

LOG ID	REV	MEMBER	MARKUP LOC	DESCRIPTION	MARKUP ACT
4738	1	Kiggans, Jennifer A.	SPF	Directs the Navy to brief the Committee on efforts to support integration of the Next Generation Integrated Combat System (ICS) across the existing surface fleet, including testing for compatibility with Aegis, use of simulation tools, and risk-reduction prototyping strategies.	EB 1
4762	1	Scott, Austin	SPF	This DRL requires the Secretary of the Navy to submit a briefing to HASC on the feasibility, costs, and benefits of acquiring, operating, and organizing a training tall ship for the United States Navy.	EB 1
4767	1	Wittman, Robert	SPF	Enhancements to Nuclear-Powered Aircraft Carrier Design. Directs the Secretary of the Navy to deliver a report to the House Armed Services Committee by December 31, 2025, on the incorporation of additional advanced technologies into future aircraft carriers.	EB 1
4775	1	Kiggans, Jennifer A.	SPF	Amends the duties of the National Commission on the Future of the Navy to study the state of the U.S. maritime industry, assess national security risks, and provide policy recommendations to revitalize shipbuilding, workforce, and naval readiness.	EB 1
4776	0	Kiggans, Jennifer A.	SPF	Extends the definition of "short-term work" from 12 to 18 months for purposes of Navy combatant and escort vessel construction, allowing greater flexibility in assigning vessel projects across shipyards.	EB 1
4825	1	Kelly, Trent	SPF	Requires Commander USTRANSCOM to brief HASC on using US flagged ships to ship US fuel to Defense Fuel Support Points.	EB 1
4888	0	Courtney, Joe	SPF	This section would prevent funds from being used to relocate or remove the Maritime Industrial Base Program from under the Assistant Secretary of the Navy for Research, Development, and Acquisitions.	EB 1
4910	0	McGuire, John J.	SPF	Would direct the Commander of USTRANSCOM to provide a briefing on how commercial autonomous logistics vessels could increase sealift capacity in a contested logistics environment.	EB 1
4916	0	Scott, Austin	SPF	This DRL directs the Secretary of Defense to provide a briefing to the House Armed Services Committee on the status of funding for the Commission on the Future of the Navy.	EB 1
4955	2	Kelly, Trent	SPF	Directs SECDEF to provides a briefing on the expanded use of commercially leased vessels for ISR, ASW, and infrastructure protection missions to free up Navy assets for higher end missions.	EB 1
5030	0	Bergman, Jack	SPF	Requests a briefing on the Navy's evaluation of advanced solid rocket motor manufacturing methods, such as AMSP, to improve safety, reduce costs, and accelerate production within its modernization efforts.	EB 1
5099	3	Messmer, Mark B.	SPF	This amendment would require the Navy to develop a plan to reduce the backlog in shipyards throughout the maritime industrial base and brief the committee.	EB 1
5129	1	Jackson, Ronny	SPF	Examines the essential functions of the Expeditionary Medical Ship class	EB 1

LOG ID	REV	MEMBER	MARKUP LOC	DESCRIPTION	MARKUP ACT
5144	2	Messmer, Mark B.	SPF	This amendment seeks a briefing on the Navy's MK-48 torpedo production.	EB 1
5147	0	Jackson, Ronny	SPF	Reviews efforts to demonstrate surface or ground launch of AGM-158 LRASM	EB 1
5163	0	Jackson, Ronny	SPF	Modernization strategy for the V-22 fleet	EB 1
5167	0	Tokuda, Jill N.	SPF	Require single-award IDIQ for DDG-1000 maintenance.	EB 1
5181	2	Messmer, Mark B.	SPF	The amendment requires a report on the work that the Navy is conducting with the Coast Guard to develop a counter-vessel system using high-power microwave (HPM).	EB 1
5230	2	Fallon, Pat	SPF	Report on Navy Investments in Unmanned Surface Vessels	EB 1
5270	1	Kelly, Trent	SPF	Requiring SECNAV to brief HASC on plan to implement Defensive Cyber software on Navy Afloat Assets.	EB 1
5309	0	Bergman, Jack	SPF	Directs the Navy to brief the House Armed Services Committee by Feb 1, 2026, on efforts to adopt intumescent cable coatings to prevent shipboard fires—addressing past incidents, feasibility, cost, and implementation barriers.	EB 1
5320	0	DesJarlais, Scott	SPF	Air National Guard Tanker Recapitalization	EB 1
5331	1	Garamendi, John	SPF	Direct the Navy to define requirements for evaluating shipbuilding and repair locations and designate sites that meet the criteria for federal investment or federal-private partnerships.	EB 1
5338	1	Bergman, Jack	SPF	Directs the Navy to brief Congress by Sept. 30, 2025, on efforts to integrate Physical AI into shipyard modernization, including impacts on productivity, logistics, safety, and cost savings, with emphasis on SIOP and Maritime Industrial Base initiatives.	EB 1
5430	0	Garamendi, John	SPF	Amend the 30-year shipbuilding plan to require justification if using foreign designs.	EB 1
5458	1	McCormick, Richard	SPF	Multi-Year Procurement Contract for C-130J Recapitalization	EB 1

LOG ID	REV	MEMBER	MARKUP LOC	DESCRIPTION	MARKUP ACT
5486	1	Vindman, Eugene Simon	SPF	Directs the Navy to brief Congress on its use of digital engineering in the Submarine Industrial Base, including progress, barriers, and potential cloud-based solutions to support Virginia and Columbia Class submarine production.	EB 1

Amendment to H.R. 3838

Offered by: Ms. Kiggans

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Next Generation Navy Integrated Combat System Roll-out Optimization

The committee recognizes that the Navy's next-generation integrated combat system (ICS) is a critical enabler of the Department of Defense's Combined Joint All-Domain Command and Control initiative and the Navy's Distributed Maritime Operations concept. ICS aims to deliver a modern, cloud-based combat architecture capable of integrating sensors, weapons, and platforms across the fleet. The committee notes that successful implementation of ICS will require careful planning to ensure interoperability and transition pathways with the widely fielded Aegis combat system (ACS), particularly in light of current hardware limitations and funding constraints.

The committee is concerned that budgetary limitations have delayed efforts to fully assess forward and backward compatibility between ICS and ACS-equipped ships, including cruisers, guided missile destroyers, aircraft carriers, and amphibious assault ships. The committee believes early investment in simulation, emulation, and prototype-based testing—particularly using hardware-in-the-loop environments—could serve as an effective risk-reduction strategy.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than March 31, 2026, on efforts to support ICS transition and integration across the existing surface fleet. The briefing should include:

- (1) a description of current or planned efforts to develop and test Combat System Common-Integration-as-a-Service capabilities;
- (2) an overview of simulation and emulation tools being used or developed to enable forward and backward compatibility between ICS and ACS;
- (3) a summary of hardware-in-the-loop (HITL) testing activities and infrastructure;
- (4) a assessment of potential benefits associated with early risk-reduction prototyping to support future fleet readiness and integration timelines.

Amendment to H.R. 3838

Offered by: Mr. Austin Scott of Georgia

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Acquisition and Operation of a Training Tall Ship for the United States Navy

The committee acknowledges the value of traditional seamanship training in developing leadership, teamwork, and operational skills among naval personnel. Tall ships, characterized by their sail-powered propulsion and historical design, have historically served as effective platforms for training naval officers and enlisted personnel in navigation, shiphandling, and resilience under austere conditions. Training tall ships operated by the U.S. Coast Guard and allied navies demonstrate the enduring relevance of tall ships for fostering maritime skills and international goodwill.

Therefore, the committee directs the Secretary of Navy to provide a briefing to the House Committee on Armed Services not later than March 1, 2026, assessing the feasibility, costs, and benefits of acquiring, operating, and organizing a training tall ship for the United States Navy. The briefing shall include, at a minimum, the following:

- (1) A detailed description of the proposed mission for a United States Navy training tall ship, including its role in officer and enlisted training and leadership development;
- (2) Estimated costs for acquisition, outfitting, and lifecycle maintenance;
- (3) Command structure, crew composition to include the mix of active-duty officers, enlisted personnel, civilian mariners, and potential involvement of midshipmen or reservists, and an assessment of shore-based support requirements;
- (4) An analysis of the strategic benefits of a tall ship, including enhanced recruitment, retention, and public perception of the United States Navy, as well as strengthened ties with maritime communities and allied navies.

Amendment to H.R. 3838

National Defense Authorization Act for Fiscal Year 2026

Offered by: Mr. Wittman

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Enhancements to Nuclear-Powered Aircraft Carrier Design

The committee notes the President's Budget Request for Fiscal Year 2026 includes \$612 million for advance procurement of long lead time materials to support construction of CVN-82. Further, the committee notes that the two previously procured Ford-class aircraft carriers (CVN-80 and CVN-81) are in various stages of construction. The committee is aware of challenges within the supply chain that have impacted delivery schedules of these vessels, and the committee supports ongoing efforts by the Secretary of the Navy to prioritize the timely delivery of these vessels to the fleet.

Given current Ford-class delivery schedules, the committee recognizes an opportunity for the Secretary of the Navy to identify and integrate certain advanced technologies and design changes to support the maximum operational utility and most efficient production of yet to be delivered aircraft carriers. Examples of such technologies include enhanced electronic warfare capacity, advanced ship self-defense systems, offensive combat systems, and directed energy applications to further enhance capability while also reducing construction and life cycle maintenance costs of these and future aircraft carriers. The committee notes the effective design evolution approach applied to ship classes that have led to the successful LPD Flight II and DDG-51 Flight III programs and encourages the Secretary of the Navy to explore a similar methodology for aircraft carriers.

Therefore, the committee directs the Secretary of the Navy to submit a report to the congressional defense committees not later than December 31, 2025, on the incorporation of additional advanced technologies to Ford-class and future aircraft carriers to enhance the lethality and sustained warfighting capability of the embarked carrier air wing. The report should involve engagement with key industrial partners and include:

- (1) an analysis of the benefits and costs associated with incorporating advanced technologies into yet to be delivered Ford-class and future aircraft carriers, including an assessment of technological readiness, feasibility of design changes, and impact on baseline ship design;

(2) an evaluation of the effects on the shipbuilding industrial base, including availability of new combat systems, disruptions in supply chains, workforce stability; and

(3) a plan and integration timeline for incorporating the identified ship alterations into yet to be delivered Ford-class and future class aircraft carriers as soon as practical.

AMENDMENT TO H.R. 3838
OFFERED BY MRS. KIGGANS OF VIRGINIA

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

1 **SEC. 10 ____ . NATIONAL COMMISSION ON THE FUTURE OF**
2 **THE NAVY STUDY OF MARITIME INDUSTRIAL**
3 **BASE.**

4 Section 1092(a)(2) of the James M. Inhofe National
5 Defense Authorization Act for Fiscal Year 2023 (Public
6 Law 117–263; 136 Stat. 2807) is amended by adding at
7 the end the following new subparagraph:

8 “(C) STUDY ON MARITIME INDUSTRIAL
9 BASE.—The Commission shall conduct a study
10 on the condition of the United States maritime
11 industrial base, including the capacity of the
12 maritime industrial base to meet national de-
13 fense requirements and support naval recapital-
14 ization. This study shall include—

15 “(i) an evaluation of the strength and
16 capacity of United States shipyards, repair
17 facilities, and supporting infrastructure, in-
18 cluding the ability of such shipyards, facili-

1 ties, and infrastructure to meet current
2 and future Navy and sealift demands;

3 “(ii) an assessment of the skilled
4 workforce for shipbuilding and maritime
5 operations, including with respect to train-
6 ing and the sustainability of the labor
7 force;

8 “(iii) an examination of the effects of
9 domestic tax, regulatory, and permitting
10 policies on maritime industry investment
11 and innovation;

12 “(iv) an analysis of the effect of for-
13 eign subsidies and competition from State-
14 owned shipbuilding enterprises on the com-
15 petitiveness of the United States; and

16 “(v) recommendations for legislative
17 or administrative actions to—

18 “(I) strengthen the United States
19 maritime industrial base;

20 “(II) modernize and expand the
21 capacity of shipyards;

22 “(III) foster a reliable and skilled
23 maritime labor force; and

24 “(IV) ensure sufficient ship-
25 building capacity to support great

3

1 power competition and United States
2 sealift requirements.”.



AMENDMENT TO H.R. 3838
OFFERED BY MRS. KIGGANS OF VIRGINIA

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

1 **SEC. 10 ____ . DEFINITION OF SHORT-TERM WORK FOR PUR-**
2 **POSES OF NAVY CONSTRUCTION OF COMBAT-**
3 **ANT AND ESCORT VESSELS AND ASSIGNMENT**
4 **OF VESSEL PROJECTS.**

5 Section 8669a(c)(4) of title 10, United States Code,
6 is amended by striking “12 months” and inserting “18
7 months”.



Amendment to H.R. 3838

Offered by: Mr. Trent Kelly

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Domestic Source and Cargo Preference Program for DoD Fuels

The committee recognizes the importance of optimizing the security and resilience of the Department of Defense's global fuel supply network to enhance national security, bolster the U.S. maritime industry, and ensure operational readiness,

The committee directs the Commander of United States Transportation Command, in coordination with the Defense Logistics Agency and the Department of Transportation, to brief the House Committee on Armed Services no later than March 31, 2026, on the feasibility and potential implementation of a Domestic Source and Cargo Preference Program for Fuels, including:

- (1) a comprehensive cost-benefit analysis of shifting a portion of DoD fuel procurement from foreign refineries to U.S. refineries, including transportation costs, potential savings from utilizing Tanker Security Program vessels, and long-term economic benefits to the U.S. maritime industry;
- (2) an evaluation of the operational feasibility of transporting fuel from U.S. refineries to overseas Defense Fuel Support Points using U.S.-flagged tankers, including vessel availability, infrastructure capacity, and potential logistical challenges;
- (3) identification of and mitigation strategies for potential risks associated with the program, such as increased transit times, disruptions to supply chains, and impacts on global fuel purchasing programs;
- (4) a plan to ensure a sufficient supply of qualified U.S. mariners to crew the additional tankers required for the program, including recruitment, training, and retention initiatives; and
- (5) an assessment of the program's potential impact on U.S. national security, strategic deterrence, shipbuilding in America, and the resilience of the Department's global fuel supply network.

AMENDMENT TO H.R. 3838
OFFERED BY MR. COURTNEY OF CONNECTICUT

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

1 **SEC. 10 ____ . LIMITATION ON USE OF FUNDS TO RELOCATE**
2 **OR OTHERWISE REMOVE THE MARITIME IN-**
3 **DUSTRIAL BASE PROGRAM .**

4 None of the funds authorized to be appropriated or
5 otherwise made available by this Act may be used to re-
6 cate or otherwise remove the Maritime Industrial Base
7 Program from under the jurisdiction of the Assistant Sec-
8 retary of the Navy for Research, Development, and Acqui-
9 sition.



Amendment to H.R. 3838

Offered by: Mr. McGuire

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Autonomous Logistics Vessels in Contested Environments

The committee is concerned that the Department of Defense's current sealift capability is insufficient to provide the necessary intra-theater support that would be required in a contested logistics environment because of an aging logistics fleet and manning requirements. The Department has acknowledged this vulnerability and stated that contested logistics are among its top priorities.

The committee is aware of private sector innovation that may help address this situation and is encouraged by the development of dual-use autonomous logistics vessels that could provide decentralized and resilient resupply in contested environments. Accordingly, the committee directs the Commander of United States Transportation Command to provide a briefing to the House Committee on Armed Services not later than March 31, 2026, on a comprehensive plan to increase sealift capacity, improve inter-service logistics coordination, and leverage private sector autonomous solutions to address inadequate contested logistics capabilities.

Amendment to H.R. 3838

Offered by: Mr. Austin Scott

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Release of Funds for the Commission on the Future of the Navy

The National Security Strategy emphasized the need for a powerful and ready United States Navy. The Fiscal Year 2023 National Defense Authorization Act established the Commission on the Future of the Navy to facilitate developing a more capable force. The committee directs the Secretary of Defense, in coordination with the Secretary of the Navy, to provide a briefing to the House Committee on Armed Services not later than December 31, 2025, on the status of funding for the Commission on the Future of the Navy. The briefing should include the following information:

- (1) the reasons for any delay in the obligation or release of such funds;
- (2) any legal, administrative, or policy obstacles contributing to such delay;
- (3) the expected timeline for full release of funding and operational commencement of the Commission; and
- (4) any actions being taken by the Department to expedite support for the Commission's activities.

Amendment to H.R. 3838

Offered by: Mr. Trent Kelly

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Strengthening U.S. Naval Power Through Contractor-Owned / Contractor-Operated Capabilities

The committee recognizes the strategic value of the contractor-owned/contractor-operated model for delivering capabilities in intelligence, surveillance, and reconnaissance; anti-submarine warfare; and infrastructure protection mission areas; and notes its success in the global aerial refueling mission.

The committee directs the Secretary of Defense to brief the House Committee on Armed Services no later than February 1, 2026, on the following:

- (1) how the Department of Defense might expand the use of the contractor-owned/contractor-operated model for intelligence, surveillance, and reconnaissance; anti-submarine warfare; and infrastructure protection missions;
- (2) lessons learned from the existing contractor-owned/contractor-operated global aerial refueling contract that can be used in future contracts; and
- (3) regulatory and contracting obstacles to expanding the adoption of contractor-owned/contractor-operated capabilities as a service.

Amendment to H.R. 3838

Offered by: Mr. Bergman

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Accelerating Solid Rocket Motor Advanced Manufacturing

The committee is aware that the Department of the Navy is investing in the modernization of solid rocket motor (SRM) manufacturing through the Energetics Comprehensive Modernization Plan. However, the committee understands that certain advanced technologies—such as Advanced Manufacturing of Solid Propellant (AMSP)—may not be fully considered for implementation until 2030 or later. The committee believes that near-term adoption of these newer manufacturing methods could improve production timelines, increase efficiency, and enhance safety when compared to legacy mix-and-cast approaches.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than February 1, 2026, on current plans to evaluate and potentially adopt advanced manufacturing methods for solid rocket motor production. The briefing shall include:

- (1) an assessment of how technologies such as AMSP compare to legacy methods in terms of safety, cost, and production timelines;
- (2) the potential for accelerated deployment of these technologies within the Navy's modernization roadmap; and
- (3) a description of any planned or ongoing pilot programs, industry partnerships, or technology demonstrations related to advanced solid propellant manufacturing.

Amendment to H.R. 3838

Offered by: Mr. Messmer of Indiana

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Efforts to Reduce Burdens on Maritime Industrial Base Shipyards

The committee notes that many shipbuilding programs are experiencing significant schedule delays and notes that strategic outsourcing for component manufacturing may offer benefits for cost and schedule. To better understand how outsourcing component or module construction to other entities besides construction shipyards may reduce construction delays, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services no later than March 1, 2026. This briefing shall include the following:

- (1) information on current outsourcing efforts to reduce backlogs and construction delays at major shipyards;
- (2) analysis on potential benefits to carry out a significant proportion of pre-fabrication and machining work outside of the shipyard facility where final assembly of a ship is conducted;
- (3) information on efforts to use common pre-fabricated parts among various classes of ship where possible;
- (4) an assessment on whether strategic outsourcing may help address workforce concerns at final construction shipyards; and
- (5) information on contracting strategies that may increase the use of strategic outsourcing or efforts to utilize smaller shipyards for programs to optimize the work of larger shipyards.

Amendment to H.R. 3838

Offered by: Mr. Jackson of Texas

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Need for Expeditionary Medical Ship Class

The committee recognizes the critical need for a modernized afloat medical capability to support warfighting requirements in the Indo-Pacific area of responsibility. Further, the committee recognizes that, due to insufficient speed and maneuverability, lack of survivability in contested environments, restricted aviation operations, and limited ability to integrate into Joint All-Domain Command and Control networks, the current afloat medical platforms are ill-suited to support distributed maritime operations or to respond rapidly to emerging threats. The committee notes the expeditionary potential of the EMS class and encourages continued investment by the Department of the Navy to ensure the fleet can meet operational medical support requirements in contested and distributed environments.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than February 27, 2026, on the essential functions of Expeditionary Medical Ships and any current mission critical medical capability gaps by T-AH hospital ships in contested and distributed environments.

Amendment to H.R. 3838

Offered by: Mr. Messmer of Indiana

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Enhancing MK-48 Torpedo Readiness

The committee remains concerned about the Navy's ability to scale MK-48 torpedo production amid growing global threats and undersea warfare demands. Dormancy in torpedo manufacturing has led to limited scalability, aging infrastructure, and lead times of up to 23 months for critical components—putting readiness and Operational Plans (OPLANS) at risk. To address these issues, the committee directs the Assistant Secretary of the Navy for Research, Development & Acquisition (ASN RDA) to brief the House Committee on Armed Services by March 1, 2026, outlining a revised MK-48 procurement strategy. The briefing shall include:

- (1) An updated acquisition plan to increase annual production and reserve warshot fuel tank inventory;
- (2) A schedule and funding profile for modernizing infrastructure, including CNC machining and additive manufacturing;
- (3) A strategy for advance procurement of long-lead items to reduce disruptions and cost volatility;
- (4) A plan to replace outdated testing infrastructure to eliminate certification delays and improve throughput;
- (5) A cost-benefit assessment of modernization impacts on readiness and inventory resilience.

Amendment to H.R. 3838

Offered by: Mr. Jackson of Texas

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Long Range Anti-Ship Missile Surface and Ground Launch

The committee recognizes the urgent need to deliver coordinated and integrated maritime strike warfighting capability to combatant commanders. The committee believes that a critical component of this mission is penetrating and operating effectively within the weapons engagement zone. The committee is further aware of the combat proven pedigree of the AGM-158 Joint Air-to-Surface/Long Range Anti-Ship Missile (LRASM) family of weapons, and specifically the LRASM's unique network-enabled capabilities and survivability across all warfare domains and platforms within the Department of Defense.

Therefore, the committee directs the Secretary of the Navy, in coordination with the Commander, U.S. Indo-Pacific Command, to provide a report to the House Committee on Armed Services not later than March 31, 2026, on efforts to demonstrate surface or ground launch of AGM-158 LRASM. The report shall include:

- (1) information on any ongoing demonstration effort of the of AGM-158 LRASM;
- (2) potential coordination with other entities within the Department of Defense on efforts to demonstrate surface or ground launch of AGM-158 LRASM;
- (3) requirements for vertical and deck system launch integration; and
- (4) any other relevant information on a potential concept of employment and interoperability with air-launched LRASM.

Amendment to H.R. 3838

Offered by: Mr. Jackson of Texas

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

V-22 Osprey Fleet Modernization Strategy

The committee recognizes the critical role of the V-22 Osprey in providing unmatched tiltrotor mobility to the Joint Force. Since its introduction, the V-22 has fundamentally transformed operational reach and agility across a range of mission sets—from expeditionary assault and personnel recovery to special operations and ship-to-shore logistics. The committee notes that more than 400 V-22 aircraft have been delivered across the services, and the platform continues to prove its strategic value through persistent forward deployment, high operational tempo, and unparalleled vertical lift capabilities at speed and range. The committee encourages the Department of Defense to prioritize funding for essential upgrades, such as nacelle improvement, digital interoperability enhancements, and sustainment that increase aircraft availability.

Therefore, the committee directs the Secretary of the Navy, in coordination with the Secretary of the Air Force, to submit a briefing to the House Committee on Armed Services not later than December 1, 2025, on the near- and long-term modernization strategy for the V-22 fleet. The briefing shall include:

- (1) an evaluation of how the simplified structural and component-level design modifications simplify access to critical systems to improve maintainability of the aircraft;
- (2) a fleet-wide fielding plan for nacelle improvement, including projected completion dates by service component;
- (3) quantified improvements in readiness and maintenance metrics from the nacelle improvement program; and
- (4) an assessment of funding requirements for full implementation across the active and reserve fleets.

AMENDMENT TO H.R. 3838
OFFERED BY MS. TOKUDA OF HAWAII

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

1 **SEC. 10 ____ . AUTHORITY FOR SINGLE AWARD INDEFINITE**
2 **DELIVERY INDEFINITE QUANTITY CONTRACT**
3 **FOR DESTROYER MAINTENANCE.**

4 The Secretary of the Navy shall seek to enter into
5 a multi-year, single award indefinite delivery indefinite
6 quantity contract to provide for the maintenance of the
7 DDG-1000 class of destroyers.



Amendment to H.R. 3838

Offered by: Mr. Messmer

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

High-Power Microwave for Vessel-Stop Briefing

The Committee is aware of work that the Navy is conducting with the Coast Guard to develop a counter-vessel system using high-power microwave (HPM) to engage non-compliant and criminal vessels without the collateral risks associated with kinetic capabilities. However, the Committee is also aware of challenges to deploying an operational capability and understands that HPM systems being developed elsewhere for the Department of Defense could provide advancements in its current program.

Therefore, the committee directs the Chief of Naval Operations, in coordination with the Commandant of the Coast Guard, to provide a briefing to the House Committee on Armed Services not later than March 1, 2026. The briefing should include the following:

(1) an overview and update of ongoing vessel-stop programs involving directed energy including HPM, to include contract history, associated funding, and delivery timelines;

(2) an assessment of current system capabilities and risks against program requirements; and,

(3) an updated strategy for advancing the program towards an operational capability prior to the end of Fiscal Year 2027.

Amendment to H.R. 3838

Offered by: Mr. Fallon of Texas

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Report on Navy Investments in Unmanned Surface Vessels

The committee recognizes the substantial potential of Unmanned Surface Vessels (USVs) to enhance the operational effectiveness, force projection, and cost efficiency of the United States Navy. As the Navy faces increasingly complex challenges in contested maritime environments, USVs offer scalable and adaptable capabilities that support distributed maritime operations. The committee further notes the rapid pace of innovation in the commercial sector, where advances in autonomy, software, and maritime systems have yielded highly capable and cost-effective USV solutions. The committee believes that greater adoption of commercial technologies and platforms will enhance fleet readiness, reduce developmental timelines, and lower overall costs compared to bespoke government designs.

The committee directs the Secretary of the Navy to submit a report to the congressional defense committees by December 1, 2025, on the Navy's efforts to integrate commercial USV technologies into the fleet. The report should include:

- (1) an overview of current and planned Navy investments in USV programs, including a detailed breakdown of efforts leveraging commercially available platforms and technologies;
- (2) identification of barriers to acquisition of commercial USV systems and recommendations to streamline procurement processes;
- (3) an assessment of opportunities for public-private partnerships to accelerate the adoption and deployment of commercial USVs; and
- (4) a five-year roadmap for expanding investment in commercial USV offerings, with consideration of operational priorities, budgetary planning, and industrial base capacity.

Amendment to H.R. 3838

Offered by: Mr. Trent Kelly

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Fielding Defensive Cyber Operations Capability Across Afloat Assets

The committee recognizes the risk posed by the Navy's lack of a Defensive Cyber Operations capability on afloat assets to IT asset visibility and cyber defense readiness, and the urgent need to accelerate SHARKCAGE 2.0 implementation fleet-wide,

The committee directs the Secretary of the Navy to brief the House Committee on Armed Services no later than March 1, 2026, on the fielding plan and resources required to accelerate SHARKCAGE 2.0 implementation across all Navy afloat assets.

Amendment to H.R. 3838

Offered by: Mr. Bergman

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Intumescent Coatings for Shipboard Fire Prevention

The committee remains concerned by the Navy's continued vulnerability to shipboard fires, which have resulted in the loss of capital ships and billions of dollars in damage over the past decade. Investigations into major incidents, including fires aboard USS Miami and USS Bonhomme Richard, have repeatedly identified electrical cables as key contributors to the ignition and spread of fire, as well as to the release of toxic smoke and gases. The committee notes that commercial maritime operators routinely apply fire-resistant intumescent coatings to cable systems to improve fire safety and reduce hazard risk. Despite findings from the Naval Safety Center's major fires review recommending such coatings, the Navy has not widely adopted this practice.

The committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services by February 1, 2026, on the Navy's efforts to incorporate intumescent cable coatings as a shipboard fire prevention measure. The briefing shall include:

- (1) a summary of current policies and procedures regarding cable coatings aboard Navy ships, including any pilot programs or installations of intumescent coatings;
- (2) an assessment of the cost, feasibility, and expected impact of implementing intumescent coatings across the fleet;
- (3) an explanation of any barriers to broader adoption of intumescent coatings, including regulatory, logistical, or contracting constraints; and
- (4) a plan to address relevant recommendations from the Naval Safety Center and the Government Accountability Office related to shipboard fire mitigation.

Amendment to H.R. 3838

Offered by: MR. DESJARLAIS

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

[Air National Guard Recapitalization]

The committee recognizes the importance of air refueling as a key strategic enabler of global power projection. While the Air Force rightly emphasizes next-gen platforms like Next Generation Air Dominance, the B-21, and the F-35, this committee recognizes that tanker recapitalization is a prerequisite for their global employment. This committee further acknowledges that the Air National Guard and Reserve components play an outsized role in daily operations and provide significant surge capacity for the Air Force. Concurrent and proportional recapitalization is essential for interoperability, cost-effectiveness, and the sustainment of experienced crews. Therefore, the committee directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services no later than January 20, 2026, on the status of the tanker and air refueling recapitalization within the Air Force. This briefing shall include:

- (1) the current rank and prioritization of funds and resources for the recapitalization of the tanker enterprise within the Air Force
- (2) the plans and ability to accelerate KC-46 Pegasus procurement to meet operational demands in a pacing-threat environment
- (3) the strategy and methods used for the basing decisions of the Main Operating Bases for the KC-46 Pegasus for Active Duty, Air Force Reserve, and Air National Guard components
- (4) an assessment of the Air Force's plans for the concurrent and proportional recapitalization of the air refueling and tanker enterprise of the Air National Guard and Air Force Reserve components

AMENDMENT TO H.R. 3838
OFFERED BY MR. GARAMENDI OF CALIFORNIA

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

1 **SEC. 10 ____ . EVALUATION OF SITES FOR SHIPBUILDING**
2 **AND SHIP REPAIR.**

3 (a) EVALUATION OF SITES.—

4 (1) RESPONSIBILITY.—Not later than 60 days
5 after the date of the enactment of this Act, the Sec-
6 retary of the Navy shall delegate to the Direct Re-
7 porting Program Manager of the Maritime Indus-
8 trial Base Program primary responsibility for defin-
9 ing the requirements for evaluating sites to meet the
10 capacity and needs of the Navy for shipbuilding and
11 repair.

12 (2) EVALUATION REQUIREMENTS.—Not later
13 than 180 days after the date on which the Secretary
14 delegates to the Program Manager under paragraph
15 (1), the Program Manager shall establish evaluation
16 requirements to be applied to sites being considered
17 as sites for private or public shipyards and other de-
18 fense-production capabilities. In establishing such re-
19 quirements, the Program Manager shall consider—

1 (A) the objective of accelerating United
2 States shipbuilding efforts in both naval and ci-
3 vilian fleets;

4 (B) how establishing or augmenting a site
5 at an evaluated site could help meet Navy ship-
6 building and ship repair requirements;

7 (C) whether a single site, smaller and more
8 dispersed sites, or both would be optimal for
9 augmenting shipbuilding and ship repair;

10 (D) whether the best approach to meeting
11 the timeline and capacity requirements for ship-
12 building and ship repair would be constructing
13 new sites, using existing infrastructure, or both;
14 and

15 (E) whether a site meets the criteria under
16 subsection (b).

17 (b) CRITERIA.—The criteria under this subsection
18 with respect to a site are that the site—

19 (1) has the amount of space necessary to meet
20 Navy requirements;

21 (2) has adequate transportation infrastructure,
22 such as road and rail access, or that such infrastruc-
23 ture can reasonably be provided at the site;

24 (3) has a readily available technical and manual
25 skilled workforce for naval and commercial ship

1 building, ship repair, and advanced manufacturing
2 activities;

3 (4) is geographically close to local institutions
4 that can facilitate workforce development, including
5 higher education and technical training and appren-
6 ticeships;

7 (5) has private partners that are interested and
8 able to undertake the development of a shipyard at
9 the site;

10 (6) possesses deep water construction and draft
11 capabilities, as required by the Navy, to construct or
12 repair vessels identified in Navy shipbuilding and
13 ship repair requirements;

14 (7) is in close proximity to existing Department
15 facilities and personnel; and

16 (8) such other criteria as the Program Manager
17 determines appropriate.

18 (c) REPORT.—Not later than one year after the date
19 on which the Program Manager establishes the evaluation
20 requirements under subsection (b), the Program Manager
21 shall submit to the congressional defense committees a re-
22 port that includes—

23 (1) a list of sites that meet the evaluation re-
24 quirements; or

4

- 1 (2) a certification that no site exists that meets
- 2 such requirements.



Amendment to H.R. 3838

Offered by: Mr. Bergman

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language: :

Integration of Physical Artificial Intelligence into Shipyard Infrastructure Modernization

The committee recognizes that integrating artificial intelligence (AI) technologies into shipyard modernization efforts can significantly enhance workforce productivity, manufacturing efficiency, and cost savings across United States ship maintenance and shipbuilding operations. The committee is aware of emerging technologies powered by large world models that can integrate physical AI with existing video feeds, process control systems, geospatial data, and a range of sensor inputs to generate real-time situational awareness and continuously evolving site-specific AI models. These models have demonstrated utility in military and commercial applications for optimizing logistics, detecting anomalies, and improving workforce safety and quality assurance.

The committee directs the Secretary of the Navy, in coordination with the Secretary of Defense, to provide a briefing to the House Committee on Armed Services by December 1, 2025 on efforts to evaluate and integrate physical AI capabilities to support shipyard infrastructure modernization and workforce optimization. The briefing shall include:

- (1) current and planned initiatives to incorporate physical AI into shipyard modernization efforts, including but not limited to the Shipyard Infrastructure Optimization Program (SIOP);
- (2) an assessment of how physical AI may be applied to enhance shipbuilding and repair logistics, including relevant efforts by the Maritime Industrial Base office;
- (3) evaluation of physical AI applications to improve shipyard safety, security, and quality assurance; and
- (4) recommendations for how physical AI tools may support long-term cost savings and operational resilience across Navy shipyards.

AMENDMENT TO H.R. 3838
OFFERED BY MR. GARAMENDI OF CALIFORNIA

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

1 **SEC. 10 ____ . INCLUSION OF CERTAIN DESIGN INFORMATION**
2 **IN ANNUAL NAVAL VESSEL CONSTRUCTION**
3 **PLANS.**

4 Section 231(b) of title 10, United States Code, is
5 amended—

6 (1) by redesignating subparagraphs (H)
7 through (J) as subparagraphs (I) through (K), re-
8 spectively; and

9 (2) by inserting after subparagraph (G) the fol-
10 lowing new subparagraph:

11 “(H) If 50 percent or more of the vessels in the
12 naval vessel force provided for under the naval vessel
13 construction plan are to be designed by one or more
14 foreign firms (as such term is defined in section
15 4852(d) of this title)—

16 “(i) an identification of each such foreign
17 firm; and

1 “(ii) a description of the benefit to the
2 United States Government of including in such
3 force the naval vessels so designed.”.



Amendment to H.R. 3838

Offered by: Mr. McCormick

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Report on Multi-Year Procurement Contract for C-130J Recapitalization

The committee notes that Multi-Year Procurement (MYP-III) for the C-130J program provided cost savings greater than 10 percent per aircraft over more than 50 C-130J aircraft. As the C-130J program remains the only active U.S. airlifter production line and given growing threats across the globe, continued reliance on C-130H and C-130T inventory remains an important factor in near-peer conflict scenarios. The committee understands that the validated requirements and increasing demand for C-130 inventory recapitalization within the department could provide the need for a follow-on Multi-Year Procurement (MYP-IV) program.

Therefore, the committee directs the Secretary of the Air Force, in coordination with the Secretary of the Navy, to submit a report to the congressional defense committees by March 1, 2026, on the benefits of a multi-year procurement contract for the C-130J recapitalization program for the whole of the United States Government. The report shall include the following:

- 1) potential cost savings associated with a multi-year procurement contract, including any reductions in procurement costs, operational costs, and maintenance costs;
- 2) impacts of a multi-year procurement contract on the defense industrial base, including any effects on production rates, workforce stability, and supplier relationships;
- 3) ability of a multi-year procurement contract to provide stability and predictability for the C-130J program, including any benefits for planning, budgeting, and resource allocation;
- 4) potential risks and challenges associated with a multi-year procurement contract, including any risks related to program requirements, funding, or contractor performance; and
- 5) lessons learned or best practices from other multi-year procurement contracts, including any relevant experiences from other military services or government agencies.

Amendment to H.R. 3838

Offered by: Mr. Vindman

In the appropriate place in the report to accompany H.R. 3838, insert the following new Directive Report Language:

Submarine Industrial Base Digital Engineering Strategy

The committee continues to strongly support the adoption of digital engineering in the development, production, and sustainment of critical defense platforms and capabilities. This includes the stabilization and enhancement of the Submarine Industrial Base (SIB) to achieve the required production rates of the Virginia Class and Columbia Class submarine programs.

Therefore, the committee directs the Assistant Secretary of the Navy for Research, Development, and Acquisition, to submit a report to the congressional defense committees no later than December 1, 2025, on the use of digital engineering in the SIB. The briefing should include the following:

- (1) The status of digital engineering in the development, production, and sustainment of SIB programs, including Virginia Class and Columbia Class submarines;
- (2) An evaluation of barriers to the implementation of digital engineering in the development, production, and sustainment of SIB programs;
- (3) The extent to which the Navy currently leverages commercial cloud-based systems and capabilities to support digital engineering in the development, production, and sustainment of SIB programs, as well as potential benefits of expanding the use of such systems in the future; and
- (4) Information on any other factors that may contribute to increased adoption of digital engineering and advanced manufacturing techniques for SIB programs that the Assistant Secretary determines is relevant.