place in the report to accompany H.R. 6395, insert the following new Directive Report Language:

Conformal Acoustic Velocity Sonar

The committee notes that the Conformal Acoustic Velocity Sonar project was developed to provide an affordable "smart-skin" acoustic sonar receive array to the Virginia-class submarine. Replacing traditional spherical sonar arrays with a conformal bow array would significantly improve submarine structural design and improve the submarine's stealth characteristics. The committee is also aware of the improved sonar performance observed in large vertical arrays which have been tested on various submarines during at-sea operations.

Considering the many benefits of this new technology used in large vertical arrays, the committee remains supportive of an acoustic sonar in a bow conformal array configuration. The committee urges continued Navy's effort to develop this technology in a bow configuration, continued test to prove out this technology and the insertion of the Large Vertical Array and conformal bow array into the submarine fleet. Finally, the committee directs the Secretary of the Navy to prepare a brief to the House Committee on Armed Services by February 15, 2021 as to current programming associated with the continued introduction of the large vertical arrays and conformal bow arrays; operational tests associated with these capabilities; and, industrial base implications associated with continued production.

Amendment to H.R. 6395
National Defense Authorization Act for Fiscal Year 2021

Offered by Mr. Waltz:

In the appropriate place in the report to accompany H.R. 6395, insert the following new Directive Report Language:

Advanced Submarine Countermeasures

The committee notes that Navy is proposing a new advanced submarine countermeasures that incorporates sophisticated acoustic decoy capabilities to counter the growing threats of modern acoustic homing torpedoes. These new countermeasures must also incorporate advanced mobility functionality to enhance tactics in littoral waters. The ADC MK 5 incorporates these new acoustic and mobility capabilities at the same physical size as the current ADC MK 2 devices to maintain compatibility with existing submarine launch devices and support systems. The integration of the new ADC MK 5 acoustic and mobility capabilities into the existing device form factor represents a significant technological advancement of the Navy's submarine countermeasures, and this technology can be applied to other countermeasure needs across the fleet. The committee supports the continued development of this advanced submarine countermeasure system and the eventual award of a production MK5 variant. Therefore, the committee directs the Secretary of the Navy to brief the House Committee on Armed Services by February 1, 2021 as to advanced submarine kinetic and non-kinetic countermeasures and the associated acquisition timelines to deploy these capabilities.

AMENDMENT TO H.R. 6395

OFFERED BY MR. WITTMAN OF VIRGINIA

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

SEC. 1___. LIMITATION ON PRODUCTION OF KC–46A AIRCRAFT.

(a) LIMITATION.—The Secretary of the Air Force may not approve the full-rate production of KC–46A aircraft or enter into a contract for the production of more than twelve KC–46A aircraft until the date on which the Secretary certifies to the congressional defense committees that all category-one deficiencies in the systems of the aircraft have been corrected, including the deficiencies affecting the aircraft's remote visioning system, telescoping actuator in the boom system, and primary fuel containment system.

(b) REPORT.—Not later than February 1, 2021, the Secretary of the Air Force shall submit to the congressional defense committees a report on the KC–46A aircraft. The report shall include—

(1) a schedule for the correction of each category-one deficiency described in subsection (a);

(2) a plan to engage an independent test organization to verify the effectiveness of any proposed solutions to such category-one deficiencies; and

(3) an acquisition strategy for the aircraft that—

(A) identifies principal acquisition milestones; and

(B) will ensure that there is sufficient competition for the procurement of a nondevelopmental tanker aircraft at the conclusion of the KC–46A production contract in effect as of the date of the enactment of this Act.

(c) CATEGORY-ONE DEFICIENCY DEFINED.—The term ''category-one deficiency'' means a deficiency that may cause—

(1) death or severe injury to personnel; or

(2) major loss or damage to critical aircraft capabilities.

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Amendment to H.R. 6395

National Defense Authorization Act for Fiscal Year 2021

Offered by Mr. Wittman

In the appropriate place in the report to accompany H.R. 6395, insert the following new Directive Report Language:

Laser shock peening (LSP) technology

There are 22 in-service Cruisers (CG) constructed between 1980–1994 with aluminum superstructures. Additionally, the Department of the Navy has commissioned ten Littoral Combat Ships (LCS) and an additional 10 Expeditionary Fast Transport (EPF) that use aluminum hull designs. These 42 in-service ships are experiencing unique aluminum fatigue. The committee notes that there are unique issues associated with aluminum ship construction practices that impact lifecycle maintenance costs.

The committee supports the use of innovative aluminum fatigue interventions to extend the service life of these ships. The committee notes the use of laser shock peening (LSP) technology to mitigate these challenges with aluminum and understands that LSP has been used in various high-risk, high-quality industries to include the nuclear industry and aviation sectors. The committee supports the use of innovative maintenance options that provide increased aluminum survivability, resiliency, and battlefield longevity for current and future classes of warships constructed with aluminum. Therefore, the committee directs the Secretary of the Navy to provide a brief to the House Committee on Armed Services by February 1, 2021 that assesses specific applications and tooling that could be used to extend the service life of aluminum superstructure such as LSP technologies.

Amendment to H.R. 6395

National Defense Authorization Act for Fiscal Year 2021

Offered by Mr. Wittman

In the appropriate place in the report to accompany H.R. 6395, insert the following new Directive Report Language:

Shipboard Information Warfare Exploit

The committee notes that the Spectral program is an incremental acquisition, Government Off-The-Shelf/Commercial Off-The-Shelf program that provides cryptologic signals exploitation capabilities designed to meet the requirements for shipboard cryptologic operations within the Ship's Signal Exploitation Space (SSES) aboard a variety of ship classes and shore facilities. The Spectral system is programmed to provide a mobile, passive capability to detect, classify, track, and determine the intent of enemy units through exploitation of their command and control emissions. The system will be scalable, reconfigurable to mission, modular, remotable and dynamically reprogrammable in response to new threats and capabilities. The committee believes that the Secretary of the Navy should expedite the development of this critical capability and supports decoupling the hardware from the software so that capability enhancements are delivered by software as soon as they are developed. To achieve maximum competition and to solicit the most current technologies, the committee further believes that the Secretary should continue to prioritize an open architecture approach so that the new system can readily integrate emerging third-party capabilities. Therefore, the committee directs the Secretary of the Navy to prepare a brief to the House Committee on Armed Services by January 30, 2021 as to implementation of the Spectral Program to include both program capabilities and timelines.