

**En Bloc Amendments to H.R. 2500**

**Subcommittee on Seapower and Projection Forces**

**En Bloc #1**

| <b>Log #</b> | <b>Sponsor</b> | <b>Description</b>   |
|--------------|----------------|--|
| <b>046r1</b> | Banks          | Requires the Secretary of the Navy or relevant designee to brief the Committee on the U.S. Navy's plan to effectively compete with adversaries in the Pacific and Arctic Oceans and the Persian Gulf, as well as implications for the defense industrial base. |
| <b>145</b>   | Hartzler       | Directs the Air Force to brief the House Armed Services Committee on its efforts to address major areas of concern across the B-2 DMS-M program.   |
| <b>283</b>   | Waltz          | Briefing on funding requirements for strategic weapons systems and ramifications of failing to adequately funding them.  |
| <b>293r1</b> | Bergman        | Navy briefing on options to improve procurement protocols within industry on amphibious shipbuilding modernization.  |
| <b>304</b>   | Moulton        | Requires the Secretary of the Navy to conduct a study of the lethality of surface ships against swarm tactics.   |
| <b>378</b>   | Luria          | Directs the Comptroller General of the United States to conduct an updated assessment of the Navy's Optimized Fleet Response Plan (OFRP).  |
| <b>384</b>   | Courtney       | Removes reference to certain international conventions from a provision on occupational safety.  |
| <b>399</b>   | Cheney         | C-130H aircraft propellers and engines. This amendment changes the date to make the briefing sooner.   |
| <b>445r1</b> | Gallagher      | Directs Air Force to report to Congress on its interim power plant sustainment program for B-52 fleet while each aircraft awaits engine replacement.   |
| <b>465r1</b> | Kelly          | DRL directing the Air Force to analyze the risks, readiness, availability rates and cost to their proposed change of maintenance contract to the C-17 Globemaster Fleet.   |

Log 046 r 1

**Amendment to H.R. 2500**  
**National Defense Authorization Act for Fiscal Year 2020**

**Offered by: Rep. Jim Banks**

In the appropriate place in the report to accompany H.R. 2500, insert the following new Directive Report Language:

**Future Fleet Architecture**

The committee notes that the National Defense Strategy indicates that the United States is in a great powers competition to include the Russian Federation and the People's Republic of China. The committee also believes that this great powers competition will heavily rely on our naval force structure to optimally address Russia and China in both the Pacific and the Arctic, as well as impending tensions with the Iranian regime in the Persian Gulf. The committee believes that it is imperative to include a larger long-term force structure to address these global challenges. The committee also believes that to ensure a continued projection of naval power around the world, the Navy should include in their forthcoming 2019 Force Structure Assessment necessary vessels to address sufficient operations in the Arctic. Therefore, the committee directs the Secretary of the Navy to brief the House Committee on Armed Services by December 31, 2019 regarding the force structure plan to compete with adversaries in the Pacific and Arctic Oceans and the Persian Gulf. This briefing should also address the defense industrial base and any associated maritime sector weaknesses that need to be addressed to support the expanded force structure.

**Amendment to H.R. 2500  
National Defense Authorization Act for Fiscal Year 2020**

**Offered by: Mrs. Hartzler of Missouri**

In the appropriate place in the report to accompany H.R. 2500, insert the following new Directive Report Language:

**B-2 Spirit Defensive Management System**

The committee continues to support the B-2 Defensive Management System Modernization (DMS-M) program and notes the importance of this program to ensuring that our nation's only operational stealth bomber remains mission effective. DMS-M is the largest upgrade in the B-2's history and is essential to maintaining the aircraft's survivability by ensuring the fleet remains effective against modern integrated air defense systems. This upgrade is critically needed to guarantee that the nation's premier strike platform can hold at risk the most heavily defended targets and deter aggression anywhere in the world.

The committee is concerned, however, about the significant DMS-M schedule delays and many substantial challenges highlighted in a recent Defense Digital Service Discovery Sprint report. Unless the B-2 DMS-M program makes significant changes there may continue to be delays that will impact the success of the program. During testimony at a Seapower and Projection Forces subcommittee hearing on March 14, 2019, the Air Force confirmed its commitment to the DMS-M program, and the committee agrees that the program is necessary to ensure the B-2 can operate in all future environments.

Therefore, the committee directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services by February 28, 2020, on its efforts to address the major areas of concern across the DMS-M program identified by the Defense Digital Service. Such brief shall include the associated schedule and closure plan to address the following items: sufficient government software development expertise; contract definitization schedule; delivery schedule; determination of software baseline; and assessment of related program support of DMS-M.

**Amendment to H.R. 2500  
National Defense Authorization Act for Fiscal Year 2020**

**Offered by:**

**Michael Waltz (Florida)**

In the appropriate place in the report to accompany H.R. 2500, insert the following new Directive Report Language:

*Classified Briefing on Funding Requirements for Strategic Weapons Systems*

The committee notes the Navy provides the most survivable leg of the triad with our OHIO-Class SSBNs and the Trident II (D5) strategic weapon systems (SWS) they carry. SSBNs are responsible for a significant majority of the Nation's operationally deployed nuclear warheads. The Chief of Naval Operations has made clear the priority the Navy places on the sustainment and modernization of the undersea leg of the triad, directing the Navy to "be ready to deploy USS COLUMBIA (SSBN 826) as quickly as possible—beating the current schedule—in order to preserve our ability to defeat the threat."

If critical and necessary programs such as Increment 8 is further delayed due to funding issues, the COLUMBIA class will be without critical subsystems such as a navigator and the United States will fail to meet international commitments to the United Kingdom under the Polaris Sales Agreement by not delivering inertial navigation equipment to the United Kingdom Shipyard in 2025.

If critical and necessary programs such as Increment 15 is further delayed due to funding issues, future integration on the COLUMBIA and Dreadnought systems and delivery of a required network cross-domain solution capability to meet DoD cyber requirements will not be met in time. Elimination of this funding will result in significant obsolescence-related risk to the OHIO fire control system in addition to increasing cybersecurity-related risk.

Proposed reductions in Navy SSP support equipment impacts include additional maintenance costs on the current support equipment and an increase in the risk of being able to support missile processing and disposal requirements at the strategic weapon facilities. This, in turn, increases the risk of being unable to support SSBN onload/offload requirements.

If the Life Extension 2 funding cuts are sustained, the Navy's ability to field the next life extended missile on the COLUMBIA Class is at significant risk. Additionally, the delay in schedule could impact international agreements with the United Kingdom as that government will procure the TRIDENT II D5LE2 SWS missiles for their Dreadnought platform.

The committee directs the Secretary of the Navy to provide a classified briefing to the House Committee on Armed Services no later than December 1, 2019, on the ramifications of failing to adequately fund its strategic weapons system.

Log 293r1

**Amendment to H.R. 2500**  
**National Defense Authorization Act for Fiscal Year 2020**

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

In the appropriate place in the report to accompany H.R. 2500, insert the following new Directive Report Language:

**Amphibious Forces Modernization**

While the Secretary of the Navy has been taking certain steps to modernize their forces to operate in a contested environment, the committee believes that the Department of the Navy needs to aggressively assess and optimize future forces. Therefore, the committee directs the Secretary of the Navy to prepare a brief to the House Committee on Armed Services by February 1, 2020 as to options to improve procurement protocols with legacy and future forces force structure requirements. Such briefing shall include each of the following: amphibious warfare concepts and requirements as they relate to shipbuilding and modernization; options to garner efficiencies into amphibious ship acquisition; an assessment to optimize the current and projected aviation and surface connectors strategy; options to expand aviation projection from amphibious vessels; options to expand command and control networks; options to incorporate vertical launch systems; and, a fiscal assessment of these options.

**Amendment to H.R. 2500  
National Defense Authorization Act for Fiscal Year 2020**

**Offered by: Rep. Seth Moulton**

In the appropriate place in the report to accompany H.R. 2500, insert the following new Directive Report Language:

Navy study on lethality of surface combatant ships against swarm technology

The committee is concerned that the Navy may be assuming too much risk with respect to the development of swarm tactics by adversaries. The committee directs the Secretary of the Navy to conduct a study on the lethality of surface combatant ships, both large and small against swarm technology, and deliver a report to Congress not later than January 1, 2021. Such study shall include each of the following at a minimum:

- (1) A threat analysis of current threat capabilities from foreign adversaries regarding swarm tactics using manned or unmanned aerial vehicles, unmanned underwater vehicles, and unmanned surface vehicles within ten nautical miles of coast line, sea ports and adversary ships;
- (2) A description of the current capabilities used by the Navy that have the capability or are designed specifically to counter swarm technology through—kinetic means; electronic warfare; or directed energy; and
- (3) A description of future requirements for large and small surface combatant ships, including the capability of defending against swarm tactics and advancing technology; the capability of engaging swarm targets from port and starboard sides with the same effects as the bow; the capability of adding additional systems onto the hull of a surface combatant ship, both large and small, to enhance lethality against swarm and other threats; and a comparison between directly manned weapon systems and remote weapon stations.

**Amendment to H.R. 2500  
National Defense Authorization Act for Fiscal Year 2020**

**Offered by:  
Congresswoman Elaine Luria**

In the appropriate place in the report to accompany H.R. 2500, insert the following new Directive Report Language:

**Optimized Fleet Response Plan**

The committee notes that the Navy began a multi-year process of implementing the Optimized Fleet Response Plan (OFRP) in November 2014. The stated goal of OFRP was to maximize the availability of Navy ships for operations while ensuring adequate time for maintenance and training while providing an appropriate and predictable operational tempo for Navy personnel. As directed in the committee report accompanying the National Defense Authorization Act for Fiscal Year 2016 (H.Rept. 114-102), the Comptroller General reviewed matters related to OFRP and, while noting it was too early to assess the overall effectiveness, did note that there were signs of challenges with implementation and execution of OFRP. Since the Comptroller General's report in 2016, the committee notes the Navy has experienced delays in the schedule of ship maintenance availabilities, implemented a number of changes following the release of the Navy's Comprehensive Review of Surface Force Incidents and the Navy's Strategic Readiness Review, and is responding to the Dynamic Force Employment requirements of the 2018 National Defense Strategy. Therefore, the committee directs the Comptroller General of the United States to conduct an updated assessment of the Navy's Optimized Fleet Response Plan (OFRP), to include:

1. An analysis of the extent to which the Navy has been successful in achieving the goals it established under OFRP in terms of maintenance completion and timeliness, training certifications, personnel fit/fill rates, operational availability, and others;
2. The impact that the performance of OFRP on ship maintenance and training have had on the carrier air wings maintenance, training, and readiness;
3. How assumptions about operational availability and costs under OFRP are affecting the Navy's force structure assessment;
4. Any other matter the Comptroller General determines appropriate.

The committee directs the Comptroller General to provide a briefing to the House Committee on Armed Services not later than March 1, 2020, with the preliminary findings of the Comptroller General's review, with the report to follow at a date to be determined at the time of the briefing.

**AMENDMENT TO H.R. 2500**

**OFFERED BY MR. COURTNEY OF CONNECTICUT**

In section 3503 (log 70148), in the proposed subsection (d) of section 7 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 656) strike “, consistent with applicable international agreements and associated guidelines,”.





## **Amendment to H.R. 2500 National Defense Authorization Act for Fiscal Year 2020**

**Offered by: Ms. Cheney**

In the portion of the report to accompany H.R. 2500 titled "C-130H aircraft propellers and engines",

strike the following text:

"Therefore, the committee directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services by March 1, 2020, on the long-awaited acquisition strategy for procuring new blades. This plan should include estimated costs, timelines, and a unit upgrade schedule. The briefing should also include the Air Force plan to incorporate C-130H T-56 Series 3.5 Engine Enhancement Packages. Congress has repeatedly added additional funds for these upgrades and the Air Force has yet to budget for them despite the demonstrated performance benefits and fuel efficiencies."

and insert the following new text:

"Therefore, the committee directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services by October 31, 2019, on the long-awaited acquisition strategy for procuring new blades. This plan should include estimated costs, timelines, and a unit upgrade schedule, as well as a plan to expedite procurement for squadrons scheduled to deploy in CY2020. The briefing should also include the Air Force plan to incorporate C-130H T-56 Series 3.5 Engine Enhancement Packages. Congress has repeatedly added additional funds for these upgrades and the Air Force has yet to budget for them despite the demonstrated performance benefits and fuel efficiencies."

Log 445 r1

**Log 445**

**Amendment to H.R. 2500  
National Defense Authorization Act for Fiscal Year 2020**

**Offered by:  
Rep. Mike Gallagher**

In the appropriate place in the report to accompany H.R. 2500, insert the following new Directive Report Language:

*B-52 Stratofortress power plant sustainment-*

The Committee understands that technologies exist to achieve increased performance on aircraft engines using an advanced foam wash. Recent tests on military aircraft with the same or similar engines as B-52s using foam cleaning technology have demonstrated the ability to reduce engine temperatures, increase engine performance, reduce engine maintenance costs, increase visual inspection for maintainers, and save fuel. The Committee strongly encourages the Air Force to evaluate the benefits that can be achieved with advanced engine wash technologies. The Committee also directs the Secretary of the Air Force to provide a brief to the Committee outlining the interim B-52 power plant sustainment program while each aircraft awaits engine replacement.

**Amendment to H.R. 2500**

Log 465r1

**National Defense Authorization Act for Fiscal Year 2020**

**Offered by: Mr. Kelly of Mississippi**

The committee recognizes the critical capability of the C-17 Globemaster III, which provides strategic and tactical airlift, medical evacuation and aerial deliveries in support of combat and humanitarian missions around the world. The committee further recognizes that the existing sustainment C-17 Globemaster III strategy, which is a performance-based logistics contract, has resulted in consistent mission readiness rates that exceed 80% and fully conforms with the percentage limitations on performance of depot-level maintenance (50/50 requirements) of Section 2466 of Title 10, United States Code.

The committee is aware that at a time when aviation readiness rates on other fleets have been lagging, the Air Force is considering changing the sustainment strategy for C-17. The committee notes that Section 2337 of Title 10, United States Code, requires a periodic review product support arrangement to ensure the arrangements are consistent with the overall product support strategy. The committee understands that the Air Force contracted PricewaterhouseCoopers (PWC) to conduct an independent Product Support Business Case Analysis of the C-17 sustainment strategy and that analysis has been completed and delivered to the Air Force. The committee directs the Secretary of the Air Force to provide the PWC business case analysis on C-17 sustainment to the House Committee on Armed Services no later than June 30, 2019.

The committee further directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services no later than July 31, 2019, detailing the Air Force's analysis and decision-making related to changes to C-17 sustainment