H.R. 4435—FY15 NATIONAL DEFENSE AUTHORIZATION BILL

SUBCOMMITTEE ON SEAPower AND PROJECTION FORCES

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DIVISION A—DEPARTMENT OF DEFENSE AUTHORIZATIONS

TITLE I—PROCUREMENT

LEGISLATIVE PROVISIONS

SUBTITLE C—NAVY PROGRAMS

Section 1XX—Multiyear Procurement Authority for Tomahawk Block IV Missiles

This section would authorize the Secretary of the Navy to enter into a multiyear contract for up to 5 years beginning in fiscal year 2015, pending submission to Congress of the certification requirements of section 2306b, title 10, United States Code, not later than 45 days prior to entering into the multiyear procurement contract.

Section 1XX—Limitation on Availability of Funds for Moored Training Ship Program

This section would limit the obligation of 50 percent of the fiscal year 2015 shipbuilding and conversion, Navy funding for the Moored Training Ship program until certain certifications and reviews regarding requirements and cost growth are provided to the congressional defense committees.

SUBTITLE D—AIR FORCE PROGRAMS

Section 1XX—Prohibition on Cancellation or Modification of Avionics Modernization Program for C-130 Aircraft

This section would preclude the Secretary of the Air Force from modifying or canceling the C-130 Avionics Modernization Program in fiscal year 2015 and would also preclude the Secretary from beginning an alternative C-130H modernization program (except for developing and installing an Automatic
Dependent Surveillance Broadcast system modification for the C-130H. The committee is concerned that any alternative modernization program the Air Force would pursue would offer less capability than the program of record.

TITLE II—RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

LEGISLATIVE PROVISIONS

SUBTITLE B—PROGRAM REQUIREMENTS, RESTRICTIONS, AND LIMITATIONS

Section 2XX—Preliminary Design Review of Presidential Aircraft Recapitalization Program

This section would require the Secretary of the Air Force to complete a preliminary design review of the Presidential Aircraft Recapitalization program prior to receiving a milestone B approval from the Milestone Decision Authority.

Section 2XX—Limitation on Availability of Funds for Unmanned Carrier-Launched Airborne Surveillance and Strike System

This section would prohibit the Secretary of the Navy from awarding a contract for the Unmanned Carrier-Launched Airborne Surveillance and Strike (UCLASS) system air vehicle segment until the Secretary of Defense completes a UCLASS requirements review and provides the results of that review to the congressional defense committees.

TITLE III—OPERATION AND MAINTENANCE

LEGISLATIVE PROVISIONS

SUBTITLE E—LIMITATIONS AND EXTENSIONS OF AUTHORITY

Section 3XX—Limitation on Authority to Enter into a Contract for the Sustainment, Maintenance, Repair, or Overhaul of the F117 Engine

This section would prohibit the Secretary of the Air Force from entering into a subsequent contract for the sustainment, maintenance, repair, and overhaul of the F117 engine until the Under Secretary of Defense for Acquisition, Technology and Logistics certifies to the congressional defense committees that the Secretary of the Air Force has structured the contract in such a way that provides the Secretary required insight into all aspects of F117 component and subcomponent historical usage, cost, service-life, and supply chain management data sufficient to determine that the Secretary is paying a fair and reasonable price for F117 sustainment as
compared to the PW2000 commercial-derivative sustainment price in the private sector.

TITLE X—GENERAL PROVISIONS

LEGISLATIVE PROVISIONS

SUBTITLE C—NAVAL VESSELS AND SHIPYARDS

Section 10XX—Sense of Congress Recognizing the Anniversary of the Sinking of the U.S.S. Thresher

This section would express the sense of Congress in recognition of the anniversary of the sinking of the USS Thresher.

Section 10XX—Limitation on Expenditure of Funds until Commencement of Planning of Refueling and Complex Overhaul of the U.S.S. George Washington

This section would limit the expenditure of funds authorized to be appropriated by this Act for the Office of the Secretary of Defense for fiscal year 2015 until the Secretary of Defense obligates funds to commence the planning and long lead time material procurement associated with the refueling and complex overhaul of the USS George Washington (CVN-73).

Section 10XX—Elimination of Requirement that a Qualified Aviator or Naval Flight Officer be in Command of an Inactivated Nuclear-Powered Aircraft Carrier Before Decommissioning

This section would authorize an exception to section 5942(a) of title 10, United States Code, and allow a nuclear-powered aircraft carrier to be commanded by a non-aviation officer during an inactivation period that leads to the permanent decommissioning and disposal of such an aircraft carrier.

Section 10XX—National Sea-Based Deterrence Fund

This section would create a National Sea-Based Deterrence Fund to manage the obligation and expenditures for the advanced procurement or construction of nuclear-powered strategic ballistic missile submarines.

Section 10XX—Definition of Combatant and Support Vessel for Purposes of the Annual Plan and Certification Relating to Budgeting for Construction of Naval Vessels

This section would define the term "combatant and support vessel" that is used to support Department of the Navy's 30-year shipbuilding plan.
Section 3501—Authorization of Appropriations for National Security Aspects of the Merchant Marine for Fiscal Year 2015

This section would authorize appropriations for the national security aspects of the merchant marine for fiscal year 2015.

Section 3503—Sense of Congress on the Role of Domestic Maritime Industry in National Security

This section would express the sense of Congress regarding the role of domestic maritime industry in national security.
BILL LANGUAGE
SEC. 1. [Log 53797] MULTIYEAR PROCUREMENT AUTHORITY FOR TOMAHAWK BLOCK IV MISSILES.

(a) AUTHORITY FOR MULTIYEAR PROCUREMENT.—

(1) IN GENERAL.—Subject to section 2306b of title 10, United States Code, the Secretary of the Navy may enter into one or more multiyear contracts for a period of not more than five years, beginning with the fiscal year 2015 program year, for the procurement of Tomahawk block IV missiles.

(2) SUBMISSION OF WRITTEN CERTIFICATION BY SECRETARY OF DEFENSE.—For purposes of carrying out subsection (i)(1) of such section 2306b with respect to a contract entered into under paragraph (1), the Secretary shall substitute “the date that is 45 days before the date on which the Secretary enters into a contract under section 1 of the National Defense Authorization Act for Fiscal Year 2015” for “March 1 of the year in which the Secretary requests legislative authority to enter into such contract”.

(b) CONDITION FOR OUT-YEAR CONTRACT PAYMENTS.—A contract entered into under subsection (a) shall provide that any obligation of the United States to
make a payment under the contract for a fiscal year after fiscal year 2015 is subject to the availability of appropriations for that purpose for such later fiscal year.
SEC. 1. [Log 53972] LIMITATION ON AVAILABILITY OF
FUNDS FOR MOORED TRAINING SHIP PROGRAM.

Of the funds authorized to be appropriated by this Act or otherwise made available for fiscal year 2015 for shipbuilding and construction, Navy, for design, conversion, modification, or construction relating to the moored training ship program of the Navy, not more than 50 percent may be obligated or expended until a period of 30 days has elapsed following the date on which the Secretary of Defense certifies to the congressional defense committees that—

(1) the Chairman of the Joint Requirements Oversight Council has reviewed and approved the need for two additional moored training ships;

(2) the Director of Cost Assessment and Program Evaluation has reviewed and certified the cost estimates of the moored training ship program; and

(3) the Under Secretary of Defense for Acquisition, Technology, and Logistics has reviewed and approved the budget, schedule, and construction plans for such two additional moored training ships.
SEC. 1. [Log 53569] PROHIBITION ON CANCELLATION OR MODIFICATION OF AVIONICS MODERNIZATION PROGRAM FOR C–130 AIRCRAFT.

None of the funds authorized to be appropriated by this Act or otherwise made available for fiscal year 2015 for the Air Force may be used to—

(1) take any action to cancel or modify the avionics modernization program of record for C–130 aircraft; or

(2) initiate an alternative communication, navigation, surveillance, and air traffic management program for C–130 aircraft that is designed or intended to replace the avionics modernization program described in paragraph (1).
SEC. 2. [Log 53634] PRELIMINARY DESIGN REVIEW OF
PRESIDENTIAL AIRCRAFT RECAPITALIZATION PROGRAM.

The milestone decision authority (as defined in section 2366b(g) of title 10, United States Code) may not make a waiver under section 2366b(d) of title 10, United States Code, with respect to the presidential aircraft recapitalization program of the Air Force.
SEC. 2. [Log 54059] LIMITATION ON AVAILABILITY OF FUNDS FOR UNMANNED CARRIER-LAUNCHED AIRBORNE SURVEILLANCE AND STRIKE SYSTEM.

(a) LIMITATION.—None of the funds authorized to be appropriated by this Act or otherwise made available for fiscal year 2015 for research, development, test, and evaluation, Navy, for the unmanned carrier-launched airborne surveillance and strike system may be obligated or expended to award a contract for air vehicle segment development until a period of 15 days has elapsed following the date on which the Secretary of Defense submits the report under subsection (b).

(b) REPORT.—Not later than December 31, 2014, the Secretary of Defense shall submit to the congressional defense committees a report that—

(1) certifies that a review of the requirements for air vehicle segments of the unmanned carrier-launched surveillance and strike system is complete; and

(2) includes the results of such review.
SEC. 3. LIMITATION ON AUTHORITY TO ENTER INTO A CONTRACT FOR THE SUSTAINMENT, MAINTENANCE, REPAIR, OR OVERHAUL OF THE F117 ENGINE.

The Secretary of the Air Force may not enter into a contract for the sustainment, maintenance, repair, or overhaul of the F117 engine until the Under Secretary of Defense for Acquisition, Technology, and Logistics certifies to the congressional defense committees that the Secretary of the Air Force has structured the contract in such a way that provides the Secretary of the Air Force the required insight into all aspects of F117 system, sub-system, components, and subcomponents regarding historical usage rates, cost, price, expected and actual service-life, and supply chain management data sufficient to determine that the Secretary of the Air Force is paying a fair and reasonable price for F117 sustainment, maintenance, repair, and overhaul as compared to the PW2000 commercial-derivative engine sustainment price for sustainment, maintenance, repair, and overhaul in the private sector.
SEC. 10 [Log 53326]. SENSE OF CONGRESS RECOGNIZING THE ANNIVERSARY OF THE SINKING OF U.S.S. THRESHER.

(a) FINDINGS.—Congress makes the following findings:

(1) U.S.S. Thresher was first launched at Portsmouth Naval Shipyard on July 9, 1960.

(2) U.S.S. Thresher departed Portsmouth Naval Shipyard for her final voyage on April 9, 1963, with a crew of 16 officers, 96 sailors, and 17 civilians.

(3) The mix of that crew reflects the unity of the naval submarine service, military and civilian, in the protection of the United States.

(4) At approximately 7:47 a.m. on April 10, 1963, while in communication with the surface ship U.S.S. Skylark, and approximately 220 miles off the coast of New England, U.S.S. Thresher began her final descent.

(5) U.S.S. Thresher was declared lost with all hands on April 10, 1963.

(6) In response to the loss of U.S.S. Thresher, the United States Navy instituted new regulations to ensure the health of the submariners and the safety of the submarines of the United States.
(7) Those regulations led to the establishment of the Submarine Safety and Quality Assurance program (SUBSAFE), now one of the most comprehensive military safety programs in the world.

(8) SUBSAFE has kept the submariners of the United States safe at sea ever since as the strongest, safest submarine force in history.

(9) Since the establishment of SUBSAFE, no SUBSAFE-certified submarine has been lost at sea, which is a legacy owed to the brave individuals who perished aboard U.S.S. Thresher.

(10) From the loss of U.S.S. Thresher, there arose in the institutions of higher education in the United States the ocean engineering curricula that enables the preeminence of the United States in submarine warfare.

(11) The crew of U.S.S. Thresher demonstrated the “last full measure of devotion” in service to the United States, and this devotion characterizes the sacrifices of all submariners, past and present.

(b) SENSE OF CONGRESS.—Congress—

(1) recognizes the 51st anniversary of the sinking of U.S.S. Thresher;
(2) remembers with profound sorrow the loss of U.S.S. *Thresher* and her gallant crew of sailors and civilians on April 10, 1963; and

(3) expresses its deepest gratitude to all submariners on “eternal patrol”, who are forever bound together by dedicated and honorable service to the United States of America.
SEC. 10. LIMITATION ON EXPENDITURE OF FUNDS UNTIL COMMENCEMENT OF PLANNING OF REFUELING AND COMPLEX OVERHAUL OF THE U.S.S. GEORGE WASHINGTON.

Not more than 50 percent of the funds authorized to be appropriated or otherwise made available under section 301 of this Act for the Office of the Secretary of Defense for fiscal year 2015 may be obligated or expended until the Secretary of Defense obligates funds to commence the planning and long lead time material procurement associated with the refueling and complex overhaul of the U.S.S. George Washington (CVN–73).
SEC. 10. ELIMINATION OF REQUIREMENT THAT A QUALIFIED AVIATOR OR NAVAL FLIGHT OFFICER BE IN COMMAND OF AN IN-ACTIVATED NUCLEAR-POWERED AIRCRAFT CARRIER BEFORE DECOMMISSIONING.

Section 5942(a) of title 10, United States Code, is amended—

(1) by inserting “(1)” after “(a)”; and

(2) by adding at the end the following new paragraph:

“(2) Paragraph (1) does not apply to command of a nuclear-powered aircraft carrier that has been inac-tivated for the purpose of permanent decommissioning and disposal.”.
SEC. 10. NATIONAL SEA-BASED DETERRENCE FUND.

(a) In General.—

(1) Establishment of Fund.—Chapter 131 of title 10, United States Code, is amended by inserting after section 2218 the following new section:

"§ 2218a. National sea-based deterrence fund

"(a) Establishment.—There is established in the Treasury a fund to be known as the ‘National Sea-Based Deterrence Fund’.

"(b) Administration of Fund.—The Secretary of Defense shall administer the Fund consistent with the provisions of this section.

"(c) Fund Purposes.—(1) Funds in the Fund shall be available for obligation and expenditure only for the advanced procurement or construction of nuclear-powered strategic ballistic missile submarines.

"(2) Funds in the Fund may not be used for a purpose or program unless the purpose or program is authorized by law.

"(d) Deposits.—There shall be deposited in the Fund all funds appropriated to the Department of Defense for fiscal years after fiscal year 2017 for the advanced procurement or construction of nuclear-powered strategic ballistic missile submarines."
“(e) Expiration of Funds After 10 Years.—No part of an appropriation that is deposited in the Fund pursuant to subsection (d) shall remain available for obligation more than 10 years after the end of the fiscal year for which appropriated except to the extent specifically provided by law.

“(f) Budget Requests.—Budget requests submitted to Congress for the Fund shall separately identify the amount requested for programs, projects, and activities for the construction (including the design of vessels) of nuclear-powered strategic ballistic missile submarines.

“(g) Definitions.—In this section:

“(1) The term ‘Fund’ means the National Sea-Based Deterrence Fund established by subsection (a).

“(2) The term ‘nuclear-powered strategic ballistic missile submarine’ means any nuclear-powered submarine owned, operated, or controlled by the Department of Defense with the primary mission of launching nuclear-armed ballistic missiles.”.

(2) Clerical Amendment.—The table of sections at the beginning of such chapter is amended by inserting after the item relating to section 2218 the following new item:

“2218a. National sea-based deterrence fund.”.

(b) Transfer Authority.—
(1) IN GENERAL.—Subject to paragraph (2), and to the extent provided in appropriations Acts, the Secretary of Defense may transfer to the National Sea-Based Deterrence Fund established by section 2218a of title 10, United States Code, as added by subsection (a)(1), amounts not to exceed $3,500,000,000 from unobligated funds authorized to be appropriated for fiscal years 2014, 2015, or 2016 for the Navy for shipbuilding and conversion, Navy, for the advanced procurement or construction, purchase, or alteration of nuclear-powered strategic ballistic missile submarines. The transfer authority provided under this paragraph is in addition to any other transfer authority provided to the Secretary of Defense by law.

(2) AVAILABILITY.—Funds transferred to the National Sea-Based Deterrence Fund pursuant to paragraph (1) shall remain available for the same period for which the transferred funds were originally appropriated.
Section 231(f) of title 10, United States Code, is amended by adding at the end the following new paragraph:

“(4) The term ‘combatant and support vessel’ means any commissioned ship built or armed for naval combat or any naval ship designed to provide support to combatant ships and other naval operations. Such term does not include patrol coastal ships, non-commissioned combatant craft specifically designed for combat roles, or ships that are designated for potential mobilization.”.

Funds are hereby authorized to be appropriated for fiscal year 2015, to be available without fiscal year limitation if so provided in appropriations Acts, for the use of the Department of Transportation for Maritime Administration programs associated with maintaining national security aspects of the merchant marine, as follows:

(1) For expenses necessary for operations of the United States Merchant Marine Academy, $79,790,000, of which—

   (A) $65,290,000 shall remain available until expended for Academy operations;

   (B) $14,500,000 shall remain available until expended for capital asset management at the Academy.

(2) For expenses necessary to support the State maritime academies, $17,650,000, of which—

   (A) $2,400,000 shall remain available until expended for student incentive payments;
(B) $3,600,000 shall remain available until expended for direct payments to such academies;

(C) $11,300,000 shall remain available until expended for maintenance and repair of State maritime academy training vessels; and

(D) $350,000 shall remain available until expended for improving the monitoring of graduates’ service obligation.

(3) For expenses necessary to support Maritime Administration operations and programs, $50,960,000.

(4) For expenses necessary to dispose of vessels in the National Defense Reserve Fleet, $4,800,000, to remain available until expended.

(5) For expenses to maintain and preserve a United States-flag merchant marine to serve the national security needs of the United States under chapter 531 of title 46, United States Code, $186,000,000.

(6) For the cost (as defined in section 502(5) of the Federal Credit Reform Act of 1990 (2 U.S.C. 661a(5)) of loan guarantees under the program authorized by chapter 537 of title 46, United States Code, $73,100,000, of which $3,100,000 shall re-
main available until expended for administrative expenses of the program.
SEC. 3503 [Log 53687]. SENSE OF CONGRESS ON THE ROLE 
OF DOMESTIC MARITIME INDUSTRY IN NA-
TIONAL SECURITY.

(a) FINDINGS.—Congress finds that—

(1) the United States domestic maritime indus-
try carries hundreds of million of tons of cargo an-
ually, supports nearly 500,000 jobs, and provides 
early 100 billion in annual economic output;

(2) the Nation’s military sealift capacity will 
benefit from one of the fastest growing segments of 
the domestic trades, 14 domestic trade tankers that 
are on order to be constructed at United States 
shipyards as of February 1, 2014;

(3) the domestic trades’ vessel innovations that 
transformed worldwide maritime commerce include 
the development of containerships, self-unloading 
vessels, articulated tug-barges, trailer barges, chemi-
cal parcel tankers, railroad-on-barge carfloats, and 
river flotilla towing systems;

(4) the national security benefits of the domes-
tic maritime industry are unquestioned as the De-
partment of Defense depends on United States do-
mestic trades’ fleet of container ships, roll-on/roll-off 
ships, and product tankers to carry military cargoes;

(5) the Department of Defense benefits from a 
robust commercial shipyard and ship repair industry
and current growth in that sector is particularly im-
portant as Federal budget cuts may reduce the num-
ber of new constructed military vessels; and

(6) the domestic fleet is essential to national se-
curity and was a primary source of mariners needed
to crew United States Government-owned sealift ves-

sels activated from reserve status during Operations
Enduring Freedom and Iraqi Freedom in the period
2002 through 2010.

(b) Sense of Congress.—It is the sense of Con-
gress that United States coastwise trade laws promote a
strong domestic trade maritime industry, which supports
the national security and economic vitality of the United
States and the efficient operation of the United States
transportation system.
DIRECTIVE REPORT LANGUAGE
The committee is aware of the premium that the Department of Defense places on the ability of U.S. military forces to deploy quickly to a full spectrum of engagements. In addition, the Department values the ability of U.S. forces to debark and embark in a wide range of port environments, from modern to austere.
The committee notes that the Joint High Speed Vessel (JHSV), crewed by Military Sealift Command mariners, has demonstrated the ability to transport military forces, as well as humanitarian relief personnel and materiel, in a manner that is responsive, deployable, agile, versatile, and sustainable. The USNS Spearhead (JHSV-1) is currently deployed to the U.S. 6th Fleet area of responsibility.

The JHSV is designed to transport 600 short tons of military cargo 1,200 nautical miles at an average speed of 35 knots in sea state 3. JHSVs support Navy Expeditionary Combat Command and riverine forces, theater cooperating missions, Seabees, and Marine Corps and Army transportation. The original procurement objective for the JHSV was 18 ships. This procurement number was lowered to 10 JHSVs as part of the budget request for fiscal year 2013.

The committee notes that the JHSV has the ability to support multiple branches of the military services, provide high-speed intra-theater sealift, operate in littoral environments and austere port environments, and support humanitarian and disaster relief activities. The committee also notes that the ship’s construction line is still operational. For these reasons, the committee directs the Secretary of the Navy to submit a report to the congressional defense committees by April 1, 2015, on the operational benefits and cost savings associated with continuing to procure JHSVs. The report should specifically address the costs and benefits of buying the eight additional JHSVs that were originally part of the program.

**Littoral Combat Ship**

The committee is concerned about the survivability, lethality and endurance of the Navy’s Littoral Combat Ship (LCS), as noted by the Government Accountability Office and others. In a July 2013 report, the Government Accountability Office stated that the Navy has lowered its expectations of LCS capability over time from a ship that would be employable and sustainable throughout a battle zone regardless of the threat, to one that is not to be employed outside a benign, low-threat environment unless escorted. In February 2014, the Secretary of Defense reduced the total number of LCS seaframes to 32 from the planned procurement of 52 and also directed the Navy to submit alternate proposals to procure “a capable and lethal small surface combatant generally consistent with the capabilities of a frigate.” The Chief of Naval Operations has directed a Small Surface Combatant Task Force to report on the results by July 31, 2014.

Therefore, the committee directs the Comptroller General of the United States to provide a report to the congressional defense committees by April 1, 2015, that examines the Department of the Navy’s study and its implications for the procurement of future small surface combatants. This report should assess:

1. The study’s methodologies and key assumptions;
2. Any alternate ship design(s) and modifications to the Littoral Combat Ship that the Navy evaluated, including expectations of cost, schedule, and requirements; and
(3) The extent to which the study was consistent with the approach of a formal analysis of alternatives, as set forth in Department of Defense acquisition policy.

Shipbuilding warranties and guarantees

The committee notes that the Government Accountability Office recently reported that the Navy continues to accept delivery of ships with large numbers of deficiencies. Depending on the contract type under which the ships were constructed, the Government may share a significant portion of the costs associated with fixing these deficiencies. In order to better assess the magnitude of this issue, the committee directs the Comptroller General of the United States to submit a report to the congressional defense committees by October 1, 2015, on the efficacy of warranties, guarantees, and other such mechanisms that are used in U.S. shipbuilding programs. This report should have a particular focus on:

1. The extent to which these mechanisms are used in Government and commercial shipbuilding programs;
2. How the Government assigns responsibility for a defect and corrects such problems; and
3. The extent to which these mechanisms may reduce the Government’s exposure to additional costs resulting from defective workmanship or equipment.

Surface ship test platform

The committee notes that the Manta test platform concept has been successfully used to evaluate submarine sensors at a greatly reduced cost compared to using a full-size submarine for test and evaluation. The committee believes that a similar surface ship test system could be utilized to test and evaluate existing and emerging sonar systems for surface ships. Therefore, the committee directs the Secretary of the Navy to submit a report to the congressional defense committees by March 1, 2015, to include a cost-benefit assessment of designing and fabricating a purpose-built surface ship test craft that could be utilized to test and evaluate existing and emerging sonar systems for surface ships.

TITLE II—RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Research, Development, Test, and Evaluation, Navy

Items of Special Interest

Unmanned Carrier-Launched Surveillance and Strike Program

The budget request contained $403.0 million in PE 64404N for Unmanned Carrier-Launched Airborne Surveillance and Strike (UCLASS) development.
The committee believes that current UCLASS Air System Segment requirements will not address the emerging anti-access/area-denial (A2/AD) challenges to U.S. power projection that originally motivated creation of the Navy Unmanned Combat Air System (N-UCAS) program during the 2006 Quadrennial Defense Review (QDR), and which were reaffirmed in both the 2010 QDR and 2012 Defense Strategic Guidance. In particular, the disproportionate emphasis in the requirements on unrefueled endurance to enable continuous intelligence, surveillance, and reconnaissance (ISR) support to the Carrier Strike Group (CSG), a capability need presumably satisfied by the planned acquisition of 68 MQ-4C Tritons, would result in an aircraft with serious deficiencies in both survivability and internal weapons payload capacity and flexibility. Further, the cost limits for the aircraft are more consistent with a much less capable aircraft and will not enable the Navy to build a relevant vehicle that leverages readily available and mature technology. As planned, UCLASS appears unsupportive of the 2012 Defense Strategic Guidance for the United States to “maintain its ability to project power in areas in which our access and freedom to operate are challenged.”

The committee believes that the Navy needs a long-range, survivable unmanned ISR-strike aircraft as an integral part of the carrier air wings as soon as possible. However, investing in a program today that does not adequately address the threat will only delay, and could preclude, investment in and fielding of the right system later. Therefore, the committee believes special attention needs to be paid to threshold UCLASS requirements.

Finally, the committee is concerned with multiple aspects of the proposed UCLASS acquisition strategy, including: insufficient time and funding for contractors to mature their designs in support of a full-scope Preliminary Design Review, due in part to late-developing and still-evolving air system performance requirements; the additional risk to the program associated with the Navy’s decision to abandon the precision landing system developed and successfully tested during the UCAS-D effort; and the potential risk associated with NAVAIR developing the UCLASS Mission Control System internally.

Therefore, the committee directs the Secretary of Defense to conduct a review of the requirements for a carrier-based unmanned aircraft system to extend the ISR and precision strike reach of the carrier air wing in A2/AD threat environments projected for 2025-2035, and to provide a report on the review to the congressional defense committees by December 30, 2014. The review should pay special attention to revised threshold requirements for unrefueled mission endurance, automated aerial refueling, refueled mission endurance, survivability, internal weapons carriage and flexibility, and autonomy/mission control system functionality. It should include mission- and campaign-level quantitative analysis of representative carrier-based unmanned air system missions in the 2025-2035 timeframe, including but not limited to ISR, precision strike, and electronic attack. It should also consider the overall composition of the future carrier air wing, including the optimal mix of manned and unmanned squadrons, for conducting representative joint ISR-strike campaigns in the 2030 timeframe. The committee
also includes a provision elsewhere in this Act that would prohibit the Secretary of
the Navy from awarding a contract for the UCLASS air vehicle segment until the
Secretary of Defense completes the requirements review and provides the report to
the congressional defense committees.

TITLE X—GENERAL PROVISIONS

ITEMS OF SPECIAL INTEREST

OTHER MATTERS

Force Structure Assessment

The committee notes that the Secretary of the Navy conducted a Force
Structure Assessment in 2012 that determined the proposed composition of Navy
surface and subsurface vessels. This latest Force Structure Assessment determined
that an overall Navy fleet of 306 ships would be necessary to support the overall
defense strategy. Since the release of the 2012 Force Structure Assessment, the
Secretary of Defense released the 2014 Quadrennial Defense Review which
determined, in part, the requirement for 11 aircraft carriers and 92 large surface
combatants. Therefore, the committee directs the Secretary of the Navy to update
the most recent Force Structure Assessment and to submit it to the congressional
defense committees by March 1, 2015.

DIVISION C—DEPARTMENT OF ENERGY NATIONAL
SECURITY AUTHORIZATIONS AND OTHER
AUTHORIZATIONS

TITLE XXXV—MARITIME ADMINISTRATION

ITEMS OF SPECIAL INTEREST

Recapitalization of the U.S. Maritime Ready Reserve Force Fleet

The committee believes it is in the interest of U.S. national security that
the U.S. merchant marine, both ships and mariners, serve as a national auxiliary in
times of war or national emergency. The Ready Reserve Force of the U.S. Maritime
Administration, a component of the National Defense Reserve Fleet, plays an
important role in U.S. national security by providing necessary readiness and
efficiency in the form of a government-owned sealift fleet. The committee believes it
is important that the Ready Reserve Force fleet remains capable, modern, and
efficient in order to best serve the national security needs of the United States in
times of war or national emergency. Accordingly, the committee directs the
Commander, U.S. Transportation Command to brief the House Committee on
Armed Services by September 1, 2014, on the options considered to modernize and recapitalize the Ready Reserve Force fleet and on the Commander's recommended path forward.