UNITED STATES MARINE CORPS
MARINE CORPS SYSTEMS COMMAND
2200 LESTER STREET
QUANTICO, VIRGINIA 22134-5010

IN REPLY REFER TO:
5720
LAWQ
DON-USMC-2016-002796
9 Feb 16

Micucci Solutions Corporation
Mr. Michael Micucci
8 Johnson Court
Stafford, VA 22556

SUBJECT: FOIA DON-USMC-2016-002796

Dear Mr. Micucci:

This responds to your FOIA request dated January 19, 2016, for a copy of clearly releasable portions of contract M67854-14-C-0002, including modifications.

The requested documents are enclosed.

Fees associated with processing your request are minimal and waived.

If at any time you are not satisfied that a diligent effort was made to process your request, you may file an administrative appeal with the Assistant to the General Counsel (FOIA) at:

Department of the Navy
Office of the General Counsel
ATTN: FOIA Appeals Office
1000 Navy Pentagon Room 4E635
Washington DC 20350-1000

For consideration, the appeal must be received in that office within 60 days from the date of this letter. Attach a copy of this letter and a statement regarding why you believe an adequate search was not conducted. Both your appeal letter and the envelope should bear the notation "FREEDOM OF INFORMATION ACT APPEAL". Please provide a copy of any such appeal letter to the MARCORSYSCOM address above.

Any questions concerning this matter should be directed to Mrs. Bobbie Cave at (703) 432-3934 or bobbie.cave@usmc.mil.

Sincerely,

Bobbie Cave

for Lisa L. Baker
Counsel

SOLICITATION, OFFER AND AWARD

1. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700)	RATING	PAGE 1 OF PAGES 90		
2. CONTRACT NO. M67854-14-C-0002	3. SOLICITATION NO. M67854-14-R-0001	4. TYPE OF SOLICITATION [ ] SEALED BID (IFB) [X] NEGOTIATED (RFP)	5. DATE ISSUED 29 Oct 2013	6. REQUISITION/PURCHASE NO. SEE SCHEDULE

7. ISSUED BY CODE M67854
MARCORSYSCOM CT028
ATTN: RENEE STATON
105 TECH PARKWAY
STAFFORD VA 22556
TEL: 703-784-3531
FAX:

8. ADDRESS OFFER TO (If other than Item 7) CODE
See Item 7
TEL:
FAX:

NOTE: In sealed bid solicitations "offer" and "offeror" mean "bid" and "bidder".

SOLICITATION

9. Sealed offers in original and 3 copies for furnishing the supplies or services in the Schedule will be received at the place specified in Item 8, or if handcarried, in the depository located in See Section L until 10:00 AM (Hour) local time 06 Jan 2014 (Date)

CAUTION - LATE Submissions, Modifications, and Withdrawals: See Section L, Provision No. 52.214-7 or 52.215-1. All offers are subject to all terms and conditions contained in this solicitation.

10. FOR INFORMATION CALL:	A. NAME	B. TELEPHONE (Include area code) (NO COLLECT CALLS)	C. E-MAIL ADDRESS
	RENEE STATON	703-784-3531	renee.staton@usmc.mil

11. TABLE OF CONTENTS

(X)	SEC.	DESCRIPTION	PAGE(S)	(X)	SEC.	DESCRIPTION	PAGE(S)
		PART I - THE SCHEDULE				**PART II - CONTRACT CLAUSES**	
X	A	SOLICITATION/ CONTRACT FORM	1	X	I	CONTRACT CLAUSES	36 - 88
X	B	SUPPLIES OR SERVICES AND PRICES/ COSTS	2 - 20			**PART III - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS**	
X	C	DESCRIPTION/ SPECS/ WORK STATEMENT	21	X	J	LIST OF ATTACHMENTS	89 - 90
X	D	PACKAGING AND MARKING	22 - 23			**PART IV - REPRESENTATIONS AND INSTRUCTIONS**	
X	E	INSPECTION AND ACCEPTANCE	24 - 25		K	REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS OF OFFERORS	
X	F	DELIVERIES OR PERFORMANCE	26 - 27				
X	G	CONTRACT ADMINISTRATION DATA	28 - 33		L	INSTRS., CONDS., AND NOTICES TO OFFERORS	
X	H	SPECIAL CONTRACT REQUIREMENTS	34 - 35		M	EVALUATION FACTORS FOR AWARD	

OFFER (Must be fully completed by offeror)

NOTE: Item 12 does not apply if the solicitation includes the provisions at 52.214-16, Minimum Bid Acceptance Period.

12. In compliance with the above, the undersigned agrees, if this offer is accepted within _____ calendar days (60 calendar days unless a different period is inserted by the offeror) from the date for receipt of offers specified above, to furnish any or all items upon which prices are offered at the price set opposite each item, delivered at the designated point(s), within the time specified in the schedule.

13. DISCOUNT FOR PROMPT PAYMENT (See Section I, Clause No. 52.232-8)

14. ACKNOWLEDGMENT OF AMENDMENTS (The offeror acknowledges receipt of amendments to the SOLICITATION for offerors and related documents numbered and dated):

AMENDMENT NO.	DATE	AMENDMENT NO.	DATE

15A. NAME AND ADDRESS OF OFFEROR CODE 6XWA8 FACILITY
SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

16. NAME AND TITLE OF PERSON AUTHORIZED TO SIGN OFFER (Type or print)
LINDA RESSLER / CONTRACT MANAGER

15B. TELEPHONE NO (Include area code)
(843) 746-6088

15C. CHECK IF REMITTANCE ADDRESS IS DIFFERENT FROM ABOVE - ENTER SUCH ADDRESS IN SCHEDULE. [ ]

17. SIGNATURE

18. OFFER DATE

AWARD (To be completed by Government)

19. ACCEPTED AS TO ITEMS NUMBERED

20. AMOUNT
$15,625,828.00

21. ACCOUNTING AND APPROPRIATION
See Schedule

22. AUTHORITY FOR USING OTHER THAN FULL AND OPEN COMPETITION:
[ ] 10 U.S.C. 2304(c)( ) [ ] 41 U.S.C. 253(c)( )

23. SUBMIT INVOICES TO ADDRESS SHOWN IN (4 copies unless otherwise specified) ITEM

24. ADMINISTERED BY (If other than Item 7) CODE S2404A
DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

25. PAYMENT WILL BE MADE BY CODE HQ0338
DFAS - COLUMBUS CENTER
DFAS - CO/SOUTH ENTITLEMENT OPERATIONS (8558)
PO BOX 182264
COLUMBUS OH 43218-2264

26. NAME OF CONTRACTING OFFICER (Type or print)
KAREN R. BEVERIDGE
TEL: 703-784-4131 EMAIL: Karen.Beveridge@usmc.mil

27. UNITED STATES OF AMERICA
(Signature of Contracting Officer)

28. AWARD DATE
09-May-2014

IMPORTANT - Award will be made on this Form, or on Standard Form 26, or by other authorized official written notice.

Section B - Supplies or Services and Prices

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0001		1	Each	(b) (4)	

PDR Design Phase

FFP

The Contractor shall complete a Government-approved Preliminary Design Review (PDR) for the AAV Survivability Upgrade in accordance with the Statement of Work (SOW), Contract Data Requirements List (CDRLs) and Performance Specification. Travel associated with this task shall be included and not separately priced.

FOB: Destination

MILSTRIP: M9545014RCR4CS4

PURCHASE REQUEST NUMBER: M9545014RCR4CS4

NET AMT (b) (4)

ACRN AA (b) (4)

CIN: M9545014RCR4CS40001

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0002		1	Each	(b) (4)	

CDR Design Phase

FFP

The Contractor shall complete a Government-approved Critical Design Review (CDR) for the AAV Survivability Upgrade in accordance with the SOW, CDRLs and Performance Specification. Travel associated with this task shall be included and not separately priced.

FOB: Destination

MILSTRIP: M9545014RCR3GG5

PURCHASE REQUEST NUMBER: M9545014RCR3GG5

NET AMT (b) (4)

ACRN AB (b) (4)

CIN: M9545014RCR3GG50002

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0003					(b) (4)
	Reserved				
	FFP				
	FOB: Destination				
				NET AMT	(b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0100		8	Each	(b) (4)	
OPTION	Prototypes				

FFP

The Contractor shall build eight (8) prototypes in accordance with the Statement of Work, CDRLs and Performance Specification. Travel associated with this task shall be included and not separately priced.

FOB: Destination

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0101		11	Months	(b) (4)	
OPTION	Prototype Test Support for CLIN 0100 FFP The Contractor shall provide test support for the prototype builds in accordance with the SOW and CDRLs. Travel associated with this task shall be included and not separately priced. FOB: Destination				
				NET AMT	(b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0102					(b) (4)
	Reserved				
	FFP				
	FOB: Destination				
				NET AMT	(b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0103			Each		(b) (4)
OPTION	Other Direct Costs (ODC's) COST ODCs for CLINs 0100 - 0101, 0105 and 0106 All ODC's shall be pre-approved by the Contracting Officer. Fee shall not be included in ODC's. ODC's shall not exceed $500,000. FOB: Destination				
				ESTIMATED COST	(b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0104		1	Each	(b) (4)	
OPTION	Transportation for CLINs 0100 - 0101				

FFP

The Contractor shall provide transportation for the prototype vehicles during testing in accordance the SOW.

FOB: Destination

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0105		2	Each	(b) (4)	
OPTION	Prototypes				

FFP

The Contractor shall build two (2) prototypes in accordance with the Statement of Work, CDRLs and Performance Specification. Travel associated with this task shall be included and not separately priced.

FOB: Destination

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0106					(b) (4)
	Reserved				
	FFP				
	FOB: Destination				
				NET AMT	(b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0107					(b) (4)
	Reserved				
	FFP				
	FOB: Destination				
				NET AMT	(b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0108		1	Each	(b) (4)	
OPTION	Transportation for CLINs 0105 - 0106				

FFP

The Contractor shall provide transportation for the prototype vehicles during testing in accordance with the SOW.

FOB: Destination

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0200		4	Each	(b) (4)	
OPTION	LRIP vehicles & ISP for FUSL				

FFP

LRIP vehicles and Initial Spares Package (ISP) for FUSL testing. LRIP option shall be in accordance the SOW and elements delineated in Attachment 15, Page 2. Any revised pricing for LRIP will be due 30 days prior to CDR in accordance with CDRL A067. Total price for this CLIN shall not exceed $10,765,716.

FOB: Destination

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0201		12	Each	(b) (4)	
OPTION	LRIP vehicles & ISP PQT/RQT IOT&E test				

FFP

LRIP vehicles and Initial Spares Package (ISP) for PQT/RQT IOT&E testing. LRIP option shall be in accordance the SOW and elements delineated in Attachment 15, Page 2. Any revised pricing for LRIP will be due 30 days prior to CDR in accordance with CDRL A067. Total price for this CLIN shall not exceed $27,173,095.

FOB: Destination

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0202		36	Each	(b) (4)	
OPTION	LRIP vehicles & ISP for fielding FFP LRIP vehicles and Initial Spares Package (ISP) for fielding. LRIP option shall be in accordance the SOW and elements delineated in Attachment 15, Page 2. Any revised pricing for LRIP will be due 30 days prior to CDR in accordance with CDRL A067. Total price for this CLIN shall not exceed $76,546,408. FOB: Destination				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0203		14	Months	(b) (4)	
OPTION	LRIP Test Support for CLINs 0200-0202				

FFP

The Contractor shall provide test support for the LRIP vehicles in accordance with the SOW and CDRLs. Travel associated with LRIP CLINS (0200 - 0202) shall be included in this CLIN and not separately priced.

FOB: Destination

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0204					(b) (4)
	Reserved				
	FFP				
	FOB: Destination				
				NET AMT	(b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0205			Each		(b) (4)
OPTION	ODC's for CLINs 0200 - 0203				
	COST				
	All ODC's shall be pre-approved by the Contracting Officer. Fee shall not be included in ODC's. ODC's shall not exceed $1,000,000.				
	FOB: Destination				
				ESTIMATED COST	(b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0206		1	Each	(b) (4)	
OPTION	Transportation for CLINs 0200 - 0203				
	FFP				
	The Contractor shall provide transportation for the LRIP vehicles during testing in accordance the SOW.				
	FOB: Destination				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0207		1	Each	(b) (4)	
OPTION	Technical Data Package				
	FFP				
	The Contractor shall provide the technical data package in accordance with the SOW.				
	FOB: Destination				

NET AMT (b) (4)

Section C - Descriptions and Specifications

SEE ATTACHMENT 16 - SOW

PACKAGING & MARKING

D.1 PACKAGING AND MARKING OF DATA

All unclassified data shall be prepared for shipment in accordance with best commercial practice. Any classified reports, data, and documentation shall be prepared for shipment in accordance with National Industrial Security Program Operating Manual (NISPOM), DOD 5220.22-M dated January 1995 and the DD 254 - Contract Security Classification Specification.

D.2 PACKAGING AND MARKING OF HARDWARE

Packaging and marking of any hardware shall be in accordance with best commercial practices.

D.3 PACKAGING AND MARKING

The identification marking of individual parts shall be performed on modules, systems, equipments, assemblies, subassemblies, components, groups, sets or kits, and of spare and repair parts utilizing Item Unique Identification (IUID) in accordance with DFARS 252.211-7003. All IUID marked items including all Government Furnished Property (GFP) or Government Furnished Equipment (GFE) shall have their IUID data submitted electronically to the IUID Registry per DFARS 252.211-7007. To the extent individual parts do not meet the threshold cost requirements or other specific criteria of the DFARS, identification marking of such parts shall be accomplished in accordance with the following:

(1) Parts shall be marked in accordance with generally accepted commercial practice.
(2) In cases where parts are so small as not to permit identification marking as provided above, such parts shall be appropriately coded so as to permit ready identification.

D.4 MARKING AND PACKING LIST

(1) Marking. Shipments, shipping containers and palletized unit loads shall be marked in accordance with best commercial practice.
(2) Packing List (s). A packing list (DD Form 250 Material Inspection and Receiving Report may be used) identifying the contents of each shipment, shipping container or palletized unit load shall be provided by the contractor with each shipment. When a contract line item identified under a single stock number includes an assortment of related items such as kit or set components, detached parts or accessories, installation hardware or material, the packing list (s) shall identify the assorted items. Where assortment of related items is included in the shipping container, a packing list identifying the contents shall be furnished.
(3) Material Packing List. In addition to the requirements in paragraph (b) above, a master packing list shall be prepared where more than one shipment, shipping container or

palletized unit load comprise the contract line item being shipped. The master packing list shall be attached to the number one container and so identified.

(4) Part Identification. All items within the kit, set, installation hardware or material shall be suitably segregated and identified within the unit pack (s) or shipping container by part number and/or national stock number.

Section E - Inspection and Acceptance

INSPECTION AND ACCEPTANCE TERMS

Supplies/services will be inspected/accepted at:

CLIN	INSPECT AT	INSPECT BY	ACCEPT AT	ACCEPT BY
0001	Destination	Government	Destination	Government
0002	Destination	Government	Destination	Government
0003	Destination	Government	Destination	Government
0100	Destination	Government	Destination	Government
0101	Destination	Government	Destination	Government
0102	Destination	Government	Destination	Government
0103	Destination	Government	Destination	Government
0104	Destination	Government	Destination	Government
0105	Destination	Government	Destination	Government
0106	Destination	Government	Destination	Government
0107	Destination	Government	Destination	Government
0108	Destination	Government	Destination	Government
0200	Destination	Government	Destination	Government
0201	Destination	Government	Destination	Government
0202	Destination	Government	Destination	Government
0203	Destination	Government	Destination	Government
0204	Destination	Government	Destination	Government
0205	Destination	Government	Destination	Government
0206	Destination	Government	Destination	Government
0207	Destination	Government	Destination	Government

CLAUSES INCORPORATED BY REFERENCE

52.246-2	Inspection Of Supplies--Fixed Price	AUG 1996
52.246-4	Inspection Of Services--Fixed Price	AUG 1996

52.246-7	Inspection Of Research And Development Fixed Price	AUG 1996
52.246-16	Responsibility For Supplies	APR 1984

Section F - Deliveries or Performance

ESTIMATED DELIVERY SCHEDULE

CLIN	Description	Period of Performance	Payments
*0001	PDR	DAC - 10/31/2014	75% at PDR
			25% at CLIN completion
*0002	CDR	DAC - 02/15/2015	75% at CDR
			25% at CLIN completion
*0100	8 Prototypes	02/01/2015 - 04/30/2016	Upon USG acceptance of each prototype
*0101	Test Support	05/01/2016 – 04/01/2017	Equal monthly payments
*0102	-	Reserved	
*0103	ODC's	02/01/2015 - 04/01/2017	As required//Not more often than monthly
*0104	Transportation	02/01/2015 - 04/01/2017	At CLIN Completion
*0105	2 Prototypes	02/01/2015 - 04/30/2016	Upon USG acceptance of each prototype
*0106		Reserved	Equal monthly payments
*0107		Reserved	
*0108	Transportation	02/01/2015 - 04/01/2017	At CLIN completion
*0200	4 LRIP (FUSL)	03/15/2017 - 9/30/2017	Upon USG acceptance of each vehicle
*0201	12 LRIP (PQT/RQT/IOT&E)	03/15/2017 - 02/28/2018	Upon USG acceptance of each vehicle
*0202	36 LRIP (Fielding)	03/15/2017 - 09/30/2019	Upon USG acceptance of each vehicle
*0203	LRIP Test Support	10/01/2017 – 11/30/2018	Equal monthly payments
*0204		Reserved	
*0205	ODC's	03/15/2017 – 09/30/2019	As required//Not more often than monthly
*0206	Transportation	03/15/2017 – 09/30/2019	At CLIN Completion
*0207	Technical Data Package	03/15/2017 – 09/30/2019	Upon USG acceptance

DAC = DATE OF AWARD OF CONTRACT

CLAUSES INCORPORATED BY REFERENCE

52.211-17	Delivery of Excess Quantities	SEP 1989
52.242-15	Stop-Work Order	AUG 1989
52.242-15 Alt I	Stop-Work Order (Aug 1989) - Alternate I	APR 1984
52.247-34	F.O.B. Destination	NOV 1991
52.247-55	F.O.B. Point For Delivery Of Government-Furnished Property	JUN 2003

CLAUSES INCORPORATED BY FULL TEXT

52.211-11 LIQUIDATED DAMAGES--SUPPLIES, SERVICES, OR RESEARCH AND DEVELOPMENT (SEP 2000)

(a) If the Contractor fails to deliver the supplies or perform the services within the time specified in this contract, the Contractor shall, in place of actual damages, pay to the Government liquidated damages of $4500.00 per calendar day of delay.

(b) If the Government terminates this contract in whole or in part under the Default--Fixed-Price Supply and Service clause, the Contractor is liable for liquidated damages accruing until the Government reasonably obtains delivery or performance of similar supplies or services. These liquidated damages are in addition to excess costs of repurchase under the Termination clause.

(c) The Contractor will not be charged with liquidated damages when the delay in delivery or performance is beyond the control and without the fault or negligence of the Contractor as defined in the Default--Fixed-Price Supply and Service clause in this contract.

(End of clause)

Section G - Contract Administration Data

ACCOUNTING AND APPROPRIATION DATA

AA: 1741319T7KE 255 67854 067443 2D C00210

COST CODE: 4RCR4CS4173Z

AMOUNT: (b) (4)

CIN M9545014RCR4CS40001: (b) (4)

AB: 1731319M7KE 255 67854 067443 2D C00210

COST CODE: 4RCR3GG5173Z

AMOUNT: (b) (4)

CIN M9545014RCR3GG50002: (b) (4)

CLAUSES INCORPORATED BY FULL TEXT

252.232-7006 WIDE AREA WORKFLOW PAYMENT INSTRUCTIONS (MAY 2013)
(a) Definitions. As used in this clause--

Department of Defense Activity Address Code (DoDAAC) is a six position code that uniquely identifies a unit, activity, or organization.

Document type means the type of payment request or receiving report available for creation in Wide Area WorkFlow (WAWF).

Local processing office (LPO) is the office responsible for payment certification when payment certification is done external to the entitlement system.

(b) Electronic invoicing. The WAWF system is the method to electronically process vendor payment requests and receiving reports, as authorized by DFARS 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports.

(c) WAWF access. To access WAWF, the Contractor shall--

(1) Have a designated electronic business point of contact in the System for Award Management at https://www.acquisition.gov; and

(2) Be registered to use WAWF at https://wawf.eb.mil/ following the step-by-step procedures for self-registration available at this Web site.

(d) WAWF training. The Contractor should follow the training instructions of the WAWF Web-Based Training Course and use the Practice Training Site before submitting payment requests through WAWF. Both can be accessed by selecting the "Web Based Training" link on the WAWF home page at https://wawf.eb.mil/.

(e) WAWF methods of document submission. Document submissions may be via Web entry, Electronic Data Interchange, or File Transfer Protocol.

(f) WAWF payment instructions. The Contractor must use the following information when submitting payment requests and receiving reports in WAWF for this contract/order:

(1) Document type. The Contractor shall use the following document type(s). Combo

(2) Inspection/acceptance location. The Contractor shall select the following inspection/acceptance location(s) in WAWF, as specified by the contracting officer. Not applicable

(3) Document routing. The Contractor shall use the information in the Routing Data Table below only to fill in applicable fields in WAWF when creating payment requests and receiving reports in the system.

Routing Data Table*

Field Name in WAWF	Data to be entered in WAWF
Pay Official DoDAAC	HQ0338
Issue By DoDAAC	M67854
Admin DoDAAC	S2404A
Inspect By DoDAAC	M67854/PMAAA
Ship To Code	M67854/PMAAA
Ship From Code	N/A
Mark For Code	N/A
Service Approver (DoDAAC)	M67854/PMAAA
Service Acceptor (DoDAAC)	M67854/PMAAA
Accept at Other DoDAAC	N/A

LPO DoDAAC	N/A
DCAA Auditor DoDAAC	N/A
Other DoDAAC(s)	N/A

---

(4) Payment request and supporting documentation. The Contractor shall ensure a payment request includes appropriate contract line item and subline item descriptions of the work performed or supplies delivered, unit price/cost per unit, fee (if applicable), and all relevant back-up documentation, as defined in DFARS Appendix F, (e.g. timesheets) in support of each payment request.

(5) WAWF email notifications. The Contractor shall enter the email address identified below in the "Send Additional Email Notifications" field of WAWF once a document is submitted in the system.
Angelo.scarlato@usmc.mil
Kenneth.McKane@usmc.mil
Ronna.Parks@usmc.mil

(g) WAWF point of contact. (1) The Contractor may obtain clarification regarding invoicing in WAWF from the following contracting activity's WAWF point of contact: John.corrigan@usmc.mil

(2) For technical WAWF help, contact the WAWF helpdesk at 866-618-5988.

(End of clause)

G.1 AUTHORIZED CHANGES ONLY BY THE CONTRACTING OFFICER

(a) Except as specified in paragraph (b) below, no order, statement, or conduct of Government personnel who visit the Contractor's facilities, or in any other manner, communicates with Contractor personnel during the performance of this contract shall constitute a change under the "Changes" clause of this contract.

(b) The Contractor shall not comply with any order, direction, or request of Government personnel unless it is issued in writing and signed by the Contracting Officer, or is pursuant to specific authority otherwise included as a part of this contract.

(c) The Contracting Officer is the only person authorized to approve changes in any of the requirements of this contract and, notwithstanding provisions contained elsewhere in this contract, the said authority remains solely the Contracting Officer's. In the event the Contractor effects any change at the direction of any person other than the Contracting Officer, the change will be considered to have been made without authority, and no adjustment will be made in the contract price to cover any increase in charges incurred as a result thereof.

G.2 GOVERNMENT POINTS OF CONTACT

Listed below are the Government points of contact for this contract:

ROLE	NAME	ADDRESS	PHONE/FAX	EMAIL
PROCURING CONTRACTING OFFICER (PCO)	Stacey Coolican	MCSC/PEO-LS/CT028 2200 Lester St. Quantico, VA 22134	703-784-4135 DSN: 278-4135	Stacey.coolican@usmc.mil
CONTRACT SPECIALIST	Renée Staton	MCSC/PEO-LS/CT028 2200 Lester St. Quantico, VA 22134	703-784-3531 DSN: 278-3531	renee.staton@usmc.mil
ADMINISTRATIVE CONTRACTING OFFICER (ACO)	Michael Yellman	DCMA Manassas 10500 Battleview Pkwy. Suite 200 Manassas, VA 20109-2342	703-530-3271 Fax: 703-530-3601	Michael.Yellman@dcma.mil
TECHNICAL POINT OF CONTACT (TPOC)	Angelo Scarlato	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-2791 DSN: 278-2791	Angelo.scarlato@usmc.mil
CONTRACTING OFFICER'S REPRESENTATIVE	Kenneth McKane	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1128 DSN: 278-1128	kenneth.mckane@usmc.mil
ALTERNATE CONTRACTING OFFICER'S REPRESENTATIVE	Ronna Parks	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1301 DSN: 278-1301	ronna.parks@usmc.mil

G.3 DELEGATION OF AUTHORITY FOR CONTRACT ADMINISTRATION

The Administrative Contracting Officer (ACO) of the cognizant Defense Contract Management Command is designated as the authorized representative of the Contracting Officer for purposes of administering this contract in accordance with FAR 42.3. However, in view of the technical nature of the supplies and services to be furnished, technical cognizance is retained by the Marine Corps Systems Command/Program Executive Office – Land Systems.

G.4 CRITERIA FOR THE EXERCISE OF THE PROTOTYPE BUILD OPTION

The Government reserves the right to exercise an option to build prototype vehicles following CDR using a best value analysis. The Government intends to exercise and award the option to one (1) Offeror and will make a determination based upon, in addition to the option clauses and price, the following non-price criteria in descending order of importance:

1. The AAV Survivability Upgrade design that meets the $1.65M Government APUC (FY12 dollars). The Offeror(s) will consider the following design trades in descending order of importance:
    a. Force protection
    b. Seaworthiness and water safety
    c. Land mobility and land safety
2. The proposed duration of the prototype manufacturing schedule
3. Outcome of manufacturing site visits conducted prior to CDR. The Government intends to conduct a site visit to each Offeror(s) proposed manufacturing facility. The intent of the visit is for the Government to review the following:
    a. Established Manufacturing processes and procedures
    b. Documentation of Manufacturing processes and procedures
    c. Lean Manufacturing
    d. Training
    e. Facilities
4. Demonstrated performance through CDR

All non-price factors, when combined, are significantly more important than the total evaluated price of the Prototype Build Options (Test Support Inclusive) and LRIP Options

G.5 LRIP Pricing

The Government does not prohibit an Offeror from submitting a proposal that includes a Defense Working Capital Fund Activity (e.g. depot) performing a portion of the AAV Survivability Upgrade requirement, provided the Offeror shall (at a minimum):

1. Describe the work the Depot will perform in terms of RFP evaluations factors (e.g. Engineering, Management, Energy, Past Performance, and Price);
2. Demonstrate the Depot has the capability and capacity to perform its portion of the requirements;
3. Provide evidence of the Depot's willingness to participate with the Offeror for its stated portion of the requirements; and
4. Include the Depot's "bottom line" price to perform its portion of the requirements.

Contractor(s) awarded a contract for the design phase will receive a refined, more detailed LRIP SOW approximately 90 days prior to CDR. In accordance with SOW paragraph 3.8, these documents will prepare the Contractor(s) to submit a revised competitive LRIP pricing proposal, in accordance with CDRL A067. Any revised LRIP price proposal (CLINS 0200 – 0204 and 0206) shall be firm fixed price and not exceed the NTE amount specified in Section B.

The Government will evaluate any revised LRIP pricing by examining the total price of the proposed line item prices listed in the offer (plus any adjusted amount for Defense Working Capital Funds (see M.3.5.1 and M.3.6)).

G.5.1 LRIP Reasonableness Assessment

The Government will perform a price reasonableness assessment. Price reasonableness will be based on the Basis of Estimate (BOEs) and proposed pricing reported in a Cost and Software Data Report (CSDR) flat file format. All Basis of Estimate (Ground Rules and Assumptions to include Learning Curve Applications, Sources, Gross Methodology (analogy, parametric, extrapolation from actuals, bottoms-up, etc.) and a time-phased pricing report) worksheets shall be included in the same Microsoft Excel workbook as the CSDR Flat File and maintain all formulas. A time-phased pricing report in Then-Year (TY) dollars shall be included as an independent worksheet within the CSDR workbook and must maintain formulas, computations, etc. The workbook shall include the BOEs and CSDR flat file for the LRIP option and LRIP testing support. The flat file format can be found on the Defense Cost and Resource Center (DCARC) website http://dcarc.cape.osd.mil/CSDR/cPet.aspx (see the right hand side for cPet Flat File Format). The CSDR Work Breakdown Structure (WBS) for the LRIP Phase (Attachment 6) shall be used as the WBS in the CSDR flat file. Any revised pricing which provides an unbalanced price may be determined to be materially unbalanced and deficient. The worksheets shall not contain any macros.

Section H - Special Contract Requirements

CLAUSES INCORPORATED BY FULL TEXT

MCSC LOCAL CLAUSE

SECURITY REQUIREMENTS FOR CONTRACTORS EMPLOYING FOREIGN NATIONALS (APRIL 2007)

a. No later than three (3) days prior to beginning contract performance, the contractor shall notify the Contracting Officer and the Command Security Office of all foreign nationals employed by the contractor who require access to Government systems, protected information, and/or the contract work site, regardless of whether the site is at the Command or at the contractor's facility.

b. The contractor shall ensure that all its foreign national employees report to the Command Security Office for appropriate badge identification prior to beginning contract performance. Foreign nationals are required to wear government identification at the contract work site. Security will determine the color requirement for the Command Access Card (CAC) and the Command badge to assist in identifying foreign national employees as follows:

1. For foreign national employees who require access to NMCI, Security will issue a CAC card with a **red** band.

2. For foreign national employees who require access to Command buildings, Security will issue a Command badge with a **purple** band.

c. The intent of the Government requirement will determine eligibility for access to Government systems and facilities. Information technology positions within Automated Information System (AIS) Category I or Category II require a Single Scope Background Investigation (SSBI). The Government will not investigate foreign nationals for AIS Category I or Category II positions. Therefore, foreign nationals cannot be employed to perform work on government systems designated by these categories of investigation.

H.1 INCORPORATION OF REPRESENTATIONS AND CERTIFICATIONS BY REFERENCE

All representations and certifications and other written statements made by the Contractor in response to SECTION K of the solicitation or at the request of the contracting officer, incident to the award of the contract or modification of this contract, are hereby incorporated by reference with the same force and effect as if they were given in full text.

H.2 PUBLIC DISCLOSURE

Any information and photographs pertaining to this contract shall not be released for public dissemination except as provided by the Industrial Security Manual or unless it has been approved for public release by appropriate U.S. Government authority. Proposed public releases shall be submitted for written approval to the Contracting Officer.

Section I - Contract Clauses

52.215-9

FAR Clause 52.215-9 – Changes to Make-or-Buy Program IS NOT APPLICABLE to this acquisition. There is a glitch in the contract writing software and the software has determined the clause as "required" and will not allow it to be removed.

52.202-1	Definitions	JAN 2012
52.203-3	Gratuities	APR 1984
52.203-5	Covenant Against Contingent Fees	APR 1984
52.203-6	Restrictions On Subcontractor Sales To The Government	SEP 2006
52.203-6 Alt I	Restrictions On Subcontractor Sales To The Government (Sep 2006) -- Alternate I	OCT 1995
52.203-7	Anti-Kickback Procedures	OCT 2010
52.203-8	Cancellation, Rescission, and Recovery of Funds for Illegal or Improper Activity	JAN 1997
52.203-10	Price Or Fee Adjustment For Illegal Or Improper Activity	JAN 1997
52.203-12	Limitation On Payments To Influence Certain Federal Transactions	OCT 2010
52.203-13	Contractor Code of Business Ethics and Conduct	APR 2010
52.204-2	Security Requirements	AUG 1996
52.204-4	Printed or Copied Double-Sided on Postconsumer Fiber Content Paper	MAY 2011
52.204-10	Reporting Executive Compensation and First-Tier Subcontract Awards	JUL 2013
52.204-13	System for Award Management Maintenance	JUL 2013

52.209-6	Protecting the Government's Interest When Subcontracting With Contractors Debarred, Suspended, or Proposed for Debarment	AUG 2013
52.209-9	Updates of Publicly Available Information Regarding Responsibility Matters	JUL 2013
52.210-1	Market Research	APR 2011
52.211-5	Material Requirements	AUG 2000
52.215-2	Audit and Records--Negotiation	OCT 2010
52.215-2 Alt III	Audit and Records--Negotiation (Oct 2010) Alternate III	JUN 1999
52.215-8	Order of Precedence--Uniform Contract Format	OCT 1997
52.215-9	Changes or Additions to Make-or-Buy Program	OCT 1997
52.215-11	Price Reduction for Defective Certified Cost or Pricing Data--Modifications	AUG 2011
52.215-13	Subcontractor Certified Cost or Pricing Data--Modifications	OCT 2010
52.215-14	Integrity of Unit Prices	OCT 2010
52.215-18	Reversion or Adjustment of Plans for Postretirement Benefits (PRB) Other than Pensions	JUL 2005
52.215-21	Requirements for Certified Cost or Pricing Data or Information Other Than Certified Cost or Pricing Data--Modifications	OCT 2010
52.215-21 Alt II	Requirements for Cost or Pricing Data or Information Other Than Cost or Pricing Data--Modifications (Oct 2010) - Alternate II	OCT 1997
52.215-21 Alt IV	Requirements for Certified Cost or Pricing Data or Information Other Than Certified Cost or Pricing Data--Modifications (Oct 2010) - Alternate IV	OCT 2010
52.216-7	Allowable Cost And Payment	JUN 2013
52.216-11	Cost Contract--No Fee	APR 1984
52.219-4	Notice of Price Evaluation Preference for HUBZone Small Business Concerns	JAN 2011

52.219-8	Utilization of Small Business Concerns	JUL 2013
52.219-9	Small Business Subcontracting Plan	JUL 2013
52.219-9 Alt II	Small Business Subcontracting Plan (JULY 2013) Alternate II	OCT 2001
52.219-16	Liquidated Damages-Subcontracting Plan	JAN 1999
52.219-25	Small Disadvantaged Business Participation Program--Disadvantaged Status and Reporting	JUL 2013
52.219-28	Post-Award Small Business Program Rerepresentation	JUL 2013
52.222-3	Convict Labor	JUN 2003
52.222-4	Contract Work Hours and Safety Standards Act - Overtime Compensation	JUL 2005
52.222-19	Child Labor -- Cooperation with Authorities and Remedies	MAR 2012
52.222-21	Prohibition Of Segregated Facilities	FEB 1999
52.222-26	Equal Opportunity	MAR 2007
52.222-35	Equal Opportunity for Veterans	SEP 2010
52.222-36	Affirmative Action For Workers With Disabilities	OCT 2010
52.222-37	Employment Reports on Veterans	SEP 2010
52.222-40	Notification of Employee Rights Under the National Labor Relations Act	DEC 2010
52.222-50	Combating Trafficking in Persons	FEB 2009
52.222-54	Employment Eligibility Verification	AUG 2013
52.223-3	Hazardous Material Identification And Material Safety Data	JAN 1997
52.223-6	Drug-Free Workplace	MAY 2001
52.223-16 Alt I	IEEE 1680 Standard for the Environmental Assessment of Personal Computer Products (Dec 2007) Alternate I	DEC 2007
52.223-18	Encouraging Contractor Policies To Ban Text Messaging While Driving	AUG 2011
52.225-13	Restrictions on Certain Foreign Purchases	JUN 2008

52.227-1	Authorization and Consent	DEC 2007
52.227-1 Alt I	Authorization And Consent (Dec 2007) - Alternate I	APR 1984
52.227-2	Notice And Assistance Regarding Patent And Copyright Infringement	DEC 2007
52.227-9	Refund Of Royalties	APR 1984
52.227-10	Filing Of Patent Applications--Classified Subject Matter	DEC 2007
52.227-23	Rights to Proposal Data (Technical)	JUN 1987
52.228-7	Insurance--Liability To Third Persons	MAR 1996
52.229-3	Federal, State And Local Taxes	FEB 2013
52.232-1	Payments	APR 1984
52.232-2	Payments Under Fixed-Price Research And Development Contracts	APR 1984
52.232-8	Discounts For Prompt Payment	FEB 2002
52.232-9	Limitation On Withholding Of Payments	APR 1984
52.232-11	Extras	APR 1984
52.232-17	Interest	OCT 2010
52.232-20	Limitation Of Cost	APR 1984
52.232-23	Assignment Of Claims	JAN 1986
52.232-23 Alt I	Assignment of Claims (Jan 1986) - Alternate I	APR 1984
52.232-25	Prompt Payment	JUL 2013
52.232-33	Payment by Electronic Funds Transfer--System for Award Management	JUL 2013
52.232-39	Unenforceability of Unauthorized Obligations	JUN 2013
52.233-1	Disputes	JUL 2002
52.233-1 Alt I	Disputes (Jul 2002) - Alternate I	DEC 1991
52.233-3	Protest After Award	AUG 1996

52.233-3 Alt I	Protest After Award (Aug 1996) - Alternate I	JUN 1985
52.233-4	Applicable Law for Breach of Contract Claim	OCT 2004
52.242-1	Notice of Intent to Disallow Costs	APR 1984
52.242-3	Penalties for Unallowable Costs	MAY 2001
52.242-4	Certification of Final Indirect Costs	JAN 1997
52.242-13	Bankruptcy	JUL 1995
52.243-1	Changes--Fixed Price	AUG 1987
52.243-1 Alt V	Changes--Fixed-Price (Aug 1987) - Alternate V	APR 1984
52.243-2	Changes--Cost-Reimbursement	AUG 1987
52.243-7	Notification Of Changes	APR 1984
52.244-2	Subcontracts	OCT 2010
52.244-2	Subcontracts	OCT 2010
52.244-6	Subcontracts for Commercial Items	JUL 2013
52.245-1	Government Property	APR 2012
52.245-9	Use And Charges	APR 2012
52.246-24	Limitation Of Liability--High-Value Items	FEB 1997
52.246-24 Alt I	Limitation Of Liability--High Value Items (Feb 1997) - Alternate I	APR 1984
52.246-25	Limitation Of Liability--Services	FEB 1997
52.247-68	Report of Shipment (REPSHIP)	FEB 2006
52.249-1	Termination For Convenience Of The Government (Fixed Price) (Short Form)	APR 1984
52.249-2	Termination For Convenience Of The Government (Fixed-Price)	APR 2012
52.249-6	Termination (Cost Reimbursement)	MAY 2004
52.249-8	Default (Fixed-Price Supply & Service)	APR 1984

52.249-8 Alt I	Default (Fixed-Price Supply and Service) (Apr 1984) - Alternate I	APR 1984
52.249-9	Default (Fixed-Priced Research And Development)	APR 1984
52.249-14	Excusable Delays	APR 1984
52.251-1	Government Supply Sources	APR 2012
52.253-1	Computer Generated Forms	JAN 1991
252.201-7000	Contracting Officer's Representative	DEC 1991
252.203-7000	Requirements Relating to Compensation of Former DoD Officials	SEP 2011
252.203-7001	Prohibition On Persons Convicted of Fraud or Other Defense-Contract-Related Felonies	DEC 2008
252.203-7002	Requirement to Inform Employees of Whistleblower Rights	SEP 2013
252.203-7003	Agency Office of the Inspector General	DEC 2012
252.204-7000	Disclosure Of Information	AUG 2013
252.204-7003	Control Of Government Personnel Work Product	APR 1992
252.204-7004 Alt A	System for Award Management Alternate A	MAY 2013
252.204-7005	Oral Attestation of Security Responsibilities	NOV 2001
252.204-7006	Billing Instructions	OCT 2005
252.204-7012	Safeguarding of unclassified controlled technical information	NOV 2013
252.205-7000	Provision Of Information To Cooperative Agreement Holders	DEC 1991
252.209-7004	Subcontracting With Firms That Are Owned or Controlled By The Government of a Terrorist Country	DEC 2006
252.211-7000	Acquisition Streamlining	OCT 2010
252.211-7007	Reporting of Government-Furnished Property	AUG 2012
252.211-7008	Use of Government-Assigned Serial Numbers	SEP 2010
252.215-7000	Pricing Adjustments	DEC 2012

252.219-7003	Small Business Subcontracting Plan (DOD Contracts)	AUG 2012
252.222-7006	Restrictions on the Use of Mandatory Arbitration Agreements	DEC 2010
252.223-7004	Drug Free Work Force	SEP 1988
252.223-7008	Prohibition of Hexavalent Chromium	JUN 2013
252.225-7001	Buy American And Balance Of Payments Program	DEC 2012
252.225-7002	Qualifying Country Sources As Subcontractors	DEC 2012
252.225-7004	Report of Intended Performance Outside the United States and Canada--Submission after Award	OCT 2010
252.225-7006	Quarterly Reporting of Actual Contract Performance Outside the United States	OCT 2010
252.225-7007	Prohibition on Acquisition of United States Munitions List Items from Communist Chinese Military Companies	SEP 2006
252.225-7012	Preference For Certain Domestic Commodities	FEB 2013
252.225-7013	Duty-Free Entry	OCT 2013
252.225-7015	Restriction on Acquisition of Hand Or Measuring Tools	JUN 2005
252.225-7016	Restriction On Acquisition Of Ball and Roller Bearings	JUN 2011
252.225-7030	Restriction On Acquisition Of Carbon, Alloy, And Armor Steel Plate	DEC 2006
252.225-7048	Export-Controlled Items	JUN 2013
252.226-7001	Utilization of Indian Organizations and Indian-Owned Economic Enterprises, and Native Hawaiian Small Business Concerns	SEP 2004
252.227-7000	Non-estoppel	OCT 1966
252.227-7013	Rights in Technical Data--Noncommercial Items	JUN 2013
252.227-7015	Technical Data--Commercial Items	JUN 2013
252.227-7016	Rights in Bid or Proposal Information	JAN 2011
252.227-7020	Rights In Special Works	JUN 1995

252.227-7025	Limitations on the Use or Disclosure of Government-Furnished Information Marked with Restrictive Legends	MAY 2013
252.227-7026	Deferred Delivery Of Technical Data Or Computer Software	APR 1988
252.227-7027	Deferred Ordering Of Technical Data Or Computer Software	APR 1988
252.227-7030	Technical Data--Withholding Of Payment	MAR 2000
252.227-7037	Validation of Restrictive Markings on Technical Data	JUN 2013
252.227-7038	Patent Rights--Ownership by the Contractor (Large Business)	JUN 2012
252.232-7003	Electronic Submission of Payment Requests and Receiving Reports	JUN 2012
252.232-7010	Levies on Contract Payments	DEC 2006
252.235-7010	Acknowledgment of Support and Disclaimer	MAY 1995
252.235-7011	Final Scientific or Technical Report	NOV 2004
252.237-7010	Prohibition on Interrogation of Detainees by Contractor Personnel	JUN 2013
252.239-7016	Telecommunications Security Equipment, Devices, Techniques, And Services	DEC 1991
252.242-7004	Material Management And Accounting System	MAY 2011
252.242-7006	Accounting System Administration	FEB 2012
252.243-7001	Pricing Of Contract Modifications	DEC 1991
252.243-7002	Requests for Equitable Adjustment	DEC 2012
252.244-7000	Subcontracts for Commercial Items	JUN 2013
252.244-7001	Contractor Purchasing System Administration	JUN 2012
252.245-7000	Government-Furnished Mapping, Charting, and Geodesy Property	APR 2012
252.245-7001	Tagging, Labeling, and Marking of Government-Furnished Property	APR 2012
252.245-7002	Reporting Loss of Government Property	APR 2012

252.245-7003	Contractor Property Management System Administration	APR 2012
252.245-7004	Reporting, Reutilization, and Disposal	MAY 2013
252.246-7000	Material Inspection And Receiving Report	MAR 2008
252.246-7001	Warranty Of Data	DEC 1991
252.246-7001 Alt II	Warranty Of Data (Dec 1991) - Alternate II	DEC 1991
252.246-7003	Notification of Potential Safety Issues	JUN 2013
252.246-7004	Safety of Facilities, Infrastructure, and Equipment for Military Operations	OCT 2010
252.247-7023	Transportation of Supplies by Sea	JUN 2013
252.249-7002	Notification of Anticipated Contract Termination or Reduction	OCT 2010

52.215-19 NOTIFICATION OF OWNERSHIP CHANGES (OCT 1997)

(a) The Contractor shall make the following notifications in writing:

(1) When the Contractor becomes aware that a change in its ownership has occurred, or is certain to occur, that could result in changes in the valuation of its capitalized assets in the accounting records, the Contractor shall notify the Administrative Contracting Officer (ACO) within 30 days.

(2) The Contractor shall also notify the ACO within 30 days whenever changes to asset valuations or any other cost changes have occurred or are certain to occur as a result of a change in ownership.

(b) The Contractor shall--

(1) Maintain current, accurate, and complete inventory records of assets and their costs;

(2) Provide the ACO or designated representative ready access to the records upon request;

(3) Ensure that all individual and grouped assets, their capitalized values, accumulated depreciation or amortization, and remaining useful lives are identified accurately before and after each of the Contractor's ownership changes; and

(4) Retain and continue to maintain depreciation and amortization schedules based on the asset records maintained before each Contractor ownership change.

The Contractor shall include the substance of this clause in all subcontracts under this contract that meet the applicability requirement of FAR 15.408(k).

(End of clause)

52.217-9 OPTION TO EXTEND THE TERM OF THE CONTRACT (MAR 2000)

(a) The Government may extend the term of this contract by written notice to the Contractor within 7 days; provided that the Government gives the Contractor a preliminary written notice of its intent to extend at least 7 days before the contract expires. The preliminary notice does not commit the Government to an extension.

(b) If the Government exercises this option, the extended contract shall be considered to include this option clause.

(c) The total duration of this contract, including the exercise of any options under this clause, shall not exceed 5 years.

(End of clause)

52.219-9 SMALL BUSINESS SUBCONTRACTING PLAN (DEVIATION 2013-O0014) (AUG 2013)

(a) This clause does not apply to small business concerns.

(b) Definitions. As used in this clause--

"Alaska Native Corporation (ANC)" means any Regional Corporation, Village Corporation, Urban Corporation, or Group Corporation organized under the laws of the State of Alaska in accordance with the Alaska Native Claims Settlement Act, as amended (43 U.S.C. 1601, et seq.) and which is considered a minority and economically disadvantaged concern under the criteria at 43 U.S.C. 1626(e)(1). This definition also includes ANC direct and indirect subsidiary corporations, joint ventures, and partnerships that meet the requirements of 43 U.S.C. 1626(e)(2).

"Commercial item" means a product or service that satisfies the definition of commercial item in section 2.101 of the Federal Acquisition Regulation.

"Commercial plan" means a subcontracting plan (including goals) that covers the offeror's fiscal year and that applies to the entire production of commercial items sold by either the entire company or a portion thereof (e.g., division, plant, or product line).

"Electronic Subcontracting Reporting System (eSRS)" means the Governmentwide, electronic, web-based system for small business subcontracting program reporting. The eSRS is located at http://www.esrs.gov.

"Indian tribe" means any Indian tribe, band, group, pueblo, or community, including native villages and native groups (including corporations organized by Kenai, Juneau, Sitka, and Kodiak) as defined in the Alaska Native Claims Settlement Act (43 U.S.C.A. 1601 et seq.), that is recognized by the Federal Government as eligible for services from the Bureau of Indian Affairs in accordance with 25 U.S.C. 1452(c). This definition also includes Indian-owned economic enterprises that meet the requirements of 25 U.S.C. 1452(e).

"Individual contract plan" means a subcontracting plan that covers the entire contract period (including option periods), applies to a specific contract, and has goals that are based on the offeror's planned subcontracting in support of the specific contract except that indirect costs incurred for common or joint purposes may be allocated on a prorated basis to the contract.

"Master plan" means a subcontracting plan that contains all the required elements of an individual contract plan, except goals, and may be incorporated into individual contract plans, provided the master plan has been approved.

"Subcontract" means any agreement (other than one involving an employer-employee relationship) entered into by a Federal Government prime Contractor or subcontractor calling for supplies or services required for performance of the contract or subcontract.

(c) The offeror, upon request by the Contracting Officer, shall submit and negotiate a subcontracting plan, where applicable, that separately addresses subcontracting with small business concerns, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business concerns, small disadvantaged business, and with women-owned small business concerns. If the offeror is submitting an individual contract plan, the plan must separately address subcontracting with small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business

concerns with a separate part for the basic contract and separate parts for each option (if any). The plan shall be included in and made a part of the resultant contract. The subcontracting plan shall be negotiated within the time specified by the Contracting Officer. Failure to submit and negotiate the subcontracting plan shall make the offeror ineligible for award of a contract.

(d) The offeror's subcontracting plan shall include the following:

(1) Goals, expressed in terms of percentages of total planned subcontracting dollars, for the use of small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns as subcontractors. The offeror shall include all subcontracts that contribute to contract performance, and may include a proportionate share of products and services that are normally allocated as indirect costs. In accordance with 43 U.S.C. 1626:

(i) Subcontracts awarded to an ANC or Indian tribe shall be counted towards the subcontracting goals for small business and small disadvantaged business (SDB) concerns, regardless of the size or Small Business Administration certification status of the ANC or Indian tribe.

(ii) Where one or more subcontractors are in the subcontract tier between the prime contractor and the ANC or Indian tribe, the ANC or Indian tribe shall designate the appropriate contractor(s) to count the subcontract towards its small business and small disadvantaged business subcontracting goals.

(A) In most cases, the appropriate Contractor is the Contractor that awarded the subcontract to the ANC or Indian tribe.

(B) If the ANC or Indian tribe designates more than one Contractor to count the subcontract toward its goals, the ANC or Indian tribe shall designate only a portion of the total subcontract award to each Contractor. The sum of the amounts designated to various Contractors cannot exceed the total value of the subcontract.

(C) The ANC or Indian tribe shall give a copy of the written designation to the Contracting Officer, the prime Contractor, and the subcontractors in between the prime Contractor and the ANC or Indian tribe within 30 days of the date of the subcontract award.

(D) If the Contracting Officer does not receive a copy of the ANC's or the Indian tribe's written designation within 30 days of the subcontract award, the Contractor that awarded the subcontract to the ANC or Indian tribe will be considered the designated Contractor.

(2) A statement of --

(i) Total dollars planned to be subcontracted for an individual contract plan; or the offeror's total projected sales, expressed in dollars, and the total value of projected subcontracts to support the sales for a commercial plan;

(ii) Total dollars planned to be subcontracted to small business concerns (including ANC and Indian tribes);

(iii) Total dollars planned to be subcontracted to veteran-owned small business concerns;

(iv) Total dollars planned to be subcontracted to service-disabled veteran-owned small business;

(v) Total dollars planned to be subcontracted to HUBZone small business concerns;

(vi) Total dollars planned to be subcontracted to small disadvantaged business concerns (including ANCs and Idian tribes); and

(vii) Total dollars planned to be subcontracted to women-owned small business concerns.

(3) A description of the principal types of supplies and services to be subcontracted, and an identification of the types planned for subcontracting to --

(i) Small business concerns,

(ii) Veteran-owned small business concerns;

(iii) Service-disabled veteran-owned small business concerns;

(iv) HUBZone small business concerns;

(v) Small disadvantaged business concerns, and

(vi) Women-owned small business concerns.

(4) A description of the method used to develop the subcontracting goals in paragraph (d)(1) of this clause.

(5) A description of the method used to identify potential sources for solicitation purposes (e.g., existing company source lists, the System for Award Management (SAM), veterans service organizations, the National Minority Purchasing Council Vendor Information Service, the Research and Information Division of the Minority Business Development Agency in the Department of Commerce, or small, HUBZone, small disadvantaged, and women-owned small business trade associations). A firm may rely on the information contained in SAM as an accurate representation of a concern's size and ownership characteristics for the purposes of maintaining a small, veteran-owned small, service-disabled veteran-owned small, HUBZone small, small disadvantaged, and women-owned small business source list. Use of SAM as its source list does not relieve a firm of its responsibilities (e.g., outreach, assistance, counseling, or publicizing subcontracting opportunities) in this clause.

(6) A statement as to whether or not the offeror included indirect costs in establishing subcontracting goals, and a description of the method used to determine the proportionate share of indirect costs to be incurred with --

(i) Small business concerns (including ANC and Indian tribes);

(ii) Veteran-owned small business concerns;

(iii) Service-disabled veteran-owned small business concerns;

(iv) HUBZone small business concerns;

(v) Small disadvantaged business concerns (including ANC and Indian tribes); and

(vi) Women-owned small business concerns.

(7) The name of the individual employed by the offeror who will administer the offeror's subcontracting program, and a description of the duties of the individual.

(8) A description of the efforts the offeror will make to assure that small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns have an equitable opportunity to compete for subcontracts.

(9) Assurances that the offeror will include the clause of this contract entitled "Utilization of Small Business Concerns" in all subcontracts that offer further subcontracting opportunities, and that the offeror will require all subcontractors (except small business concerns) that receive subcontracts in excess of $650,000 ($1.5 million for construction of any public facility with further subcontracting possibilities) to adopt a plan similar to the plan that complies with the requirements of this clause.

(10) Assurances that the offeror will --

(i) Cooperate in any studies or surveys as may be required;

(ii) Submit periodic reports so that the Government can determine the extent of compliance by the offeror with the subcontracting plan;

(iii) Submit the Individual Subcontract Report (ISR) and/or the Summary Subcontract Report (SSR), in accordance with paragraph (l) of this clause using the Electronic Subcontracting Reporting System (eSRS) at http://www.esrs.gov. The reports shall provide information on subcontract awards to small business concerns (including ANCs and Indian tribes that are not small businesses), veteran-owned small business concerns, service-disabled veteran-owned small business concerns, HUBZone small business concerns, small disadvantaged business concerns (including ANCs and Indian tribes that have not been certified by the Small Business Administration as small disadvantaged businesses), women-owned small business concerns, and Historically Black Colleges and Universities and Minority Institutions. Reporting shall be in accordance with this clause, or as provided in agency regulations;

(iv) Ensure that its subcontractors with subcontracting plans agree to submit the ISR and/or the SSR using eSRS;

(v) Provide its prime contract number, its DUNS number, and the e-mail address of the offeror's official responsible for acknowledging receipt of or rejecting the ISRs, to all first-tier subcontractors with subcontracting plans so they can enter this information into the eSRS when submitting their ISRs; and

(vi) Require that each subcontractor with a subcontracting plan provide the prime contract number, its own DUNS number, and the e-mail address of the subcontractor's official responsible for acknowledging receipt of or rejecting the ISRs, to its subcontractors with subcontracting plans.

(11) A description of the types of records that will be maintained concerning procedures that have been adopted to comply with the requirements and goals in the plan, including establishing source lists; and a description of the offeror's efforts to locate small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns and award subcontracts to them. The records shall include at least the following (on a plant-wide or company-wide basis, unless otherwise indicated):

(i) Source lists (e.g., SAM), guides, and other data that identify small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns.

(ii) Organizations contacted in an attempt to locate sources that are small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, or women-owned small business concerns.

(iii) Records on each subcontract solicitation resulting in an award of more than $150,000, indicating --

(A) Whether small business concerns were solicited and if not, why not;

(B) Whether veteran-owned small business concerns were solicited and, if not, why not;

(C) Whether service-disabled veteran-owned small business concerns were solicited and, if not, why not;

(D) Whether HUBZone small business concerns were solicited and, if not, why not;

(E) Whether small disadvantaged business concerns were solicited and if not, why not;

(F) Whether women-owned small business concerns were solicited and if not, why not; and

(G) If applicable, the reason award was not made to a small business concern.

(iv) Records of any outreach efforts to contact --

(A) Trade associations;

(B) Business development organizations;

(C) Conferences and trade fairs to locate small, HUBZone small, small disadvantaged, and women-owned small business sources; and

(D) Veterans service organizations.

(v) Records of internal guidance and encouragement provided to buyers through --

(A) Workshops, seminars, training, etc., and

(B) Monitoring performance to evaluate compliance with the program's requirements.

(vi) On a contract-by-contract basis, records to support award data submitted by the offeror to the Government, including the name, address, and business size of each subcontractor. Contractors having commercial plans need not comply with this requirement.

(e) In order to effectively implement this plan to the extent consistent with efficient contract performance, the Contractor shall perform the following functions:

(1) Assist small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns by arranging solicitations, time for the preparation of bids, quantities, specifications, and delivery schedules so as to facilitate the participation by such concerns. Where the Contractor's lists of potential small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business subcontractors are excessively long, reasonable effort shall be made to give all such small business concerns an opportunity to compete over a period of time.

(2) Provide adequate and timely consideration of the potentialities of small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business concerns in all "make-or-buy" decisions.

(3) Counsel and discuss subcontracting opportunities with representatives of small business, veteran-owned small business, service-disabled veteran-owned small business, HUBZone small business, small disadvantaged business, and women-owned small business firms.

(4) Confirm that a subcontractor representing itself as a HUBZone small business concern is identified as a certified HUBZone small business concern by accessing the SAM database or by contacting SBA.

(5) Provide notice to subcontractors concerning penalties and remedies for misrepresentations of business status as small, veteran-owned small business, HUBZone small, small disadvantaged or women-owned small business for the purpose of obtaining a subcontract that is to be included as part or all of a goal contained in the Contractor's subcontracting plan.

(6) For all competitive subcontracts over the simplified acquisition threshold in which a small business concern received a small business preference, upon determination of the successful subcontract offeror, the Contractor must inform each unsuccessful small business subcontract offeror in writing of the name and location of the apparent successful offeror prior to award of the contract.

(f) A master plan on a plant or division-wide basis that contains all the elements required by paragraph (d) of this clause, except goals, may be incorporated by reference as a part of the subcontracting plan required of the offeror by this clause; provided --

(1) The master plan has been approved;

(2) The offeror ensures that the master plan is updated as necessary and provides copies of the approved master plan, including evidence of its approval, to the Contracting Officer; and

(3) Goals and any deviations from the master plan deemed necessary by the Contracting Officer to satisfy the requirements of this contract are set forth in the individual subcontracting plan.

(g) A commercial plan is the preferred type of subcontracting plan for contractors furnishing commercial items. The commercial plan shall relate to the offeror's planned subcontracting generally, for both commercial and Government business, rather than solely to the Government contract. Once the Contractor's commercial plan has been approved, the Government will not require another subcontracting plan from the same Contractor while the plan remains in effect, as long as the product or service being provided by the Contractor continues to meet the definition of a

commercial item. A Contractor with a commercial plan shall comply with the reporting requirements stated in paragraph (d)(10) of this clause by submitting one SSR in eSRS for all contracts covered by its commercial plan. This report shall be acknowledged or rejected in eSRS by the Contracting Officer who approved the plan. This report shall be submitted within 30 days after the end of the Government's fiscal year.

(h) Prior compliance of the offeror with other such subcontracting plans under previous contracts will be considered by the Contracting Officer in determining the responsibility of the offeror for award of the contract.

(i) A contract may have no more than one plan. When a modification meets the criteria in 19.702 for a plan, or an option is exercised, the goals associated with the modification or option shall be added to those in the existing subcontract plan.

(j) Subcontracting plans are not required from subcontractors when the prime contract contains the clause at 52.212-5, Contract Terms and Conditions Required to Implement Statutes or Executive Orders--Commercial Items, or when the subcontractor provides a commercial item subject to the clause at 52.244-6, Subcontracts for Commercial Items, under a prime contract.

(k) The failure of the Contractor or subcontractor to comply in good faith with --

(1) The clause of this contract entitled "Utilization Of Small Business Concerns;" or

(2) An approved plan required by this clause, shall be a material breach of the contract.

(l) The Contractor shall submit ISRs and SSRs using the web-based eSRS at http://www.esrs.gov. Purchases from a corporation, company, or subdivision that is an affiliate of the prime Contractor or subcontractor are not included in these reports. Subcontract award data reported by prime Contractors and subcontractors shall be limited to awards made to their immediate next-tier subcontractors. Credit cannot be taken for awards made to lower tier subcontractors, unless the Contractor or subcontractor has been designated to receive a small business or small disadvantaged business credit from an ANC or Indian tribe. Only subcontracts involving performance in the United States or its outlying areas should be included in these reports with the exception of subcontracts under a contract awarded by the State Department or any other agency that has statutory or regulatory authority to require subcontracting plans for subcontracts performed outside the United States and its outlying areas.

(1) ISR. This report is not required for commercial plans. The report is required for each contract containing an individual subcontract plan.

(i) The report shall be submitted semi-annually during contract performance for the periods ending March 31 and September 30. A report is also required for each contract within 30 days of contract completion. Reports are due 30 days after the close of each reporting period, unless otherwise directed by the Contracting Officer. Reports are required when due, regardless of whether there has been any subcontracting activity since the inception of the contract or the previous reporting period.

(ii) When a subcontracting plan contains separate goals for the basic contract and each option, as prescribed by FAR 19.704(c), the dollar goal inserted on this report shall be the sum of the base period through the current option; for example, for a report submitted after the second option is exercised, the dollar goal would be the sum of the goals for the basic contract, the first option, and the second option.

(iii) The authority to acknowledge receipt or reject the ISR resides--

(A) In the case of the prime Contractor, with the Contracting Officer; and

(B) In the case of a subcontract with a subcontracting plan, with the entity that awarded the subcontract.

(2) SSR.

(i) Reports submitted under individual contract plans--

(A) This report encompasses all subcontracting under prime contracts and subcontracts with the awarding agency, regardless of the dollar value of the subcontracts.

(B) The report may be submitted on a corporate, company or subdivision (e.g. plant or division operating as a separate profit center) basis, unless otherwise directed by the agency.

(C) If a prime contractor and/or subcontractor is performing work for more than one executive agency, a separate report shall be submitted to each executive agency covering only that agency's contracts, provided at least one of that agency's contracts is over $650,000 (over $1.5 million for construction of a public facility) and contains a subcontracting plan. For DoD, a consolidated report shall be submitted for all contracts awarded by military departments/agencies and/or subcontracts awarded by DoD prime Contractors.

(D) The consolidated SSR shall be submitted annually for the twelve month period ending September 30. The report is due 30 days after the close of the reporting period.

(E) Subcontract awards that are related to work for more than one executive agency shall be appropriately allocated.

(F) The authority to acknowledge or reject SSRs in eSRS, including SSRs submitted by subcontractors with subcontracting plans, resides with the Government agency awarding the prime contracts unless stated otherwise in the contract.

(ii) Reports submitted under a commercial plan--

(A) The report shall include all subcontract awards under the commercial plan in effect during the Government's fiscal year.

(B) The report shall be submitted annually, within thirty days after the end of the Government's fiscal year.

(C) If a Contractor has a commercial plan and is performing work for more than one executive agency, the Contractor shall specify the percentage of dollars attributable to each agency from which contracts for commercial items were received.

(D) The authority to acknowledge or reject SSRs for commercial plans resides with the Contracting Officer who approved the commercial plan.

(iii) All reports submitted at the close of each fiscal year (both individual and commercial plans) shall include a Year-End Supplementary Report for Small Disadvantaged Businesses. The report shall include subcontract awards,

in whole dollars, to small disadvantaged business concerns by North American Industry Classification System (NAICS) Industry Subsector. If the data are not available when the year-end SSR is submitted, the prime Contractor and/or subcontractor shall submit the Year-End Supplementary Report for Small Disadvantaged Businesses within 90 days of submitting the year-end SSR. For a commercial plan, the Contractor may obtain from each of its subcontractors a predominant NAICS Industry Subsector and report all awards to that subcontractor under its predominant NAICS Industry Subsector.

(End of clause)

52.219-28 POST-AWARD SMALL BUSINESS PROGRAM REREPRESENTATION (JULY 2013)

(a) Definitions. As used in this clause--

Long-term contract means a contract of more than five years in duration, including options. However, the term does not include contracts that exceed five years in duration because the period of performance has been extended for a cumulative period not to exceed six months under the clause at 52.217-8, Option to Extend Services, or other appropriate authority.

Small business concern means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government contracts, and qualified as a small business under the criteria in 13 CFR part 121 and the size standard in paragraph (c) of this clause. Such a concern is ``not dominant in its field of operation" when it does not exercise a controlling or major influence on a national basis in a kind of business activity in which a number of business concerns are primarily engaged. In determining whether dominance exists, consideration shall be given to all appropriate factors, including volume of business, number of employees, financial resources, competitive status or position, ownership or control of materials, processes, patents, license agreements, facilities, sales territory, and nature of business activity.

(b) If the Contractor represented that it was a small business concern prior to award of this contract, the Contractor shall rerepresent its size status according to paragraph (e) of this clause or, if applicable, paragraph (g) of this clause, upon the occurrence of any of the following:

(1) Within 30 days after execution of a novation agreement or within 30 days after modification of the contract to include this clause, if the novation agreement was executed prior to inclusion of this clause in the contract.

(2) Within 30 days after a merger or acquisition that does not require a novation or within 30 days after modification of the contract to include this clause, if the merger or acquisition occurred prior to inclusion of this clause in the contract.

(3) For long-term contracts--

(i) Within 60 to 120 days prior to the end of the fifth year of the contract; and

(ii) Within 60 to 120 days prior to the date specified in the contract for exercising any option thereafter.

(c) The Contractor shall rerepresent its size status in accordance with the size standard in effect at the time of this rerepresentation that corresponds to the North American Industry Classification System (NAICS) code assigned to this contract. The small business size standard corresponding to this NAICS code can be found at http://www.sba.gov/content/table-small-business-size-standards.

(d) The small business size standard for a Contractor providing a product which it does not manufacture itself, for a contract other than a construction or service contract, is 500 employees.

(e) Except as provided in paragraph (g) of this clause, the Contractor shall make the representation required by paragraph (b) of this clause by validating or updating all its representations in the Representations and Certifications section of the System for Award Management (SAM) and its other data in SAM, as necessary, to ensure that they reflect the Contractor's current status. The

Contractor shall notify the contracting office in writing within the timeframes specified in paragraph (b) of this clause that the data have been validated or updated, and provide the date of the validation or update.

(f) If the Contractor represented that it was other than a small business concern prior to award of this contract, the Contractor may, but is not required to, take the actions required by paragraphs (e) or (g) of this clause.

(g) If the Contractor does not have representations and certifications in SAM, or does not have a representation in SAM for the NAICS code applicable to this contract, the Contractor is required to complete the following rerepresentation and submit it to the contracting office, along with the contract number and the date on which the rerepresentation was completed:

The Contractor represents that it ( ) is, (X) is not a small business concern under NAICS Code 336992- assigned to contract number M67854-14-C-0002.

Ms. Linda Resler

Contracts Manager

SAIC

1710 SAIC Drive

McLean, VA 22102

(843) 746-6088

(End of clause)

52.230-3 DISCLOSURE AND CONSISTENCY OF COST ACCOUNTING PRACTICES (MAY 2012)

(a) The Contractor, in connection with this contract, shall--

(1) Comply with the requirements of 48 CFR 9904.401, Consistency in Estimating, Accumulating, and Reporting Costs; 48 CFR 9904.402, Consistency in Allocating Costs Incurred for the Same Purpose; 48 CFR 9904.405, Accounting for Unallowable Costs; and 48 CFR 9904.406, Cost Accounting Standard--Cost Accounting Period, in effect on the date of award of this contract as indicated in 48 CFR Part 9904.

(2) (CAS-covered Contracts Only) If it is a business unit of a company required to submit a Disclosure Statement, disclose in writing its cost accounting practices as required by 48 CFR 9903.202-1 through 9903.202-5. If the Contractor has notified the Contracting Officer that the Disclosure Statement contains trade secrets and commercial or financial information which is privileged and confidential, the Disclosure Statement shall be protected and shall not be released outside of the Government.

(3)(i) Follow consistently the Contractor's cost accounting practices. A change to such practices may be proposed, however, by either the Government or the Contractor, and the Contractor agrees to negotiate with the Contracting Officer the terms and conditions under which a change may be made. After the terms and conditions under which the change is to be made have been agreed to, the change must be applied prospectively to this contract, and the Disclosure Statement, if affected, must be amended accordingly.

(ii) The Contractor shall, when the parties agree to a change to a cost accounting practice and the Contracting Officer has made the finding required in 48 CFR 9903.201-6(c), that the change is desirable and not detrimental to the interests of the Government, negotiate an equitable adjustment as provided in the Changes clause of this contract. In the absence of the required finding, no agreement may be made under this contract clause that will increase costs paid by the United States.

(4) Agree to an adjustment of the contract price or cost allowance, as appropriate, if the Contractor or a subcontractor fails to comply with the applicable CAS or to follow any cost accounting practice, and such failure results in any increased costs paid by the United States. Such adjustment shall provide for recovery of the increased costs to the United States together with interest thereon computed at the annual rate established under section 6621(a)(2) of the Internal Revenue Code of 1986 (26 U.S.C. 6621(a)(2)), from the time the payment by the United States was made to the time the adjustment is effected.

(b) If the parties fail to agree whether the Contractor has complied with an applicable CAS, rule, or regulation as specified in 48 CFR 9903 and 9904 and as to any cost adjustment demanded by the United States, such failure to agree will constitute a dispute under the Contract Disputes Act (41 U.S.C. 601).

(c) The Contractor shall permit any authorized representatives of the Government to examine and make copies of any documents, papers, and records relating to compliance with the requirements of this clause.

(d) The Contractor shall include in all negotiated subcontracts, which the Contractor enters into, the substance of this clause, except paragraph (b), and shall require such inclusion in all other subcontracts of any tier, except that--

(1) If the subcontract is awarded to a business unit which pursuant to 48 CFR 9903.201-2 is subject to other types of CAS coverage, the substance of the applicable clause set forth in subsection 30.201-4 of the Federal Acquisition Regulation shall be inserted.

(2) This requirement shall apply only to negotiated subcontracts in excess of $700,000.

(3) The requirement shall not apply to negotiated subcontracts otherwise exempt from the requirement to include a CAS clause as specified in 48 CFR 9903.201-1.

(End of clause)

52.232-39 UNENFORCEABILITY OF UNAUTHORIZED OBLIGATIONS (JUN 2013)

(a) Except as stated in paragraph (b) of this clause, when any supply or service acquired under this contract is subject to any End User License Agreement (EULA), Terms of Service (TOS), or similar legal instrument or agreement, that includes any clause requiring the Government to indemnify the Contractor or any person or entity for damages, costs, fees, or any other loss or liability that would create an Anti-Deficiency Act violation (31 U.S.C. 1341), the following shall govern:

(1) Any such clause is unenforceable against the Government.

(2) Neither the Government nor any Government authorized end user shall be deemed to have agreed to such clause by virtue of it appearing in the EULA, TOS, or similar legal instrument or agreement. If the EULA, TOS, or similar legal instrument or agreement is invoked through an ``I agree" click box or other comparable mechanism (e.g., ``click-wrap" or ``browse-wrap" agreements), execution does not bind the Government or any Government authorized end user to such clause.

(3) Any such clause is deemed to be stricken from the EULA, TOS, or similar legal instrument or agreement.

(b) Paragraph (a) of this clause does not apply to indemnification by the Government that is expressly authorized by statute and specifically authorized under applicable agency regulations and procedures.

(End of clause)

52.234-1 INDUSTRIAL RESOURCES DEVELOPED UNDER DEFENSE PRODUCTION ACT TITLE III (DEC 1994)

(a) Definitions.

"Title III industrial resource" means materials, services, processes, or manufacturing equipment (including the processes, technologies, and ancillary services for the use of such equipment) established or maintained under the authority of Title III, Defense Production Act (50 U.S.C. App. 2091-2093)..

"Title III project contractor" means a contractor that has received assistance for the development or manufacture of an industrial resource under 50 U.S.C. App. 2091-2093, Defense Production Act.

(b) The Contractor shall refer any request from a Title III project contractor for testing and qualification of a Title III industrial resource to the Contracting Officer.

(c) Upon the direction of the Contracting Officer, the Contractor shall test Title III industrial resources for qualification. The Contractor shall provide the test results to the Defense Production Act Office, Title III Program, located at Wright Patterson Air Force Base, Ohio 45433-7739.

(d) When the Contracting Officer modifies the contract to direct testing pursuant to this clause, the Government will provide the Title III industrial resource to be tested and will make an equitable adjustment in the contract for the costs of testing and qualification of the Title III industrial resource.

(e) The Contractor agrees to insert the substance of this clause, including paragraph (e), in every subcontract issued in performance of this contract.

(End of clause)

52.245-1 GOVERNMENT PROPERTY (APR 2012) ALTERNATE I (APR 2012)

(a) *Definitions.* As used in this clause—

"Cannibalize" means to remove parts from Government property for use or for installation on other Government property.

"Contractor-acquired property" means property acquired, fabricated, or otherwise provided by the Contractor for performing a contract, and to which the Government has title.

"Contractor inventory" means—

(1) Any property acquired by and in the possession of a Contractor or subcontractor under a contract for which title is vested in the Government and which exceeds the amounts needed to complete full performance under the entire contract;

(2) Any property that the Government is obligated or has the option to take over under any type of contract, *e.g.*, as a result either of any changes in the specifications or plans thereunder or of the termination of the contract (or subcontract thereunder), before completion of the work, for the convenience or at the option of the Government; and

(3) Government-furnished property that exceeds the amounts needed to complete full performance under the entire contract.

"Contractor's managerial personnel" means the Contractor's directors, officers, managers, superintendents, or equivalent representatives who have supervision or direction of—

(1) All or substantially all of the Contractor's business;

(2) All or substantially all of the Contractor's operation at any one plant or separate location; or

(3) A separate and complete major industrial operation.

"Demilitarization" means rendering a product unusable for, and not restorable to, the purpose for which it was designed or is customarily used.

"Discrepancies incident to shipment" means any differences (*e.g.*, count or condition) between the items documented to have been shipped and items actually received.

"Equipment" means a tangible item that is functionally complete for its intended purpose, durable, nonexpendable, and needed for the performance of a contract. Equipment is not intended for sale, and does not ordinarily lose its identity or become a component part of another article when put into use. Equipment does not include material, real property, special test equipment or special tooling.

"Government-furnished property" means property in the possession of, or directly acquired by, the Government and subsequently furnished to the Contractor for performance of a contract. Government-furnished property includes, but is not limited to, spares and property furnished for repair, maintenance, overhaul, or modification. Government-furnished property also includes contractor-acquired property if the contractor-acquired property is a deliverable under a cost contract when accepted by the Government for continued use under the contract.

"Government property" means all property owned or leased by the Government. Government property includes both Government-furnished and Contractor-acquired property. Government property includes material, equipment, special tooling, special test equipment, and real property. Government property does not include intellectual property and software.

"Loss of Government property" means unintended, unforeseen or accidental loss, damage or destruction to Government property that reduces the Government's expected economic benefits of the property. Loss of Government property does not include purposeful destructive testing, obsolescence, normal wear and tear or manufacturing defects. Loss of Government property includes, but is not limited to—

(1) Items that cannot be found after a reasonable search;

(2) Theft;

(3) Damage resulting in unexpected harm to property requiring repair to restore the item to usable condition; or

(4) Destruction resulting from incidents that render the item useless for its intended purpose or beyond economical repair.

"Material" means property that may be consumed or expended during the performance of a contract, component parts of a higher assembly, or items that lose their individual identity through incorporation into an end item. Material does not include equipment, special tooling, special test equipment or real property.

"Nonseverable" means property that cannot be removed after construction or installation without substantial loss of value or damage to the installed property or to the premises where installed.

"Precious metals" means silver, gold, platinum, palladium, iridium, osmium, rhodium, and ruthenium.

"Production scrap" means unusable material resulting from production, engineering, operations and maintenance, repair, and research and development contract activities. Production scrap may have value when re-melted or reprocessed, *e.g.*, textile and metal clippings, borings, and faulty castings and forgings.

"Property" means all tangible property, both real and personal.

"Property Administrator" means an authorized representative of the Contracting Officer appointed in accordance with agency procedures, responsible for administering the contract requirements and obligations relating to Government property in the possession of a Contractor.

"Property records" means the records created and maintained by the contractor in support of its stewardship responsibilities for the management of Government property.

"Provide" means to furnish, as in Government-furnished property, or to acquire, as in contractor-acquired property.

"Real property" See Federal Management Regulation 102-71.20 (41 CFR 102-71.20).

"Sensitive property" means property potentially dangerous to the public safety or security if stolen, lost, or misplaced, or that shall be subject to exceptional physical security, protection, control, and accountability. Examples include weapons, ammunition, explosives, controlled substances, radioactive materials, hazardous materials or wastes, or precious metals.

"Unit acquisition cost" means—

(1) For Government-furnished property, the dollar value assigned by the Government and identified in the contract; and

(2) For contractor-acquired property, the cost derived from the Contractor's records that reflect consistently applied generally accepted accounting principles.

(b) *Property management.*

(1) The Contractor shall have a system of internal controls to manage (control, use, preserve, protect, repair, and maintain) Government property in its possession. The system shall be adequate to satisfy the requirements of this clause. In doing so, the Contractor shall initiate and maintain the processes, systems, procedures, records, and methodologies necessary for effective and efficient control of Government property. The Contractor shall disclose any significant changes to its property management system to the Property Administrator prior to implementation of the changes. The Contractor may employ customary commercial practices, voluntary consensus standards, or industry-leading practices and standards that provide effective and efficient Government property management that are necessary and appropriate for the performance of this contract (except where inconsistent with law or regulation).

(2) The Contractor's responsibility extends from the initial acquisition and receipt of property, through stewardship, custody, and use until formally relieved of responsibility by authorized means, including delivery, consumption, expending, sale (as surplus property), or other disposition, or via a completed investigation, evaluation, and final determination for lost property. This requirement applies to all Government property under the Contractor's accountability, stewardship, possession or control, including its vendors or subcontractors (see paragraph (f)(1)(v) of this clause).

(3) The Contractor shall include the requirements of this clause in all subcontracts under which Government property is acquired or furnished for subcontract performance.

(4) The Contractor shall establish and maintain procedures necessary to assess its property management system effectiveness and shall perform periodic internal reviews, surveillances, self assessments, or audits. Significant findings or results of such reviews and audits pertaining to Government property shall be made available to the Property Administrator.

(c) *Use of Government property.*

(1) The Contractor shall use Government property, either furnished or acquired under this contract, only for performing this contract, unless otherwise provided for in this contract or approved by the Contracting Officer.

(2) Modifications or alterations of Government property are prohibited, unless they are—

(i) Reasonable and necessary due to the scope of work under this contract or its terms and conditions;

(ii) Required for normal maintenance; or

(iii) Otherwise authorized by the Contracting Officer.

(3) The Contractor shall not cannibalize Government property unless otherwise provided for in this contract or approved by the Contracting Officer.

(d) *Government-furnished property.*

(1) The Government shall deliver to the Contractor the Government-furnished property described in this contract. The Government shall furnish related data and information needed for the intended use of the property. The warranties of suitability of use and timely delivery of Government-furnished property do not apply to property acquired or fabricated by the Contractor as contractor-acquired property and subsequently transferred to another contract with this Contractor.

(2) The delivery and/or performance dates specified in this contract are based upon the expectation that the Government-furnished property will be suitable for contract performance and will be delivered to the Contractor by the dates stated in the contract.

(i) If the property is not delivered to the Contractor by the dates stated in the contract, the Contracting Officer shall, upon the Contractor's timely written request, consider an equitable adjustment to the contract.

(ii) In the event property is received by the Contractor, or for Government-furnished property after receipt and installation, in a condition not suitable for its intended use, the Contracting Officer shall, upon the Contractor's timely written request, advise the Contractor on a course of action to remedy the problem. Such action may include repairing, replacing, modifying, returning, or otherwise disposing of the property at the Government's expense. Upon completion of the required action(s), the Contracting Officer shall consider an equitable adjustment to the contract (see also paragraph (f)(1)(ii)(A) of this clause).

(iii) The Government may, at its option, furnish property in an "as-is" condition. The Contractor will be given the opportunity to inspect such property prior to the property being provided. In such cases, the Government makes no warranty with respect to the serviceability and/or suitability of the property for contract performance. Any repairs, replacement, and/or refurbishment shall be at the Contractor's expense.

(3)

(i) The Contracting Officer may by written notice, at any time—

(A) Increase or decrease the amount of Government-furnished property under this contract;

(B) Substitute other Government-furnished property for the property previously furnished, to be furnished, or to be acquired by the Contractor for the Government under this contract; or

(C) Withdraw authority to use property.

(ii) Upon completion of any action(s) under paragraph (d)(3)(i) of this clause, and the Contractor's timely written request, the Contracting Officer shall consider an equitable adjustment to the contract.

(e) *Title to Government property.*

(1) All Government-furnished property and all property acquired by the Contractor, title to which vests in the Government under this paragraph (collectively referred to as "Government property"), is subject to the provisions of this clause. The Government shall retain title to all Government-furnished property. Title to Government property shall not be affected by its incorporation into or attachment to any property not owned by the Government, nor shall Government property become a fixture or lose its identity as personal property by being attached to any real property.

(2) Title vests in the Government for all property acquired or fabricated by the Contractor in accordance with the financing provisions or other specific requirements for passage of title in the contract. Under fixed price type contracts, in the absence of financing provisions or other specific requirements for passage of title in the contract, the Contractor retains title to all property acquired by the Contractor for use on the contract, except for property identified as a deliverable end item. If a deliverable item is to be retained by the Contractor for use after inspection

and acceptance by the Government, it shall be made accountable to the contract through a contract modification listing the item as Government-furnished property.

(3) *Title under Cost-Reimbursement or Time-and-Material Contracts or Cost-Reimbursable contract line items under Fixed-Price contracts.*

(i) Title to all property purchased by the Contractor for which the Contractor is entitled to be reimbursed as a direct item of cost under this contract shall pass to and vest in the Government upon the vendor's delivery of such property.

(ii) Title to all other property, the cost of which is reimbursable to the Contractor, shall pass to and vest in the Government upon—

(A) Issuance of the property for use in contract performance;

(B) Commencement of processing of the property for use in contract performance; or

(C) Reimbursement of the cost of the property by the Government, whichever occurs first.

(f) *Contractor plans and systems.*

(1) Contractors shall establish and implement property management plans, systems, and procedures at the contract, program, site or entity level to enable the following outcomes:

(i) *Acquisition of Property.* The Contractor shall document that all property was acquired consistent with its engineering, production planning, and property control operations.

(ii) *Receipt of Government Property.* The Contractor shall receive Government property and document the receipt, record the information necessary to meet the record requirements of paragraph (f)(1)(iii)(A)(*1*) through (*5*) of this clause, identify as Government owned in a manner appropriate to the type of property (*e.g.*, stamp, tag, mark, or other identification), and manage any discrepancies incident to shipment.

(A) *Government-furnished property.* The Contractor shall furnish a written statement to the Property Administrator containing all relevant facts, such as cause or condition and a recommended course(s) of action, if overages, shortages, or damages and/or other discrepancies are discovered upon receipt of Government-furnished property.

(B) *Contractor-acquired property.* The Contractor shall take all actions necessary to adjust for overages, shortages, damage and/or other discrepancies discovered upon receipt, in shipment of Contractor-acquired property from a vendor or supplier, so as to ensure the proper allocability and allowability of associated costs.

(iii) *Records of Government property.* The Contractor shall create and maintain records of all Government property accountable to the contract, including Government-furnished and Contractor-acquired property.

(A) Property records shall enable a complete, current, auditable record of all transactions and shall, unless otherwise approved by the Property Administrator, contain the following:

(1) The name, part number and description, National Stock Number (if needed for additional item identification tracking and/or disposition), and other data elements as necessary and required in accordance with the terms and conditions of the contract.

(2) Quantity received (or fabricated), issued, and balance-on-hand.

(3) Unit acquisition cost.

(4) Unique-item identifier or equivalent (if available and necessary for individual item tracking).

(5) Unit of measure.

(6) Accountable contract number or equivalent code designation.

(7) Location.

(8) Disposition.

(9) Posting reference and date of transaction.

(10) Date placed in service (if required in accordance with the terms and conditions of the contract).

(B) *Use of a Receipt and Issue System for Government Material.* When approved by the Property Administrator, the Contractor may maintain, in lieu of formal property records, a file of appropriately cross-referenced documents evidencing receipt, issue, and use of material that is issued for immediate consumption.

(iv) *Physical inventory.* The Contractor shall periodically perform, record, and disclose physical inventory results. A final physical inventory shall be performed upon contract completion or termination. The Property Administrator may waive this final inventory requirement, depending on the circumstances (*e.g.*, overall reliability of the Contractor's system or the property is to be transferred to a follow-on contract).

(v) *Subcontractor control.*

(A) The Contractor shall award subcontracts that clearly identify items to be provided and the extent of any restrictions or limitations on their use. The Contractor shall ensure appropriate flow down of contract terms and conditions (*e.g.*, extent of liability for loss of Government property.

(B) The Contractor shall assure its subcontracts are properly administered and reviews are periodically performed to determine the adequacy of the subcontractor's property management system.

(vi) *Reports*. The Contractor shall have a process to create and provide reports of discrepancies, loss of Government property, physical inventory results, audits and self-assessments, corrective actions, and other property-related reports as directed by the Contracting Officer.

(vii) *Relief of stewardship responsibility and liability*. The Contractor shall have a process to enable the prompt recognition, investigation, disclosure and reporting of loss of Government property, including losses that occur at subcontractor or alternate site locations.

(A) This process shall include the corrective actions necessary to prevent recurrence.

(B) Unless otherwise directed by the Property Administrator, the Contractor shall investigate and report to the Government all incidents of property loss as soon as the facts become known. Such reports shall, at a minimum, contain the following information:

(1) Date of incident (if known).

(2) The data elements required under (f)(1)(iii)(A).

(3) Quantity.

(4) Accountable contract number.

(5) A statement indicating current or future need.

(6) Unit acquisition cost, or if applicable, estimated sales proceeds, estimated repair or replacement costs.

(7) All known interests in commingled material of which includes Government material.

(8) Cause and corrective action taken or to be taken to prevent recurrence.

(9) A statement that the Government will receive compensation covering the loss of Government property, in the event the Contractor was or will be reimbursed or compensated.

(10) Copies of all supporting documentation.

(11) Last known location.

(12) A statement that the property did or did not contain sensitive, export controlled, hazardous, or toxic material, and that the appropriate agencies and authorities were notified.

(C) Unless the contract provides otherwise, the Contractor shall be relieved of stewardship responsibility and liability for property when—

(1) Such property is consumed or expended, reasonably and properly, or otherwise accounted for, in the performance of the contract, including reasonable inventory adjustments of material as determined by the Property Administrator;

(2) Property Administrator grants relief of responsibility and liability for loss of Government property;

(3) Property is delivered or shipped from the Contractor's plant, under Government instructions, except when shipment is to a subcontractor or other location of the Contractor; or

(4) Property is disposed of in accordance with paragraphs (j) and (k) of this clause.

(viii) *Utilizing Government property.*

(A) The Contractor shall utilize, consume, move, and store Government Property only as authorized under this contract. The Contractor shall promptly disclose and report Government property in its possession that is excess to contract performance.

(B) Unless otherwise authorized in this contract or by the Property Administrator the Contractor shall not commingle Government material with material not owned by the Government.

(ix) *Maintenance.* The Contractor shall properly maintain Government property. The Contractor's maintenance program shall enable the identification, disclosure, and performance of normal and routine preventative maintenance and repair. The Contractor shall disclose and report to the Property Administrator the need for replacement and/or capital rehabilitation.

(x) *Property closeout.* The Contractor shall promptly perform and report to the Property Administrator contract property closeout, to include reporting, investigating and securing closure of all loss of Government property cases; physically inventorying all property upon termination or completion of this contract; and disposing of items at the time they are determined to be excess to contractual needs.

(2) The Contractor shall establish and maintain Government accounting source data, as may be required by this contract, particularly in the areas of recognition of acquisitions, loss of Government property, and disposition of material and equipment.

(g) Systems analysis.

(1) The Government shall have access to the Contractor's premises and all Government property, at reasonable times, for the purposes of reviewing, inspecting and evaluating the Contractor's property management plan(s), systems, procedures, records, and supporting documentation that pertains to Government property. This access includes all site locations and, with the Contractor's consent, all subcontractor premises.

(2) Records of Government property shall be readily available to authorized Government personnel and shall be appropriately safeguarded.

(3) Should it be determined by the Government that the Contractor's (or subcontractor's) property management practices are inadequate or not acceptable for the effective management and control of Government property under this contract, or present an undue risk to the Government, the Contractor shall prepare a corrective action plan when requested by the Property Administer and take all necessary corrective actions as specified by the schedule within the corrective action plan.

(4) The Contractor shall ensure Government access to subcontractor premises, and all Government property located at subcontractor premises, for the purposes of reviewing, inspecting and evaluating the subcontractor's property management plan, systems, procedures, records, and supporting documentation that pertains to Government property.

(h) *Contractor Liability for Government Property.*

(1) The Contractor assumes the risk of, and shall be responsible for, any loss of Government property upon its delivery to the Contractor as Government-furnished property. However, the Contractor is not responsible for reasonable wear and tear to Government property or for Government property properly consumed in performing this contract.

(i) The risk is covered by insurance or the Contractor is otherwise reimbursed (to the extent of such insurance or reimbursement). The allowability of insurance costs shall be determined in accordance with 31.205-19.

(ii) Loss of Government property that is the result of willful misconduct or lack of good faith on the part of the Contractor's managerial personnel.

(iii) The Contracting Officer has, in writing, revoked the Government's assumption of risk for loss of Government property due to a determination under paragraph (g) of this clause that the Contractor's property management practices are inadequate, and/or present an undue risk to the Government, and the Contractor failed to take timely corrective action. If the Contractor can establish by clear and convincing evidence that the loss of Government property occurred while the Contractor had adequate property management practices or the loss did not result from the Contractor's failure to maintain adequate property management practices, the Contractor shall not be held liable.

(2) The Contractor shall take all reasonable actions necessary to protect the property from further loss. The Contractor shall separate the damaged and undamaged property, place all the affected property in the best possible order, and take such other action as the Property Administrator directs.

(3) The Contractor shall do nothing to prejudice the Government's rights to recover against third parties for any loss of Government property.

(4) The Contractor shall reimburse the Government for loss of Government property, to the extent that the Contractor is financially liable for such loss, as directed by the Contracting Officer.

(5) Upon the request of the Contracting Officer, the Contractor shall, at the Government's expense, furnish to the Government all reasonable assistance and cooperation, including the prosecution of suit and the execution of instruments of assignment in favor of the Government in obtaining recovery.

(i) *Equitable adjustment.* Equitable adjustments under this clause shall be made in accordance with the procedures of the Changes clause. However, the Government shall not be liable for breach of contract for the following:

(1) Any delay in delivery of Government-furnished property.

(2) Delivery of Government-furnished property in a condition not suitable for its intended use.

(3) An increase, decrease, or substitution of Government-furnished property.

(4) Failure to repair or replace Government property for which the Government is responsible. Standard Form 1428

(j) *Contractor inventory disposal.* Except as otherwise provided for in this contract, the Contractor shall not dispose of Contractor inventory until authorized to do so by the Plant Clearance Officer or authorizing official.

(1) Predisposal requirements.

(i) If the Contractor determines that the property has the potential to fulfill requirements under other contracts, the Contractor, in consultation with the Property Administrator, shall request that the Contracting Officer transfer the property to the contract in question, or provide authorization for use, as appropriate. In lieu of transferring the property, the Contracting Officer may authorize the Contractor to credit the costs of Contractor-acquired property (material only) to the losing contract, and debit the gaining contract with the corresponding cost, when such material is needed for use on another contract. Property no longer needed shall be considered contractor inventory.

(ii) For any remaining Contractor-acquired property, the Contractor may purchase the property at the unit acquisition cost if desired or make reasonable efforts to return unused property to the appropriate supplier at fair market value (less, if applicable, a reasonable restocking fee that is consistent with the supplier's customary practices.)

(2) *Inventory disposal schedules.*

(i) Absent separate contract terms and conditions for property disposition, and provided the property was not reutilized, transferred, or otherwise disposed of, the Contractor, as directed by the Plant Clearance Officer or authorizing official, shall use Standard Form 1428, Inventory Disposal Schedule or electronic equivalent, to identify and report—

(A) Government-furnished property that is no longer required for performance of this contract;

(B) Contractor-acquired property, to which the Government has obtained title under paragraph (e) of this clause, which is no longer required for performance of that contract; and

(C) Termination inventory.

(ii) The Contractor may annotate inventory disposal schedules to identify property the Contractor wishes to purchase from the Government, in the event that the property is offered for sale.

(iii) Separate inventory disposal schedules are required for aircraft in any condition, flight safety critical aircraft parts, and other items as directed by the Plant Clearance Officer.

(iv) The Contractor shall provide the information required by FAR 52.245-1(f)(1)(iii) along with the following:

(A) Any additional information that may facilitate understanding of the property's intended use.

(B) For work-in-progress, the estimated percentage of completion.

(C) For precious metals in raw or bulk form, the type of metal and estimated weight.

(D) For hazardous material or property contaminated with hazardous material, the type of hazardous material.

(E) For metals in mill product form, the form, shape, treatment, hardness, temper, specification (commercial or Government) and dimensions (thickness, width and length).

(v) Property with the same description, condition code, and reporting location may be grouped in a single line item.

(vi) Scrap should be reported by "lot" along with metal content, estimated weight and estimated value.

(3) *Submission requirements.*

(i) The Contractor shall submit inventory disposal schedules to the Plant Clearance Officer no later than—

(A) 30 days following the Contractor's determination that a property item is no longer required for performance of this contract;

(B) 60 days, or such longer period as may be approved by the Plant Clearance Officer, following completion of contract deliveries or performance; or

(C) 120 days, or such longer period as may be approved by the Termination Contracting Officer, following contract termination in whole or in part.

(ii) Unless the Plant Clearance Officer determines otherwise, the Contractor need not identify or report production scrap on inventory disposal schedules, and may process and dispose of production scrap in accordance with its own internal scrap procedures. The processing and disposal of other types of Government-owned scrap will be conducted in accordance with the terms and conditions of the contract or Plant Clearance Officer direction, as appropriate.

(4) *Corrections.* The Plant Clearance Officer may—

(i) Reject a schedule for cause (*e.g.*, contains errors, determined to be inaccurate); and

(ii) Require the Contractor to correct an inventory disposal schedule.

(5) *Postsubmission adjustments.* The Contractor shall notify the Plant Clearance Officer at least 10 working days in advance of its intent to remove an item from an approved inventory disposal schedule. Upon approval of the Plant Clearance Officer, or upon expiration of the notice period, the Contractor may make the necessary adjustments to the inventory schedule.

(6) *Storage.*

(i) The Contractor shall store the property identified on an inventory disposal schedule pending receipt of disposal instructions. The Government's failure to furnish disposal instructions within 120 days following acceptance of an inventory disposal schedule may entitle the Contractor to an equitable adjustment for costs incurred to store such property on or after the 121st day.

(ii) The Contractor shall obtain the Plant Clearance Officer's approval to remove property from the premises where the property is currently located prior to receipt of final disposition instructions. If approval is granted, any costs incurred by the Contractor to transport or store the property shall not increase the price or fee of any Government contract. The storage area shall be appropriate for assuring the property's physical safety and suitability for use. Approval does not relieve the Contractor of any liability for such property under this contract.

(7) Disposition instructions.

(i) The Contractor shall prepare for shipment, deliver f.o.b. origin, or dispose of Contractor inventory as directed by the Plant Clearance Officer. Unless otherwise directed by the Contracting Officer or by the Plant Clearance Officer, the Contractor shall remove and destroy any markings identifying the property as U.S. Government-owned property prior to its disposal.

(ii) The Contracting Officer may require the Contractor to demilitarize the property prior to shipment or disposal. In such cases, the Contractor may be entitled to an equitable adjustment under paragraph (i) of this clause.

(8) *Disposal proceeds*. As directed by the Contracting Officer, the Contractor shall credit the net proceeds from the disposal of Contractor inventory to the contract, or to the Treasury of the United States as miscellaneous receipts.

(9) *Subcontractor inventory disposal schedules*. The Contractor shall require its Subcontractors to submit inventory disposal schedules to the Contractor in accordance with the requirements of paragraph (j)(3) of this clause.

(k) *Abandonment of Government property*.

(1) The Government shall not abandon sensitive property or termination inventory without the Contractor's written consent.

(2) The Government, upon notice to the Contractor, may abandon any nonsensitive property in place, at which time all obligations of the Government regarding such property shall cease.

(3) Absent contract terms and conditions to the contrary, the Government may abandon parts removed and replaced from property as a result of normal maintenance actions, or removed from property as a result of the repair, maintenance, overhaul, or modification process.

(4) The Government has no obligation to restore or rehabilitate the Contractor's premises under any circumstances; however, if Government-furnished property is withdrawn or is unsuitable for the intended use, or if other Government property is substituted, then the equitable adjustment under paragraph (i) of this clause may properly include restoration or rehabilitation costs.

(l) *Communication*. All communications under this clause shall be in writing.

(m) *Contracts outside the United States*. If this contract is to be performed outside of the United States and its outlying areas, the words "Government" and "Government-furnished" (wherever they appear in this clause) shall be construed as "United States Government" and "United States Government-furnished," respectively.

(End of clause)

52.247-1 COMMERCIAL BILL OF LADING NOTATIONS (FEB 2006)

When the Contracting Officer authorizes supplies to be shipped on a commercial bill of lading and the Contractor will be reimbursed these transportation costs as direct allowable costs, the Contractor shall ensure before shipment is made that the commercial shipping documents are annotated with either of the following notations, as appropriate:

(a) If the Government is shown as the consignor or the consignee, the annotation shall be:

"Transportation is for the _____ and the actual total transportation charges paid to the carrier(s) by the consignor or consignee are assignable to, and shall be reimbursed by, the Government."

(b) If the Government is not shown as the consignor or the consignee, the annotation shall be:

"Transportation is for the _____ and the actual total transportation charges paid to the carrier(s) by the consignor or consignee shall be reimbursed by the Government, pursuant to cost-reimbursement contract no. _____. This may be confirmed by contacting _____."

(End of clause)

52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This contract incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es):

http://www.acquisition.gov/far/index.html

(End of clause)

52.252-6 AUTHORIZED DEVIATIONS IN CLAUSES (APR 1984)

(a) The use in this solicitation or contract of any Federal Acquisition Regulation (48 CFR Chapter 1) clause with an authorized deviation is indicated by the addition of "(DEVIATION)" after the date of the clause.

(b) The use in this contract of any ***Department of Defense Federal Acquisition Regulation Supplement*** (48 CFR **Chapter** *2*).clause with an authorized deviation is indicated by the addition of "(DEVIATION)" after the name of the regulation.

(End of clause)

252.203-7004 Display of Fraud Hotline Poster(s) (DEC 2012)

(a) Definition. United States, as used in this clause, means the 50 States, the District of Columbia, and outlying areas.

(b) Display of fraud hotline poster(s).

(1) The Contractor shall display prominently in common work areas within business segments performing work in the United States under Department of Defense (DoD) contracts DoD hotline posters prepared by the DoD Office of the Inspector General. DoD hotline posters may be obtained via the Internet at http://www.dodig.mil/HOTLINE/hotline_posters.htm.

(2) If the contract is funded, in whole or in part, by Department of Homeland Security (DHS) disaster relief funds, the DHS fraud hotline poster shall be displayed in addition to the DoD fraud hotline poster. If a display of a DHS fraud hotline poster is required, the Contractor may obtain such poster from: http://www.dhs.gov/xoig/assets/DHS_OIG_Hotline-optimized.jpg

(3) Additionally, if the Contractor maintains a company website as a method of providing information to employees, the Contractor shall display an electronic version of the poster(s) at the website.

(c) Subcontracts. The Contractor shall include the substance of this clause, including this paragraph (c), in all subcontracts that exceed $5 million except when the subcontract--

(1) Is for the acquisition of a commercial item; or

(2) Is performed entirely outside the United States.

(End of clause)

252.211-7003 ITEM IDENTIFICATION AND VALUATION (JUN 2013)

(a) Definitions. As used in this clause'

Automatic identification device means a device, such as a reader or interrogator, used to retrieve data encoded on machine-readable media.

Concatenated unique item identifier means--

(1) For items that are serialized within the enterprise identifier, the linking together of the unique identifier data elements in order of the issuing agency code, enterprise identifier, and unique serial number within the enterprise identifier; or

(2) For items that are serialized within the original part, lot, or batch number, the linking together of the unique identifier data elements in order of the issuing agency code; enterprise identifier; original part, lot, or batch number; and serial number within the original part, lot, or batch number.

Data qualifier means a specified character (or string of characters) that immediately precedes a data field that defines the general category or intended use of the data that follows.

DoD recognized unique identification equivalent means a unique identification method that is in commercial use and has been recognized by DoD. All DoD recognized unique identification equivalents are listed at http://www.acq.osd.mil/dpap/pdi/uid/iuid_equivalents.html.

DoD unique item identification means a system of marking items delivered to DoD with unique item identifiers that have machine-readable data elements to distinguish an item from all other like and unlike items. For items that are serialized within the enterprise identifier, the unique item identifier shall include the data elements of the enterprise identifier and a unique serial number. For items that are serialized within the part, lot, or batch number within the enterprise identifier, the unique item identifier shall include the data elements of the enterprise identifier; the original part, lot, or batch number; and the serial number.

Enterprise means the entity (e.g., a manufacturer or vendor) responsible for assigning unique item identifiers to items.

Enterprise identifier means a code that is uniquely assigned to an enterprise by an issuing agency.

Government's unit acquisition cost means--

(1) For fixed-price type line, subline, or exhibit line items, the unit price identified in the contract at the time of delivery;

(2) For cost-type or undefinitized line, subline, or exhibit line items, the Contractor's estimated fully burdened unit cost to the Government at the time of delivery; and

(3) For items produced under a time-and-materials contract, the Contractor's estimated fully burdened unit cost to the Government at the time of delivery.

Issuing agency means an organization responsible for assigning a globally unique identifier to an enterprise (e.g.,

Dun & Bradstreet's Data Universal Numbering System (DUNS) Number, GS1 Company Prefix, Allied Committee 135 NATO Commercial and Government Entity (NCAGE)/Commercial and Government Entity (CAGE) Code, or the Coded Representation of the North American Telecommunications Industry Manufacturers, Suppliers, and Related Service Companies (ATIS-0322000) Number), European Health Industry Business Communication Council (EHIBCC) and Health Industry Business Communication Council (HIBCC)), as indicated in the Register of Issuing Agency Codes for ISO/IEC 15459, located at http://www.nen.nl/web/Normen-ontwikkelen/ISOIEC-15459-Issuing-Agency-Codes.htm.

Issuing agency code means a code that designates the registration (or controlling) authority for the enterprise identifier.

Item means a single hardware article or a single unit formed by a grouping of subassemblies, components, or constituent parts.

Lot or batch number means an identifying number assigned by the enterprise to a designated group of items, usually referred to as either a lot or a batch, all of which were manufactured under identical conditions.

Machine-readable means an automatic identification technology media, such as bar codes, contact memory buttons, radio frequency identification, or optical memory cards.

Original part number means a combination of numbers or letters assigned by the enterprise at item creation to a class of items with the same form, fit, function, and interface.

Parent item means the item assembly, intermediate component, or subassembly that has an embedded item with a unique item identifier or DoD recognized unique identification equivalent.

Serial number within the enterprise identifier means a combination of numbers, letters, or symbols assigned by the enterprise to an item that provides for the differentiation of that item from any other like and unlike item and is never used again within the enterprise.

Serial number within the part, lot, or batch number means a combination of numbers or letters assigned by the enterprise to an item that provides for the differentiation of that item from any other like item within a part, lot, or batch number assignment.

Serialization within the enterprise identifier means each item produced is assigned a serial number that is unique among all the tangible items produced by the enterprise and is never used again. The enterprise is responsible for ensuring unique serialization within the enterprise identifier.

Serialization within the part, lot, or batch number means each item of a particular part, lot, or batch number is assigned a unique serial number within that part, lot, or batch number assignment. The enterprise is responsible for ensuring unique serialization within the part, lot, or batch number within the enterprise identifier.

Unique item identifier means a set of data elements marked on items that is globally unique and unambiguous. The term includes a concatenated unique item identifier or a DoD recognized unique identification equivalent.

Unique item identifier type means a designator to indicate which method of uniquely identifying a part has been used. The current list of accepted unique item identifier types is maintained at http://www.acq.osd.mil/dpap/pdi/uid/uii_types.html.

(b) The Contractor shall deliver all items under a contract line, subline, or exhibit line item.

(c) Unique item identifier.

(1) The Contractor shall provide a unique item identifier for the following:

(i) All delivered items for which the Government's unit acquisition cost is $5,000 or more.

(ii) The following items for which the Government's unit acquisition cost is less than $5,000:

Contract Line, Subline, or Exhibit Line Item Number	Item Description
*Items less than $5000, which require UID, will be specifically identified in the schedule.	See Schedule as Applicable

(iii) Subassemblies, components, and parts embedded within delivered items as specified in Attachment Number (See Schedule as Applicable)..

(2) The unique item identifier and the component data elements of the DoD unique item identification shall not change over the life of the item.

(3) Data syntax and semantics of unique item identifiers. The Contractor shall ensure that--

(i) The encoded data elements (except issuing agency code) of the unique item identifier are marked on the item using one of the following three types of data qualifiers, as determined by the Contractor:

(A) Application Identifiers (AIs) (Format Indicator 05 of ISO/IEC International Standard 15434), in accordance with ISO/IEC International Standard 15418, Information Technology--EAN/UCC Application Identifiers and Fact Data Identifiers and Maintenance and ANSI MH 10.8.2 Data Identifier and Application Identifier Standard.

(B) Data Identifiers (DIs) (Format Indicator 06 of ISO/IEC International Standard 15434), in accordance with ISO/IEC International Standard 15418, Information Technology--EAN/UCC Application Identifiers and Fact Data Identifiers and Maintenance and ANSI MH 10.8.2 Data Identifier and Application Identifier Standard.

(C) Text Element Identifiers (TEIs) (Format Indicator 12 of ISO/IEC International Standard 15434), in accordance with the Air Transport Association Common Support Data Dictionary; and

(ii) The encoded data elements of the unique item identifier conform to the transfer structure, syntax, and coding of messages and data formats specified for Format Indicators 05, 06, and 12 in ISO/IEC International Standard 15434, Information Technology--Transfer Syntax for High Capacity Automatic Data Capture Media.

(4) Unique item identifier.

(i) The Contractor shall--

(A) Determine whether to--

(1) Serialize within the enterprise identifier;

(2) Serialize within the part, lot, or batch number; or

(3) Use a DoD recognized unique identification equivalent; and

(B) Place the data elements of the unique item identifier (enterprise identifier; serial number; DoD recognized unique identification equivalent; and for serialization within the part, lot, or batch number only: original part, lot, or batch number) on items requiring marking by paragraph (c)(1) of this clause, based on the criteria provided in the version of MIL-STD-130, Identification Marking of U.S. Military Property, cited in the contract Schedule.

(ii) The issuing agency code--

(A) Shall not be placed on the item; and

(B) Shall be derived from the data qualifier for the enterprise identifier.

(d) For each item that requires unique item identification under paragraph (c)(1)(i) or (ii) of this clause, in addition to the information provided as part of the Material Inspection and Receiving Report specified elsewhere in this contract, the Contractor shall report at the time of delivery, either as part of, or associated with, the Material Inspection and Receiving Report, the following information:

(1) Unique item identifier.

(2) Unique item identifier type.

(3) Issuing agency code (if concatenated unique item identifier is used).

(4) Enterprise identifier (if concatenated unique item identifier is used).

(5) Original part number (if there is serialization within the original part number).

(6) Lot or batch number (if there is serialization within the lot or batch number).

(7) Current part number (optional and only if not the same as the original part number).

(8) Current part number effective date (optional and only if current part number is used).

(9) Serial number (if concatenated unique item identifier is used).

(10) Government's unit acquisition cost.

(11) Unit of measure.

(e) For embedded subassemblies, components, and parts that require DoD unique item identification under paragraph (c)(1)(iii) of this clause, the Contractor shall report as part of, or associated with, the Material Inspection and Receiving Report specified elsewhere in this contract, the following information:

(1) Unique item identifier of the parent item under paragraph (c)(1) of this clause that contains the embedded subassembly, component, or part.

(2) Unique item identifier of the embedded subassembly, component, or part.

(3) Unique item identifier type.**

(4) Issuing agency code (if concatenated unique item identifier is used).**

(5) Enterprise identifier (if concatenated unique item identifier is used).**

(6) Original part number (if there is serialization within the original part number).**

(7) Lot or batch number (if there is serialization within the lot or batch number).**

(8) Current part number (optional and only if not the same as the original part number).**

(9) Current part number effective date (optional and only if current part number is used).**

(10) Serial number (if concatenated unique item identifier is used).**

(11) Description.

** Once per item.

(f) The Contractor shall submit the information required by paragraphs (d) and (e) of this clause in accordance with the data submission procedures at http://www.acq.osd.mil/dpap/pdi/uid/data_submission_information.html.

(g) Subcontracts. If the Contractor acquires by subcontract, any item(s) for which unique item identification is required in accordance with paragraph (c)(1) of this clause, the Contractor shall include this clause, including this paragraph (g), in the applicable subcontract(s), including subcontracts for commercial items.

(End of clause)

252.229-7999 TAXES – FOREIGN CONTRACTS IN AFGHANISTAN (DEVIATION 2013-O0016) (JULY 2013)

(a) This acquisition is covered by the Agreement regarding the Status of United States Military and Civilian Personnel of the U.S. Department of Defense Present in Afghanistan with Cooperative Efforts in Response to Terrorism, Humanitarian and Civic Assistance, Military Training and Exercises, and other Activities, entered into between the United States and Afghanistan which was concluded by an exchange of diplomatic notes (U.S. Embassy Kabul note No. 202, dated September 26, 2002; Afghan Ministry of Foreign Affairs notes 791 and 93, dated December 12, 2002, and May 28, 2003, respectively), and entered into force on May 28, 2003.

(b) The Agreement exempts the Government of the United States of America and its contractors, subcontractors and contractor personnel from paying any tax or similar charge assessed within Afghanistan. The Agreement also exempts the acquisition, importation, exportation and use of articles and services in the Republic of Afghanistan by or on behalf of the Government of the United States of America in implementing this agreement from any taxes, customs duties or similar charges in Afghanistan.

(c) The Contractor shall exclude any Afghan taxes, customs duties or similar charges from its contract price.

(d) The Agreement does not exempt Afghan employees of DoD contractors and subcontractors from Afghan tax laws. To the extent required by Afghanistan law, contractors and subcontractors are required to withhold tax from the wages of these employees and to remit those payments to the appropriate Afghanistan taxing authority. These withholdings are an individual's liability, not a tax against the Contractor or subcontractor.

(e) The Contractor shall include the substance of this clause, including this paragraph (e), in all subcontracts.

(End of clause)

252.251-7000 ORDERING FROM GOVERNMENT SUPPLY SOURCES (AUG 2012)

(a) When placing orders under Federal Supply Schedules, Personal Property Rehabilitation Price Schedules, or Enterprise Software Agreements, the Contractor shall follow the terms of the applicable schedule or agreement and authorization. Include in each order:

(1) A copy of the authorization (unless a copy was previously furnished to the Federal Supply Schedule, Personal Property Rehabilitation Price Schedule, or Enterprise Software Agreement contractor).

(2) The following statement: Any price reductions negotiated as part of an Enterprise Software Agreement issued under a Federal Supply Schedule contract shall control. In the event of any other inconsistencies between an Enterprise Software Agreement, established as a Federal Supply Schedule blanket purchase agreement, and the Federal Supply Schedule contract, the latter shall govern.

(3) The completed address(es) to which the Contractor's mail, freight, and billing documents are to be directed.

(b) When placing orders under nonmandatory schedule contracts and requirements contracts, issued by the General Services Administration (GSA) Office of Information Resources Management, for automated data processing equipment, software and maintenance, communications equipment and supplies, and teleprocessing services, the Contractor shall follow the terms of the applicable contract and the procedures in paragraph (a) of this clause.

(c) When placing orders for Government stock on a reimbursable basis, the Contractor shall--

(1) Comply with the requirements of the Contracting Officer's authorization, using FEDSTRIP or MILSTRIP procedures, as appropriate;

(2) Use only the GSA Form 1948-A, Retail Services Shopping Plate, when ordering from GSA Self-Service Stores;

(3) Order only those items required in the performance of Government contracts; and

(4) Pay invoices from Government supply sources promptly. For purchases made from DoD supply sources, this means within 30 days of the date of a proper invoice (see also Defense Federal Acquisition Regulation Supplement (DFARS) 251.105). For purchases made from DoD supply sources, this means within 30 days of the date of a proper invoice. The Contractor shall annotate each invoice with the date of receipt. The Contractor's failure to pay may also result in the DoD supply source refusing to honor the requisition (see DFARS 251.102(f)) or in the Contracting Officer terminating the Contractor's authorization to use DoD supply sources. In the event the Contracting Officer decides to terminate the authorization due to the Contractor's failure to pay in a timely manner, the Contracting Officer shall provide the Contractor with prompt written notice of the intent to terminate the authorization and the basis for such action. The Contractor shall have 10 days after receipt of the Government's notice in which to provide additional information as to why the authorization should not be terminated. The termination shall not provide the Contractor with an excusable delay for failure to perform or complete the contract in accordance with the terms of the contract, and the Contractor shall be solely responsible for any increased costs.

(d) When placing orders for Government stock on a non-reimbursable basis, the Contractor shall—

(1) Comply with the requirements of the Contracting Officer's authorization; and

(2) When using electronic transactions to submit requisitions on a non-reimbursable basis only, place orders by authorizing contract number using the Defense Logistics Management System (DLMS) Supplement to Federal Implementation Convention 511R, Requisition; and acknowledge receipts by authorizing contract number using the DLMS Supplement 527R, Receipt, Inquiry, Response and Material Receipt Acknowledgement.

(e) Only the Contractor may request authorization for subcontractor use of Government supply sources. The Contracting Officer will not grant authorizations for subcontractor use without approval of the Contractor.

(f) Government invoices shall be submitted to the Contractor's billing address, and Contractor payments shall be sent to the Government remittance address specified below:

Ms. Linda Resler

Contracts Manager

SAIC

1710 SAIC Drive

McLean, VA 22102

(843) 746-6088

Government Remittance Address See Section G.

(End of clause)

Section J - List of Documents, Exhibits and Other Attachments

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254)

02 – Concept of Operations (CONOPS)

03 – Government Furnished Information (GFI)

04 – Integrated Master Plan (IMP)

05 – Work Breakdown Structure (WBS) Dictionary

06 – Cost and Software Data Reporting (CSDR)

07 – System Specification (Classified Annex separate)

- 07-01 – Appendix I to the System Specification (Combat Loads)
- 07-02 – Injury Evaluation Conference Guidelines (October 2013)

08 – Systems Engineering Plan (SEP)

09 – Automotive Mission Profile

10 – Failure Definition Scoring Criteria (FD/SC)

11 – Government Furnished Property (GFP)

12 – Quality Assurance Surveillance Plan (QASP)

13 – CDRL Instructions

14 – Test Schedule

15 – APUC Information

16 – Statement of Work

17 - Reserved

18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)

19 – Reserved

20 – Reserved

21 – Manufacturing Quality Checklist

LIST OF EXHIBITS

A: CDRL's (A001 – A069)

LIST OF ANNEXES
01 – Classified Specification

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	8

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00001	02-Jun-2014	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN:STACEY R. COOLICAN
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: FAR 43.103(a)(3) and mutual agreement of the parties

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, ☒ is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: coolican141956

The purpose of this modification is to:

1. Revise and replace Attachments 06, 07, 08, 13, 16 and Exhibit A,
   * SAIC is to submit all CDRLs to the COR and ACOR only as stated in Block 16. The addresses in Block 14 are for internal Government use.
2. Update clauses,
3. Update Sections G and J, and
4. Make other administrative changes.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) STACEY R COOLICAN / CONTRACTING OFFICER TEL: 703-784-4135 EMAIL: stacey.coolican@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY (Signature of Contracting Officer)	16C. DATE SIGNED 17-Jul-2014

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION A - SOLICITATION/CONTRACT FORM

The discount terms Net 30 Days has been added.

SECTION F - DELIVERIES OR PERFORMANCE

The following Delivery Schedule item for CLIN 0001 has been changed from:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
83 dys. ADC	1	COMMANDER MARCORSYSCOM ANGELO SCARLATO 105 TECH PARKWAY STAFFORD VA 22556 (703) 784-1486 FOB: Destination	M67854

To:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
31-JUL-2014	1	COMMANDER MARCORSYSCOM MAJ PAUL RIVERA 105 TECH PARKWAY STAFFORD VA 22556 (703) 784-3538 FOB: Destination	M67854

The following Delivery Schedule item for CLIN 0002 has been changed from:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC
205 dys. ADC	1	COMMANDER MARCORSYSCOM ANGELO SCARLATO 105 TECH PARKWAY STAFFORD VA 22556 (703) 784-1486 FOB: Destination	M67854

To:

DELIVERY DATE	QUANTITY	SHIP TO ADDRESS	UIC

01-DEC-2014	1	COMMANDER MARCORSYSCOM MAJ PAUL RIVERA 105 TECH PARKWAY STAFFORD VA 22556 (703) 784-3538 FOB: Destination	M67854

SECTION G - CONTRACT ADMINISTRATION DATA

The following have been modified:

252.232-7006 WIDE AREA WORKFLOW PAYMENT INSTRUCTIONS (MAY 2013)
(a) Definitions. As used in this clause--

Department of Defense Activity Address Code (DoDAAC) is a six position code that uniquely identifies a unit, activity, or organization.

Document type means the type of payment request or receiving report available for creation in Wide Area WorkFlow (WAWF).

Local processing office (LPO) is the office responsible for payment certification when payment certification is done external to the entitlement system.

(b) Electronic invoicing. The WAWF system is the method to electronically process vendor payment requests and receiving reports, as authorized by DFARS 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports.

(c) WAWF access. To access WAWF, the Contractor shall--

(1) Have a designated electronic business point of contact in the System for Award Management at https://www.acquisition.gov; and

(2) Be registered to use WAWF at https://wawf.eb.mil/ following the step-by-step procedures for self-registration available at this Web site.

(d) WAWF training. The Contractor should follow the training instructions of the WAWF Web-Based Training Course and use the Practice Training Site before submitting payment requests through WAWF. Both can be accessed by selecting the "Web Based Training" link on the WAWF home page at https://wawf.eb.mil/.

(e) WAWF methods of document submission. Document submissions may be via Web entry, Electronic Data Interchange, or File Transfer Protocol.

(f) WAWF payment instructions. The Contractor must use the following information when submitting payment requests and receiving reports in WAWF for this contract/order:

(1) Document type. The Contractor shall use the following document type(s). Combo

(2) Inspection/acceptance location. The Contractor shall select the following inspection/acceptance location(s) in WAWF, as specified by the contracting officer. Not applicable

(3) Document routing. The Contractor shall use the information in the Routing Data Table below only to fill in applicable fields in WAWF when creating payment requests and receiving reports in the system.

Routing Data Table*

Field Name in WAWF	Data to be entered in WAWF
Pay Official DoDAAC	HQ0338
Issue By DoDAAC	M67854
Admin DoDAAC	S2404A
Inspect By DoDAAC	M67854/**AAA**
Ship To Code	M67854/ **AAA**
Ship From Code	N/A
Mark For Code	N/A
Service Approver (DoDAAC)	M67854/ **AAA**
Service Acceptor (DoDAAC)	M67854/ **AAA**
Accept at Other DoDAAC	N/A
LPO DoDAAC	N/A
DCAA Auditor DoDAAC	N/A
Other DoDAAC(s)	N/A

(4) Payment request and supporting documentation. The Contractor shall ensure a payment request includes appropriate contract line item and subline item descriptions of the work performed or supplies delivered, unit price/cost per unit, fee (if applicable), and all relevant back-up documentation, as defined in DFARS Appendix F, (e.g. timesheets) in support of each payment request.

(5) WAWF email notifications. The Contractor shall enter the email address identified below in the "Send Additional Email Notifications" field of WAWF once a document is submitted in the system.
paul.m.rivera1@usmc.mil
Ronna.Parks@usmc.mil
Kenneth.McKane@usmc.mil

(g) WAWF point of contact. (1) The Contractor may obtain clarification regarding invoicing in WAWF from the following contracting activity's WAWF point of contact: John.corrigan@usmc.mil

(2) For technical WAWF help, contact the WAWF helpdesk at 866-618-5988.

(End of clause)

G.1 AUTHORIZED CHANGES ONLY BY THE CONTRACTING OFFICER

(a) Except as specified in paragraph (b) below, no order, statement, or conduct of Government personnel who visit the Contractor's facilities, or in any other manner, communicates with Contractor personnel during the performance of this contract shall constitute a change under the "Changes" clause of this contract.

(b) The Contractor shall not comply with any order, direction, or request of Government personnel unless it is issued in writing and signed by the Contracting Officer, or is pursuant to specific authority otherwise included as a part of this contract.

(c) The Contracting Officer is the only person authorized to approve changes in any of the requirements of this contract and, notwithstanding provisions contained elsewhere in this contract, the said authority remains solely the Contracting Officer's. In the event the Contractor effects any change at the direction of any person other than the

Contracting Officer, the change will be considered to have been made without authority, and no adjustment will be made in the contract price to cover any increase in charges incurred as a result thereof.

G.2 GOVERNMENT POINTS OF CONTACT

Listed below are the Government points of contact for this contract:

ROLE	NAME	ADDRESS	PHONE/FAX	EMAIL
PROCURING CONTRACTING OFFICER (PCO)	Stacey Coolican	MCSC/PEO-LS/CT028 2200 Lester St. Quantico, VA 22134	703-784-4135 DSN: 278-4135	stacey.coolican@usmc.mil
CONTRACT SPECIALIST	Renée Staton	MCSC/PEO-LS/CT028 2200 Lester St. Quantico, VA 22134	703-784-3531 DSN: 278-3531	renee.staton@usmc.mil
ADMINISTRATIVE CONTRACTING OFFICER (ACO)	Raymond Griffith	DCMA Manassas 10500 Battleview Pkwy. Manassas, VA 20109-2342	703-530-3668	raymond.griffith@dcma.mil
TECHNICAL POINT OF CONTACT (TPOC)	Major Paul M. Rivera	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1232 DSN: 278-1232	paul.m.rivera1@usmc.mil
CONTRACTING OFFICER'S REPRESENTATIVE	Ronni Parks	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1301 DSN: 278-1301	ronna.parks@usmc.mil
ALTERNATE CONTRACTING OFFICER'S REPRESENTATIVE	Kenny McKane	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1128 DSN: 278-1128	kenneth.mckane@usmc.mil

G.3 DELEGATION OF AUTHORITY FOR CONTRACT ADMINISTRATION

The Administrative Contracting Officer (ACO) of the cognizant Defense Contract Management Command is designated as the authorized representative of the Contracting Officer for purposes of administering this contract in accordance with FAR 42.3.

G.4 CRITERIA FOR THE EXERCISE OF THE PROTOTYPE BUILD OPTION

The Government reserves the right to exercise an option to build prototype vehicles following CDR using a best value analysis. The Government intends to exercise and award the option to one (1) Offeror and will make a determination based upon, in addition to the option clauses and price, the following non-price criteria in descending order of importance:

1. The AAV Survivability Upgrade design that meets the $1.65M Government APUC (FY12 dollars). The Offeror(s) will consider the following design trades in descending order of importance:
    a. Force protection
    b. Seaworthiness and water safety
    c. Land mobility and land safety
2. The proposed duration of the prototype manufacturing schedule
3. Outcome of manufacturing site visits conducted prior to CDR. The Government intends to conduct a site visit to each Offeror(s) proposed manufacturing facility. The intent of the visit is for the Government to review the following:
    a. Established Manufacturing processes and procedures
    b. Documentation of Manufacturing processes and procedures
    c. Lean Manufacturing
    d. Training

e. Facilities

4. Demonstrated performance through CDR

All non-price factors, when combined, are significantly more important than the total evaluated price of the Prototype Build Options (Test Support Inclusive) and LRIP Options

G.5 LRIP Pricing

The Government does not prohibit an Offeror from submitting a proposal that includes a Defense Working Capital Fund Activity (e.g. depot) performing a portion of the AAV Survivability Upgrade requirement, provided the Offeror shall (at a minimum):

1. Describe the work the Depot will perform in terms of RFP evaluations factors (e.g. Engineering, Management, Energy, Past Performance, and Price);
2. Demonstrate the Depot has the capability and capacity to perform its portion of the requirements;
3. Provide evidence of the Depot's willingness to participate with the Offeror for its stated portion of the requirements; and
4. Include the Depot's "bottom line" price to perform its portion of the requirements.

Contractor(s) awarded a contract for the design phase will receive a refined, more detailed LRIP SOW approximately 90 days prior to CDR. In accordance with SOW paragraph 3.8, these documents will prepare the Contractor(s) to submit a revised competitive LRIP pricing proposal, in accordance with CDRL A067. Any revised LRIP price proposal (CLINS 0200 – 0204 and 0206) shall be firm fixed price and not exceed the NTE amount specified in Section B.

The Government will evaluate any revised LRIP pricing by examining the total price of the proposed line item prices listed in the offer (plus any adjusted amount for Defense Working Capital Funds (see M.3.5.1 and M.3.6)).

G.5.1 LRIP Reasonableness Assessment

The Government will perform a price reasonableness assessment. Price reasonableness will be based on the Basis of Estimate (BOEs) and proposed pricing reported in a Cost and Software Data Report (CSDR) flat file format. All Basis of Estimate (Ground Rules and Assumptions to include Learning Curve Applications, Sources, Gross Methodology (analogy, parametric, extrapolation from actuals, bottoms-up, etc.) and a time-phased pricing report) worksheets shall be included in the same Microsoft Excel workbook as the CSDR Flat File and maintain all formulas. A time-phased pricing report in Then-Year (TY) dollars shall be included as an independent worksheet within the CSDR workbook and must maintain formulas, computations, etc. The workbook shall include the BOEs and CSDR flat file for the LRIP option and LRIP testing support. The flat file format can be found on the Defense Cost and Resource Center (DCARC) website http://dcarc.cape.osd.mil/CSDR/cPet.aspx (see the right hand side for cPet Flat File Format). The CSDR Work Breakdown Structure (WBS) for the LRIP Phase (Attachment 6) shall be used as the WBS in the CSDR flat file. Any revised pricing which provides an unbalanced price may be determined to be materially unbalanced and deficient. The worksheets shall not contain any macros.

SECTION I - CONTRACT CLAUSES

The following have been added by reference:

252.225-7001	Buy American And Balance Of Payments Program	DEC 2012
252.244-7001	Contractor Purchasing System Administration	MAY 2014
252.246-7007	Contractor Counterfeit Electronic Part Detection and Avoidance System	MAY 2014

The following have been deleted:

52.227-23	Rights to Proposal Data (Technical)	JUN 1987
252.244-7001	Contractor Purchasing System Administration	JUN 2012

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254)
02 – Concept of Operations (CONOPS)
03 – Government Furnished Information (GFI)
04 – Integrated Master Plan (IMP)
05 – Work Breakdown Structure (WBS) Dictionary
06 – Cost and Software Data Reporting (CSDR) **(Updated P00001)**
07 – System Specification (Classified Annex separate) **(Updated P00001)**
    07-01 – Appendix I to the System Specification (Combat Loads)
    07-02 – Injury Evaluation Conference Guidelines (October 2013)
08 – Systems Engineering Plan (SEP) **(Updated P00001)**
09 – Automotive Mission Profile
10 – Failure Definition Scoring Criteria (FD/SC)
11 – Government Furnished Property (GFP)
12 – Quality Assurance Surveillance Plan (QASP)
13 – CDRL Instructions **(Updated P00001)**
14 – Test Schedule
15 – APUC Information
16 – Statement of Work **(Updated P00001)**
17 - Reserved
18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)
19 – Reserved
20 – Reserved
21 – Manufacturing Quality Checklist

LIST OF EXHIBITS

A: CDRL's (A001 – A069) **(Updated P00001)**

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	4

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00002	15-Aug-2014	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: RENEE STATON
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
X	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
	D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor [X] is not, ☐ is required to sign this document and return _____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: statonr142452

The purpose of this modification is to:
1) Update and replace Attachments 01 and 16 (to include updated language for LRIP in Section 3.8)
2) Other administrative changes.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) STACEY R COOLICAN / CONTRACTING OFFICER TEL: 703-784-4135 EMAIL: stacey.coolican@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY (Signature of Contracting Officer)	16C. DATE SIGNED 15-Aug-2014

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION A - SOLICITATION/CONTRACT FORM
The 'Payment will be made by' organization has changed from
DFAS - COLUMBUS CENTER
DFAS - CO/SOUTH ENTITLEMENT
OPERATIONS (8558)
PO BOX 182264
COLUMBUS OH 43218-2264
to
DFAS - COLUMBUS CENTER
DFAS - CO/SOUTH ENTITLEMENT
OPERATIONS (8558)
PO BOX 182317
COLUMBUS OH 43218-2317

SECTION G - CONTRACT ADMINISTRATION DATA

The following have been modified:

252.232-7006 WIDE AREA WORKFLOW PAYMENT INSTRUCTIONS (MAY 2013)
(a) Definitions. As used in this clause--

Department of Defense Activity Address Code (DoDAAC) is a six position code that uniquely identifies a unit, activity, or organization.

Document type means the type of payment request or receiving report available for creation in Wide Area WorkFlow (WAWF).

Local processing office (LPO) is the office responsible for payment certification when payment certification is done external to the entitlement system.

(b) Electronic invoicing. The WAWF system is the method to electronically process vendor payment requests and receiving reports, as authorized by DFARS 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports.

(c) WAWF access. To access WAWF, the Contractor shall--

(1) Have a designated electronic business point of contact in the System for Award Management at https://www.acquisition.gov; and

(2) Be registered to use WAWF at https://wawf.eb.mil/ following the step-by-step procedures for self-registration available at this Web site.

(d) WAWF training. The Contractor should follow the training instructions of the WAWF Web-Based Training Course and use the Practice Training Site before submitting payment requests through WAWF. Both can be accessed by selecting the "Web Based Training" link on the WAWF home page at https://wawf.eb.mil/.

(e) WAWF methods of document submission. Document submissions may be via Web entry, Electronic Data Interchange, or File Transfer Protocol.

(f) WAWF payment instructions. The Contractor must use the following information when submitting payment requests and receiving reports in WAWF for this contract/order:

(1) Document type. The Contractor shall use the following document type(s). Combo

(2) Inspection/acceptance location. The Contractor shall select the following inspection/acceptance location(s) in WAWF, as specified by the contracting officer. Not applicable

(3) Document routing. The Contractor shall use the information in the Routing Data Table below only to fill in applicable fields in WAWF when creating payment requests and receiving reports in the system.

Routing Data Table*

Field Name in WAWF	Data to be entered in WAWF
Pay Official DoDAAC	HQ0338
Issue By DoDAAC	M67854
Admin DoDAAC	S2404A
Inspect By DoDAAC	M67854/**AAA**
Ship To Code	M67854/**AAA**
Ship From Code	N/A
Mark For Code	N/A
Service Approver (DoDAAC)	M67854/**AAA**
Service Acceptor (DoDAAC)	M67854/**AAA**
Accept at Other DoDAAC	N/A
LPO DoDAAC	N/A
DCAA Auditor DoDAAC	N/A
Other DoDAAC(s)	N/A

(4) Payment request and supporting documentation. The Contractor shall ensure a payment request includes appropriate contract line item and subline item descriptions of the work performed or supplies delivered, unit price/cost per unit, fee (if applicable), and all relevant back-up documentation, as defined in DFARS Appendix F, (e.g. timesheets) in support of each payment request.

(5) WAWF email notifications. The Contractor shall enter the email address identified below in the "Send Additional Email Notifications" field of WAWF once a document is submitted in the system.
paul.m.rivera1@usmc.mil
Ronna.Parks@usmc.mil
Kenneth.McKane@usmc.mil

(g) WAWF point of contact. (1) The Contractor may obtain clarification regarding invoicing in WAWF from the following contracting activity's WAWF point of contact: scott.trauernicht@usmc.mil

(2) For technical WAWF help, contact the WAWF helpdesk at 866-618-5988.

(End of clause)

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254) **(Updated P00002)**
02 – Concept of Operations (CONOPS)
03 – Government Furnished Information (GFI)
04 – Integrated Master Plan (IMP)
05 – Work Breakdown Structure (WBS) Dictionary
06 – Cost and Software Data Reporting (CSDR) **(Updated P00001)**
07 – System Specification (Classified Annex separate) **(Updated P00001)**
    07-01 – Appendix I to the System Specification (Combat Loads)
    07-02 – Injury Evaluation Conference Guidelines (October 2013)
08 – Systems Engineering Plan (SEP) **(Updated P00001)**
09 – Automotive Mission Profile
10 – Failure Definition Scoring Criteria (FD/SC)
11 – Government Furnished Property (GFP)
12 – Quality Assurance Surveillance Plan (QASP)
13 – CDRL Instructions **(Updated P00001)**
14 – Test Schedule
15 – APUC Information
16 – Statement of Work **(Updated P00002)**
17 - Reserved
18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)
19 – Reserved
20 – Reserved
21 – Manufacturing Quality Checklist

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	2

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00003	26-Aug-2014	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: RENEE STATON
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: Mutual Agreement of the Parties FAR 43.103(a)(3)

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, ☒ is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

Modification Control Number: statonr142658

The purpose of this modification is to:

1) Add Attachment 11-01
2) Update and replace Attachment 06 & 16
3) Remove FAR 52.215-1 (FAR 52.245-1 Alt 1 is sufficient)

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) STACEY R COOLICAN / CONTRACTING OFFICER TEL: 703-784-4135 EMAIL: stacey.coolican@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY (Signature of Contracting Officer)	16C. DATE SIGNED 29-Aug-2014

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION I - CONTRACT CLAUSES

The following have been deleted:

52.245-1	Government Property	APR 2012

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254) **(Updated P00002)**
02 – Concept of Operations (CONOPS)
03 – Government Furnished Information (GFI)
04 – Integrated Master Plan (IMP)
05 – Work Breakdown Structure (WBS) Dictionary
06 – Cost and Software Data Reporting (CSDR) **(Updated P00003)**
07 – System Specification (Classified Annex separate) **(Updated P00001)**
    07-01 – Appendix I to the System Specification (Combat Loads)
    07-02 – Injury Evaluation Conference Guidelines (October 2013)
08 – Systems Engineering Plan (SEP) **(Updated P00001)**
09 – Automotive Mission Profile
10 – Failure Definition Scoring Criteria (FD/SC)
11 – Government Furnished Property (GFP)
    11-01 – Additional GFP (Added P00003)
12 – Quality Assurance Surveillance Plan (QASP)
13 – CDRL Instructions **(Updated P00001)**
14 – Test Schedule
15 – APUC Information
16 – Statement of Work **(Updated P00003)**
17 - Reserved
18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)
19 – Reserved
20 – Reserved
21 – Manufacturing Quality Checklist

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	4

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00004	18-Sep-2014	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: RENEE STATON
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: Mutual Ageement of the Parties FAR 43.103(a)(3)

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, X is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: statonr142879

The purpose of this modification is to update:
A) WAWF POC in Section G;
B) Revise and replace Attachment 03: Government Furnished Information (GFI) to reflect all previously sent data;
C) Revise and replace Attachment 11: Government Furnished Property (GFP) list to include equipment issued with the vehicle added in P00002 and combine the two (2) GFP attachments into one (1);
D) Revise and replace Attachment 13: CDRL Instructions and CDRL Changes Worksheet to reflect changes in Exhibit A (See 'F' below);
E) Revise and replace Attachment 16: Statement of Work (SOW) to modify paragraph 3.4.14.5 submissions to submit IAW CDRL A031;
F) Revise and replace Exhibit A: Change due dates on relevant CDRLs from 203 days to 205 days; Update CDRL A006 to modify to monthly after submission of final IMS; Update CDRL A031 to clarify submissions to PDR/CDR/SVR and quarterly thereafter.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) STACEY R COOLICAN / CONTRACTING OFFICER TEL: 703-784-4135 EMAIL: stacey.coolican@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY (Signature of Contracting Officer)	16C. DATE SIGNED 29-Sep-2014

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION G - CONTRACT ADMINISTRATION DATA

The following have been modified:

252.232-7006 WIDE AREA WORKFLOW PAYMENT INSTRUCTIONS (MAY 2013)
(a) Definitions. As used in this clause--

Department of Defense Activity Address Code (DoDAAC) is a six position code that uniquely identifies a unit, activity, or organization.

Document type means the type of payment request or receiving report available for creation in Wide Area WorkFlow (WAWF).

Local processing office (LPO) is the office responsible for payment certification when payment certification is done external to the entitlement system.

(b) Electronic invoicing. The WAWF system is the method to electronically process vendor payment requests and receiving reports, as authorized by DFARS 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports.

(c) WAWF access. To access WAWF, the Contractor shall--

(1) Have a designated electronic business point of contact in the System for Award Management at https://www.acquisition.gov; and

(2) Be registered to use WAWF at https://wawf.eb.mil/ following the step-by-step procedures for self-registration available at this Web site.

(d) WAWF training. The Contractor should follow the training instructions of the WAWF Web-Based Training Course and use the Practice Training Site before submitting payment requests through WAWF. Both can be accessed by selecting the "Web Based Training" link on the WAWF home page at https://wawf.eb.mil/.

(e) WAWF methods of document submission. Document submissions may be via Web entry, Electronic Data Interchange, or File Transfer Protocol.

(f) WAWF payment instructions. The Contractor must use the following information when submitting payment requests and receiving reports in WAWF for this contract/order:

(1) Document type. The Contractor shall use the following document type(s). Combo

(2) Inspection/acceptance location. The Contractor shall select the following inspection/acceptance location(s) in WAWF, as specified by the contracting officer. Not applicable

(3) Document routing. The Contractor shall use the information in the Routing Data Table below only to fill in applicable fields in WAWF when creating payment requests and receiving reports in the system.

Routing Data Table*

Field Name in WAWF	Data to be entered in WAWF
Pay Official DoDAAC	HQ0338
Issue By DoDAAC	M67854
Admin DoDAAC	S2404A
Inspect By DoDAAC	M67854/**AAA**
Ship To Code	M67854/**AAA**
Ship From Code	N/A
Mark For Code	N/A
Service Approver (DoDAAC)	M67854/**AAA**
Service Acceptor (DoDAAC)	M67854/**AAA**
Accept at Other DoDAAC	N/A
LPO DoDAAC	N/A
DCAA Auditor DoDAAC	N/A
Other DoDAAC(s)	N/A

(4) Payment request and supporting documentation. The Contractor shall ensure a payment request includes appropriate contract line item and subline item descriptions of the work performed or supplies delivered, unit price/cost per unit, fee (if applicable), and all relevant back-up documentation, as defined in DFARS Appendix F, (e.g. timesheets) in support of each payment request.

(5) WAWF email notifications. The Contractor shall enter the email address identified below in the "Send Additional Email Notifications" field of WAWF once a document is submitted in the system.
paul.m.rivera1@usmc.mil
Ronna.Parks@usmc.mil
Kenneth.McKane@usmc.mil

(g) WAWF point of contact. (1) The Contractor may obtain clarification regarding invoicing in WAWF from the following contracting activity's WAWF point of contact: bobby.walcott@usmc.mil

(2) For technical WAWF help, contact the WAWF helpdesk at 866-618-5988.

(End of clause)

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254) **(Updated P00002)**
02 – Concept of Operations (CONOPS)
03 – Government Furnished Information (GFI) **(Updated P00004)**
04 – Integrated Master Plan (IMP)
05 – Work Breakdown Structure (WBS) Dictionary
06 – Cost and Software Data Reporting (CSDR) **(Updated P00003)**
07 – System Specification (Classified Annex separate) **(Updated P00001)**
  07-01 – Appendix I to the System Specification (Combat Loads)
  07-02 – Injury Evaluation Conference Guidelines (October 2013)
08 – Systems Engineering Plan (SEP) **(Updated P00001)**

09 – Automotive Mission Profile
10 – Failure Definition Scoring Criteria (FD/SC)
11 – Government Furnished Property (GFP) **(Updated P00004)**
11-01 – Additional GFP (Removed-Combined with Att. 11 on P00004)
12 – Quality Assurance Surveillance Plan (QASP)
13 – CDRL Instructions **(Updated P00004)**
14 – Test Schedule
15 – APUC Information
16 – Statement of Work **(Updated P00004)**
17 - Reserved
18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)
19 – Reserved
20 – Reserved
21 – Manufacturing Quality Checklist

LIST OF EXHIBITS
A: CDRL's (A001 – A069) **(Updated P00004)**

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	5

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00005	06-Oct-2014	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: RENEE STATON
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: Mutual Agreement of the Parties FAR 43.103(a)(3)

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, [X] is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: statonr1529

The purpose of this modification is to update:

1) Paragraph G.4
2) Attachment 13 – CDRL Instructions
3) Exhibit A – CDRLs
4) Attachment 16 - Statement of Work (SOW)

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) STACEY R COOLICAN / CONTRACTING OFFICER TEL: 703-784-1486 EMAIL: stacey.coolican@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY (Signature of Contracting Officer)	16C. DATE SIGNED 09-Oct-2014

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION G - CONTRACT ADMINISTRATION DATA

The following have been modified:

G.1 AUTHORIZED CHANGES ONLY BY THE CONTRACTING OFFICER

(a) Except as specified in paragraph (b) below, no order, statement, or conduct of Government personnel who visit the Contractor's facilities, or in any other manner, communicates with Contractor personnel during the performance of this contract shall constitute a change under the "Changes" clause of this contract.

(b) The Contractor shall not comply with any order, direction, or request of Government personnel unless it is issued in writing and signed by the Contracting Officer, or is pursuant to specific authority otherwise included as a part of this contract.

(c) The Contracting Officer is the only person authorized to approve changes in any of the requirements of this contract and, notwithstanding provisions contained elsewhere in this contract, the said authority remains solely the Contracting Officer's. In the event the Contractor effects any change at the direction of any person other than the Contracting Officer, the change will be considered to have been made without authority, and no adjustment will be made in the contract price to cover any increase in charges incurred as a result thereof.

G.2 GOVERNMENT POINTS OF CONTACT

Listed below are the Government points of contact for this contract:

ROLE	NAME	ADDRESS	PHONE/FAX	EMAIL
PROCURING CONTRACTING OFFICER (PCO)	Stacey Coolican	MCSC/PEO-LS/CT028 2200 Lester St. Quantico, VA 22134	703-784-4135 DSN: 278-4135	stacey.coolican@usmc.mil
CONTRACT SPECIALIST	Renée Staton	MCSC/PEO-LS/CT028 2200 Lester St. Quantico, VA 22134	703-784-3531 DSN: 278-3531	renee.staton@usmc.mil
ADMINISTRATIVE CONTRACTING OFFICER (ACO)	Raymond Griffith	DCMA Manassas 10500 Battleview Pkwy. Manassas, VA 20109-2342	703-530-3668	raymond.griffith@dcma.mil
TECHNICAL POINT OF CONTACT (TPOC)	Major Paul M. Rivera	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1232 DSN: 278-1232	paul.m.rivera1@usmc.mil
CONTRACTING OFFICER'S REPRESENTATIVE	Ronni Parks	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1301 DSN: 278-1301	ronna.parks@usmc.mil
ALTERNATE CONTRACTING OFFICER'S REPRESENTATIVE	Kenny McKane	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1128 DSN: 278-1128	kenneth.mckane@usmc.mil

G.3 DELEGATION OF AUTHORITY FOR CONTRACT ADMINISTRATION

The Administrative Contracting Officer (ACO) of the cognizant Defense Contract Management Command is designated as the authorized representative of the Contracting Officer for purposes of administering this contract in accordance with FAR 42.3.

G.4 CRITERIA FOR THE EXERCISE OF THE PROTOTYPE BUILD OPTION

The Government reserves the right to exercise an option to build prototype vehicles following CDR using a best value analysis. The Government intends to exercise and award the option to one (1) Offeror and will make a determination based upon, in addition to the option clauses and price, the following non-price criteria in descending order of importance:

1. The AAV Survivability Upgrade design that meets the $1.65M Government APUC (FY12 dollars). The Offeror(s) will consider the following design trades in descending order of importance:
    a. Force protection
    b. Seaworthiness and water safety
    c. Land mobility and land safety
2. The proposed duration of the prototype manufacturing schedule
3. Outcome of manufacturing site visits conducted prior to **Downselect**. The Government intends to conduct a site visit to each Offeror(s) proposed manufacturing facility. The intent of the visit is for the Government to review the following:
    a. Established Manufacturing processes and procedures
    b. Documentation of Manufacturing processes and procedures
    c. Lean Manufacturing
    d. Training
    e. Facilities
4. Demonstrated performance through CDR

All non-price factors, when combined, are significantly more important than the total evaluated price of the Prototype Build Options (Test Support Inclusive) and LRIP Options

G.5 LRIP Pricing

The Government does not prohibit an Offeror from submitting a proposal that includes a Defense Working Capital Fund Activity (e.g. depot) performing a portion of the AAV Survivability Upgrade requirement, provided the Offeror shall (at a minimum):

1. Describe the work the Depot will perform in terms of RFP evaluations factors (e.g. Engineering, Management, Energy, Past Performance, and Price);
2. Demonstrate the Depot has the capability and capacity to perform its portion of the requirements;
3. Provide evidence of the Depot's willingness to participate with the Offeror for its stated portion of the requirements; and
4. Include the Depot's "bottom line" price to perform its portion of the requirements.

Contractor(s) awarded a contract for the design phase will receive a refined, more detailed LRIP SOW approximately 90 days prior to CDR. In accordance with SOW paragraph 3.8, these documents will prepare the Contractor(s) to submit a revised competitive LRIP pricing proposal, in accordance with CDRL A067. Any revised LRIP price proposal (CLINS 0200 – 0204 and 0206) shall be firm fixed price and not exceed the NTE amount specified in Section B.

The Government will evaluate any revised LRIP pricing by examining the total price of the proposed line item prices listed in the offer (plus any adjusted amount for Defense Working Capital Funds (see M.3.5.1 and M.3.6)).

G.5.1 LRIP Reasonableness Assessment

The Government will perform a price reasonableness assessment. Price reasonableness will be based on the Basis of Estimate (BOEs) and proposed pricing reported in a Cost and Software Data Report (CSDR) flat file format. All Basis of Estimate (Ground Rules and Assumptions to include Learning Curve Applications, Sources, Gross

Methodology (analogy, parametric, extrapolation from actuals, bottoms-up, etc.) and a time-phased pricing report) worksheets shall be included in the same Microsoft Excel workbook as the CSDR Flat File and maintain all formulas. A time-phased pricing report in Then-Year (TY) dollars shall be included as an independent worksheet within the CSDR workbook and must maintain formulas, computations, etc. The workbook shall include the BOEs and CSDR flat file for the LRIP option and LRIP testing support. The flat file format can be found on the Defense Cost and Resource Center (DCARC) website http://dcarc.cape.osd.mil/CSDR/cPet.aspx (see the right hand side for cPet Flat File Format). The CSDR Work Breakdown Structure (WBS) for the LRIP Phase (Attachment 6) shall be used as the WBS in the CSDR flat file. Any revised pricing which provides an unbalanced price may be determined to be materially unbalanced and deficient. The worksheets shall not contain any macros.

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254) **(Updated P00002)**
02 – Concept of Operations (CONOPS)
03 – Government Furnished Information (GFI) **(Updated P00004)**
04 – Integrated Master Plan (IMP)
05 – Work Breakdown Structure (WBS) Dictionary
06 – Cost and Software Data Reporting (CSDR) **(Updated P00003)**
07 – System Specification (Classified Annex separate) **(Updated P00001)**
    07-01 – Appendix I to the System Specification (Combat Loads)
    07-02 – Injury Evaluation Conference Guidelines (October 2013)
08 – Systems Engineering Plan (SEP) **(Updated P00001)**
09 – Automotive Mission Profile
10 – Failure Definition Scoring Criteria (FD/SC)
11 – Government Furnished Property (GFP) **(Updated P00004)**
    11-01 – Additional GFP (Removed-Combined with Att. 11 on P00004)
12 – Quality Assurance Surveillance Plan (QASP)
13 – CDRL Instructions **(Updated P00005)**
14 – Test Schedule
15 – APUC Information
16 – Statement of Work **(Updated P00005)**
17 - Reserved
18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)
19 – Reserved
20 – Reserved
21 – Manufacturing Quality Checklist

LIST OF EXHIBITS

A: CDRL's (A001 – A069) **(Updated P00005)**

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	2

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00006	21-Nov-2014	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: RENEE STATON
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE

See Item 6

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: Mutual Agreement of the Parties FAR 43.103(a)(3)

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, [X] is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: statonr15385

The purpose of this modification is to update the following attachments:

1) Attachment 03: GFI
2) Attachment 06: CSDR
3) Attachment 11: GFP
4) Exhibit A: CDRLs

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) STACEY R COOLICAN / CONTRACTING OFFICER TEL: 703-784-1486 EMAIL: stacey.coolican@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY (Signature of Contracting Officer)	16C. DATE SIGNED 25-Nov-2014

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254) **(Updated P00002)**
02 – Concept of Operations (CONOPS)
03 – Government Furnished Information (GFI) **(Updated P00006)**
04 – Integrated Master Plan (IMP)
05 – Work Breakdown Structure (WBS) Dictionary
06 – Cost and Software Data Reporting (CSDR) **(Updated P00006)**
07 – System Specification (Classified Annex separate) **(Updated P00001)**
    07-01 – Appendix I to the System Specification (Combat Loads)
    07-02 – Injury Evaluation Conference Guidelines (October 2013)
08 – Systems Engineering Plan (SEP) **(Updated P00001)**
09 – Automotive Mission Profile
10 – Failure Definition Scoring Criteria (FD/SC)
11 – Government Furnished Property (GFP) **(Updated P00006)**
    11-01 – Additional GFP (Removed-Combined with Att. 11 on P00004)
12 – Quality Assurance Surveillance Plan (QASP)
13 – CDRL Instructions **(Updated P00005)**
14 – Test Schedule
15 – APUC Information
16 – Statement of Work **(Updated P00005)**
17 - Reserved
18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)
19 – Reserved
20 – Reserved
21 – Manufacturing Quality Checklist

LIST OF EXHIBITS

A: CDRL's (A001 – A069) **(Updated P00006)**

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	2

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00007	09-Feb-2015	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN:STACEY R. COOLICAN,
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

☐ C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:

X D. OTHER (Specify type of modification and authority)
Mutual Agreement of the Parties and FAR 43.103(a)(3)

E. IMPORTANT: Contractor ☐ is not, ☒ is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: coolican151065
The purpose of this modification is to extend the period of performance for CLIN 0002 from 15 Feb 15 to 2 Mar 15 at no cost to either party.
See following page.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) STACEY R COOLICAN / CONTRACTING OFFICER TEL: 703-784-1486 EMAIL: stacey.coolican@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY (Signature of Contracting Officer)	16C. DATE SIGNED 10-Feb-2015

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION F - DELIVERIES OR PERFORMANCE

The following have been added by full text:

DELIVERY

P00007 extends the period of performance of CLIN 0002 from 15 Feb 15 to 2 Mar 15. Section F, in its entirety, will be updated upon the excerise of any options.

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	5

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00008	27-Feb-2015	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: ELIZABETH I. COLVIN
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

See Schedule

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

☐ C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:

X D. OTHER (Specify type of modification and authority)
FAR 43.103(b)(3)

E. IMPORTANT: Contractor [X] is not, ☐ is required to sign this document and return _____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: coolican151039

The purpose of this modification is to:

1. Exercise Contract Line Item Numbers (CLINs) 0100 - 0101, 0103 - 0105 and 0108. (CLINs 0102, 0106 and 0107 are reserved.);
2. Update pricing for CLINs 0200 - 0203 and 0206;
3. Update Section F; and
4. Provide funding for CLINs 0100, 0103 - 0105 and 0108

See following pages.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) KAREN R. BEVERIDGE / CONTRACTING OFFICER TEL: 703-784-4131 EMAIL: Karen.Beveridge@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY Karen Beveridge (Signature of Contracting Officer)	16C. DATE SIGNED 27-Feb-2015

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION A - SOLICITATION/CONTRACT FORM

The total cost of this contract was increased by [redacted] (b) (4)

SECTION B - SUPPLIES OR SERVICES AND PRICES

CLIN 0100
The option status has changed from Option to Option Exercised.
The MILSTRIP M9545015RCR5BS1 has been added.

CLIN 0101
The option status has changed from Option to Option Exercised.

CLIN 0103
The option status has changed from Option to Option Exercised.
The MILSTRIP M9545015RCR5BS1 has been added.

CLIN 0104
The option status has changed from Option to Option Exercised.
The MILSTRIP M9545015RCR5BS1 has been added.

CLIN 0105
The option status has changed from Option to Option Exercised.
The MILSTRIP M9545015RCR5BS1 has been added.

CLIN 0108
The option status has changed from Option to Option Exercised.
The MILSTRIP M9545015RCR5BS1 has been added.

CLIN 0200
The unit price amount has decreased by [redacted] (b) (4)
The total cost of this line item has decreased by [redacted] (b) (4)

CLIN 0201
The unit price amount has decreased by [redacted] (b) (4)
The total cost of this line item has decreased by [redacted]

CLIN 0202
The unit price amount has decreased by [redacted] (b) (4)
The total cost of this line item has decreased by $ [redacted]

CLIN 0203
The unit price amount has increased by [redacted] (b) (4)
The total cost of this line item has increased by [redacted]

CLIN 0206
The unit price amount has decreased by [redacted] (b) (4)
The total cost of this line item has decreased by [redacted]

SECTION F - DELIVERIES OR PERFORMANCE

The following have been modified:
DELIVERY

CLIN	Description	Period of Performance	Payments
*0001	PDR	05/05/2014 - 10/31/2014	75% at PDR
			25% at CLIN completion
*0002	CDR	05/05/2014 - 03/02/2015	75% at CDR
			25% at CLIN completion
*0100	8 Prototypes	03/01/2015 - 04/30/2016	Upon USG acceptance of each prototype
*0101	Test Support	05/01/2016 – 04/01/2017	Equal monthly payments
*0102	-	Reserved	
*0103	ODC's	03/01/2015 - 04/01/2017	As required//Not more often than monthly
*0104	Transportation	03/01/2015 - 04/01/2017	At CLIN Completion
*0105	2 Prototypes	03/01/2015 - 04/30/2016	Upon USG acceptance of each prototype
*0106		Reserved	Equal monthly payments
*0107		Reserved	
*0108	Transportation	03/01/2015 - 04/01/2017	At CLIN completion
*0200	4 LRIP (FUSL)	04/01/2017 - 9/30/2017	Upon USG acceptance of each vehicle
*0201	12 LRIP (PQT/RQT/IOT&E)	04/01/2017 - 02/28/2018	Upon USG acceptance of each vehicle
*0202	36 LRIP (Fielding)	04/01/2017 - 09/30/2019	Upon USG acceptance of each vehicle
*0203	LRIP Test Support	10/01/2017 – 11/30/2018	Equal monthly payments
*0204		Reserved	
*0205	ODC's	04/01/2017 – 09/30/2019	As required//Not more often than monthly
*0206	Transportation	04/01/2017 – 09/30/2019	At CLIN Completion
*0207	Technical Data Package	04/01/2017 – 09/30/2019	Upon USG acceptance

The following have been deleted:
ESTIMATED DELIVERY SCHEDULE

SECTION G - CONTRACT ADMINISTRATION DATA

Accounting and Appropriation

Summary for the Payment Office

As a result of this modification, the total funded amount for this document was increased by (b) (4) (b) (4)

CLIN 0100:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS1) was increased by (b) (4)
The contract ACRN AC has been added.
The CIN M9545015RCR5BS1 has been added.
The Cost Code 5RCR5BS117P1 has been added.

CLIN 0103:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS1) was increased by (b) (4)
The contract ACRN AC has been added.
The CIN M9545015RCR5BS1 has been added.
The Cost Code 5RCR5BS117P1 has been added.

CLIN 0104:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS1) was increased by (b) (4)
The contract ACRN AC has been added.
The CIN M9545015RCR5BS1 has been added.
The Cost Code 5RCR5BS117P1 has been added.

CLIN 0105:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS1) was increased by (b) (4)
The contract ACRN AC has been added.
The CIN M9545015RCR5BS1 has been added.
The Cost Code 5RCR5BS117P1 has been added.

CLIN 0108:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS1) was increased by (b) (4)
The contract ACRN AC has been added.
The CIN M9545015RCR5BS1 has been added.
The Cost Code 5RCR5BS117P1 has been added.

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	2

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00009	08-Apr-2015	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: RENEE STATON
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

X B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

☐ C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor [X] is not, ☐ is required to sign this document and return _____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

Modification Control Number: statonr151503

The purpose of this modification is add the DPAS code.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) ELIZABETH I. COLVIN / CONTRACTING OFFICER TEL: 703-432-3087 EMAIL: elizabeth.colvin@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY Elizabeth I. Colvin (Signature of Contracting Officer)	16C. DATE SIGNED 08-Apr-2015

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION A - SOLICITATION/CONTRACT FORM
The DPAS code DO-A4 has been added.
The Criticality code B has been added.

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	6

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00010	21-Apr-2015	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: RENEE STATON
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

See Schedule

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
Mutual Agreement of the Parties FAR 43.103(a)(3)

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, X is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: colvine151600

The purpose of this modification is to:

A) Update the following attachments: 01 (DD254), 03 (GFI), 16 (SOW - paragraph 3.2.3 and Table 2), and Exhibit A (CDRLs);

B) Combine CLINs 0100 and 0105;

D) Update POCs annd WAWF in Section G;

E) Add clause 52.211-15 to Section I

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) ELIZABETH I. COLVIN / CONTRACTING OFFICER TEL: 703-432-3087 EMAIL: elizabeth.colvin@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY Elizabeth I. Colvin (Signature of Contracting Officer)	16C. DATE SIGNED 22-Apr-2015

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION A - SOLICITATION/CONTRACT FORM

The total cost of this contract was decreased by [redacted] (b) (4)

SECTION B - SUPPLIES OR SERVICES AND PRICES

CLIN 0100
The pricing detail quantity has increased by [redacted] (b) (4)
The unit price amount has decreased by [redacted] (b) (4)
The total cost of this line item has increased by [redacted]

CLIN 0101
The unit price amount has decreased by [redacted] (b) (4)
The total cost of this line item has decreased by [redacted]

CLIN 0105
The pricing detail quantity has decreased by [redacted] (b) (4)
The total cost of this line item has decreased by [redacted]

SECTION G - CONTRACT ADMINISTRATION DATA

Accounting and Appropriation

Summary for the Payment Office

As a result of this modification, the total funded amount for this document was decreased by [redacted] (b) (4)
[redacted] (b) (4)

CLIN 0100:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS1) was increased by [redacted] (b) (4)

CLIN 0105:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS1) was decreased by [redacted] (b) (4)

The following have been modified:

252.232-7006 WIDE AREA WORKFLOW PAYMENT INSTRUCTIONS (MAY 2013)
(a) Definitions. As used in this clause--

Department of Defense Activity Address Code (DoDAAC) is a six position code that uniquely identifies a unit, activity, or organization.

Document type means the type of payment request or receiving report available for creation in Wide Area WorkFlow (WAWF).

Local processing office (LPO) is the office responsible for payment certification when payment certification is done external to the entitlement system.

(b) Electronic invoicing. The WAWF system is the method to electronically process vendor payment requests and receiving reports, as authorized by DFARS 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports.

(c) WAWF access. To access WAWF, the Contractor shall--

(1) Have a designated electronic business point of contact in the System for Award Management at https://www.acquisition.gov; and

(2) Be registered to use WAWF at https://wawf.eb.mil/ following the step-by-step procedures for self-registration available at this Web site.

(d) WAWF training. The Contractor should follow the training instructions of the WAWF Web-Based Training Course and use the Practice Training Site before submitting payment requests through WAWF. Both can be accessed by selecting the "Web Based Training" link on the WAWF home page at https://wawf.eb.mil/.

(e) WAWF methods of document submission. Document submissions may be via Web entry, Electronic Data Interchange, or File Transfer Protocol.

(f) WAWF payment instructions. The Contractor must use the following information when submitting payment requests and receiving reports in WAWF for this contract/order:

(1) Document type. The Contractor shall use the following document type(s). Combo

(2) Inspection/acceptance location. The Contractor shall select the following inspection/acceptance location(s) in WAWF, as specified by the contracting officer. Not applicable

(3) Document routing. The Contractor shall use the information in the Routing Data Table below only to fill in applicable fields in WAWF when creating payment requests and receiving reports in the system.

Routing Data Table*

Field Name in WAWF	Data to be entered in WAWF
Pay Official DoDAAC	HQ0338
Issue By DoDAAC	M67854
Admin DoDAAC	S2404A
Inspect By DoDAAC	M67854/**AAA**
Ship To Code	M67854/**AAA**
Ship From Code	N/A
Mark For Code	N/A

Service Approver (DoDAAC)	M67854/**AAA**
Service Acceptor (DoDAAC)	M67854/**AAA**
Accept at Other DoDAAC	N/A
LPO DoDAAC	N/A
DCAA Auditor DoDAAC	N/A
Other DoDAAC(s)	N/A

---

(4) Payment request and supporting documentation. The Contractor shall ensure a payment request includes appropriate contract line item and subline item descriptions of the work performed or supplies delivered, unit price/cost per unit, fee (if applicable), and all relevant back-up documentation, as defined in DFARS Appendix F, (e.g. timesheets) in support of each payment request.

(5) WAWF email notifications. The Contractor shall enter the email address identified below in the "Send Additional Email Notifications" field of WAWF once a document is submitted in the system.
paul.m.rivera1@usmc.mil
lorrie.brandt@usmc.mil
Kenneth.McKane@usmc.mil

(g) WAWF point of contact. (1) The Contractor may obtain clarification regarding invoicing in WAWF from the following contracting activity's WAWF point of contact: bobby.walcott@usmc.mil

(2) For technical WAWF help, contact the WAWF helpdesk at 866-618-5988.

(End of clause)

G.1 AUTHORIZED CHANGES ONLY BY THE CONTRACTING OFFICER

(a) Except as specified in paragraph (b) below, no order, statement, or conduct of Government personnel who visit the Contractor's facilities, or in any other manner, communicates with Contractor personnel during the performance of this contract shall constitute a change under the "Changes" clause of this contract.

(b) The Contractor shall not comply with any order, direction, or request of Government personnel unless it is issued in writing and signed by the Contracting Officer, or is pursuant to specific authority otherwise included as a part of this contract.

(c) The Contracting Officer is the only person authorized to approve changes in any of the requirements of this contract and, notwithstanding provisions contained elsewhere in this contract, the said authority remains solely the Contracting Officer's. In the event the Contractor effects any change at the direction of any person other than the Contracting Officer, the change will be considered to have been made without authority, and no adjustment will be made in the contract price to cover any increase in charges incurred as a result thereof.

G.2 GOVERNMENT POINTS OF CONTACT

Listed below are the Government points of contact for this contract:

ROLE	NAME	ADDRESS	PHONE/FAX	EMAIL
PROCURING CONTRACTING OFFICER (PCO)	**Elizabeth Colvin**	MCSC/PEO-LS/CT028 2200 Lester St. Quantico, VA 22134	703-784-1486 DSN: 278-1486	elizabeth.colvin@usmc.mil
CONTRACT SPECIALIST	**Renée Staton**	MCSC/PEO-LS/CT028 2200 Lester St. Quantico, VA 22134	703-784-1297 DSN: 278-1297	renee.staton@usmc.mil
ADMINISTRATIVE CONTRACTING OFFICER (ACO)	**Raymond Griffith**	DCMA Manassas 10500 Battleview Pkwy.	703-530-3668	raymond.griffith@dcma.mil

		Manassas, VA 20109-2342		
TECHNICAL POINT OF CONTACT (TPOC)	**Major Paul M. Rivera**	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1232 DSN: 278-1232	paul.m.rivera1@usmc.mil
CONTRACTING OFFICER'S REPRESENTATIVE	**Lorrie Brandt**	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1217 DSN: 278-1217	lorrie.brandt@usmc.mil
ALTERNATE CONTRACTING OFFICER'S REPRESENTATIVE	**Kenny McKane**	MCSC/PM AAA 2200 Lester St. Quantico, VA 22134	703-784-1128 DSN: 278-1128	kenneth.mckane@usmc.mil

G.3 DELEGATION OF AUTHORITY FOR CONTRACT ADMINISTRATION

The Administrative Contracting Officer (ACO) of the cognizant Defense Contract Management Command is designated as the authorized representative of the Contracting Officer for purposes of administering this contract in accordance with FAR 42.3.

G.4 CRITERIA FOR THE EXERCISE OF THE PROTOTYPE BUILD OPTION

The Government reserves the right to exercise an option to build prototype vehicles following CDR using a best value analysis. The Government intends to exercise and award the option to one (1) Offeror and will make a determination based upon, in addition to the option clauses and price, the following non-price criteria in descending order of importance:

1. The AAV Survivability Upgrade design that meets the $1.65M Government APUC (FY12 dollars). The Offeror(s) will consider the following design trades in descending order of importance:
    a. Force protection
    b. Seaworthiness and water safety
    c. Land mobility and land safety
2. The proposed duration of the prototype manufacturing schedule
3. Outcome of manufacturing site visits conducted prior to **Downselect**. The Government intends to conduct a site visit to each Offeror(s) proposed manufacturing facility. The intent of the visit is for the Government to review the following:
    a. Established Manufacturing processes and procedures
    b. Documentation of Manufacturing processes and procedures
    c. Lean Manufacturing
    d. Training
    e. Facilities
4. Demonstrated performance through CDR

All non-price factors, when combined, are significantly more important than the total evaluated price of the Prototype Build Options (Test Support Inclusive) and LRIP Options

G.5 LRIP Pricing

The Government does not prohibit an Offeror from submitting a proposal that includes a Defense Working Capital Fund Activity (e.g. depot) performing a portion of the AAV Survivability Upgrade requirement, provided the Offeror shall (at a minimum):

1. Describe the work the Depot will perform in terms of RFP evaluations factors (e.g. Engineering, Management, Energy, Past Performance, and Price);
2. Demonstrate the Depot has the capability and capacity to perform its portion of the requirements;
3. Provide evidence of the Depot's willingness to participate with the Offeror for its stated portion of the requirements; and
4. Include the Depot's "bottom line" price to perform its portion of the requirements.

Contractor(s) awarded a contract for the design phase will receive a refined, more detailed LRIP SOW approximately 90 days prior to CDR. In accordance with SOW paragraph 3.8, these documents will prepare the Contractor(s) to submit a revised competitive LRIP pricing proposal, in accordance with CDRL A067. Any revised LRIP price proposal (CLINS 0200 – 0204 and 0206) shall be firm fixed price and not exceed the NTE amount specified in Section B.

The Government will evaluate any revised LRIP pricing by examining the total price of the proposed line item prices listed in the offer (plus any adjusted amount for Defense Working Capital Funds (see M.3.5.1 and M.3.6)).

G.5.1 LRIP Reasonableness Assessment

The Government will perform a price reasonableness assessment. Price reasonableness will be based on the Basis of Estimate (BOEs) and proposed pricing reported in a Cost and Software Data Report (CSDR) flat file format. All Basis of Estimate (Ground Rules and Assumptions to include Learning Curve Applications, Sources, Gross Methodology (analogy, parametric, extrapolation from actuals, bottoms-up, etc.) and a time-phased pricing report) worksheets shall be included in the same Microsoft Excel workbook as the CSDR Flat File and maintain all formulas. A time-phased pricing report in Then-Year (TY) dollars shall be included as an independent worksheet within the CSDR workbook and must maintain formulas, computations, etc. The workbook shall include the BOEs and CSDR flat file for the LRIP option and LRIP testing support. The flat file format can be found on the Defense Cost and Resource Center (DCARC) website http://dcarc.cape.osd.mil/CSDR/cPet.aspx (see the right hand side for cPet Flat File Format). The CSDR Work Breakdown Structure (WBS) for the LRIP Phase (Attachment 6) shall be used as the WBS in the CSDR flat file. Any revised pricing which provides an unbalanced price may be determined to be materially unbalanced and deficient. The worksheets shall not contain any macros.

SECTION I - CONTRACT CLAUSES

The following have been added by reference:

52.211-15	Defense Priority And Allocation Requirements	APR 2008

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	5

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00011	29-May-2015	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: RENEE STATON
105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

See Schedule

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: Mutual Agreement of the Parties FAR 43.103(a)(3)

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, [X] is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: statonr151821

The purpose of this modifcation is to:

1) Decrease CLIN 0101 by (b) (4) and move to CLIN 0106;
2) Attach funding to CLIN 0106 to purchase required spares;
3) Modify LRIP quantities in CLINs 0201 and 0202 to align with funding;
4) Update Attachment 06: CSDR

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) ELIZABETH I. COLVIN / CONTRACTING OFFICER TEL: 703-432-3087 EMAIL: elizabeth.colvin@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY Elizabeth I. Colvin (Signature of Contracting Officer)	16C. DATE SIGNED 05-Jun-2015

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION A - SOLICITATION/CONTRACT FORM

The total cost of this contract was decreased by [redacted] (b) (4)

SECTION B - SUPPLIES OR SERVICES AND PRICES

CLIN 0101
The unit price amount has decreased by [redacted] (b) (4)
The total cost of this line item has decreased by [redacted]

CLIN 0105
The CLIN description has changed from Prototypes to Reserved.
The CLIN extended description has changed from The Contractor shall build two (2) prototypes in accordance with the Statement of Work, CDRLs and Performance Specification. Travel associated with this task shall be included and not separately priced. to Moved quantity (2) from this former Prototype CLIN to CLIN 0101.

CLIN 0106
The CLIN description has changed from Reserved to Spares.
The pricing detail quantity has increased by [redacted] (b) (4)
The unit price amount has increased by [redacted] (b) (4)
The unit of issue Lot has been added.
The cost constraint NTE has been added.
The total cost of this line item has increased by [redacted] (b) (4)

CLIN 0201
The CLIN description has changed from LRIP vehicles & ISP PQT/RQT IOT&E test to LRIP & ISP PQT/RQT IOT&E test and field.
The CLIN extended description has changed from LRIP vehicles and Initial Spares Package (ISP) for PQT/RQT IOT&E testing. LRIP option shall be in accordance the SOW and elements delineated in Attachment 15, Page 2. Any revised pricing for LRIP will be due 30 days prior to CDR in accordance with CDRL A067. Total price for this CLIN shall not exceed [redacted] (b) (4) to LRIP vehicles and Initial Spares Package (ISP) for PQT/RQT IOT&E testing and fielding. LRIP option shall be in accordance the SOW and elements delineated in Attachment 15, Page 2. Any revised pricing for LRIP will be due 30 days prior to CDR in accordance with CDRL A067. Total price for this CLIN shall not exceed [redacted] (b) (4)
The pricing detail quantity has increased by [redacted] (b) (4)
The unit price amount has decreased by [redacted] (b) (4)
The total cost of this line item has increased by [redacted] (b) (4)

CLIN 0202

The pricing detail quantity has decreased by [redacted] (b) (4)
The total cost of this line item has decreased by [redacted]

SECTION F - DELIVERIES OR PERFORMANCE

The following have been modified:
DELIVERY

CLIN	Description	Period of Performance	Payments
*0001	PDR	05/09/2014 - 10/31/2014	75% at PDR
			25% at CLIN completion
*0002	CDR	05/09/2014 - 03/02/2015	75% at CDR
			25% at CLIN completion
*0100	10 Prototypes	03/01/2015 - 04/30/2016	Upon Contractor Delivery of each prototype
*0101	Test Support	05/01/2016 – 04/01/2017	Equal monthly payments
*0102	-	Reserved	
*0103	ODC's	03/01/2015 - 04/01/2017	As required//Not more often than monthly
*0104	Transportation	03/01/2015 - 04/01/2017	At CLIN Completion
*0105		Reserved	
*0106	Spares	06/4/2015 - 04/30/2016	As required
*0107		Reserved	
*0108	Transportation	03/01/2015 - 04/01/2017	At CLIN completion
*0200	4 LRIP (FUSL)	04/01/2017 - 9/30/2017	Upon USG acceptance of each vehicle
*0201	18 LRIP (PQT/RQT/IOT&E)	04/01/2017 - 02/28/2018	Upon USG acceptance of each vehicle
*0202	30 LRIP (Fielding)	04/01/2017 - 09/30/2019	Upon USG acceptance of each vehicle
*0203	LRIP Test Support	10/01/2017 – 11/30/2018	Equal monthly payments
*0204		Reserved	
*0205	ODC's	04/01/2017 – 09/30/2019	As required//Not more often than monthly
*0206	Transportation	04/01/2017 – 09/30/2019	At CLIN Completion
*0207	Technical Data Package	04/01/2017 – 09/30/2019	Upon USG acceptance

SECTION G - CONTRACT ADMINISTRATION DATA

Accounting and Appropriation

Summary for the Payment Office

As a result of this modification, the total funded amount for this document was increased by (b) (4) from (b) (4)

CLIN 0106:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS10106) was increased by (b) (4)

The contract ACRN AC has been added.

The CIN M9545015RCR5BS10106 has been added.
The Cost Code 5RCR5BS117P1 has been added.

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254) **(Updated P00002)**
02 – Concept of Operations (CONOPS)
03 – Government Furnished Information (GFI) **(Updated P00010)**
04 – Integrated Master Plan (IMP)
05 – Work Breakdown Structure (WBS) Dictionary
06 – Cost and Software Data Reporting (CSDR) **(Updated P00011)**
07 – System Specification (Classified Annex separate) **(Updated P00001)**
    07-01 – Appendix I to the System Specification (Combat Loads)
    07-02 – Injury Evaluation Conference Guidelines (October 2013)
08 – Systems Engineering Plan (SEP) **(Updated P00001)**
09 – Automotive Mission Profile
10 – Failure Definition Scoring Criteria (FD/SC)
11 – Government Furnished Property (GFP) **(Updated P00010)**
    11-01 – Additional GFP (Removed-Combined with Att. 11 on P00004)
12 – Quality Assurance Surveillance Plan (QASP)
13 – CDRL Instructions **(Updated P00005)**
14 – Test Schedule
15 – APUC Information
16 – Statement of Work **(Updated P00010)**
17 - Reserved
18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)
19 – Reserved
20 – Reserved
21 – Manufacturing Quality Checklist

LIST OF EXHIBITS

A: CDRL's (A001 – A069) **(Updated P00010)**

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	3

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00012	29-Jun-2015	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: JOHN ADAMS 105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

See Schedule

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

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☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
Mutual Agreement of the Parties IAW FAR 43.103(a)(3)

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, [X] is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: adamsjl152001

SEE PAGE 2

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) ELIZABETH I. COLVIN / CONTRACTING OFFICER TEL: 703-432-3087 EMAIL: elizabeth.colvin@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY Elizabeth I. Colvin (Signature of Contracting Officer)	16C. DATE SIGNED 01-Jul-2015

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION A - SOLICITATION/CONTRACT FORM

The total cost of this contract was increased by (b) (4)

The following have been added by full text:
SECTION A

The purpose of this modification is to

1) Incorporate the following revised Attachments:

Attachment 3 Government Furnished Information (GFI)
Attachment 11 Government Furnished Property (GFP)
Attachment 12 Quality Assurance Plan (QASP)
Attachment 16 Statement of Work (SOW)

2) Incorporate vehicle modifications under two (2) tasks. The tasks shall be performed under CLIN 0100 as follows:

Task 1: SAIC shall perform the following Government modifications: 1) Intercom Integration and 2) M4 Mount Integration. The Government will be providing the Intercoms and M4 Mounts to SAIC as Government Furnished Equipment (GFE). SAIC shall coordinate with the Government on when the GFE shall be provided. SAIC performance shall consider the multiple Government design upgrades, concurrent to the Survivability Upgrade, impacting the current AAV design.

Task 2: SAIC shall pull-forward two (2) SAIC added capabilities from the LRIP design: 1) 400 AMP Generator and 2) Super Finish modifications into the EMD design for the 10 prototypes due in April 2016.

These tasks were proposed under SAIC Letter 213748/lr-041515, R2, dated 4 June 2015.

SECTION B - SUPPLIES OR SERVICES AND PRICES

CLIN 0100
The unit price amount has increased by (b) (4)

The MILSTRIP has changed from M9545015RCR5BS1 to M9545015RCR5BS10004.
The total cost of this line item has increased by (b) (4)

SECTION G - CONTRACT ADMINISTRATION DATA

Accounting and Appropriation

Summary for the Payment Office

As a result of this modification, the total funded amount for this document was increased by (b) (4) (b) (4)

CLIN 0100:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS1) was increased by (b) (4)

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254) **(Updated P00002)**
02 – Concept of Operations (CONOPS)
03 – Government Furnished Information (GFI) **(Updated P00010) (Updated P00012)**
04 – Integrated Master Plan (IMP)
05 – Work Breakdown Structure (WBS) Dictionary
06 – Cost and Software Data Reporting (CSDR) **(Updated P00011)**
07 – System Specification (Classified Annex separate) **(Updated P00001)**
  07-01 – Appendix I to the System Specification (Combat Loads)
  07-02 – Injury Evaluation Conference Guidelines (October 2013)
08 – Systems Engineering Plan (SEP) **(Updated P00001)**
09 – Automotive Mission Profile
10 – Failure Definition Scoring Criteria (FD/SC)
11 – Government Furnished Property (GFP) **(Updated P00010) (Updated P00012)**
  11-01 – Additional GFP (Removed-Combined with Att. 11 on P00004)
12 – Quality Assurance Surveillance Plan (QASP) **(Updated P00012)**
13 – CDRL Instructions **(Updated P00005)**
14 – Test Schedule
15 – APUC Information
16 – Statement of Work **(Updated P00010) (Updated P00012)**
17 - Reserved
18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)
19 – Reserved
20 – Reserved
21 – Manufacturing Quality Checklist

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES	
J	1	5

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00013	27-Aug-2015	SEE SCHEDULE	

6. ISSUED BY CODE M67854

MARCORSYSCOM CT028
ATTN: JOHN ADAMS 105 TECH PARKWAY
STAFFORD VA 22556

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

See Schedule

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
Mutual Agreement of the Parties IAW FAR 43.103(a)(3)

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, X is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: adamsjl152415
The purpose of this modification P00013 is to incorporate the requirement for Coupons under Statement of Work section 3.5, to update Attachments 3 and 11 to reflect current GFM and GFP data, and to revise the DoDAAC for CLIN 0100.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) ELIZABETH I. COLVIN / CONTRACTING OFFICER TEL: 703-432-3087 EMAIL: elizabeth.colvin@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY Elizabeth I. Colvin (Signature of Contracting Officer)	16C. DATE SIGNED 27-Aug-2015

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION A - SOLICITATION/CONTRACT FORM

The total cost of this contract was increased by (b) (4)

SECTION B - SUPPLIES OR SERVICES AND PRICES

CLIN 0106

The CLIN extended description As of modification P00013, this Spares CLIN includes the 22 Coupons referenced in the Attachment 16 Statement of Work, section 3.5. The Coupons are to be delivered to Aberdeen MD (FOB Destination) 24 weeks from the P00013 Effective Date. SAIC is required to confirm specific delivery instruction with the COR 2 weeks prior to delivery has been added.

The unit price amount has increased by (b) (4)

The MILSTRIP M9545015RCR5BS1 has been added.

The total cost of this line item has increased by (b) (4)

SECTION E - INSPECTION AND ACCEPTANCE

The Acceptance/Inspection Schedule for CLIN 0100 has been changed from:

INSPECT AT Destination	INSPECT BY Government	ACCEPT AT Destination	ACCEPT BY Government

To:

INSPECT AT Origin	INSPECT BY Government	ACCEPT AT Origin	ACCEPT BY Government

The following have been added by full text:

INSPECTION AND ACCEPTANCE

For CLIN 0100, DCMA shall conduct Inspection and Acceptance of each prototype vehicle at the source, (place of performance), identified as the SAIC Charleston facility. The CAGE Code for the SAIC Charleston facility is 755K2. The address for the SAIC Charleston facility is:

Science Applications international Corporation
5617 North Rhett Avenue
North Charleston, SC 29406

The secondary address for the SAIC Charleston facility (Cage Code 755K2), where the actual place of performance is, and where inspection of vehicles will occur is:

Science Applications International Corporation

7410 A Magi Road
Hanahan, SC 29410

DCMA shall conduct the inspection and acceptance only for the prototype vehicles and associated supplies/product. Services shall be inspected and accepted at destination. All deliverables, reports, or other required documentation, are services that shall be inspected and accepted at destination.

SECTION F - DELIVERIES OR PERFORMANCE

The following have been modified:
DELIVERY

CLIN	Description	Period of Performance	Payments
*0001	PDR	05/09/2014 - 10/31/2014	75% at PDR
			25% at CLIN completion
*0002	CDR	05/09/2014 - 03/02/2015	75% at CDR
			25% at CLIN completion
*0100	10 Prototypes**	03/01/2015 - 04/30/2016	Upon Contractor Delivery of each prototype
*0101	Test Support	05/01/2016 – 04/01/2017	Equal monthly payments
*0102	-	Reserved	
*0103	ODC's	03/01/2015 - 04/01/2017	As required//Not more often than monthly
*0104	Transportation	03/01/2015 - 04/01/2017	At CLIN Completion
*0105		Reserved	
*0106	Spares***	06/4/2015 - 04/30/2016	As required
*0107		Reserved	
*0108	Transportation	03/01/2015 - 04/01/2017	At CLIN completion
*0200	4 LRIP (FUSL)	04/01/2017 - 9/30/2017	Upon USG acceptance of each vehicle
*0201	18 LRIP (PQT/RQT/IOT&E)	04/01/2017 - 02/28/2018	Upon USG acceptance of each vehicle
*0202	30 LRIP (Fielding)	04/01/2017 - 09/30/2019	Upon USG acceptance of each vehicle
*0203	LRIP Test Support	10/01/2017 – 11/30/2018	Equal monthly payments
*0204		Reserved	
*0205	ODC's	04/01/2017 – 09/30/2019	As required//Not more often than monthly
*0206	Transportation	04/01/2017 – 09/30/2019	At CLIN Completion
*0207	Technical Data Package	04/01/2017 – 09/30/2019	Upon USG acceptance

** See Section E for CLIN 0100 Inspection and Acceptance.

*** As of modification P00013, Spares CLIN 0106 includes the 22 Coupons referenced in the Attachment 16 Statement of Work, section 3.5. The Coupons are to be delivered to Aberdeen MD (FOB Destination) 24 weeks from the P00013 Effective Date in block 16C. SAIC is required to confirm specific delivery instruction with the COR 2 weeks prior to delivery.

SECTION G - CONTRACT ADMINISTRATION DATA

Accounting and Appropriation

Summary for the Payment Office

As a result of this modification, the total funded amount for this document was increased by (b) (4)

(b) (4)

CLIN 0106:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS10106) was increased by [redacted] **(b) (4)**

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254) **(Updated P00002)**
02 – Concept of Operations (CONOPS)
03 – Government Furnished Information (GFI) **(Updated: P00010, P00012, P00013)**
04 – Integrated Master Plan (IMP)
05 – Work Breakdown Structure (WBS) Dictionary
06 – Cost and Software Data Reporting (CSDR) **(Updated P00011)**
07 – System Specification (Classified Annex separate) **(Updated P00001)**
  07-01 – Appendix I to the System Specification (Combat Loads)
  07-02 – Injury Evaluation Conference Guidelines (October 2013)
08 – Systems Engineering Plan (SEP) **(Updated P00001)**
09 – Automotive Mission Profile
10 – Failure Definition Scoring Criteria (FD/SC)
11 – Government Furnished Property (GFP) **(Updated: P00010, P00012, P00013)**
  11-01 – Additional GFP (Removed-Combined with Att. 11 on P00004)
12 – Quality Assurance Surveillance Plan (QASP) **(Updated P00012)**
13 – CDRL Instructions **(Updated P00005)**
14 – Test Schedule
15 – APUC Information
16 – Statement of Work **(Updated: P00010, P00012, P00013)**
17 - Reserved
18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)
19 – Reserved
20 – Reserved
21 – Manufacturing Quality Checklist

(End of Summary of Changes)

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES
J	1 / 3

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
P00014	17-Dec-2015	SEE SCHEDULE	

6. ISSUED BY CODE M67854

COMMANDER, MARCORSYSCOM
ATTN: COURTNEY PRUITT
105 TECH PARKWAY
STAFFORD VA 22555

7. ADMINISTERED BY (If other than item 6) CODE S2404A

DCMA MANASSAS
10500 BATTLEVIEW PKWY, SUITE 200
MANASSAS VA 20109-2342

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

SCIENCE APPLICATIONS INTERNATIONAL CORPO
LINDA RESSLER
1710 SAIC DR
MCLEAN VA 22102-3702

CODE 6XWA8 FACILITY CODE

	9A. AMENDMENT OF SOLICITATION NO.
	9B. DATED (SEE ITEM 11)
X	10A. MOD. OF CONTRACT/ORDER NO. M67854-14-C-0002
X	10B. DATED (SEE ITEM 13) 09-May-2014

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer ☐ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

See Schedule

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

☐ A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

☐ B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

X C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: Mutual Agreement of the Parties IAW 43.103(a)(3)

☐ D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, [X] is required to sign this document and return 1 copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
Modification Control Number: pruitt16347

The purpose of this modification is to:
1. Add eight legacy engines that will be rebuilt to a critical design review baseline for spares.
2. Add funding to Contract Line Item Number (CLIN) 0106 in the amount of (b) (4)
3. Update Attachment 3 (Government Furnished Information)
4. Update Attachment 11 (Government Furnished Property List)
5. Update Attachment 16 (Statement of Work)

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) ELIZABETH I. COLVIN / CONTRACTING OFFICER TEL: 703-432-3087 EMAIL: elizabeth.colvin@usmc.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY Elizabeth I. Colvin (Signature of Contracting Officer)	16C. DATE SIGNED 17-Dec-2015

EXCEPTION TO SF 30
APPROVED BY OIRM 11-84

30-105-04

STANDARD FORM 30 (Rev. 10-83)
Prescribed by GSA
FAR (48 CFR) 53.243

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION B - SUPPLIES OR SERVICES AND PRICES

CLIN 0106

The CLIN extended description has changed from As of modification P00013, this Spares CLIN includes the 22 Coupons referenced in the Attachment 16 Statement of Work, section 3.5. The Coupons are to be delivered to Aberdeen MD (FOB Destination) 24 weeks from the P00013 Effective Date. SAIC is required to confirm specific delivery instruction with the COR 2 weeks prior to delivery. to P00014 adds eight legacy engines that will be rebuilt to a critical design review (CDR) baseline for spares in accordance with SAIC's proposal dated 23 October 2015.

SECTION G - CONTRACT ADMINISTRATION DATA

Accounting and Appropriation

Summary for the Payment Office

As a result of this modification, the total funded amount for this document was increased by (b) (4) (b) (4)

CLIN 0106:

AC: 1751319T7AS 255 67854 067443 2D C29380 5RCR5BS117P1 (CIN M9545015RCR5BS10106) was increased by (b) (4)

SECTION J - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS

The following have been modified:

LIST OF ATTACHMENTS

01 – Contract Security Classification Specification (DD Form 254) **(Updated P00002)**
02 – Concept of Operations (CONOPS)
03 – Government Furnished Information (GFI) **(Updated: P00010, P00012, P00013, P00014)**
04 – Integrated Master Plan (IMP)
05 – Work Breakdown Structure (WBS) Dictionary
06 – Cost and Software Data Reporting (CSDR) **(Updated P00011)**
07 – System Specification (Classified Annex separate) **(Updated P00001)**
  07-01 – Appendix I to the System Specification (Combat Loads)
  07-02 – Injury Evaluation Conference Guidelines (October 2013)
08 – Systems Engineering Plan (SEP) **(Updated P00001)**
09 – Automotive Mission Profile
10 – Failure Definition Scoring Criteria (FD/SC)
11 – Government Furnished Property (GFP) **(Updated: P00010, P00012, P00013, P00014)**
  11-01 – Additional GFP (Removed-Combined with Att. 11 on P00004)
12 – Quality Assurance Surveillance Plan (QASP) **(Updated P00012)**
13 – CDRL Instructions **(Updated P00005)**

14 – Test Schedule
15 – APUC Information
16 – Statement of Work **(Updated: P00010, P00012, P00013, P00014)**
17 - Reserved
18 – Amphibious Vehicle Test Branch (AVTB) RAM Baseline Test Report (AAVP7A1 RAM/RS)
19 – Reserved
20 – Reserved
21 – Manufacturing Quality Checklist

(End of Summary of Changes)

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A001	OPERATIONS SECURITY (OPSEC) PLAN	

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MGMT-80934C	SOW PARA 3.1.3	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	AS REQ	SEE BLOCK 16

8. APP CODE	11. AS OF DATE	13. DATE OF SUBSEQUENT SUBMISSIONS
A	N/A	SEE BLOCK 16

16. REMARKS

BLOCK 4: CONTRACTOR FORMAT IS ACCEPTABLE

BLOCK 8: THE GOVERNMENT WILL HAVE 30 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS TO THE CONTRACTOR. FINAL SUBMISSION IS DUE NLT 30 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS. IF NO GOVERNMENT COMMENTS ARE RECEIVED WITHIN 30 CALENDAR DAYS OF DRAFT SUBMISSION, PLAN IS APPROVED AS FINAL.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT SUBMISSION IS DUE NO LATER THAN (NLT) 60 CALENDAR DAYS AFTER CONTRACT AWARD.

BLOCK 13: OPSEC PLAN MUST BE UPDATED AS SECURITY REQUIREMENTS CHANGE. ALL CHANGES MUST BE APPROVED BY THE AAV PM.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
DCMA	0	1	0
PCO	0	1	0
PM AAA SECURITY	1	1	0
AAV PM	1	1	0
15. TOTAL	**2**	**4**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
ANGELO SCARLATO		KEVIN HOLT	

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0100, 0105, 0200, 0201, 0202	A	TDP _____ TM _____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A002	PROGRAM MANAGEMENT PLAN (PMP)	

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MGMT-81797	SOW PARA 3.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16

8. APP CODE	11. AS OF DATE	13. DATE OF SUBSEQUENT SUBMISSIONS
A	N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
AAV PM	1	1	0
PCO	0	1	0
APM-PM	1	1	0
15. TOTAL	**2**	**3**	**0**

16. REMARKS

BLOCK 4: CONTRACTOR FORMAT ACCEPTABLE, TAILORING REQUIRES PRIOR PM AAA APPROVAL. THE PMP SHALL ADDRESS THE DATA REQUIREMENTS OF DI-MGMT-81797, TO INCLUDE IDENTIFICATION OF PM AND ALL TEAM MEMBERS, A DETAILED PROGRAM SCHEDULE IN MICROSOFT (MS) PROJECT SHOWING ACTIVITIES REQUIRED FOR THE FIRST THREE (3) LEVELS OF WORK BREAKDOWN STRUCTURE (WBS) IN ACCORDANCE WITH MIL-STD 881C, MAJOR PROGRAM TASKS AND EVENTS, IDENTIFICATION OF PROGRAM RISKS, MITIGATION, AND POTENTIAL IMPACTS TO COST/SCHEDULE/PERFORMANCE. A PMP WILL BE REQUIRED FOR THE PROTOTYPE BUILD CLIN AND THE LOW RATE INITIAL PRODUCTION (LRIP) CLINS (OPTIONS, IF EXERCISED).

BLOCK 8: THE GOVERNMENT WILL HAVE 30 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS TO THE CONTRACTOR ON THE DRAFT PMP. THE CONTRACTOR SHALL INCORPORATE THE GOVERNMENT COMMENTS AND RE-SUBMIT THE FINAL PMP WITHIN 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 10 AND 13: INITIAL SUBMISSIONS, SUBSEQUENT SUBMISSIONS, & FREQUENCY

OPTION CONTRACT SUBMISSION EVENTS
THE PMP FOR THE OPTION CONTACTS WILL BE DUE ON A QUARTERLY BASIS 90 CALENDAR DAYS AFTER THE FIRST SUBMISSION.

BLOCK 12: THE PMP IS DUE 60 CALENDAR DAYS AFTER EXERCISE OF EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED).

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
ANGELO SCARLATO		KEVIN HOLT	

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

17. PRICE GROUP	
18. ESTIMATED TOTAL PRICE	

A. CONTRACT LINE ITEM NO. 0001, 0002, 0100, 0105, 0200, 0201, 0202	**B. EXHIBIT** A	**C. CATEGORY:** **TDP** ——— **TM** ——— **OTHER** X
D. SYSTEM / ITEM ASSAULT AMPHIBIOUS VEHICLE (AAV)	**E. CONTRACT / PR NO.** M67854-14-C-0002	**F. CONTRACTOR** SAIC
1. DATA ITEM NO. A003	**2. TITLE OF DATA ITEM** CONFERENCE AGENDAS	**3. SUBTITLE** MEETINGS/REVIEWS
4. AUTHORITY *(Data Acquisition Document No.)* DI-ADMN-81249A	**5. CONTRACT REFERENCE** SEE BLOCK 16	**6. REQUIRING OFFICE** PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	AS REQ	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
N/A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
AAV PM	0	1	0
PCO	0	1	0
15. TOTAL	**0**	**2**	**0**

16. REMARKS

BLOCK 4: THE CONTRACTOR SHALL PROVIDE THE CONFERENCE AGENDAS IN ACCORDANCE WITH THE REFERENCED DID. CONTRACTOR FORMAT IS ACCEPTABLE.

BLOCK 5: THE SUBMISSION OF CONFERENCE AGENDAS SHALL APPLY TO ALL STATEMENT OF WORK (SOW) PARAGRAPHS THAT REQUIRE MEETINGS/REVIEWS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 12 AND 13: THE CONTRACTOR SHALL PROVIDE CONFERENCE AGENDAS SEVEN (7) CALENDAR DAYS PRIOR TO ANY FORMAL MEETING.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ANGELO SCARLATO		KEVIN HOLT	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

17. PRICE GROUP	
18. ESTIMATED TOTAL PRICE	

A. CONTRACT LINE ITEM NO.	**B. EXHIBIT**	**C. CATEGORY:**
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	**TDP** ——— **TM** ——— **OTHER** X

D. SYSTEM / ITEM	**E. CONTRACT / PR NO.**	**F. CONTRACTOR**
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	**2. TITLE OF DATA ITEM**	**3. SUBTITLE**
A004	CONFERENCE MINUTES	MEETING/REVIEWS

4. AUTHORITY *(Data Acquisition Document No.)*	**5. CONTRACT REFERENCE**	**6. REQUIRING OFFICE**
DI-ADMN-81250A	SEE BLOCK 16	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	AS REQ	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

BLOCK 4: MEETING MINUTES SHALL BE A MICROSOFT (MS) WORD DOCUMENT IN THE CONTRACTOR'S FORMAT, AND AT A MINIMUM CONTAIN THE FOLLOWING INFORMATION:

- TITLE PAGE
- PURPOSE AND OBJECTIVE OF THE EVENT
- LOCATION, DATE AND DURATION OF THE EVENT
- LIST OF ATTENDEES
- SUMMARY OF THE DISCUSSIONS, DECISIONS, AGREEMENTS REACHED, AND DIRECTIONS OF THE CONFERENCE OR INDIVIDUALS THEREOF
- COPY OF PRESENTATIONAL MATERIAL
- ACTION ITEMS RESULTING FROM THE EVENT, INCLUDING THE ACTION TO BE TAKEN BY RESPONSIBLE INDIVIDUAL OR GROUP, AND DUE DATE OF EACH ACTION ITEM COMPLETION

BLOCK 5: THE SUBMISSION OF CONFERENCE MINUTES SHALL APPLY TO ALL STATEMENT OF WORK (SOW) PARAGRAPHS THAT REQUIRE MEETINGS/REVIEWS.

BLOCK 8: THE GOVERNMENT WILL HAVE SEVEN (7) CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE THREE (3) CALENDAR DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 12 AND 13: THE CONTRACTOR SHALL SUBMIT THE MEETING MINUTES WITHIN SEVEN (7) CALENDAR DAYS AFTER EACH MEETING/REVIEW.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

14. DISTRIBUTION

a. ADDRESSEE	**b. COPIES**		
	Draft	**Final**	
		Reg	**Repro**
AAV PM	0	1	0
PCO	0	1	0
15. TOTAL	**0**	**2**	**0**

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ANGELO SCARLATO		KEVIN HOLT	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

A. CONTRACT LINE ITEM NO.	**B. EXHIBIT**	**C. CATEGORY:**
0100, 0105, 0200, 0201, 0202	A	**TDP** _____ **TM** _____ **OTHER** ____X____

D. SYSTEM / ITEM	**E. CONTRACT / PR NO.**	**F. CONTRACTOR**
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	**2. TITLE OF DATA ITEM**	**3. SUBTITLE**
A005	STATUS REPORT	PROJECT STATUS REPORT

4. AUTHORITY *(Data Acquisition Document No.)*	**5. CONTRACT REFERENCE**	**6. REQUIRING OFFICE**
DI-MGMT-80368A	SOW PARA 3.2.4, 3.2.5.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	MONTHLY	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
N/A		N/A	MONTHLY

14. DISTRIBUTION

a. ADDRESSEE	**b. COPIES**		
	Draft	**Final**	
		Reg	**Repro**
AAV PM	0	2	0
15. TOTAL	**0**	**2**	**0**

16. REMARKS

BLOCK 4: DI-MGMT-80368A IS TAILORED AS FOLLOWS: EXCEPT CONTENT DESCRIBED IN 3.2.3 ITEMIZED MAN-HOURS AND COSTS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: INITIAL SUBMISSION OF THE PROJECT STATUS REPORT SHALL OCCUR NO LATER THAN 30 CALENDAR DAYS AFTER THE EXERCISE OF THE EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED).

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ANGELO SCARLATO		KEVIN HOLT	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (1 Data Item)	Form Approved OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ——— TM ——— OTHER —X—

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A006	INTEGRATED PROGRAM MANAGEMENT REPORT (IPMR)	CPR/IMS/SRA

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MGMT-81861	SOW PARA 3.2.5.1, 3.2.5.2, 3.2.5.3, 3.7.6	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		SEE BLOCK 16	SEE BLOCK 16

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

THE CONTRACTOR SHALL PROVIDE A MONTHLY IPMR PER DID DI-MGMT-81861 EXCEPT AS MODIFIED PER THE FOLLOWING:

BLOCKS 10, 12, 13: INITIAL SUBMISSIONS, SUBSEQUENT SUBMISSIONS, & FREQUENCY

BASE CONTRACT SUBMISSION EVENTS

INTEGRATED MASTER SCHEDULE (IMS) SUBMISSIONS

BLOCK 12:

- CONTRACTORS DRAFT IMS SUBMISSION IS DUE 60 CALENDAR DAYS AFTER AWARD OF CONTRACT
- CONTRACTORS FINAL IMS SUBMISSION IS DUE 90 CALENDAR DAYS AFTER AWARD OF CONTRACT

BLOCKS 10 AND 13:

- IMS SUBSEQUENT SUBMISSIONS SHALL BE PROVIDED MONTHLY AFTER ACCEPTANCE OF THE FINAL IMS. FINAL IMS AND CRITICAL PATH ANALYSIS NARRATIVE SHALL BE COMPLETED FOR GOVERNMENT REVIEW AND COMMENT 21 CALENDAR DAYS AFTER THE CLOSE OF BUSINESS OF THE CONTRACTOR ACCOUNTING PERIOD.

OPTION CONTRACT SUBMISSION EVENTS

IMS SUBMISSIONS

BLOCK 12:

- CONTRACTORS DRAFT IMS SUBMISSION IS DUE 60 CALENDAR DAYS AFTER AWARD OF OPTION
- CONTRACTORS FINAL IMS SUBMISSION IS DUE 90 CALENDAR DAYS AFTER AWARD OF OPTION

BLOCKS 10 AND 13:

- IMS SUBSEQUENT SUBMISSIONS SHALL BE PROVIDED MONTHLY AFTER ACCEPTANCE OF THE FINAL IMS

SCHEDULE RISK ASSESSMENT (SRA) SUBMISSIONS

BLOCK 12:

- THE FIRST SRA SUBMISSION IS DUE 90 CALENDAR DAYS AFTER CONTRACT OPTION AWARD

BLOCKS 10 AND 13:

- SRA SUBSEQUENT SUBMISSIONS SHALL BE PROVIDED QUARTERLY AFTER THE INITIAL SRA. THE SRA SHALL BE COMPLETED AND AVAILABLE FOR GOVERNMENT REVIEW AND COMMENT 51 CALENDAR DAYS AFTER THE CLOSE OF BUSINESS OF THE CONTRACTOR'S 3RD ACCOUNTING PERIOD (QUARTERLY).

FORMAT SIX (6) INSTRUCTIONS:

THE CONTRACTOR INTEGRATED MASTER PLAN (IMP)

- SHALL BE DEVELOPED IN ACCORDANCE WITH DOD INTEGRATED

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
APM-PM	1	1	1
PCO	1	0	1
15. TOTAL	**2**	**1**	**2**

MASTER PLAN (IMP) AND SCHEDULE GUIDE (V0.9 DATES 21 OCT 05).

- ALL CONTRACTORS RECOMMENDED UPDATES TO THE PROGRAM IMP SHALL BE SUBMITTED AS REQUIRED FOR REVIEW AND APPROVAL BY THE GOVERNMENT.
- THE IMP SHALL BE DELIVERED USING A NETWORKED ELECTRONIC INTERFACE. THE COTS SOFTWARE, MIRCOSOFT OFFICE EXCEL 2010 OR LATER VERSION SHALL BE UTILIZED TO DELIVER AND MAINTAIN THE IMP.

THE CONTRACTOR IMS:

- THE IMS SHALL INCLUDE ALL DISCRETE WORK. SUBCONTRACTORS WITH FLOWDOWN SHALL BE INCORPORATED WITH SUFFICIENT DETAIL TO DEVELOP A REALISTIC CRITICAL PATH.
- THE IMS SHALL BE DEVELOPED IN ACCORDANCE WITH DOD INTEGRATED MASTER PLAN (IMP) AND SCHEDULE GUIDE (V0.9 DATED 21 OCT 05) AS WELL AS DI-MGMT-81861 (SUPERSEDES DI-MGMT-81650).
- THE CONTRACTOR SHALL UPDATE THE IMS AT A MINIMUM ON A MONTHLY BASIS WITH A STATUS DATE OF THE LAST DAY OF THE ACCOUNTING MONTH. THE CONTRACTOR SHALL CONDUCT MONTHLY STATUS REVIEWS AND CRITICAL PATH ANALYSIS.
- THE IMS SHALL BE DELIVERED USING A NETWORKED ELECTRONIC INTERFACE. THE COTS SOFTWARE, MICROSOFT OFFICE PROJECT 2010 OR LATER VERSION (SUPPORTED VERSION) SHALL BE UTILIZED TO DELIVER AND MAINTAIN THE IMS. THE ELECTRONIC INTERFACE SHALL ENABLE AUTOMATED SCHEDULE RESOURCE UTILIZATION UPDATES.

THE SRA:

THE SRA SHALL BE DEVELOPED IN ACCORDANCE WITH DOD IMP AND SCHEDULE GUIDE (V0.9 DATED 21 OCT 05) AS WELL AS DI-MGMT-81861 (SUPERSEDES DI-MGMT-81650).

- FOR THE OPTION PORTION OF THE CONTRACT, THE CONTRACTOR SHALL UPDATE THE SRA ON A QUARTERLY BASIS.
- THE SRA SHALL BE DELIVERED USING A NETWORKED ELECTRONIC INTERFACE. THE COTS SOFTWARE, MICROSOFT OFFICE PROJECT 2010 VERSION OR LATER (SUPPORTED VERSION) SHALL BE UTILIZED TO DELIVER AND MAINTAIN THE SRA. THE ELECTRONIC INTERFACE SHALL ENABLE AUTOMATED SCHEDULE RESOURCE UTILIZATION UPDATES.

17. PRICE GROUP
18. ESTIMATED TOTAL PRICE

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
MARYLAND HARRELL		DUSTIN ATKINSON	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO. 0001, 0002, 0100, 0105, 0200, 0201, 0202	**B. EXHIBIT** A	**C. CATEGORY:** **TDP** ——— **TM** ——— **OTHER** X
D. SYSTEM / ITEM ASSAULT AMPHIBIOUS VEHICLE (AAV)	**E. CONTRACT / PR NO.** M67854-14-C-0002	**F. CONTRACTOR** SAIC
1. DATA ITEM NO. A007	**2. TITLE OF DATA ITEM** CONTRACT WORK BREAKDOWN STRUCTURE (CWBS)	**3. SUBTITLE**
4. AUTHORITY *(Data Acquisition Document No.)* DI-MGMT-81334D	**5. CONTRACT REFERENCE** SOW PARA 3.2.5.4, 3.3.3	**6. REQUIRING OFFICE** PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT(PM AAA)

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		SEE BLOCK 16	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
APM-PM (COST)	1	1	0
PCO	0	1	0
15. TOTAL	**1**	**2**	**0**

16. REMARKS

BLOCK 4: CONTRACTOR FORMAT ACCEPTABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 10, 11, 12 AND 13: SEE THE THE OFFICE OF THE SECRETARY OF DEFENSE (OSD) DEPUTY DIRECTOR, COST ASSESSMENT (DDCA)-APPROVED COST AND SOFTWARE DATA REPORTING (CSDR) PLAN FOR SUBMISSION DATES.

BLOCK 8: THE GOVERNMENT HAS 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS ON ALL CSDR SUBMISSIONS (TO INCLUDE THE CWBS DICTIONARY AND STRUCTURE). THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS WITHIN 7 CALENDAR DAYS AND RESUBMIT TO THE GOVERNMENT.

BLOCK 14: ELECTRONIC SUBMISSION IS REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY DAMIEN WOODLEY	**H. DATE**	**I. APPROVED BY** JIM MYERS	**J. DATE**

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:	17. PRICE GROUP
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ——— TM ——— OTHER X	

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR	18. ESTIMATED TOTAL PRICE
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC	

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A008	COST DATA SUMMARY REPORT(CDSR) (DD FORM 1921)	CONTRACTOR COST DATA REPORTING (CCDR) CDSR (1921)

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-FNCL-81565C	SOW PARA 3.3.1	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		SEE BLOCK 16	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
APM-PM (COST)	1	1	0
PCO	0	1	0
15. TOTAL	**1**	**2**	**0**

16. REMARKS

BLOCK 8: THE GOVERNMENT HAS 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS ON ALL CSDR SUBMISSIONS. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS WITHIN 7 CALENDAR DAYS AND RESUBMIT TO THE GOVERNMENT.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 10, 11, 12, AND 13: PREPARE IN ACCORDANCE WITH THE OFFICE OF THE SECRETARY OF DEFENSE (OSD) DEPUTY DIRECTOR, COST ASSESSMENT (DDCA)-APPROVED COST AND SOFTWARE DATA REPORTING (CSDR) PLAN PROVISIONS, THE WORK BREAKDOWN STRUCTURE (WBS) DATA DICTIONARY, AND THE CSDR MANUAL (DODM 5000.04-M-1). THE CSDR PLAN IS INCLUDED AS CONTRACT ATTACHMENT 06. THE CSDR MANUAL IS AVAILABLE FROM THE DEFENSE COST AND RESOURCE CENTER (DCARC) WEB SITE AT HTTP://DCARC.PAE.OSD.MIL.

CONTRACTORS SHALL BE REQUIRED TO SUBMIT REPORTS AT FREQUENCIES SPECIFIED IN THE OSD DDCA-APPROVED CSDR PLAN AND IN THE CONTRACT. THE REQUIRED FILE FORMAT FOR EACH REPORT IS SPECIFIED IN ITS DATA ITEM DESCRIPTION (DID). THE ASSOCIATED CONTRACT WORK BREAKDOWN STRUCTURE (CWBS) INDEX AND DICTIONARY MUST BE SUBMITTED IN MICROSOFT WORD-COMPATIBLE FILES.

SUBCONTRACTOR REPORTING: THE PRIME CONTRACTOR SHALL BE REQUIRED TO FLOW-DOWN CSDR REQUIREMENTS TO ALL SUBCONTRACTORS AT ALL TIERS THAT MEET REPORTING THRESHOLDS. DEPENDING UPON THE SPECIFIC CONTRACTUAL RELATIONSHIP, PRIME CONTRACTS AND SUBCONTRACTS MAY HAVE SIMILAR REQUIREMENTS REGARDING REPORT TYPE, FREQUENCY, AND METHOD OF TRANSMISSION.

ALL SUBMISSIONS MUST BE REVIEWED AND ACCEPTED BY PM AAA APM-PM(COST) ORGANIZATION.

IN THE EVENT OF A SUBMISSION REJECTION BY PM AAA, THE GOVERNMENT WILL PROVIDE NOTIFICATION IDENTIFYING ISSUES WITH THE SUBMISSION. THE CONTRACTOR SHALL ADDRESS ALL COMMENTS AND RESUBMIT FOR VALIDATION. PM AAA APM-PM(COST) ORGANIZATION WILL UPLOAD ALL SUBMISSIONS TO DCARC ONCE ACCEPTED.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
DAMIEN WOODLEY		JIM MYERS	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:	17. PRICE GROUP
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ——— TM ——— OTHER X	

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR	18. ESTIMATED TOTAL PRICE
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC	

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A009	FUNCTIONAL COST-HOUR REPORT (FCHR) (DD FORM 1921-1)	CONTRACTOR COST DATA REPORTING (CCDR) FCHR (1921-1)

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-FNCL-81566C	SOW PARA 3.3.1	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		SEE BLOCK 16	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
APM-PM (COST)	1	1	0
PCO	0	1	0
15. TOTAL	**1**	**2**	**0**

16. REMARKS

BLOCK 8: THE GOVERNMENT HAS 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS ON ALL CSDR SUBMISSIONS. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS WITHIN 7 CALENDAR DAYS AND RESUBMIT TO THE GOVERNMENT.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 10, 11, 12, AND 13: PREPARE IN ACCORDANCE WITH THE OFFICE OF THE SECRETARY OF DEFENSE (OSD) DEPUTY DIRECTOR, COST ASSESSMENT (DDCA)-APPROVED COST AND SOFTWARE DATA REPORTING (CSDR) PLAN PROVISIONS, THE WORK BREAKOWN STRUCTURE (WBS) DATA DICTIONARY, AND THE CSDR MANUAL (DODM 5000.04-M-1). THE CSDR PLAN IS INCLUDED AS CONTRACT ATTACHMENT 06. THE CSDR MANUAL IS AVAILABLE FROM THE DEFENSE COST AND RESOURCE CENTER (DCARC) WEB SITE AT HTTP://DCARC.PAE.OSD.MIL.

CONTRACTORS SHALL BE REQUIRED TO SUBMIT REPORTS AT FREQUENCIES SPECIFIED IN THE OSD DDCA-APPROVED CSDR PLAN AND IN THE CONTRACT. THE REQUIRED FILE FORMAT FOR EACH REPORT IS SPECIFIED IN ITS DATA ITEM DESCRIPTION (DID). THE ASSOCIATED CONTRACT WORK BREAKDOWN STRUCTURE (CWBS) INDEX AND DICTIONARY MUST BE SUBMITTED IN MICROSOFT WORD-COMPATIBLE FILES.

SUBCONTRACTOR REPORTING: THE PRIME CONTRACTOR SHALL BE REQUIRED TO FLOW-DOWN CSDR REQUIREMENTS TO ALL SUBCONTRACTORS AT ALL TIERS THAT MEET REPORTING THRESHOLDS. DEPENDING UPON THE SPECIFIC CONTRACTUAL RELATIONSHIP, PRIME CONTRACTS AND SUBCONTRACTS MAY HAVE SIMILAR REQUIREMENTS REGARDING REPORT TYPE, FREQUENCY, AND METHOD OF TRANSMISSION.

ALL SUBMISSIONS MUST BE REVIEWED AND ACCEPTED BY PM AAA APM-PM(COST) ORGANIZATION.

IN THE EVENT OF A SUBMISSION REJECTION BY PM AAA, THE GOVERNMENT WILL PROVIDE NOTIFICATION IDENTIFYING ISSUES WITH THE SUBMISSION. THE CONTRACTOR SHALL ADDRESS ALL COMMENTS AND RESUBMIT FOR VALIDATION. PM AAA APM-PM(COST) ORGANIZATION WILL UPLOAD ALL SUBMISSIONS TO DCARC ONCE ACCEPTED.

IN THE REMARKS SECTION THE CONTRACTOR MUST INCLUDE THE BASIS OF ESTIMATE FOR COST ESTIMATED AT COMPLETION (EAC) FOR ALL FUNCTIONAL CATEGORIES SEPARATED BY RECURRING AND NONRECURRING AS WELL AS A TIME PHASING BREAKOUT OF THE COST. ALL ASSUMPTIONS USED IN THE DEVELOPMENT OF THE EAC VALUES SHALL BE DISCLOSED ON EACH 1921-1.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
DAMIEN WOODLEY		JIM MYERS	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A010	PROGRESS CURVE REPORT (PCR) (DD FORM 1921-2)	CONTRACTOR COST DATA REPORT (CCDR) PCR (1921-2)

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-FNCL-81567C	SOW PARA 3.3.1	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT**
A		SEE BLOCK 16	SEE BLOCK 16

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
APM-PM (COST)	1	1	0
PCO	0	1	0
15. TOTAL	**1**	**2**	**0**

16. REMARKS

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BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.
BLOCKS 10, 11, 12, AND 13: PREPARE IN ACCORDANCE WITH THE OFFICE OF THE SECRETARY OF DEFENSE (OSD) DEPUTY DIRECTOR, COST ASSESSMENT (DDCA)-APPROVED COST AND SOFTWARE DATA REPORTING (CSDR) PLAN PROVISIONS, THE WORK BREAKDOWN STRUCTURE (WBS) DATA DICTIONARY, AND THE CSDR MANUAL (DODM 5000.04-M-1). THE CSDR PLAN IS INCLUDED AS CONTRACT ATTACHMENT 06. THE CSDR MANUAL IS AVAILABLE FROM THE DEFENSE COST AND RESOURCE CENTER (DCARC) WEB SITE AT HTTP://DCARC.PAE.OSD.MIL .

CONTRACTORS SHALL BE REQUIRED TO SUBMIT CCDR AT FREQUENCIES SPECIFIED IN THE OSD DDCA-APPROVED CSDR PLAN AND IN THE CONTRACT. THE REQUIRED FILE FORMAT FOR EACH CCDR IS SPECIFIED IN ITS DATA ITEM DESCRIPTION (DID). THE CONTRACT WORK BREAKDOWN STRUCTURE (CWBS) INDEX AND DICTIONARY MUST BE SUBMITTED IN MICROSOFT WORD-COMPATIBLE FILES.

SUBCONTRACTOR REPORTING: THE PRIME CONTRACTOR SHALL BE REQUIRED TO FLOW-DOWN CSDR REQUIREMENTS TO ALL SUBCONTRACTORS AT ALL TIERS THAT MEET REPORTING THRESHOLDS. DEPENDING UPON THE SPECIFIC CONTRACTUAL RELATIONSHIP, PRIME CONTRACTS AND SUBCONTRACTS MAY HAVE SIMILAR REQUIREMENTS REGARDING REPORT TYPE, FREQUENCY, AND METHOD OF TRANSMISSION.

ALL SUBMISSIONS MUST BE REVIEWED AND ACCEPTED BY PM AAA APM-PM(COST) ORGANIZATION.

IN THE EVENT OF A SUBMISSION REJECTION BY PM AAA, THE GOVERNMENT WILL PROVIDE NOTIFICATION IDENTIFYING ISSUES WITH THE SUBMISSION. THE CONTRACTOR SHALL ADDRESS ALL COMMENTS AND RESUBMIT FOR VALIDATION. PM AAA APM-PM(COST) ORGANIZATION WILL UPLOAD ALL SUBMISSIONS TO DCARC ONCE ACCEPTED.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
DAMIEN WOODLEY		JIM MYERS	

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A011	CONTRACTOR BUSINESS DATA REPORT (CBDR) (DD FORM 1921-3)	CONTRACTOR COST DATA REPORTING (CCDR) CBDR (1921-3)

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-FNCL-81765B	SOW PARA 3.3.1	OFFICE OF THE SECRETARY OF DEFENSE (OSD) CAPE

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
NO	SEE BLOCK 16	ANNUALLY	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
N/A		SEE BLOCK 16	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
DCARC (SEE BLOCK 16)	0	1	0
15. TOTAL	**0**	**1**	**0**

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 11, 12 & 13: CONTRACTORS SHALL BE REQUIRED TO SUBMIT WITHIN 60 CALENDAR DAYS SUBSEQUENT TO THE END OF THE CONTRACTOR'S FISCAL YEAR, AND THEN ANNUALLY FOR THE LIFE OF THE CONTRACT. ONLY ONE (1) REPORT IS REQUIRED TO BE COMPLETED AND SUBMITTED BY EACH FORWARD PRICING RATE (FPR) UNIT (E.G., PLANT, SITE, BUSINESS UNIT) PER YEAR, INDEPENDENT OF THE NUMBER OF CONTRACTS WITHIN THE FPR UNIT WHICH CONTAIN THIS CDRL ITEM. IN THE ABSENCE OF A FPR REQUIREMENT, THE TERM "FPR UNIT" SHOULD BE INTERPRETED FOR REPORTING PURPOSES AS "BUSINESS UNIT" AS DEFINED IN THE FEDERAL ACQUISITION REGULATION (FAR). THE DEFENSE COST AND RESOURCE CENTER (DCARC) IS RESPONSIBLE FOR ADMINISTRATION OF THIS REQUIREMENT. THE DCARC WEBSITE IS LOCATED AT HTTP://DCARC.PAE.OSD.MIL.

BLOCK 16: ALL 1921-3 REPORTS SHALL BE SUBMITTED ELECTRONICALLY USING THE COST AND SOFTWARE DATA REPORTING (CSDR) SUBMIT-REVIEW SYSTEM. THE REQUIRED FILE FORMAT FOR EACH 1921-3 REPORT IS SPECIFIED IN ITS DATA ITEM DESCRIPTION (DID). DATA SUBMITTERS MUST REGISTER THROUGH THE DCARC WEBSITE AND POSSESS A DOD-ISSUED COMMON ACCESS CARD (CAC) OR DEPARTMENT OF DEFENSE (DOD)-APPROVED EXTERNAL CERTIFICATE AUTHORIZATION (ECA) DIGITAL CERTIFICATE TO OBTAIN A DCARC PORTAL ACCOUNT AND BE AUTHORIZED TO UPLOAD CSDR CONTENT. USERS CAN OBTAIN ACCESS BY SUBMITTING USER INFORMATION ABOUT THEMSELVES AND THEIR ORGANIZATIONS TO THE DCARC PORTAL AND REQUESTING A CSDR SUBMITTER USER ROLE. AFTER THE REGISTRATION INFORMATION HAS BEEN VERIFIED, THE DCARC SHALL AUTHORIZE THE USER ACCOUNT AND REQUESTED ROLES. DCARC PORTAL USERS WITH A DOD-ISSUED CAC SHALL BE ABLE TO REGISTER THEIR CAC WITH THEIR DCARC PORTAL ACCOUNT, ENABLING CAC LOGIN. ALL DCARC PORTAL ACCOUNTS NEED TO BE RENEWED AT LEAST ANNUALLY.

THE CBDR IS TO BE PREPARED BY AND FOR THE BUSINESS ENTITY (E.G., PLANT, SITE, OR BUSINESS UNIT) RESPONSIBLE FOR SUBMITTING THE FORWARD PRICING RATE PROPOSAL (FPRP) REPRESENTING THE BASIS FOR FORWARD PRICING RATE AGREEMENT (FPRA) NEGOTIATIONS WITH THE GOVERNMENT. THIS BUSINESS ENTITY IS REFERRED TO AS THE "FPR UNIT" IN THE CBDR AND IN THE REMAINDER OF THIS DID. IN THE ABSENCE OF A FPR REQUIREMENT, THE TERM "FPR UNIT" SHOULD BE INTERPRETED FOR REPORTING PURPOSES AS "BUSINESS UNIT" AS DEFINED IN THE FAR. REPORTS ARE TO BE SUBMITTED ANNUALLY, WITHIN 60 CALENDAR DAYS SUBSEQUENT TO THE END OF THE CONTRACTOR'S FISCAL YEAR. THE DATA REQUESTED IN

SECTIONS A AND B MUST BE PROVIDED FOR THE PRIOR YEAR, FOR THE CURRENT YEAR, AND FOR FUTURE YEARS. “CURRENT YEAR” REFERS TO THE COMPANY’S MOST RECENTLY COMPLETED FISCAL YEAR. “PRIOR YEAR” IS THE YEAR PRECEDING THE CURRENT YEAR, AND “FUTURE YEAR” IS ANY YEAR SUBSEQUENT TO THE CURRENT YEAR. FOR PURPOSES OF THIS REPORT, SUBMIT ACTUAL COSTS FOR THE CURRENT YEAR AND THE PRIOR YEAR. SUBMIT ESTIMATED COSTS FOR ALL FUTURE YEARS. THE NUMBER OF FUTURE YEARS MUST REFLECT THE NUMBER OF YEARS CONTAINED IN THE MOST CURRENT FPRP OR FPRA DOCUMENT. IN THE ABSENCE OF THESE DOCUMENTS OR IF THE FPRP OR FPRA CONTAINS LESS THAN THREE (3) FUTURE YEARS, ESTIMATES MUST BE PROVIDED FOR THREE (3) FUTURE YEARS. COMPLETE A SEPARATE COPY OF THE FIRST PAGE (I.E., SECTIONS A AND B, WITH ACCOMPANYING METADATA) FOR EACH FISCAL YEAR. NOTE: PAGE 2 (SECTIONS C THROUGH F, AND REMARKS) OF THE DD FORM 1921-3 NEED BE PROVIDED ONLY ONCE FOR THE ENTIRE SUBMISSION.				

17. PRICE GROUP
18. ESTIMATED TOTAL PRICE

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
DAMIEN WOODLEY		JIM MYERS	

CONTRACT DATA REQUIREMENTS LIST (1 Data Item)	Form Approved OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ——— TM ——— OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A012	SCIENTIFIC AND TECHNICAL REPORTS	CONTRACTOR CONTROLLED RESEARCH, DEVELOPMENT, TEST AND EVALUATION (CCRDT&E), PROCUREMENT COST (CCPC), AND OPERATING AND SUPPORT (CCO&S)

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MISC-80711A	SOW PARA 3.3.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	QUARTERLY	30 DAYS AFTER PDR
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION			
a. ADDRESSEE	b. COPIES		
	Draft	Final	
		Reg	Repro
APM-PM (COST)	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 3: SUBTITLES FOR COST ESTIMATES:

CCRDT&E
CCRDT&E WILL BE ASSESSED FOR EFFORTS REQUIRED TO BE PERFORMED FROM CONTRACT AWARD THROUGH THE END OF THE CONTRACTUAL PERIOD OF PERFORMANCE. THE CCRDT&E ESTIMATE WORK BREAKDOWN STRUCTURE (WBS) SHALL BE ORGANIZED IN ACCORDANCE WITH THE OFFICE OF THE SECRETARY OF DEFENSE (OSD) DEPUTY DIRECTOR, COST ASSESSMENT (DDCA) – APPROVED COST AND SOFTWARE DATA REPORTING (CSDR) PLAN CONTRACT WORK BREAKDOWN STRUCTURE (CWBS). AFTER THE INITIAL CCRDT&E REPORT IS DEVELOPED, ALL SUBSEQUENT REPORTS SHALL BE UPDATES TO THE INITIAL REPORT.

CCPC
THE CONTRACTOR SHALL DEVELOP, MAINTAIN, AND UPDATE CONTRACTOR CONTROLLED PROCUREMENT COST (CCPC) ESTIMATES. CCPC INCLUDES THE FOLLOWING ELEMENTS:

- MANUFACTURING COST – MANUFACTURING COST INCLUDES ONLY THOSE RECURRING COSTS NECESSARY TO BUILD COMPLETE PRODUCTION VEHICLES. THIS INCLUDES THE COSTS OF ALL MATERIALS, LABOR, OTHER DIRECT COSTS INCURRED IN THE FABRICATION, CHECKOUT, AND PROCESSING OF PARTS, SUBASSEMBLIES, MAJOR ASSEMBLIES, AND SUBSYSTEMS NEEDED FOR THE FINAL SYSTEM, AND ASSOCIATED BURDEN (OVERHEAD, GENERAL AND ADMINISTRATIVE, COST OF MONEY, AND PROFIT/FEE). MANUFACTURING COST ALSO INCLUDES THE COSTS OF SUBCONTRACTORS AND PURCHASED PARTS/EQUIPMENT, COSTS OF EFFORTS TO INTEGRATE AND ASSEMBLE VARIOUS SUBASSEMBLIES INTO A WORKING SYSTEM, COSTS TO INSTALL GENERAL AND SPECIFIC EQUIPMENT, AND COSTS TO PAINT AND PACKAGE THE SYSTEM FOR SHIPMENT TO ITS ACCEPTANCE DESTINATION.
- INITIAL SPARES AND REPAIR PARTS
- SUPPORT EQUIPMENT
- ANCILLARY EQUIPMENT
- CONTRACTOR PROCUREMENT NRE

- INTERIM LOGISTICS SUPPORT
- TRAINING & TECHNICAL DATA COSTS
- OTHER PROCUREMENT FUNDED CONTRACTOR CONTROLLED EFFORTS

THE CCPC ESTIMATE WBS STRUCTURE SHALL BE ORGANIZED IN ACCORDANCE WITH THE OSD DDCA-APPROVED CSDR PLAN CWBS.

CCO&S

CCO&S COSTS ARE ASSESSED BEGINNING WITH THE ESTIMATED IN SERVICE DEPOT SUPPORT AND ORGANIC SUPPORT CAPABILITY DATE (BASED UPON THE PROGRAM SCHEDULE) THROUGH THE PHASE OUT OF ALL VEHICLES, EXCLUDING INTERIM CONTRACTOR SUPPORT COSTS. THE SERVICE LIFE FOR EACH VEHICLE WILL BE DETERMINED BY THE PROGRAM OFFICE. CCO&S ESTIMATE SHALL USE THE OSD CAPE CONTRACTOR SUSTAINMENT REPORT (DD FORM 1921-4) DI-FNCL-81831 SUSTAINMENT COST ELEMENTS STRUCTURE. THE CONTRACTOR IS ONLY RESPONSIBLE TO REPORT THOSE COSTS WHICH ARE CONTRACTOR CONTROLLED. GOVERNMENT CONTROLLED COSTS ARE NOT TO BE INCLUDED IN THE CCO&S ESTIMATE.

BLOCK 4: CONTRACTOR FORMAT IS ACCEPTABLE

THE FOLLOWING INFORMATION MUST BE INCLUDED IN THE INITIAL REPORT:

- EXECUTIVE SUMMARY OF THE RDT&E, PROCUREMENT, AND O&S COST INCLUDING THE ESTIMATED CONTRACTOR CONTROLLED RDT&E, AVERAGE PROCUREMENT UNIT COST (CCAPUC), AVERAGE UNIT MANUFACTURING COST (AUMC), AND O&S.
- DETAILED COSTS BY CWBS IN BASE YEAR 2014 DOLLARS AND THEN YEAR DOLLARS TIME PHASED SEPARATED BY RECURRING AND NONRECURRING
- DETAILED BUILD-UP OF COST BY WBS INCLUDING ASSUMPTIONS, SOURCES AND FORMULAS
- NARRATIVE INCLUDING RISK APPLICATION RATIONALE (ASSUMPTIONS AND BASIS OF ESTIMATES) BY WBS

SUBSEQUENT SUBMISSION SHALL REPRESENT UPDATES TO THE INITIAL REPORT CAPTURING:

- DELTAS (DOLLARS AND PERCENTAGES) COMPARING CURRENT AND PRIOR SUBMISSIONS IN A SUMMARY VIEW
- NARRATIVE DETAILING REASONS FOR DELTAS/CHANGES TO INCLUDE SOURCE UPDATES; METHODOLOGY CHANGES; ALL DESIGNS AND CHANGES IMPLEMENTED BY THE CONTRACTOR, SUBCONTRACTORS, AND SUPPLIERS UNDER THE CONTRACT; DESIGN CHANGES IMPLEMENTED BY THE GOVERNMENT; BUSINESS BASE CHANGES AT THE CONTRACTOR'S MAJOR SUBCONTRACTORS AND SUPPLIERS; PROGRAM ACQUISITION STRATEGY CHANGES; CONTRACTOR MANUFACTURING CHANGES; ETC.
- ACTUALS INCLUDED AND IDENTIFIED AS SUCH IN TIME PHASING REPORT WHEN APPLICABLE
- SUMMARY REPORTS FOR CCAPUC AND AUMC

REPORT DATA MUST BE PROVIDED IN A MICROSOFT EXCEL 2007 OR LATER VERSION WITH FORMULAS THAT WILL MAINTAIN VISIBILITY INTO HISTORICAL DATA

EACH WBS ELEMENT MUST CONTAIN SUFFICIENT DATA, SOURCE OF DATA, DESCRIPTION OF SPECIFIC ASSUMPTIONS, FORMULAS AND A METHODOLOGY DESCRIPTION SUFFICIENT TO ENABLE A GOVERNMENT COST ANALYST TO DEVELOP DETAILED COST ESTIMATES

BLOCK 8: THE GOVERNMENT WILL HAVE 14 CALENDAR DAYS AFTER DELIVERY OF EACH REPORT TO REVIEW AND DETERMINE IF IT IS ACCEPTABLE. THE CONTRACTOR SHALL REVISE THE DOCUMENTATION IN ACCORDANCE WITH GOVERNMENT COMMENTS WITHIN 7 CALENDAR DAYS OF RECEIPT.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. ELECTRONIC SUBMISSIONS SHALL INCLUDE A MICROSOFT EXCEL FILE 2007 OR LATER VERSION WITH FORMULAS

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
DAMIEN WOODLEY		JIM MYERS	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

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0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A013	SCIENTIFIC AND TECHNICAL REPORTS	BILL OF MATERIAL (BOM) PRICING REPORT

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MISC-80711A	SOW PARA 3.3.3	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	AT CDR
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
APM-PM (COST)	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 4: CONTRACTOR FORMAT IS ACCEPTABLE TO INCLUDE (BUT NOT LIMITED TO) THE INFORMATION LISTED BELOW.
INDENTURED BOM PRICING DATA
THE CONTRACTOR SHALL PROVIDE A COST INDENTURED BOM. THE BOM SHALL BE MAPPED TO THE OFFICE OF THE SECRETARY OF DEFENSE (OSD) DEPUTY DIRECTOR, COST ASSESSMENT (DDCA)-APPROVED COST AND SOFTWARE DATA REPORTING (CSDR) PLAN CONTRACT WORK BREAKDOWN STRUCTURE (CWBS) AT THE LOWEST CWBS ELEMENT LEVEL. THE COST DATA SHALL REFLECT ACTUAL COSTS WHENEVER AND WHEREVER POSSIBLE.
THE BOM CDRL WILL SHOW "PART LEVEL" DETAIL AND COST FOR THE AAV SURVIVABILITY UPGRADE PROGRAM VEHICLES INCLUDING (BUT NOT LIMITED TO) ALL OF THE FOLLOWING:

- CWBS ELEMENT (CDRL A007)
- NOMENCLATURE/COMPONENT DESCRIPTION
- EXTENDED COST (IN THEN-YEAR DOLLARS, BEFORE THE ADDITION OF PRIME CONTRACTOR BURDEN OR PROFIT/FEE)
- PURCHASE ORDER QUANTITY OR VALUE (COUNT, WEIGHT, LENGTH, OR OTHER)
- SHIPSET (VEHICLE SET) QUANTITY
- UNIT COST (IN THEN-YEAR DOLLARS, BEFORE THE ADDITION OF PRIME CONTRACTOR BURDEN OR PROFIT/FEE)
- ORIGINAL EQUIPMENT MANUFACTURER (OEM)
- OEM PART NUMBER
- OEM CAGE CODE
- NATIONAL STOCK NUMBER (NSN), IF APPLICABLE
- COST SOURCE (QUOTE, PURCHASE ORDER, ESTIMATE, OR OTHER)
- BUY TYPE (IF APPLICABLE – COMMERCIAL OFF-THE-SHELF (COTS), GOVERNMENT-OFF-THE-SHELF (GOTS), MODIFIED COTS/GOTS, DEVELOPMENTAL ITEM, AAV UNIQUE)
- WEIGHT PER UNIT OF MEASURE (ENGLISH UNITS)

BLOCK 8: THE GOVERNMENT HAS 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS ON ALL CSDR SUBMISSIONS. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS WITHIN 7 CALENDAR DAYS AND RESUBMIT TO THE GOVERNMENT.
BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.
BLOCKS 10 AND 13: SUBSEQUENT SUBMISSIONS WILL BE REQUIRED 30 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) AND 30 CALENDAR DAYS POST EACH LOW RATE INITIAL PRODUCTION (LRIP) LOT BUILD (OPTION, IF EXERCISED).
BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. ELECTRONIC SUBMISSIONS OF BILL OF MATERIAL DATA SHALL BE IN MICROSOFT EXCEL FILE FORMAT 2007 OR LATER VERSION WITH FORMULAS WHERE APPLICABLE.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
DAMIEN WOODLEY		JIM MYERS	

CONTRACT DATA REQUIREMENTS LIST
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Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A014	SCIENTIFIC AND TECHNICAL REPORTS	LOT SIZE PRICING REPORT

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MISC-80711A	SOW PARA 3.3.4	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	AT CDR
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
APM-PM (COST)	1	1	0

16. REMARKS

LOT SIZE PRICING DATA
THE CONTRACTOR SHALL PROVIDE LOT SIZE PRICING DATA FOR SUPPLIER COMPONENTS WHICH ARE DETERMINED BY THE GOVERNMENT AS EITHER A MAJOR END ITEM (MEI) OR COMPONENT OF INTEREST.

A MEI IS DEFINED AS ANY FULLY-BURDENED COMPONENT PART SUPPLIED TO THE PRIME CONTRACTOR WHEREIN THE FULLY-BURDENED COST IS GREATER THAN OR EQUAL TO $100K PER UNIT.

A COMPONENT OF INTEREST IS DEFINED AS ANY COMPONENT PART FOR WHICH THE GOVERNMENT DETERMINES THERE IS A SIGNIFICANT TECHNICAL, COST OR SCHEDULE RISK IMPLICATION. THE NOTIONAL LIST OF COMPONENTS ARE CURRENTLY CONSIDERED COMPONENTS OF INTEREST:

- SPALL LINER
- BLASTIC TROOP/DRIVE/TC SEATS
- SUSPENSION UNITS (TORSION BARS, HSU, ETC)
- ENGINE
- TRANSMISSION
- FUEL TANKS
- POWER-TAKE OFF (PTO)
- FINAL DRIVE

ALL LOT SIZE PRICING INFORMATION WILL BE REQUESTED AT A QUANTITY PROFILE PROVIDED BY THE GOVERNMENT. THE CONTRACTOR SHALL PROVIDE THIS LOT SIZE PRICING INFORMATION IN A TIME SERIES DATA FORMAT. THE LOT SIZE PRICING DATA SHALL INCLUDE ALL SUPPLIER ASSUMPTIONS USED TO DETERMINE THE TIME-PHASED LOT SIZE PRICING DATA.

BLOCK 4: THE LOT SIZE PRICING REPORT SHALL BE PROVIDED IN A TIME SERIES DATA FORMAT AS SHOWN IN THE ATTACHED REFERENCE ”A” TO THIS CDRL.

BLOCK 8: THE GOVERNMENT HAS 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS ON ALL CSDR SUBMISSIONS. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS WITHIN 7 CALENDAR DAYS AND RESUBMIT TO THE GOVERNMENT.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 10 AND 13: SUBSEQUENT SUBMISSIONS WILL BE REQUIRED 30 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) AND 30 CALENDAR DAYS POST EACH LOW RATE INITIAL PRODUCTION (LRIP) LOT BUILD (OPTION, IF EXERCISED).

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. ELECTRONIC SUBMISSIONS OF LOT SIZE PRICING DATA SHALL BE IN MICROSOFT EXCEL FILE FORMAT 2007

OR LATER VERSION.				
	15. TOTAL	1	1	0

17. PRICE GROUP
18. ESTIMATED TOTAL PRICE

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
DAMIEN WOODLEY		JIM MYERS	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CDRL A014
Attachment - Time Se

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A015	SCIENTIFIC AND TECHNICAL REPORTS	CONTRACTOR CONTROLLED LIFE CYCLE COST ESTIMATE (CCLCCE)

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MISC-80711A	SOW PARA 3.3.5	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	ANNUALLY	30 DAYS PRIOR TO CDR
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
APM-PM (COST)	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 4: CONTRACTOR FORMAT IS ACCEPTABLE
THE FOLLOWING INFORMATION MUST BE INCLUDED:

- EXECUTIVE SUMMARY OF THE PROGRAM AND OVERALL COSTS IN BASE-YEAR (2014) DOLLARS USING OSD ESCALATION AND THEN YEAR DOLLARS
- DELTAS (DOLLARS AND PERCENTAGES) COMPARING CURRENT AND PREVIOUS SUBMISSIONS
- NARRATIVE VARIANCE ANALYSIS/SUPPORTING DELTAS AT THE COST ELEMENT LEVEL
- NARRATIVE DESCRIPTION OF OVERARCHING ASSUMPTIONS AND COSTS FOR EACH LIFE-CYCLE PHASE AND FOR EACH COST ELEMENT
- COST ESTIMATE WITHOUT RISK (POINT ESTIMATE)
- COST ESTIMATE WITH RISK
- SUMMARY COST TABLES OF TOTAL COST BY APPROPRIATION, ANNUAL COSTS BY GOVERNMENT FISCAL YEAR AND APPRORIATION, TOTAL COSTS BY LIFE CYCLE PHASE, AND ANNUAL COSTS BY GOVERNMENT FISCAL YEAR AND PROGRAM LIFE-CYCLE PHASE. THE LCCE SHALL BE UPDATED TO INCLUDE ACTUAL SUNK COST BY FISCAL YEAR WHEN APPLICABLE. THESE SUMMARY COST TABLES SHALL BE IN BASE-YEAR (2014) DOLLARS USING OSD ESCALATION AND THEN-YEAR DOLLARS.
- EACH COST ELEMENT MUST CONTAIN SUFFICIENT DATA, SOURCE OF DATA, DESCRIPTION OF SPECIFIC ASSUMPTIONS, FORMULAS AND A METHODOLOGY DESCRIPTION SUFFICIENT TO ENABLE A GOVERNMENT COST ANALYSIS TO QUICKLY REPLICATE THE CALCULATIONS AND RESULTS.

THE CCLCCE SHALL ONLY CONTAIN THOSE COSTS WHICH ARE CONTRACTOR CONTROLLED. GOVERNMENT CONTROLLED COSTS ARE NOT TO BE INCLUDED. THE DEVELOPMENT AND PROCUREMENT SECTIONS SHALL BE ORGANIZED IN ACCORDANCE WITH THE OFFICE OF THE SECRETARY OF DEFENSE (OSD) DEPUTY DIRECTOR COST ASSESSMENT (DDCA) – APPROVED COST AND SOFTWARE DATA REPORTING (CSDR) PLAN CONTRACT WORK BREAKDOWN STRUCTURE (CWBS). THE OPERATIONS AND SUPPORT SECTION OF THE CCLCCE SHALL BE ORGANIZED UTILIZING THE OSD CAPE CONTRACTOR SUSTAINMENT REPORT (DD FORM 1921-4) DI-FNCL-81831 SUSTAINMENT COST ELEMENTS STRUCTURE. CONTRACTOR FORMAT IS ACCEPTABLE FOR THE MILITARY CONSTRUCTION (MILCON) AND DISPOSAL SECTIONS OF THE CCLCCE. THE CCLCCE SHALL BE COMPLETED IN A MICROSOFT EXCEL 2007 OR LATER VERSION WITH FORMULAS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 13:
SUBSEQUENT SUBMISSIONS ARE DUE:

1. 30 DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED).
2. 30 DAYS AFTER LOW RATE INITIAL PRODUCTION (LRIP) (OPTION, IF EXERCISED) IS COMPLETED.

THE REPORT POST EMD PROTOTYPE BUILD AND LRIP ARE ONLY REQUIRED SHOULD THOSE CONTRACT LINE ITEM NUMBER (CLINS) BE EXERCISED.
THE GOVERNMENT SHALL HAVE 15 WORKING DAYS AFTER DELIVERY OF THE REPORT TO REVIEW AND DETERMINE IF IT IS ACCEPTABLE. THE CONTRACTOR SHALL REVISE THE DOCUMENTATION IN ACCORDANCE WITH GOVERNMENT COMMENTS WITHIN 15 DAYS OF RECEIPT.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. ELECTRONIC SUBMISSIONS OF AAV PROGRAM LICE-CYCLE COST ESTIMATE IN MICROSOFT EXCEL FILE 2007 OR LATER VERSION WITH FORMULAS.

17. PRICE GROUP
18. ESTIMATED TOTAL PRICE

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
DAMIEN WOODLEY		JIM MYERS	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001	A	TDP _____ TM _____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A016	BRIEFING MATERIAL	PRELIMINARY DESIGN REVIEW (PDR) PRESENTATION

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MGMT-81605	SOW PARA 3.4.1.1	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	ONE TIME	SEE BLOCK 16

8. APP CODE	11. AS OF DATE	13. DATE OF SUBSEQUENT SUBMISSIONS
A	N/A	N/A

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

16. REMARKS

BLOCK 4: THE PDR PRESENTATION SHALL INCLUDE THE FOLLOWING AS IT PERTAINS TO THE AAV UPGRADE DESIGN:

1. DESCRIPTION OF THE DESIGN ARCHITECTURE AND SYSTEMS INTEGRATION CONSIDERATIONS.
2. ALLOCATION OF REQUIREMENTS TO EACH OF THE HARDWARE CONFIGURATION ITEMS (HWCIS).
3. ALLOCATION OF REQUIREMENTS TO ANY SOFTWARE HOSTED BY THE HWCI.
4. ASSESSMENT OF PRELIMINARY PRODUCT BASELINE AGAINST TIERED SYSTEM SPECIFICATION REQUIREMENTS AND ANTICIPATED LOWER-TIER TRADES, ALONG WITH SUPPORTING TRADE-OFF ANALYSES AND DATA.
5. IDENTIFICATION OF ANY OTHER LEGACY REQUIREMENTS NOT CONTAINED IN THE AAV UPGRADE SYSTEM SPECIFICATION THAT ARE IMPACTED BY THE CONTRACTOR'S DESIGN.
6. HUMAN SYSTEMS INTEGRATION CONSIDERATIONS, INCLUDING DISPLAYS. MASS PROPERTIES OF THE AAV REFLECTING THE CHANGES COMPRISING THE AAV UPGRADE DESIGN.
7. IDENTIFICATION OF ALL NON-DEVELOPMENTAL ITEMS (NDI), GOVERNMENT FURNISHED EQUIPMENT (GFE), AND LEGACY EQUIPMENT.
8. FEASIBILITY OF MEETING QUALITY REQUIREMENTS, INCLUDING RELIABILITY.
9. PRELIMINARY AAV UPGRADE DESIGN APUC ESTIMATE.
10. STANDARDIZATION CONSIDERATIONS.
11. SURVIVABILITY/VULNERABILITY CONSIDERATIONS.
12. ENVIRONMENT, SAFETY, AND OCCUPATIONAL HEALTH (ESOH) ASSESSMENT.
13. RISK ASSESSMENT AGAINST TECHNICAL, COST AND SCHEDULE.
14. PROGRAM PROTECTION, INFORMATION ASSURANCE, AND ANTI-TAMPER STATUS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT PRESENTATION IS DUE 14 CALENDAR DAYS BEFORE PDR KICKOFF. GOVERNMENT WILL HAVE SEVEN (7) CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS, WHICH SHALL BE INCLUDED IN FINAL PDR PRESENTATION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSES IN BLOCK 14.

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
AAV PM	1	1	0
APM-PM	1	1	0
SE	1	1	0
15. TOTAL	**3**	**3**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
ELLIS COOPER		CHRIS MELKONIAN	

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CONTRACT DATA REQUIREMENTS LIST
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17. PRICE GROUP	
18. ESTIMATED TOTAL PRICE	

A. CONTRACT LINE ITEM NO.	**B. EXHIBIT**	**C. CATEGORY:**
0002	A	**TDP** _____ **TM** _____ **OTHER** X

D. SYSTEM / ITEM	**E. CONTRACT / PR NO.**	**F. CONTRACTOR**
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	**2. TITLE OF DATA ITEM**	**3. SUBTITLE**
A017	BRIEFING MATERIAL	CRITICAL DESIGN REVIEW (CDR) PRESENTATION

4. AUTHORITY ***(Data Acquisition Document No.)***	**5. CONTRACT REFERENCE**	**6. REQUIRING OFFICE**
DI-MGMT-81605	SOW PARA 3.4.1.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	ONE TIME	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	N/A

14. DISTRIBUTION

a. ADDRESSEE	**b. COPIES** Draft	Final Reg	Final Repro
AAV PM	1	1	0
APM-PM	1	1	0
SE	1	1	0
15. TOTAL	**3**	**3**	**0**

16. REMARKS

BLOCK 4: THE CDR PRESENTATION SHALL INCLUDE THE FOLLOWING AS IT PERTAINS TO THE AAV UPGRADE DESIGN:

1. DESCRIPTION OF THE DESIGN ARCHITECTURE AND SYSTEMS INTEGRATION CONSIDERATIONS.
2. ALLOCATION OF REQUIREMENTS TO EACH OF THE HARDWARE CONFIGURATION ITEMS (HWCI).
3. ALLOCATION OF REQUIREMENTS TO ANY SOFTWARE HOSTED BY THE HWCI.
4. FINAL ASSESSMENT OF ESTABLISHED PRODUCT BASELINE AGAINST TIERED SYSTEM SPECIFICATION REQUIREMENTS AND REQUIRED LOWER-TIER TRADES, ALONG WITH SUPPORTING TRADE-OFF ANALYSES AND DATA.
5. IDENTIFICATION OF ANY OTHER LEGACY REQUIREMENTS NOT CONTAINED IN THE AAV UPGRADE SYSTEM SPECIFICATION THAT ARE IMPACTED BY THE CONTRACTOR'S DESIGN.
6. HUMAN SYSTEMS INTEGRATION CONSIDERATIONS, INCLUDING DISPLAYS.
7. IDENTIFICATION OF ALL NON-DEVELOPMENTAL ITEMS (NDI), GOVERNMENT FURNISHED EQUIPMENT (GFE), AND LEGACY EQUIPMENT.
8. FINAL ASSESSMENT OF ACHIEVING QUALITY REQUIREMENTS, INCLUDING RELIABILITY.
9. FINAL ASSESSMENT OF AAV UPGRADE DESIGN APUC.
10. STANDARDIZATION CONSIDERATIONS.
11. CORROSION PREVENTION/CONTROL CONSIDERATIONS.
12. TRANSPORTABILITY, PACKAGING, AND HANDLING CONSIDERATIONS.
13. SURVIVABILITY/VULNERABILITY CONSIDERATIONS.
14. ENVIRONMENT, SAFETY, AND OCCUPATIONAL HEALTH (ESOH) ASSESSMENT.
15. PRODUCIBILITY AND MANUFACTURING ASSESSMENT.
16. UPDATES TO TECHNICAL AND TRAINING MANUALS REFLECTING THE AAV UPGRADE DESIGN.
17. RISK ASSESSMENT AGAINST TECHNICAL, COST AND SCHEDULE.
18. PROGRAM PROTECTION, INFORMATION ASSURANCE, AND ANTI-TAMPER STATUS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT PRESENTATION IS DUE 14 CALENDAR DAYS BEFORE CDR KICKOFF. GOVERNMENT WILL HAVE SEVEN (7) CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS WHICH SHALL BE INCLUDED IN THE FINAL CDR PRESENTATION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ELLIS COOPER		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

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OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO. 0100, 0105	**B. EXHIBIT** A	**C. CATEGORY:** TDP _____ TM _____ OTHER X
D. SYSTEM / ITEM ASSAULT AMPHIBIOUS VEHICLE (AAV)	**E. CONTRACT / PR NO.** M67854-14-C-0002	**F. CONTRACTOR** SAIC
1. DATA ITEM NO. A018	**2. TITLE OF DATA ITEM** BRIEFING MATERIAL	**3. SUBTITLE** SYSTEMS VERIFICATON REVIEW (SVR)
4. AUTHORITY *(Data Acquisition Document No.)* DI-MGMT-81605	**5. CONTRACT REFERENCE** SOW PARA 3.4.1.3	**6. REQUIRING OFFICE** PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	ONE TIME	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	N/A

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
AAV PM	1	1	0
APM-PM	1	1	0
SE	1	1	0
15. TOTAL	**3**	**3**	**0**

16. REMARKS

BLOCK 4: THE INFORMATION REQUIRED FOR THE SVR FOR EACH CONFIGURATION ITEM IS:

1. NOMENCLATURE
2. SPECIFICATION IDENTIFICATION NUMBER
3. CONFIGURATION ITEM NUMBER
4. CURRENT LISTING OF ALL DEVIATIONS AGAINST THE CONFIGURATION ITEM, EITHER REQUESTED OF, OR APPROVED BY THE CONTRACTING AGENCY.
5. STATUS OF TEST PROGRAM TO TEST CONFIGURED ITEMS WITH AUTOMATIC TEST EQUIPMENT (WHEN APPLICABLE).
6. PROGRAM PROTECTION FROM PDR.
7. 7. STATUS OF THE IA ASSESSMENT

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT PRESENTATION IS DUE 14 CALENDAR DAYS BEFORE SVR KICKOFF. GOVERNMENT SHALL HAVE SEVEN (7) CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS WHICH SHALL BE INCLUDED IN THE FINAL SVR PRESENTATION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ELLIS COOPER		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

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17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

A. CONTRACT LINE ITEM NO.	**B. EXHIBIT**	**C. CATEGORY:**
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	**TDP** ____ **TM** ____ **OTHER** X

D. SYSTEM / ITEM	**E. CONTRACT / PR NO.**	**F. CONTRACTOR**
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	**2. TITLE OF DATA ITEM**	**3. SUBTITLE**
A019	SYSTEMS ENGINEERING MANAGEMENT PLAN (SEMP)	SEMP

4. AUTHORITY *(Data Acquisition Document No.)*	**5. CONTRACT REFERENCE**	**6. REQUIRING OFFICE**
DI-MGMT-81785	SOW PARA 3.4.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	ANNUALLY	30 DAC
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	**b. COPIES**		
	Draft	**Final**	
		Reg	**Repro**
SE	1	1	0
AAV PM	0	1	0
15. TOTAL	**1**	**2**	**0**

16. REMARKS

BLOCK 8: THE GOVERNMENT WILL HAVE 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 13: 360 CALENDAR DAYS AFTER PREVIOUS SUBMITTAL.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ROBIN MAKIN		ELLIS COOPER	

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

A. CONTRACT LINE ITEM NO.	**B. EXHIBIT**	**C. CATEGORY:**
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	**TDP** ____ **TM** ____ **OTHER** X

D. SYSTEM / ITEM	**E. CONTRACT / PR NO.**	**F. CONTRACTOR**
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	**2. TITLE OF DATA ITEM**	**3. SUBTITLE**
A020	CONTRACTOR'S RISK MANAGEMENT PLAN	

4. AUTHORITY ***(Data Acquisition Document No.)***	**5. CONTRACT REFERENCE**	**6. REQUIRING OFFICE**
DI-MGMT-81808	SOW PARA 3.4.3	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	ANNUALLY	30 DAC
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	**b. COPIES** Draft	Final Reg	Final Repro
AAV PM	1	1	0
SE	1	1	0
15. TOTAL	**2**	**2**	**0**

16. REMARKS

BLOCK 8: THE GOVERNMENT WILL HAVE 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 13: 360 CALENDAR DAYS AFTER PREVIOUS SUBMITTAL.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ED ROBINSON		ELLIS COOPER	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A021	RISK MANAGEMENT STATUS REPORT	

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MGMT-81809	SOW PARA 3.4.4	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

BLOCK 8: PRELIMINARY DESIGN REVIEW (PDR): THE GOVERNMENT HAS 30 DAYS TO REVIEW AND PROVIDE COMMENTS ON THE PRELIMINARY DRAFT. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS INTO NEXT DELIVERABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: PRELIMINARY DRAFT IS DUE NO LATER THAN 83 DAYS AFTER CONTRACT AWARD, PRIOR TO PDR.

BLOCK 13: A FINAL IS DUE NO LATER THAN 203 DAYS AFTER CONTRACT AWARD, PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 10: QUARTERLY AFTER FIRST EMD PMR.

BLOCK 13: FIVE (5) DAYS PRIOR TO FIRST EMD PMR.

LRIP (OPTION, IF EXERCISED)

BLOCK 8: THE GOVERNMENT SHALL HAVE 15 DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 15 DAYS TO APPROVE THE FINAL SUBMISSION.

BLOCK 10: QUARTERLY UNTIL THE DELIVERY OF THE LAST LRIP.

BLOCK 13: FIVE (5) DAYS PRIOR TO FIRST LRIP PMR.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
AAV PM	0	1	0
SE	0	1	0
15. TOTAL	**0**	**2**	**0**

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
JOHN KNAPP		ANGELO SCARLOTO	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO. 0001, 0002, 0100, 0105, 0200, 0201, 0202	**B. EXHIBIT** A	**C. CATEGORY:** **TDP** ——— **TM** ——— **OTHER** X	**17. PRICE GROUP**
D. SYSTEM / ITEM ASSAULT AMPHIBIOUS VEHICLE (AAV)	**E. CONTRACT / PR NO.** M67854-14-C-0002	**F. CONTRACTOR** SAIC	
1. DATA ITEM NO. A022	**2. TITLE OF DATA ITEM** QUALITY ASSURANCE PROGRAM PLAN (QAPP)	**3. SUBTITLE**	**18. ESTIMATED TOTAL PRICE**
4. AUTHORITY *(Data Acquisition Document No.)* DI -QCIC-81794	**5. CONTRACT REFERENCE** SOW PARA 3.4.5	**6. REQUIRING OFFICE** PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	ANNUALLY	30 DAC
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
SE (QUALITY)	1	1	0
DCMA	1	1	0
15. TOTAL	**2**	**2**	**0**

16. REMARKS

BLOCK 8: THE GOVERNMENT WILL HAVE 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 13: 360 CALENDAR DAYS AFTER PREVIOUS SUBMITTAL.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ERIC SCHMIDT		ELLIS COOPER	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105		TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A023	TECHNICAL REPORT-STUDY/SERVICES	FAILURE MODES, EFFECTS, AND CRITICALITY ANALYSIS (FMECA)	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-MISC-80508B	SOW PARA 3.4.14.2	PM AAA	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	**REQUIRED** SEE BLOCK 16	THREE TIMES	SEE BLK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLK 16

16. REMARKS

BLOCK 4: SECTION 11 CONTENTS: THE FMECA(S) SHALL INCLUDE:

1) THEORY OF OPERATION – EXECUTIVE SUMMARY THAT WILL FACILITATE A BASIC UNDERSTANDING OF THE SYSTEM'S OPERATION
2) BOUNDARY DIAGRAM – PICTORAL REPRESENTATION OF THE SYSTEM IN REFERENCE TO SUBSYSTEMS AND OTHER COMPONENTS
3) INTERFACE MATRIX – EXCEL SPREADSHEET TO RATE AND CATEGORIZE ALL OF THE SYSTEM INTERFACES (PHYSICAL INTERACTION, ENERGY TRANSFER, INFORMATION TRANSFER, AND MATERIAL TRANSFER)
4) SUBSYSTEM LEVEL FUNCTIONAL BLOCK DIAGRAM – PROVIDE A ROADMAP OF THE SYSTEM LEVEL EFFECTS THROUGH THE FUNCTIONAL FMECA
5) SUBSYSTEM LEVEL FUNCTIONAL FMECA – IDENTIFY THE POTENTIAL FAILURE MODES, CAUSES, AND EFFECTS
6) COMPONENT LEVEL FUNCTIONAL FMECA TO IDENTIFY THE POTENTIAL FAILURE MODES, CAUSES AND EFFECTS

BLOCK 8: PM AAA WILL DELIVER COMMENTS WITHIN 30 CALENDAR DAYS OF DELIVERY OF DRAFT. FINAL SUBMISSION SHALL BE WITHIN 30 CALENDAR DAYS OF RECEIPT OF GOVERNMENT COMMENTS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: FIRST SUBMISSION DRAFT IS DUE NO LATER THAN 83 CALENDAR DAYS AFTER CONTRACT AWARD, AND PRIOR TO PDR.

BLOCK 13: A SECOND FMECA DRAFT IS DUE NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD, AND PRIOR TO CRITICAL DESIGN REVIEW (CDR).

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 DAYS AFTER PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: SYSTEM VERIFICATION REVIEW (SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO APPROVE THE FINAL SUBMISSION.

BLOCK 13: SVR SUBMISSION: 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS

14. DISTRIBUTION			
a. ADDRESSEE	b. COPIES		
	Draft	Final	
		Reg	Repro
PM AAA SE	0	1	0
15. TOTAL	**0**	**1**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
MATT MORNINGSTAR		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST (1 Data Item)	Form Approved OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP _____ TM _____ OTHER ___X___

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A024	TECHNICAL REPORT – STUDY SERVICES	UNCLASSIFIED AAV UPGRADE REQUIREMENTS MANAGEMENT DATA

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MISC-80508B	SOW PARA 3.4.7	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	THREE TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
AAV PM	1	1	0
SE	1	1	0
15. TOTAL	**2**	**2**	**0**

16. REMARKS

BLOCK 4: ALL DATA SHALL BE DELIVERED IN A DOORS COMPATIBLE FORMAT. DATA DELIVERED SHALL CONSIST OF ALL DOCUMENTATION THAT DEFINE THE REQUIREMENTS FOR AND THE VERIFICATION OF THE DESIGN.

DATA DELIVERIES SHALL INCLUDE:

- SPECIFICATIONS
- INTERFACE CONTROL DOCUMENTS (ICDS)
- TRADE STUDIES
- TEST PLANS AND REPORTS
- ANALYSES
- REQUIREMENTS AND VERIFICATION TRACEABILITY

FOR EACH REQUIREMENT AND VERIFICATION DATA ELEMENT, THE FOLLOWING FIELDS SHALL BE PROVIDED:

- OBJECT ID (UNIQUE IDENTIFIER FOR EACH REQUIREMENT/VERIFICATION)
- OBJECT HEADER (PARAGRAPH HEADING)
- OBJECT NUMBER (PARAGRAPH NUMBER)
- OBJECT TEXT (REQUIREMENT TEXT/VERIFICATION TEXT)
- OBJECT TRACES (REQUIREMENT/VERIFICATION TRACE TO SOURCE)

ALL REQUIREMENTS/VERIFICATION DATA ELEMENTS SHALL TRACE BACK TO THE SYSTEM SPECIFICATION DIRECTLY OR THROUGH OTHER REQUIREMENTS/VERIFICATION DATA ELEMENTS. IT IS ACCEPTABLE TO TRACE TO AN ENTIRE DOCUMENT WHEN IT MAKES SENSE DUE TO A SMALL NUMBER OF TRACES. TRACEABILITY FOR CLASSIFIED REQUIREMENTS/VERIFICATION DATA ELEMENTS SHALL BE PROVIDED AS PART OF THE UNCLASSIFIED DATA DELIVERIES.

OBJECT ID SHALL REMAIN CONSTANT BETWEEN DELIVERIES.

BLOCK 8: PRELIMINARY DESIGN REVIEW (PDR): THE GOVERNMENT HAS 30 DAYS TO REVIEW AND PROVIDE COMMENTS ON THE PRELIMINARY DRAFT. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS INTO NEXT DELIVERABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: PRELIMINARY DRAFT IS DUE NO LATER THAN 83 DAYS AFTER CONTRACT AWARD, PRIOR TO PDR.

BLOCK 13: A FINAL IS DUE NO LATER THAN 203 DAYS AFTER CONTRACT AWARD, PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 DAYS AFTER PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND

CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 DAYS TO ACCEPT THE FINAL SUBMISSION. **BLOCK 8:** SYSTEM VERIFICATION REVIEW (SVR): SUBMISSION DUE 15 CALENDAR DAYS PRIOR TO SVR. THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO APPROVE THE FINAL SUBMISSION. **BLOCK 13:** 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS. **BLOCK 14:** ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AND ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.				

17. PRICE GROUP
18. ESTIMATED TOTAL PRICE

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ELLIS COOPER		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP _____ TM _____ OTHER ___X___

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A025	TECHNICAL REPORT – STUDY SERVICES	CLASSIFIED AAV UPGRADE REQUIREMENTS MANAGEMENT DATA

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MISC-80508B	SOW PARA 3.4.7	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	THREE TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

BLOCK 4: ALL DATA SHALL BE DELIVERED IN A MS COMPATIBLE FORMAT. CLASSIFIED DATA DELIVERED SHALL CONSIST OF ALL DOCUMENTATION THAT DEFINE THE REQUIREMENTS FOR AND THE VERIFICATION OF THE DESIGN.

DATA DELIVERIES SHALL INCLUDE:

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- INTERFACE CONTROL DOCUMENTS (ICDS)
- TRADE STUDIES
- TEST PLANS AND REPORTS
- ANALYSES
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- OBJECT ID (UNIQUE IDENTIFIER FOR EACH REQUIREMENT/VERIFICATION)
- OBJECT HEADER (PARAGRAPH HEADING)
- OBJECT NUMBER (PARAGRAPH NUMBER)
- OBJECT TEXT (REQUIREMENT TEXT/VERIFICATION TEXT)
- OBJECT TRACES (REQUIREMENT/VERIFICATION TRACE TO SOURCE)

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OBJECT ID SHALL REMAIN CONSTANT BETWEEN DELIVERIES.

BLOCK 8: PRELIMINARY DESIGN REVIEW (PDR): THE GOVERNMENT HAS 30 DAYS TO REVIEW AND PROVIDE COMMENTS ON THE PRELIMINARY DRAFT. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS INTO NEXT DELIVERABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: PRELIMINARY DRAFT IF DUE NO LATER THAN 83 DAYS AFTER CONTRACT AWARD, PRIOR TO PDR.

BLOCK 13: A FINAL IS DUE NO LATER THAN 203 DAYS AFTER CONTRACT AWARD, PRIOR TO CRITICAL DESIGN REVIEW (CDR).

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
SE	1	1	0
AAV PM	1	1	0
15. TOTAL	**2**	**2**	**0**

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) **BLOCK 8:** CDR: THE CONTRACTOR SHALL HAVE 21 DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 DAYS TO ACCEPT THE FINAL SUBMISSION. **BLOCK 8:** SYSTEM VERIFICATION REVIEW (SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO APPROVE THE FINAL SUBMISSION. **BLOCK 13:** SVR SUBMISSION: 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS. **BLOCK 14:** ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AND ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.				

17. PRICE GROUP
18. ESTIMATED TOTAL PRICE

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ELLIS COOPER		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A026	INTERFACE CONTROL DOCUMENT (ICD)		

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-CMAN-81248A	SOW PARA 3.4.7	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	REQUIRED	THREE TIMES	SEE BLOCK 16

8. APP CODE	11. AS OF DATE	13. DATE OF SUBSEQUENT SUBMISSIONS
A	N/A	SEE BLOCK 16

SEE BLOCK 16

16. REMARKS

BLOCK 8: PRELIMINARY DESIGN REVIEW (PDR): THE GOVERNMENT HAS 30 DAYS TO REVIEW AND PROVIDE COMMENTS ON THE PRELIMINARY DRAFT. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS INTO NEXT DELIVERABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: PRELIMINARY DRAFT IS DUE NO LATER THAN 83 DAYS AFTER CONTRACT AWARD, PRIOR TO PDR.

BLOCK 13: A FINAL IS DUE NO LATER THAN 203 DAYS AFTER CONTRACT AWARD, PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 DAYS AFTER EMD PROTOTYPE BUILD (OPTION,IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: SYSTEM VERIFICATION REVIEW (SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS, AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 13: SVR SUBMISSION: 15 CALENDAR DAYS BEOFRE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS.

14. DISTRIBUTION			
a. ADDRESSEE	b. COPIES		
	Draft	Final	
		Reg	Repro
SE (REQ/CM)	1	1	0
15. TOTAL	**1**	**1**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
ELLIS COOPER		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (CDRL)

(*1 Data Item*)

Form Approved

OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP X TM _____ OTHER __

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A027	DEVELOPMENTAL DESIGN DRAWING LIST	DEVELOPMENTAL DRAWINGS/MODELS AND ASSOCIATED LISTS	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-DRPR-81002A	SOW PARA 3.4.7.1	PROGRAM MANAGER ADVANCED	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	REQUIRED	ONE TIME	SEE BLOCK 16

8. APP CODE	11. AS OF DATE	13. DATE OF SUBSEQUENT SUBMISSIONS
A	N/A	N/A

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
SE	1	1	0
PCO	1	1	0
15. TOTAL	2	2	0

16. REMARKS

BLOCK 4: THE CONTRACTOR SHALL DELIVER THE FULLY ASSEMBLED CRITICAL DESIGN REVIEW (CDR) BASELINE 3D CAD MODEL AND DRAWING FILES USED TO DESIGN THE AAV IN Pro-E VERSION CREO PARAMETRIC 2.0 FROM PTC FORMAT VIA PORTABLE HARD DRIVE WITH FIREWIRE ACCESS. DELIVERY OF THE CAD MODELS WILL BE DEEMED ACCEPTED ONLY IF PROVIDED FULLY ASSEMBLED AT THE TOP LEVEL ASSEMBLY, AND OPENED PROPERLY WITHOUT ERRORS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURATE CONVERSION OF THE CAD MODEL FROM ITS NATIVE FORMAT INTO THE REQUESTED Pro-E FORMAT.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: NO LATER THAN 203 DAYS AFTER CONTRACT AWARD, PRIOR TO CDR.

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 14: THE REPRODUCIBLE "SOFT COPY" SHALL BE IN Pro-E FORMAT VERSION CREO PARAMETRIC 2.0 FROM PTC FORMAT. SUBMISSION SHALL BE PROVIDED ON THE CD/DVD ROM. PROVIDE PM AAA PCO WITH LETTER OF TRANSMITTAL ONLY.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
JIM BECKER		JOHN KNAPP	

TDP OPTION SELECTION WORKSHEET

SYSTEM: **DATE PREPARED:**

A. CONTRACT NO.	B. EXHIBIT/ATTACHMENT NO.	C. CLIN	D. CDRL DATA ITEM NO.
M67854-01-R-0001	A	0001, 0002, 0100, 0105	A027

1. TDP Level (X and complete as applicable.)

A.	B. REMARKS:
☐ CONCEPTUAL LEVEL ☒ DEVELOPMENTAL LEVEL ☐ PRODUCTION LEVEL	CDR MODELS

2. TYPE AND FORMAT (X all that apply and complete as applicable)

A.	B.
☐ TYPE 2D: 2D DRAWINGS ☐ TYPE 3D: 3D MODEL ONLY ☒ TYPE 3D: 3D MODELS WITH ASSOCIATED 2D DRAWINGS	☒ NATIVE CAD (SPECIFY TYPE): PRO E VERSION WILDFIRE 5.0 ☐ ISO 10303 STEP FORMAT (Specify STEP PROTOCOL AP203, AP 214 etc.) _____ ☐ ISO32000 PORTABLE DOCUMENT FORMAT: _____ ☐ OTHER ELECTRONIC FORMAT (SPECIFY TYPE) _____ ☐ HARDCOPY: REMARKS: _____

3. CAGE Code AND DOCUMENT NUMBERS	A. ☒ CONTRACTOR CAGE AND DOCUMENT NUMBERS ☐ GOVERNMENT CAGE (COMPLETE 3B & 3C OR 3D)	D. To Be Assigned By:
B. USE CAGE CODE:	C. USE DOCUMENT NUMBERS:	

4. DRAWING FORMATS (X one and complete as applicable)

☒ CONTRACTOR FORMAT.

☐ GOVERNMENT FORMAT.

REMARKS: _____

5. TDP ELEMENTS REQUIRED (X all that apply)

☐ ELEMENTS REQUIRED TO BE DETERMINED BY CONTRACTOR-OR THE FOLLOWING ARE REQUIRED:

☐ CONCEPTUAL DRAWINGS/MODELS AND ASSOCIATED LISTS
☒ DEVELOPMENTAL DESIGN DRAWINGS/MODELS AND ASSOCIATED LISTS

☐ PRODUCT DRAWINGS/MODELS AND ASSOCIATED LIST

☐ COMMERCIAL DRAWINGS/MODELS AND ASSOCIATED LIST

☐ QUALITY ASSURANCE PROVISIONS

☐ SPECIAL INSPECTION EQUIPMENT (SIE) DRAWINGS/MODELS AND ASSOCIATED LISTS

☐ SPECIFICATIONS

☐ SOFTWARE DOCUMENTATION

☐ SPECIAL PACKAGING INSTRUCTIONS (SPI) DRAWINGS/MODELS AND ASSOCIATED LIST

6. ASSOCIATED LISTS (X and complete as applicable)

☒ A. PARTS LIST (X ONE)	☐ (1) INTEGRAL	☒ (2) SEPARATE
☐ B. DATA LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ C. INDEX LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☒ D. WIRINGLIST (X ONE)	☐ (1) NOT REQUIRED	☒ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ E. INDENTURE DATA LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ F. APPLICATION LISTS (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)

7. APPLICABILITY OF STANDARDS. The following Standards apply: (X as applicable)

☒ASME Y14.100 ENGINEERING DRAWING PRACTICES WITH APPENDICES ☒ B ☒ C ☒ D ☒ E	☒ ASME Y14.24 TYPES AND APPLICATIONS OF ENGINEERING DRAWINGS ☒ ASME Y14.34 ASSOCIATED LIST ☒ ASME Y14.35 REVISION OF ENGINEERING DRAWINGS AND ASSOCIATED LIST ☒ ASME Y14.41 DIGITAL PRODUCT DATA PRACTICES ☒ ASME Y14.5 DIMENSIONING AND TOLERANCES	☐ OTHER STANDARDS APPLY AS DESCRIBED: COMPANY STANDARDS PERMITTED: ☐ YES ☐ NO

8. OTHER TAILORING

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A028	CONTRACTOR'S CONFIGURATION MANAGEMENT PLAN		

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-CMAN-80858B	SOW PARA 3.4.9	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	REQUIRED SEE BLOCK 16	TWO TIMES	30 DAC

8. APP CODE	11. AS OF DATE	13. DATE OF SUBSEQUENT SUBMISSIONS
A	N/A	SEE BLOCK 16

16. REMARKS

BLOCK 8: PRELIMINARY DESIGN REVIEW (PDR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO APPROVE THE FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: SYSTEM VERIFICATION REVIEW (SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO APPROVE THE FINAL SUBMISSION.

BLOCK 13: SVR SUBMISSION: 15 CALENDAR DAYS PRIOR TO SVR.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

14. DISTRIBUTION			
a. ADDRESSEE	b. COPIES		
	Draft	Final	
		Reg	Repro
SE (CM)	1	1	0
15. TOTAL	**1**	**1**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
RICH ELGART		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

A. CONTRACT LINE ITEM NO. 0001, 0002, 0100, 0105	**B. EXHIBIT** A	**C. CATEGORY:** **TDP** _____ **TM** _____ **OTHER** X	**17. PRICE GROUP**
D. SYSTEM / ITEM ASSAULT AMPHIBIOUS VEHICLE (AAV)	**E. CONTRACT / PR NO.** M67854-14-C-0002	**F. CONTRACTOR** SAIC	
1. DATA ITEM NO. A029	**2. TITLE OF DATA ITEM** CONTRACTOR VERIFICATION REPORT	**3. SUBTITLE**	**18. ESTIMATED TOTAL PRICE**
4. AUTHORITY ***(Data Acquisition Document No.)*** DI-NDTI-80809B	**5. CONTRACT REFERENCE** SOW PARA 3.4.10	**6. REQUIRING OFFICE** PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	TWO TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
PM AAA SE		1	
15. TOTAL		**1**	

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: CDR DRAFT IS DUE NO LATER THAN 203 DAYS AFTER CONTRACT AWARD, PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: SYSTEM VERIFICATION REVIEW (SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNEMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT FINAL SUBMISSION.

BLOCK 13: SVR SUBMISSION: 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ELLIS COOPER		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0207 (OPTION, IF EXERCISED)	A	TDP _____ TM _____ OTHER ___X___

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A030	PRODUCT DRAWINGS/MODELS AND ASSOCIATED LISTS	

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-DRPR-81000A	SOW PARA 3.4.7.1	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	ONE TIME	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	N/A

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
SE	1	1	0
PCO	1	1	0
15. TOTAL	**1**	**2**	**0**

16. REMARKS

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 4: THE CONTRACTOR SHALL DELIVER THE FULLY ASSEMBLED 3D CAD MODEL AND DRAWING FILES USED TO DESIGN THE AAV IN Pro-E VERSION CREO PARAMETRIC 2.0 FROM PTC FORMAT VIA PORTABLE HARD DRIVE WITH FIREWIRE ACCESS. DELIVERY OF THE CAD MODELS WILL BE DEEMED ACCEPTED ONLY IF PROVIDED FULLY ASSEMBLED AT THE TOP LEVEL ASSEMBLY, AND OPENED PROPERLY WITHOUT ERRORS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURATE CONVERSION OF THE CAD MODEL FROM ITS NATIVE FORMAT INTO THE REQUESTED Pro-E FORMAT.

BLOCK 8: THE CONTRACTOR SHALL HAVE 21 DAYS AFTER INITIAL SUBMISSION TO ADDRESS COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: NO LATER THAN 60 DAYS PRIOR TO CLIN 0101 COMPLETION

BLOCK 14: THE REPRODUCIBLE "SOFT COPY" SHALL BE IN Pro-E FORMAT VERSION CREO PARAMETRIC 2.0 FROM PTC FORMAT. SUBMISSION SHALL BE PROVIDED ON THE CD/DVD ROM. PROVIDE PM AAA PCO WITH LETTER OF TRANSMITTAL ONLY.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
JIM BECKER		JOHN KNAPP	

TDP OPTION SELECTION WORKSHEET

SYSTEM: **DATE PREPARED:**

A. CONTRACT NO.	B. EXHIBIT/ATTACHMENT NO. A	C. CLIN	D. CDRL DATA ITEM NO.
M67854-14-C-0002		0207	A030

1. TDP Level (X and complete as applicable.)

A.	B. REMARKS:
☐ CONCEPTUAL LEVEL ☐ DEVELOPMENTAL LEVEL ☒ PRODUCTION LEVEL	

2. TYPE AND FORMAT (X all that apply and complete as applicable)

A.	B.
☐ TYPE 2D: 2D DRAWINGS ☐ TYPE 3D: 3D MODEL ONLY ☒ TYPE 3D: 3D MODELS WITH ASSOCIATED 2D DRAWINGS	☒ NATIVE CAD (SPECIFY TYPE): PRO E VERSION WILDFIRE 5.0 ☐ ISO 10303 STEP FORMAT (Specify STEP PROTOCOL AP203, AP 214 etc.) _____ ☐ ISO32000 PORTABLE DOCUMENT FORMAT: _____ ☐ OTHER ELECTRONIC FORMAT (SPECIFY TYPE) _____ ☐ HARDCOPY: REMARKS: _____

3. CAGE Code AND DOCUMENT NUMBERS	A. ☒ CONTRACTOR CAGE AND DOCUMENT NUMBERS ☐ GOVERNMENT CAGE (COMPLETE 3B & 3C OR 3D)	D. To Be Assigned By:
B. USE CAGE CODE:	C. USE DOCUMENT NUMBERS:	

4. DRAWING FORMATS (X one and complete as applicable)

☒ CONTRACTOR FORMAT.

☐ GOVERNMENT FORMAT.

REMARKS: _____

5. TDP ELEMENTS REQUIRED (X all that apply)

☐ ELEMENTS REQUIRED TO BE DETERMINED BY CONTRACTOR-OR THE FOLLOWING ARE REQUIRED:

☐ CONCEPTUAL DRAWINGS/MODELS AND ASSOCIATED LISTS
☐ DEVELOPMENTAL DESIGN DRAWINGS/MODELS AND ASSOCIATED LISTS

☒ PRODUCT DRAWINGS/MODELS AND ASSOCIATED LIST

☐ COMMERCIAL DRAWINGS/MODELS AND ASSOCIATED LIST

☐ QUALITY ASSURANCE PROVISIONS

☐ SPECIAL INSPECTION EQUIPMENT (SIE) DRAWINGS/MODELS AND ASSOCIATED LISTS

☐ SPECIFICATIONS

☐ SOFTWARE DOCUMENTATION

☐ SPECIAL PACKAGING INSTRUCTIONS (SPI) DRAWINGS/MODELS AND ASSOCIATED LIST

6. ASSOCIATED LISTS (X and complete as applicable)

☒ A. PARTS LIST (X ONE)	☐ (1) INTEGRAL	☒ (2) SEPARATE
☐ B. DATA LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ C. INDEX LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☒ D. WIRINGLIST (X ONE)	☐ (1) NOT REQUIRED	☒ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ E. INDENTURE DATA LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ F. APPLICATION LISTS (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)

7. APPLICABILITY OF STANDARDS. The following Standards apply: (X as applicable)

☒ASME Y14.100 ENGINEERING DRAWING PRACTICES WITH APPENDICES ☒ B ☒ C ☒ D ☒ E	☒ ASME Y14.24 TYPES AND APPLICATIONS OF ENGINEERING DRAWINGS ☒ ASME Y14.34 ASSOCIATED LIST ☒ ASME Y14.35 REVISION OF ENGINEERING DRAWINGS AND ASSOCIATED LIST ☒ ASME Y14.41 DIGITAL PRODUCT DATA PRACTICES ☒ ASME Y14.5 DIMENSIONING AND TOLERANCES	☐ OTHER STANDARDS APPLY AS DESCRIBED: COMPANY STANDARDS PERMITTED: ☐ YES ☐ NO

8. OTHER TAILORING

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	**B. EXHIBIT**	**C. CATEGORY:**
0001, 0002, 0100, 0105	A	**TDP** **TM** _____ **OTHER** __X__

D. SYSTEM/ITEM	**E. CONTRACT/PR NO.**	**F. CONTRACTOR**
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	**2. TITLE OF DATA ITEM**	**3. SUBTITLE**	**17. PRICE GROUP**
A031	TECHNICAL REPORT – STUDY/SERVICES	RAM PROGRESS REPORT	

4. AUTHORITY (*Data Acquisition Document No.***)**	**5. CONTRACT REFERENCE**	**6. REQUIRING OFFICE**	**18. ESTIMATED TOTAL PRICE**
DI-MISC-80508B	SOW PARA 3.4.14.5	PM AAA	

7. DD 250 REQ	**9. DIST STATEMENT REQUIRED**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	THREE TIMES	SEE BLK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLK 16

14. DISTRIBUTION			
a. ADDRESSEE	**b. COPIES**		
	Draft	**Final**	
		Reg	**Repro**
PM AAA SE	1	1	0

BLOCK 4: SECTION 11 CONTENTS SHALL INCLUDE:

1) A PROCESS FOR INTERNAL AUDITING OF THE EXECUTION OF THE RPP (PDR)
2) RELIABILITY GROWTH TEST PROJECTION (CDR)
3) TPM TO TRACK PROGRESS TOWARD SPECIFICATION COMPLIANCE FOR RAM (SVR)
4) ALLOCATIONS AND PREDICTIONS FOR INHERENT RELIABILITY (PDR, CDR, SVR)
5) CURRENT FAULT TREE PREDICTION FOR MISSION RELIABILITY (PDR, CDR, SVR)
6) TEST RESULTS FROM COMPONENT LEVEL ACCELERATED LIFE TESTING (CDR)
7) SUMMARY OF UNSEEN FAILURE MODES FROM FAILURE MODE, EFFECTS AND CRITICALITY ANALYSIS (FMECAS) THAT DUE TO HIGH RISK PRIORITY NUMBERS WILL BE INCLUDED IN THE FAILURE PREVENTION REVIEW BOARD (FPRB) PROCESS (CDR)
8) PHYSICS OF FAILURE ANALYSES ON EMD VEHICLES TO DETERMINE INFANT MORTALITY AND PERFORMANCE FAILURE MODES THAT NEED TO BE MITIGATED AT FIRST OPPORTUNITY (CDR)
9) SUMMARY OF RESULTS FROM FAILURE PREVENTION REVIEW BOARDS (SVR)
10) METRICS OF TEST HOURS COMPLETED, FAILURE MODES DETECTED AND RESULTING FIX EFFECTIVENESS FACTORS AND AGGREGATE MANAGEMENT STRATEGY (SVR)
11) SUMMARY OF ENGINEERING CHANGE REQUESTS (ECRS) BEING DEVELOPED POST CDR FOR CONSIDERATION IN THE LRIP BUILD (SVR)

BLOCK 8: PM AAA WILL DELIVER COMMENTS WITHIN 30 CALENDAR DAYS OF DELIVERY OF DRAFT. FINAL SUBMISSION SHALL BE WITHIN 30 CALENDAR DAYS OF RECEIPT OF GOVERNMENT COMMENTS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: FIRST SUBMISSION DRAFT IS DUE NO LATER THAN 83 CALENDAR DAYS AFTER CONTRACT AWARD, AND PRIOR TO PDR.

BLOCK 13: A SECOND DRAFT IS DUE NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD, AND PRIOR TO CRITICAL DESIGN REVIEW (CDR).

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) **BLOCK 8:** CDR: THE CONTRACTOR SHALL HAVE 21 DAYS AFTER PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 DAYS TO ACCEPT THE FINAL SUBMISSION. **BLOCK 8:** SYSTEM VERIFICATION REVIEW (SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO APPROVE THE FINAL SUBMISSION. **BLOCK 13:** SVR SUBMISSION: 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS.	**15. TOTAL**	**1**	**1**	**0**

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
MATT MORNINGSTAR		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A032	TECHNICAL REPORT – STUDY/SERVICES	RELIABILITY PROGRAM PLAN (RPP)	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-MISC-80508B	SOW PARA 3.4.14.1	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	**REQUIRED**	TWO TIMES	SEE BLOCK 16
8. APP CODE	SEE BLOCK 16	**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

BLOCK 4: CONTENT SECTION II: THE RPP SHALL INCLUDE:

1. MANAGEMENT AND ORGANIZATIONAL STRUCTURE OF THOSE RESPONSIBLE AND ACCOUNTABLE FOR THE CONDUCT OF RELIABILITY ACTIVITEIS OVER THE ENTIRE LIFE CYCLE
2. DESIGN FOR RELIABILITY BEST PRACTICES
3. RELIABILITY STRATEGY
4. RELIABILITY RISK MANAGEMENT
5. RELIABILITY EVENT SCHEDULE
6. DESCRIPTION OF THE RELIABILITY PRODUCTS OUTPUT BY THE RELIABILITY PROCESS
7. CLOSED LOOP PROBLEM REPORTING AND CORRECTIVE ACTION PROCESS
8. ROOT CAUSE ANALYSIS PROCESS
9. FAILURE PREVENTION REVIEW BOARD (FPRB) PROCESS
10. FAILURE MODES, EFFECTS AND CRITICALITY ANALYSES (FMECA) PROCESS
11. RELIABILITY AND MAINTAINABILITY PREDICTIONS, ALLOCATIONS AND SYSTEM MODELS PROCESS
12. INTERFACES THAT ARE NEEDED BETWEEN THE RAM IPT AND OTHER SUPPORTING FUCNTIONAL AREAS

BLOCK 8: THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO APPROVE THE FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: PDR DRAFT IS DUE NO LATER THAN 83 DAYS AFTER CONTRACT AWARD AND PRIOR TO PDR.

BLOCK 13: 360 CALENDAR DAYS AFTER PREVIOUS SUBMITTAL, DURING EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

14. DISTRIBUTION			
a. ADDRESSEE	b. COPIES		
	Draft	Final	
		Reg	Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
ELLIS COOPER		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A033	SYSTEM RELIABILITY MODEL		

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-RELI-81496	SOW PARA 3.4.14.6	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	**REQUIRED**	THREE TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A	SEE BLOCK 16	N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 8: PRELIMINARY DESIGN REVIEW (PDR): THE GOVERNMENT SHALL HAVE 30 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS ON THE DRAFT. THE CONTRACTOR SHALL REVIEW AND INCORPORATE COMMENTS INTO NEXT DELIVERABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: PDR DRAFT IS DUE NO LATER THAN 83 DAYS AFTER CONTRACT AWARD AND PRIOR TO PDR.

BLOCK 13: FINAL DELIVERABLE IS DUE NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD AND PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: SYSTEM VERIFICATION REVIEW (SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNEMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT FINAL SUBMISSION.

BLOCK 13: SVR SUBMISSION: 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
ELLIS COOPER		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0101, 0203	A	TDP _____ TM _____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A034	FAILURE ANALYSIS AND CORRECTIVE ACTION REPORT (FACAR)	FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEMS (FRACAS)

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-SESS-81315B	SOW PARA 3.4.14.7	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	FOUR TIMES/ AS REQ	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
SE	0	1	0
15. TOTAL	**0**	**1**	**0**

16. REMARKS

EMD PROTOTYPE BUILD AND LRIP CLIN (OPTIONS, IF EXERCISED)

BLOCK 8: THE GOVERNMENT WILL HAVE 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS ON EACH DELIVERABLE. THE CONTRACTOR SHALL HAVE UNTIL 10 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 15 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: 1ST DRAFT, 120 CALENDAR DAYS AFTER START OF TEST.

FRACAS REPORTS IN RESPONSE TO CRITICAL TEST INCIDENT REPORTS (TIR) SHALL BE SUBMITTED TO THE GOVERNMENT NO LATER THAN 48 HOURS AFTER THE TIME OF THE INCIDENT DOCUMENTED ON THE TIR.

BLOCK 13: 2ND DRAFT, 30 CALENDAR DAYS AFTER RECEIPT OF LIVE FIRE TIRS
3RD DRAFT, 30 CALENDAR DAYS AFTER RECEIPT OF OPERATIONAL ASSESSMENT (OA) TIRS
FINAL, 60 CALENDAR DAYS BEFORE END OF CONTRACT OPTION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
MATT MORNINGSTAR		CHRIS MELKONIAN	

17. PRICE GROUP
18. ESTIMATED TOTAL PRICE

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A035	CRITICAL TASK ANALYSIS (CTA) REPORT		

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-HFAC-81399B	SOW PARA 3.4.15	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	**REQUIRED** SEE BLOCK 16	TWO TIMES	SEE BLOCK 16

8. APP CODE	11. AS OF DATE	13. DATE OF SUBSEQUENT SUBMISSIONS
A	N/A	SEE BLOCK 16

16. REMARKS

BLOCK 8: PRELIMINARY DESIGN REVIEW **(**PDR): THE GOVERNMENT HAS 30 DAYS TO REVIEW AND PROVIDE COMMENTS ON THE PRELIMINARY DRAFT. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS INTO NEXT DELIVERABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: PRELIMINARY DRAFT IS DUE NO LATER THAN 83 DAYS AFTER CONTRACT AWARD, AND PRIOR TO PDR.

BLOCK 13: A FINAL IS DUE NO LATER THAN 203 DAYS AFTER CONTRACT AWARD, AND PRIOR TO CRITICAL DESIGN REVIEW (CDR)**.**

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

14. DISTRIBUTION			
a. ADDRESSEE	b. COPIES		
	Draft	Final	
		Reg	Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
SHERYL DROPINSKI		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A036	TECHNICAL REPORT – STUDY/SERVICES	HUMAN ENGINEERING DESIGN APPROACH DOCUMENT () – OPERATOR/MAINTAINER	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-MISC-80508B	SOW PARA 3.4.16	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION	14. DISTRIBUTION
LT	**REQUIRED**	TWO TIMES	SEE BLOCK 16	
8. APP CODE	SEE BLOCK 16	**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**	
A		N/A	SEE BLOCK 16	

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
SE	1	1	0

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 4: SECTION II CONTENT:

AAV MAINTAINERS:

1.0 FOR EACH SYSTEM COMPONENT REQUIRING MAINTENANCE AS A RESULT OF THE AAV SURVIVABILITY UPGRADE, THE HEDAD SHALL DESCRIBE THE EXTENT TO WHICH THE REQUIREMENTS AND APPLICABLE HUMAN ENGINEERING DESIGN CRITERIA (E.G., MIL-STD-1472G) HAVE BEEN INCORPORATED INTO THE DESIGN, LAYOUT, AND INSTALLATION OF EQUIPMENT HAVING A MAINTAINER INTERFACE. RESULTS OF ANALYSES OF MAINTAINER TASKS, HUMAN ENGINEERING STUDIES, TRADE-OFF ANALYSES, AND MOCK-UPS SHALL BE PRESENTED AS PART OF THE RATIONALE SUPPORTING THE LAYOUT, DESIGN AND INSTALLATION OF THE EQUIPMENT.

1.1 THE HEDAD SHALL CONTAIN A DESCRIPTION OF SYSTEM EQUIPMENT REQUIRING MAINTENANCE AND DESCRIBE THE HUMAN ENGINEERING ANALYSIS-BASED RATIONALE FOR THOSE DESIGNS.

1.1.1 LAYOUT. THE LOCATION AND LAYOUT OF ALL SYSTEM EQUIPMENT REQUIRING MAINTENANCE WITH EMPHASIS ON HUMAN ENGINEERING FEATURES WHICH FACILITATE MAINTENANCE. THE LOCATION OF EACH ITEM SHALL BE NOTED IN TERMS OF THREE-DIMENSIONAL SPACE (X, Y AND Z COORDINATES); THE REFERENCE POINT FOR EACH ITEM OF EQUIPMENT SHALL BE ITS CENTER AS VIEWED BY THE MAINTAINER WHILE GAINING ACCESS TO THE EQUIPMENT.

1.1.2 EQUIPMENT DESIGN. THE DESIGN OF EACH ITEM OF EQUIPMENT WITH EMPHASIS ON HUMAN ENGINEERING FEATURES WHICH FACILITATE MAINTENANCE (E.G., HANDLES, SELF-TEST CAPABILITY, LABELING, CONNECTOR SPACING).

1.1.3 EQUIPMENT INSTALLATION. THE INSTALLATION OF EACH ITEM OF EQUIPMENT WITH EMPHASIS ON HUMAN ENGINEERING FEATURES WHICH FACILITATE MAINTENANCE (E.G., FASTENERS, CLEARANCES, RELATIONSHIP BETWEEN ACCESSIBILITY AND FAILURE RATE/MAINTENANCE FREQUENCY).

1.1.4 RATIONALE. THE HEDAD SHALL DESCRIBE HOW THE SPECIFIC CONSIDERATION OF EQUIPMENT MAINTENANCE REQUIREMENTS, MAINTAINER KNOWLEDGE AND SKILL REQUIREMENTS, TRAINING, AND LIMITATIONS IMPOSED BY THE PROCURING ACTIVITY ARE THE BASIS FOR REACHING SPECIFIC DESIGN, LAYOUT, AND INSTALLATION DECISIONS.

AAV CREW AND EMBARKED MARINES:

2.0 THE HEDAD SHALL DESCRIBE THE EXTENT TO WHICH THE REQUIREMENTS AND APPLICABLE HUMAN ENGINEERING DESIGN CRITERIA (E.G., MIL-STD-1472G) HAVE BEEN INCORPORATED INTO THE DESIGN, LAYOUT, AND INSTALLATION OF EQUIPMENT HAVING AN AAV CREW AND EMBARKED MARINE INTERFACE. FINDINGS OF ANALYSIS OF HUMAN ENGINEERING STUDIES, TRADE-OFF ANALYSES, AND MOCK-UPS SHALL BE PRESENTED AS PART OF THE RATIONALE SUPPORTING THE DESIGN AND LAYOUT OF THE EQUIPMENT.

2.1 THE HEDAD SHALL CONTAIN A DESCRIPTION OF SYSTEM EQUIPMENT THAT AAV CREW AND EMBARKED MARINES WILL INTERFACE WITH AND DESCRIBE THE HUMAN ENGINEERING ANALYSIS-BASED RATIONALE FOR THOSE DESIGNS.

2.1.1 LAYOUT. THE HEDAD SHALL CONTAIN A VISUAL DEPICTION OF AAV CREW AND EMBARKED MARINE SEATING STATIONS AND LAYOUT ARRANGEMENTS. THE VISUAL DEPICTION SHALL CONTAIN HUMAN AND EQUIPMENT RELATED REFERENCE POINTS (E.G., EYE POSITION, SEAT REFERENCE POINTS) AND SCALE. THE LAYOUT SHALL CONSIDER STOWAGE SPACE FOR AAV CREW AND EMBARKED MARINE EQUIPMENT AND LIFE SUPPORT SYSTEMS. THE LAYOUT SHALL CONSIDER INGRESS/EGRESS PROVISIONS AND PROCEDURES.

2.1.2 CONTROLS. THE HEDAD SHALL DESCRIBE LAYOUT AND DESIGN OF CONTROL PANELS (E.G., SEAT ADJUSTING) WITH REGARD TO INTENDED USE BY THE AAV CREW AND EMBARKED MARINES.

2.1.3 OPERATOR VISION. OPERATOR VISION TO AAV CREW STATION ITEMS OF INTEREST SHALL BE DESCRIBED USING THE OPERATOR'S NORMAL EYE POSITION WHILE SEATED AS THE POINT OF REFERENCE. OPERATOR EXTERNAL VISION SHALL ALSO BE DESCRIBED USING THE OPERATOR'S NORMAL EYE POSITION WHILE SEATED AS THE POINT OF REFERENCE.

2.1.4 POSTURE CONTROL. THE HEDAD SHALL CONTAIN A DESCRIPTION AND HUMAN ENGINEERING ANALYSIS RESULTS LEADING TO DESIGN DECISIONS FOR THE POSTURE CONTROL FEATURES INCLUDING SEATING, RESTRAINT SYSTEMS, AND OTHER POSTURAL CONTROL TECHNIQUES.

2.1.5 RATIONALE. RATIONALE FOR HUMAN ENGINEERING DESIGN, LAYOUT, AND ARRANGEMENT OF EACH ITEM OF CREW STATION EQUIPMENT HAVING AN AAV CREW AND EMBARKED MARINE INTERFACE SHALL BE DESCRIBED. THE SPECIFIC CONSIDERATIONS OF SYSTEM MISSION (OR FUNCTION) EQUIPMENT OPERATION AND LIMITATIONS IMPOSED ON DESIGNS BY THE PROCURING ACTIVITY SHALL BE DESCRIBED. THE BASIS FOR REACHING SPECIFIC DESIGN, LAYOUT AND ARRANGEMENT DECISIONS SHALL BE PRESENTED. DECISIONS SHALL BE BASED ON MIL-STD-1472G CRITERIA, HUMAN ENGINEERING REQUIREMENTS, SYSTEM ENGINEERING ANALYSES, HUMAN ENGINEERING STUDIES, AND MOCK-UP OR SIMULATION RESULTS.

BLOCK 8: PRELIMINARY DESIGN REVIEW (PDR): THE GOVERNMENT HAS 30 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS ON THE PRELIMINARY DRAFT. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS INTO NEXT DELIVERABLE.

BLOCK 12: PRELIMINARY DRAFT IS DUE NO LATER THAN 83 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO PDR.

BLOCK 13: FINAL IS DUE NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD OPTION PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

15. TOTAL	**1**	**1**	**0**

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
SHERYL DROPINSKI		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A037	TECHNICAL REPORT – STUDY/SERVICES	PRELIMINARY HAZARD ANALYSIS (PHA)	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-MISC-80508B	SOW PARA 3.4.17.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	ONE TIME	SEE BLOCK 16

8. APP CODE	11. AS OF DATE	13. DATE OF SUBSEQUENT SUBMISSIONS
A	N/A	N/A

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 8: PRELIMINARY DESIGN REVIEW (PDR): THE GOVERNMENT WILL HAVE 30 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS, AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT IS DUE NO LATER THAN 83 CALENDAR DAYS AFTER CONTRACT AWARD.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
SHERYL DROPINSKI		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO. 0100, 0105	**B. EXHIBIT** A	**C. CATEGORY:** TDP _____ TM _____ OTHER X
D. SYSTEM / ITEM ASSAULT AMPHIBIOUS VEHICLE (AAV)	**E. CONTRACT / PR NO.** M67854-14-C-0002	**F. CONTRACTOR** SAIC
1. DATA ITEM NO. A038	**2. TITLE OF DATA ITEM** TECHNICAL REPORT – STUDY/SERVICES	**3. SUBTITLE** SAFETY ASSESSMENT REPORT (SAR)
4. AUTHORITY *(Data Acquisition Document No.)* DI-MISC-80508B	**5. CONTRACT REFERENCE** SOW PARA 3.4.17.3	**6. REQUIRING OFFICE** PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

7. DD 250 REQ	**9. DIST STATEMENT REQUIRED**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	ONE TIME	45 CALENDAR DAYS PRIOR TO TEST READINESS REVIEW (TRR)
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	N/A

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: THE GOVERNMENT WILL HAVE 50 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 20 CALENDAR DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO APPROVE THE FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
SHERYL DROPINSKI		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

A. CONTRACT LINE ITEM NO.	**B. EXHIBIT**	**C. CATEGORY:**
0100, 0105, 0200, 0201, 0202	A	**TDP** ____ **TM** ____ **OTHER** X

D. SYSTEM / ITEM	**E. CONTRACT / PR NO.**	**F. CONTRACTOR**
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	**2. TITLE OF DATA ITEM**	**3. SUBTITLE**
A039	DATABASE DESIGN DESCRIPTION (DBDD)	HAZARD TRACKING SYSTEM (HTS)

4. AUTHORITY *(Data Acquisition Document No.)*	**5. CONTRACT REFERENCE**	**6. REQUIRING OFFICE**
DI-IPSC-81437A	SOW PARA 3.4.17.4	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	**9. DIST STATEMENT REQUIRED**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	AS REQ	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	**b. COPIES** Draft	Final Reg	Final Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

THIS CDRL ONLY APPLIES TO THE EMD PROTOTYPE BUILD (OPTION, IF EXERCISED), AND CONTINUES THROUGH THE LRIP (OPTION, IF EXERCISED).

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 12 AND 13: THE CONTRACTOR SHALL PROVIDE THE GOVERNMENT ON DEMAND ACCESS TO REVIEW NEW AND MONITOR PROGRESS OF IDENTIFIED ENVIRONMENT, SAFETY, AND OCCUPATIONAL HEALTH HAZARDS VIA AN ELECTRONIC MEANS, 15 CALENDAR DAYS AFTER THE FIRST HAZARD(S) IS/ARE POPULATED INTO THE HAZARD TRACKING DATA BASE (HTDB).

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
SHERYL DROPINSKI		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (CDRL)
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP _____ TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A040	TECHNICAL REPORT–STUDY/SERVICES	OPERATING AND SUPPORT HAZARD ANALYSIS	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-MISC-80508B	SOW PARA 3.4.17.5	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	**REQUIRED**	TWO TIMES	SEE BLOCK 16
8. APP CODE	SEE BLOCK 16	**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	45 CALENDAR DAYS PRIOR TO TRR

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT IS DUE NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 13: TECHNICAL READINESS REVIEW (TRR): THE GOVERNMENT WILL HAVE 50 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 20 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS, ADDRESS CDR REQUEST FOR ACTION, AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
SHERYL DROPINSKI		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO. 0001, 0002, 0100, 0105	**B. EXHIBIT** A	**C. CATEGORY:** **TDP** _____ **TM** _____ **OTHER** X
D. SYSTEM / ITEM ASSAULT AMPHIBIOUS VEHICLE (AAV)	**E. CONTRACT / PR NO.** M67854-14-C-0002	**F. CONTRACTOR** SAIC
1. DATA ITEM NO. A041	**2. TITLE OF DATA ITEM** TECHNICAL REPORT - STUDY/SERVICES	**3. SUBTITLE** CREW CASUALTY PREVENTION REPORT
4. AUTHORITY *(Data Acquisition Document No.)* DI-MISC-80508B	**5. CONTRACT REFERENCE** SOW PARA 3.4.18.1	**6. REQUIRING OFFICE** PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

7. DD 250 REQ	**9. DIST STATEMENT REQUIRED**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	ONE TIME	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	N/A

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
TE&P	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 4: CONTRACTOR FORMAT ACCEPTABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT IS DUE NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD, AND PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
PETE OSTROM		PETER ANTAYA	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	**TDP** X **TM** _____ **OTHER**

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A042	CONCEPTUAL DESIGN DRAWING/MODEL	VULNERABILITY MODELING MUVES-S2 MODEL	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-SESS-81001D	SOW PARA 3.4.18.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION	14. DISTRIBUTION
LT	**REQUIRED**	TWO TIMES	SEE BLOCK 16	
8. APP CODE	SEE BLOCK 16	**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**	
A		N/A	15 CALENDAR DAYS PRIOR TO SVR	

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
TE&P	0	1	0
15. TOTAL	**0**	**1**	**0**

16. REMARKS

BLOCK 4: ASSOCIATED INPUT INFORMATION TO SUPPORT THE UNDERSTANDING OF THE MODEL IS ALSO REQUIRED.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT REPORT IS DUE NO LATER THAN 173 DAYS AFTER CONTRACT AWARD AND PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: SYSTEM VERIFICATION REVIEW **(**SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNEMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT FINAL SUBMISSION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
PAT HART		CHRIS MELKONIAN	

TDP OPTION SELECTION WORKSHEET

SYSTEM: AAV UPGRADE **DATE PREPARED:**

A. CONTRACT NO.	B. EXHIBIT/ATTACHMENT NO.	C. CLIN	D. CDRL DATA ITEM NO.
M67854-14-C-0002	A	0001, 0002, 0100, 0105	A042

1. TDP Level (X and complete as applicable.)

A.	B. REMARKS:
☒ CONCEPTUAL LEVEL ☐ DEVELOPMENTAL LEVEL ☐ PRODUCTION LEVEL	VULNERABILITY MODEL

2. TYPE AND FORMAT (X all that apply and complete as applicable)

A.	B.
☐ TYPE 2D: 2D DRAWINGS ☒ TYPE 3D: 3D MODEL ONLY ☐ TYPE 3D: 3D MODELS WITH ASSOCIATED 2D DRAWINGS	☒ NATIVE CAD (SPECIFY TYPE) __MUVES-S2-CAD MODEL ☐ ISO 10303 STEP FORMAT (Specify STEP PROTOCOL AP203, AP 214 etc.) _____ ☐ ISO32000 PORTABLE DOCUMENT FORMAT: _____ ☐ OTHER ELECTRONIC FORMAT (SPECIFY TYPE) _____ ☐ HARDCOPY: REMARKS: _____

3. CAGE Code AND DOCUMENT NUMBERS	A. ☒ CONTRACTOR CAGE AND DOCUMENT NUMBERS ☐ GOVERNMENT CAGE (COMPLETE 3B & 3C OR 3D)	D. To Be Assigned By:
B. USE CAGE CODE:	C. USE DOCUMENT NUMBERS:	

4. DRAWING FORMATS (X one and complete as applicable)

☒ CONTRACTOR FORMAT.

☐ GOVERNMENT FORMAT.

REMARKS: _____

5. TDP ELEMENTS REQUIRED (X all that apply)

☐ ELEMENTS REQUIRED TO BE DETERMINED BY CONTRACTOR-OR THE FOLLOWING ARE REQUIRED:

☒ CONCEPTUAL DRAWINGS/MODELS AND ASSOCIATED LISTS
☐ DEVELOPMENTAL DESIGN DRAWINGS/MODELS AND ASSOCIATED LISTS

☐ PRODUCT DRAWINGS/MODELS AND ASSOCIATED LIST

☐ COMMERCIAL DRAWINGS/MODELS AND ASSOCIATED LIST

☐ QUALITY ASSURANCE PROVISIONS

☐ SPECIAL INSPECTION EQUIPMENT (SIE) DRAWINGS/MODELS AND ASSOCIATED LISTS

☐ SPECIFICATIONS

☐ SOFTWARE DOCUMENTATION

☐ SPECIAL PACKAGING INSTRUCTIONS (SPI) DRAWINGS/MODELS AND ASSOCIATED LIST

6. ASSOCIATED LISTS (X and complete as applicable)

☐ A. PARTS LIST (X ONE)	☐ (1) INTEGRAL	☐ (2) SEPARATE
☐ B. DATA LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ C. INDEX LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ D. WIRINGLIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ E. INDENTURE DATA LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ F. APPLICATION LISTS (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)

7. APPLICABILITY OF STANDARDS. The following Standards apply: (X as applicable)

☐ASME Y14.100 ENGINEERING DRAWING PRACTICES WITH APPENDICES ☐ B ☐ C ☐ D ☐ E	☐ ASME Y14.24 TYPES AND APPLICATIONS OF ENGINEERING DRAWINGS ☐ ASME Y14.34 ASSOCIATED LIST ☐ ASME Y14.35 REVISION OF ENGINEERING DRAWINGS AND ASSOCIATED LIST ☐ ASME Y14.41 DIGITAL PRODUCT DATA PRACTICES ☐ ASME Y14.5 DIMENSIONING AND TOLERANCES	☐ OTHER STANDARDS APPLY AS DESCRIBED: COMPANY STANDARDS PERMITTED: ☐ YES ☐ NO

8. OTHER TAILORING

ASSOCIATED INPUT INFORMATION TO SUPPORT THE UNDERSTANDING OF THE INPUT MODEL

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	**TDP** X **TM** _____ **OTHER**

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A043	DEVELOPMENTAL DESIGN DRAWINGS/MODELS AND ASSOCIATED LISTS	VULNERABILITY CAD MODELS	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-SESS-81002F	SOW 3.4.18.3	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	ONE TIME	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	N/A

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
T&E DIRECTOR	1	1	0

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

THE GOVERNMENT SHALL HAVE GOVERNMENT PURPOSE RIGHTS FOR ALL CAD MODELS DEVELOPED UNDER THIS CONTRACT.

BLOCK 4: CONTRACTOR FORMAT ACCEPTABLE. TDP OPTION SELECTION WORKSHEET FOLLWS AS REFERENCE. SPECIFIC INFORMATION REQUIRED TO SUPPORT THE GOVERNMENT M&S INCLUDES:

- CAD MODEL SPLIT INTO VARIOUS SUB-ASSEMBLIES ACCORDING TO WBS
- BOM THAT INCLUDES MATERIAL NAMES AND GRADES
- PART ATTACHMENT INFORMATION THAT DEFINES HOW PARTS AREA ATTACHED/ASSEMBLED TO INCLUDE FASTENER DETAILS FOR BOLTED CONNECTIONS, WELD SPECIFICATIONS FOR WELDED CONNECTIONS AND BONDING SPECIFICATIONS
- VEHICLE INERTIAL PROPERTIES TO INCLUDED OVERALL WEIGHT, CENTER OF GRAVITY, INERTIA PROPERTIES, AND VEHICLE WEIGHT DISTRIBUTION
- SEAT CAD MODELS, MATERIAL PROPERTIES AND ATTACHMENTS INCLUDING SPECIFIC DETAILS ON THE ENERGY ABSORPTION BEHAVIOR AS A FUNCTION OF STROKE DEPICTED AS A FORCE-DISPLACEMENT CURVE
- ENERGY ATTENUATING SEAT BELT MATERIAL PROPERTIES
- SPECIAL MATERIALS USED IN THE HULL/ARMOR DESIGN AS WELL AS THE OCCUPANT FLOOR
  - HIGH STRAIN-RATE MATERIAL PROPERTIES INCLUDING INITIAL MODULUS, STRESS-STRAIN CURVES AT DIFFERENT STRAIN RATES, POISSON'S RATION AND STRAIN AT FAILURE

- OTHER INNOVATIVE BLAST MITIGATION DESIGN INFO INCLUDING INFORMATION ON HOW NEW BLAST MITIGATION FEATURES HAVE BEEN CHARACTERIZED AND THE EXPECTED PERFORMANCE

BLOCK 12: DRAFT IS DUE NO LATER THAN 173 DAYS AFTER CONTRACT AWARD, AND PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

15. TOTAL	**1**	**1**	**0**

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
PAT HART		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

TDP OPTION SELECTION WORKSHEET

SYSTEM: AAV UPGRADE **DATE PREPARED:**

A. CONTRACT NO.	B. EXHIBIT/ATTACHMENT NO.	C. CLIN	D. CDRL DATA ITEM NO.
M67854-15-R-0001	A	0001, 0002, 0100, 0105	A043

1. TDP Level (X and complete as applicable.)

A.	B. REMARKS:
☐ CONCEPTUAL LEVEL ☒ DEVELOPMENTAL LEVEL ☐ PRODUCTION LEVEL	CAD MODELS FOR VULNERABILITY MODELING

2. TYPE AND FORMAT (X all that apply and complete as applicable)

A.	B.
☐ TYPE 2D: 2D DRAWINGS ☒ TYPE 3D: 3D MODEL ONLY ☐ TYPE 3D: 3D MODELS WITH ASSOCIATED 2D DRAWINGS	☒ NATIVE CAD (SPECIFY TYPE) __PRO E VERSION WILDFIRE 5.0_____ ☐ ISO 10303 STEP FORMAT (Specify STEP PROTOCOL AP203, AP 214 etc.) _____ ☐ ISO32000 PORTABLE DOCUMENT FORMAT: _____ ☐ OTHER ELECTRONIC FORMAT (SPECIFY TYPE) _____ ☐ HARDCOPY: REMARKS: _____

3. CAGE Code AND DOCUMENT NUMBERS	A. ☒ CONTRACTOR CAGE AND DOCUMENT NUMBERS ☐ GOVERNMENT CAGE (COMPLETE 3B & 3C OR 3D)	D. To Be Assigned By:
B. USE CAGE CODE:	C. USE DOCUMENT NUMBERS:	

4. DRAWING FORMATS (X one and complete as applicable)

☒ CONTRACTOR FORMAT.

☐ GOVERNMENT FORMAT.

REMARKS: _____

5. TDP ELEMENTS REQUIRED (X all that apply)

☐ ELEMENTS REQUIRED TO BE DETERMINED BY CONTRACTOR-OR THE FOLLOWING ARE REQUIRED:

☐ CONCEPTUAL DRAWINGS/MODELS AND ASSOCIATED LISTS
☐ DEVELOPMENTAL DESIGN DRAWINGS/MODELS AND ASSOCIATED LISTS

☐ PRODUCT DRAWINGS/MODELS AND ASSOCIATED LIST

☐ COMMERCIAL DRAWINGS/MODELS AND ASSOCIATED LIST

☐ QUALITY ASSURANCE PROVISIONS

☐ SPECIAL INSPECTION EQUIPMENT (SIE) DRAWINGS/MODELS AND ASSOCIATED LISTS

☐ SPECIFICATIONS

☐ SOFTWARE DOCUMENTATION

☐ SPECIAL PACKAGING INSTRUCTIONS (SPI) DRAWINGS/MODELS AND ASSOCIATED LIST

6. ASSOCIATED LISTS (X and complete as applicable)

☒ A. PARTS LIST (X ONE)	☐ (1) INTEGRAL	☒ (2) SEPARATE
☐ B. DATA LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ C. INDEX LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ D. WIRINGLIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ E. INDENTURE DATA LIST (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)
☐ F. APPLICATION LISTS (X ONE)	☐ (1) NOT REQUIRED	☐ (2) REQUIRED (SPECIFY LEVELS OF ASSEMBLY)

7. APPLICABILITY OF STANDARDS. The following Standards apply: (X as applicable)

☐ASME Y14.100 ENGINEERING DRAWING PRACTICES WITH APPENDICES ☐ B ☐ C ☐ D ☐ E	☐ ASME Y14.24 TYPES AND APPLICATIONS OF ENGINEERING DRAWINGS ☐ ASME Y14.34 ASSOCIATED LIST ☐ ASME Y14.35 REVISION OF ENGINEERING DRAWINGS AND ASSOCIATED LIST ☐ ASME Y14.41 DIGITAL PRODUCT DATA PRACTICES ☐ ASME Y14.5 DIMENSIONING AND TOLERANCES	☐ OTHER STANDARDS APPLY AS DESCRIBED: COMPANY STANDARDS PERMITTED: ☐ YES ☐ NO

8. OTHER TAILORING

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

A. CONTRACT LINE ITEM NO. 0001, 0002, 0100, 0105	**B. EXHIBIT** A	**C. CATEGORY:** **TDP** _____ **TM** _____ **OTHER** X	**17. PRICE GROUP**
D. SYSTEM / ITEM ASSAULT AMPHIBIOUS VEHICLE (AAV)	**E. CONTRACT / PR NO.** M67854-14-C-0002	**F. CONTRACTOR** SAIC	
1. DATA ITEM NO. A044	**2. TITLE OF DATA ITEM** TECHNICAL REPORT - STUDY/SERVICES	**3. SUBTITLE** BALLISTIC PROTECTION TEST AND ANALYSIS REPORT	**18. ESTIMATED TOTAL PRICE**
4. AUTHORITY *(Data Acquisition Document No.)* DI-MISC-80508B	**5. CONTRACT REFERENCE** SOW PARA 3.4.18.4	**6. REQUIRING OFFICE** PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	**9. DIST STATEMENT**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	TWO TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT IS DUE NO LATER THAN 173 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: SYSTEM VERIFICATION REVIEW **(**SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNEMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT FINAL SUBMISSION.

BLOCK 13: 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
PAT HART		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP _____ TM _____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A045	TECHNICAL REPORT - STUDY/SERVICES	MOBILITY MODEL ANALYSIS

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MISC-80508B	SOW PARA 3.4.19 AND 3.4.20	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	THREE TIMES	SEE BLOCK 16

8. APP CODE	11. AS OF DATE	13. DATE OF SUBSEQUENT SUBMISSIONS
A	N/A	SEE BLOCK 16

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

16. REMARKS

BLOCK 4: DID CONTENT SUPPLEMENT
3.(D) SECTION II CONTENT
A) NATO REFERENCE MOBILITY MODEL ANALYSIS
1) ASSUMPTIONS AND RATIONALE
2) INPUTS AND SUPPORT EXPLANATIONS
3) OUTPUTS
4) ANALYSIS (OUTPUT AGAINST REQUIREMENTS)
5) SEPARATE DATA FILE OF INPUTS AND OUTPUTS

B) NATO REFERENCE MOBILITY MODEL RIDE QUALITY ANALYSIS
1) ASSUMPTIONS AND RATIONALE
2) INPUTS AND SUPPORT EXPLANATIONS
3) OUTPUTS
4) ANALYSIS (OUTPUT AGAINST REQUIREMENTS)
5) SEPARATE DATA FILE OF INPUTS AND OUTPUTS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT IS DUE NO LATER THAN 173 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: SYSTEM VERIFICATION REVIEW **(**SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNEMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT FINAL SUBMISSION.

BLOCK 13: 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS.
BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
PAT HART		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (1 Data Item)	Form Approved OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP _____ TM _____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A046	SUBSYSTEM DESIGN ANALYSIS REPORT	SEAWORTHINESS ANALYSIS

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-GDRQ-80567A	SOW PARA 3.4.21	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	TWO TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	15 CALENDAR DAYS PRIOR TO SVR

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: DRAFT IS DUE NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: HE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: SYSTEM VERIFICATION REVIEW **(**SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNEMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT FINAL SUBMISSION.

BLOCK 13: 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

NOTE: APPLICABLE DEFINITIONS FOR THE SEAWORTHINESS ANALYSIS:

ANGLE OF MAXIMUM RIGHTING ARM - VEHICLE HEEL ANGLE AT WHICH THE MAXIMUM RIGHTING ARM OCCURS.

ANGLE OF VANISHING TRANSVERSE STABILITY – ANGLE (OTHER THAN VEHICLE TOPSIDE POSITIONED UPWARD) WHERE THERE EXISTS ZERO RIGHTING ARM.

FREE SURFACE EFFECT - EFFECT ON THE VEHICLE'S STABILITY DUE TO LIQUID IN A TANK WHICH IS NOT COMPLETELY FULL OR EMPTY. THE MOTION OF THE LIQUID IN A TANK REDUCES A WATERBORNE VEHICLE'S STABILITY BECAUSE, AS THE VEHICLE IS INCLINED, THE LIQUID SHIFTS TOWARD THE LOW SIDE. THIS CAUSES A VIRTUAL RISE OF THE CENTER OF GRAVITY OF THE VEHICLE, REDUCING THE TRANSVERSE RIGHTING ARM.

MAXIMUM HULL BEAM AT WATERLINE - MAXIMUM BEAM ON A SPECIFIC WATERLINE UNDER CONSIDERATION WHILE THE VEHICLE IS IN A STATIC

UPRIGHT POSITION.

MAXIMUM TRANSVERSE RIGHTING ARM - MAXIMUM VALUE ON A INTACT STABILITY CURVE OVER A RANGE OF ANGLES OF INCLINATION.

NORMALIZED MAXIMUM TRANSVERSE RIGHTING ARM - RATIO OF THE MAXIMUM TRANSVERSE RIGHTING ARM TO THE MAXIMUM VEHICLE BEAM AT WATERLINE. THE NORMALIZED RIGHTING ARM IS COMPUTED AS:
GZN = GZT / BHX
WHERE:
GZN = NORMALIZED MAXIMUM TRANSVERSE RIGHTING ARM
GZT = MAXIMUM TRANSVERSE RIGHTING ARM
BHX = MAXIMUM HULL BEAM AT WATERLINE

NORMALIZED TRANSVERSE METACENTRIC HEIGHT - RATIO OF THE MAXIMUM TRANSVERSE METACENTRIC HEIGHT TO THE MAXIMUM VEHICLE BEAM AT WATERLINE. THE NORMALIZED TRANSVERSE METRACENTRIC HEIGHT IS COMPUTED AS:
GMN = GMT / BHX
WHERE:
GMN = NORMALIZED MAXIMUM TRANSVERSE METACENTRIC HEIGHT
GMT = MAXIMUM TRANSVERSE METACENTRIC HEIGHT
BHX = MAXIMUM HULL BEAM AT WATERLINE

RATIO OF ENERGY TO CAPSIZE VERSUS ENERGY TO UPRIGHT - ENERGY BALANCE CRITERIA FOR SELF RIGHTING WHICH REQUIRES THE AREA REPRESENTING ENERGY NEEDED TO CAPSIZE BE EQUAL TO OR GREATER THAN THE ENERGY NEEDED TO UPRIGHT.
THE RATIO IS COMPUTED AS:
AT = A1 / A2
WHERE:
AT = ENERGY TO CAPSIZE VERSUS ENERGY TO UPRIGHT
A1 = AREA UNDER UPRIGHT PORTION OF STABILITY CURVE (PROPORTIONAL TO ENERGY TO CAPSIZE)
A2 = AREA ABOVE CAPSIZE PORTION OF STABILITY CURVE (PROPORTIONAL TO ENERGY TO UPRIGHT)

RESERVE BUOYANCY - THE RESERVE BUOYANCY AS A PERCENTAGE, IS COMPUTED AS:
VR% = [1-GVW/[VT *R(FW)]]*100
WHERE:
VR = PERCENT RESERVE BUOYANCY
VT = TOTAL VOLUME BELOW THE WATERLINE WHERE WATERTIGHT INTEGRITY IS TO BE MAINTAINED (FT^3)
GVW = GROSS VEHICLE WEIGHT (LB) OR (KG)
R(FW) = DENSITY OF FRESH WATER [62.4 LB/FT^3] OR [999.11KG/M3] AT 15 ºC OR 59 ºF

RIGHTING ARM - HORIZONTAL DISTANCE BETWEEN THE CENTER OF GRAVITY AND THE VERTICAL LINE OF ACTION THROUGH THE CENTER OF BUOYANCY OF A WATERBORNE VEHICLE THAT IS DISPLACED FROM THE UPRIGHT POSITION; KNOWLEDGE OF THIS QUANTITY IS NECESSARY TO DETERMINE THE RIGHTING MOMENT TO RESTORE THE VEHICLE TO THE ORIGINAL POSITION..

17. PRICE GROUP
18. ESTIMATED TOTAL PRICE

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
PAT HART		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP _____ TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A047	TECHNICAL REPORT–STUDY/SERVICES	CORROSION PREVENTION AND CONTROL PLAN	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-MISC-80508B	SOW PARA 3.4.22	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	**REQUIRED**	TWO TIMES	30 DAC
8. APP CODE	SEE BLOCK 16	**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
SE	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 4: SECTION II DETAIL:

- THE ORGANIZATION, PROCEDURES, AND RESPONSIBILITIES FOR A CCT ROLES AND RESPONSIBILITIES OF QUALITY ASSURANCE, PROCESS CONTROL, PRODUCTION OPERATIONS, MANUFACTURING PLANNING, ENVIRONMENTAL COMPLIANCE, PERSONNEL SAFETY, AND OTHER CONTRACTOR ORGANIZATIONS FOR THE CPC EFFORT
- A DISCUSSION OF CORROSION PREVENTION TECHNIQUES EMPLOYED IN DESIGN AND HOW THE DESIGN WILL MEET THE PROJECTED ENVIRONMENTAL SPECTRUM
- SPECIFICATIONS (PROCESS/FINISH SPECIFICATIONS IN SYSTEMS) THAT OUTLINE THE APPLICATION OF COATINGS AND OTHER CORROSION PREVENTION COMPOUNDS (IF ANY) AND THAT ADDRESS PERSONNEL TRAINING AND QUALIFICATION, MATERIAL INSPECTION, SURFACE PREPARATION, AND COATING OR COMPOUND APPLICATION PROCEDURES
- ANY TEST DATA DEVELOPED, OR TO BE DEVELOPED, FOR COATINGS OR OTHER CORROSION-RELATED MATERIALS AND PROCESSES
- IDENTIFICATION OF COATING-SUBSTRATE COMBINATIONS FOR WHICH NO TESTING IS TO BE PERFORMED, WITH AN ASSESSMENT OF RISK LEVELS IN THE ABSENCE OF TESTING
- RECOMMENDED SPECIFIC CORROSION CONTROL MAINTENANCE.

BLOCK 8: THE GOVERNMENT WILL HAVE 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS, AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: SYSTEM VERIFICATION REVIEW (SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT FINAL SUBMISSION.

BLOCK 13: 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
PAT HART		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST (CDRL)
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP _____ TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A048	PROGRAM PROTECTION IMPLEMENTATION PLAN (PPIP)	CONTRACTOR PPIP	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-ADMN-81306	SOW PARA 3.4.23	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	THREE TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
TE&P	1	1	0
SE	1	1	0
15. TOTAL	**2**	**2**	**0**

16. REMARKS

BLOCK 8: PRELIMINARY DESIGN REVIEW (PDR): THE GOVERNMENT HAS 30 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS ON THE PRELIMINARY DRAFT. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS INTO NEXT DELIVERABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: PRELIMINARY DRAFT IS DUE NO LATER THAN 83 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO PDR.

BLOCK 13: A FINAL IS DUE NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO CRITICAL DESIGN REVIEW (CDR).

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: SYSTEM VERIFICATION REVIEW **(**SVR): THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNEMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT FINAL SUBMISSION.

BLOCK 13: 15 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
ELLIS COOPER		CHRIS MELKONIAN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 1019, 0200, 0201, 0202	A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A049	DATA ACCESSION LIST (DAL)	

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MGMT-81453A	SOW PARA 3.4.25.3	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	QUARTERLY	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A	D	N/A	SEE BLOCK 16

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
SE	1	1	0
CIO	1	1	0
PCO	1	1	0
AAV PM	1	1	0
15. TOTAL	**4**	**4**	**0**

16. REMARKS

BLOCK 8: PRELIMINARY DESIGN REVIEW (PDR): THE GOVERNMENT HAS 30 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS ON THE PRELIMINARY DRAFT. THE CONTRACTOR SHALL REVIEW AND INCORPORATE GOVERNMENT COMMENTS INTO NEXT DELIVERABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: PRELIMINARY DRAFT IS DUE NO LATER THAN 83 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO PDR.

BLOCK 13: A FINAL IS DUE NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO CRITICAL DESIGN REVIEW (CDR).

BLOCK 12: NO LATER THAN 173 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO CDR.

EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 8: CDR: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD (OPTION, IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 10: QUARTERLY UPON EMD PROTOTYPE BUILD (OPTION, IF EXERCISED).

BLOCK 13: QUARTERLY SUBMISSION (PROTOTYPE BUILD AND LRIP CLINS, OPTION IF EXERCISED): THE GOVERNMENT SHALL HAVE 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 15 CALENDAR DAYS TO APPROVE THE FINAL SUBMISSION.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
ELLIS COOPER		CHRIS MELKONIAN	

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0100, 0105	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A050	TECHNICAL REPORT-STUDY/SERVICES	SHOT LINE SPARES ANALYSIS	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-MISC-80508B	SOW PARA 3.5.4.1.3.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	1 TIME	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

BLOCK 4: CONTRACTOR FORMAT IS ACCEPTABLE.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 12 AND 13: INITIAL SHOT LINE SPARES ANALYSIS IS DUE AT MILESTONE C.

BLOCK 14: THE REPRODUCIBLE "SOFT COPY" SHALL BE IN MICROSOFT (MS) OFFICE 2007 FORMAT. SUBMISSION SHALL BE PROVIDED ON THE CD/DVD ROM. FILES SHALL NOT BE IN .PDF FORMAT.

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
TP&E	1	1	0
PCO	1	1	0
15. TOTAL	**2**	**2**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
PETER OSTROM		PETER ANTAYA	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (CDRL)

(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0101, 0203	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A051	TECHNICAL REPORT-STUDY/SERVICES	TEST VEHICLE SUPPORT PLAN (TVSP)	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-MISC-80508B	SOW PARA 3.5.2.4.1	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	AS REQ	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

EMD PROTOTYPE BUILD AND LRIP VEHICLE CLINS (OPTIONS, IF EXERCISED)

BLOCK 4: CONTRACTOR FORMAT IS ACCEPTABLE. THE CONTRACTOR SHALL DELIVER A TEST VEHICLE SUPPORT PLAN (TVSP) THAT IDENTIFIES THE CONTRACTOR'S PROCESS REQUIRED TO SUPPORT THE TESTING SUMMARIZED IN THE STATEMENT OF WORK (SOW). THE CONTRACTOR'S PLAN SHALL PROVIDE A DETAILED DESCRIPTION OF THE PROCESSES REQUIRED TO MAINTAIN, TRANSPORT, COLLECT DATA AND SUPPORT THE AAV SURVIVABILITY TEST VEHICLES. AT A MINIMUM, THE TVSP MUST CONTAIN PARAGRAPHS TO ADDRESS TEST SUPPORT TO BE PROVIDED DURING THE LIVE FIRE, DEVELOPMENTAL, AND OPERATIONAL TESTING DESCRIBED IN PARAGRAPH 3.18.3 AND 3.18.4 OF THE SOW.

BLOCK 8: THE GOVERNMENT WILL PROVIDE COMMENTS WITHIN 30 CALENDAR DAYS OF RECEIPT. THE CONTRACTOR SHALL RESUBMIT, WITH ADJUDICATED COMMENTS INCORPORATED, WITHIN 30 CALENDAR DAYS AFTER RECEIPT OF THE GOVEMMENT'S COMMENTS. THE GOVEMMENT WILL PROVIDE FINAL ACCEPTANCE ONCE ALL COMMENTS HAVE BEEN INCORPORATED.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: THE TVSP SHALL BE DELIVERED 90 CALENDAR DAYS PRIOR TO THE START OF THE FIRST TEST EVENT.

BLOCKS 10 & 13: THE TVSP SHALL BE UPDATED IN RESPONSE TO MAJOR CHANGES IN THE PM AAA TEST SCHEDULES THAT REQUIRE A CHANGE TO THE CONTRACTOR'S EXECUTION PROCESSES.

BLOCK 14: THE REPRODUCIBLE "SOFT COPY" SHALL BE IN MICROSOFT (MS) OFFICE 2007 FORMAT. SUBMISSION SHALL BE PROVIDED ON THE CD/DVD ROM. FILES SHALL NOT BE IN .PDF FORMAT.

14. DISTRIBUTION			
a. ADDRESSEE	b. COPIES		
	Draft	Final	
		Reg	Repro
TP&E	1	1	0
PCO	1	1	0
LOG	1	1	0
15. TOTAL	**3**	**3**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
ALBERT HANNEMAN		PETER ANTAYA	

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A052	MANUFACTURING PLAN		

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-MGMT-81889	SOW PARA 3.6.1	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	TWO TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 4: CONTRACTOR FORMAT IS ACCEPTABLE.

THE CONTRACTOR SHALL PROVIDE IN THE FINAL PLAN THE CONTRACTOR'S APPROACH FOR LOW RATE INITIAL PRODUCTION (LRIP).

THE CONTRACTOR SHALL PROVIDE AN ADDITIONAL SECTION IN THE MANUFACTURING PLAN THAT WILL:

1) IDENTIFY ANY (CONTRACTOR OR SUPPLIER) INDIVIDUAL TOOL WITH A VALUE GREATER THAN $10,000.

2) IDENTIFY ANY EXCESS OR UNUSED AAV TOOLING AT THE USMC DEPOTS THAT COULD ASSIST IN THE INTEGRATION & ASSEMBLY FOR THE AAV UPGRADE VEHICLES.

3) ASSIGN A FAIR MARKET VALUE FOR RENT FREE USE OF ANY GOVERNMENT FACILITY, GOVERNMENT FURNISHED PROPERTY (GFP), AND GOVERNMENT FURNISHED EQUIPMENT (GFE) FOR THE CONTRACTOR AND THEIR SUPPLIERS.

4) IDENTIFY ANY DIRECT COSTS ASSOCIATED WITH COMMERCIAL OR GOVERNMENT FACILITIES USE, CONSTRUCTION, MAINTENANCE, OR REPAIR.

5) IDENTIFY PERISHABLE TOOLING.

6) PREDICT COSTS, IF ANY, WHICH WOULD BE ASSOCIATED WITH GOVERNMENT TOOLING REPAIR, MAINTENANCE, OR STORAGE.

7) REPLACE PARAGRAPH 2.C.5 WITH "TOOLING, SPECIAL TOOLING, AND SPECIAL TEST EQUIPMENT (ST AND STE) . DOCUMENTATION USED TO MANAGE TOOLING REQUIREMENTS DEFINITION, ACQUISITION, MAINTENANCE, CALIBRATION, APPLICABILITY TO FIELD AND OPERATIONS AND SUPPORT (O&S) USE, AND DISPOSAL, "

DID SECTIONS DELETED OR MODIFIED:

1) DELETE PARAGRAPH: 2.A.I : BACKGROUND

2) PARAGRAPH 2.B): SHALL READ "THE CONTRACTOR DOCUMENTS DEFINING THE MANUFACTURING STRATEGY AND CONSOLIDATING RELEVANT MANUFACTURING MANAGEMENT INFORMATION.

3) MODIFY PARAGRAPH: 2.B.I.6 TO READ: ELEMENTS OF THE MANUFACTURING PROCESS

4) DELETE PARAGRAPH: 2.B.III INDUSTRIAL FACILITIES CAPACTIY ASSESSMENT

14. DISTRIBUTION			
a. ADDRESSEE	b. COPIES		
	Draft	Final	
		Reg	Repro
TE&P (M&Q)	1	1	0
DCMA	1	1	0
PCO	1	1	0

5) DELETE PARAGRAPH: 2.B.IV SURGE AND MOBILIZATION CAPACITY ASSESSEMENT

6) MODIFY PARAGRAPH 2.B.V:: FROM: “IN ACCORDANCE WITH THE NAVAIR RISK PROCESS. “ TO: “(E.G., THE NAVAIR RISK PROCESS).”

7) DELETE PARAGRAPH: 2.B.VI: CAPITAL INVESTMENT COMMITMENT

8) DELETE PARAGRAPH: 2.C.II.2: REDUCTION OF CRITICAL FORMS AND PARTS (REDUCED FOREIGN DEPENDENCE)

9) MODIFY PARAGRAPH 2.C.II.3 TO READ: FROM “CAPACITY TO SUPPORT NORMAL PRODUCTION NEEDS, SURGE, AND MOBILIZATION” TO “CAPACITY TO SUPPORT NORMAL PRODUCTION NEEDS.”

10) MODIFY PARAGRAPH 2.C.III.: TO READ: SUBCONTRACTOR/SUPPLIER MANAGEMENT - THE LIST OF PROPOSED MAJOR/CRITICAL SUBCONTRACTORS AND SUPPLIERS, INCLUDING LOCATIONS AT WHICH SUPPLIERS PLAN TO MANUFACTURE ITEMS OR COMPONENTS ARE PRESENTED IN THIS SECTION.

11) REPLACE PARAGRAPH 2.C.V.TO READ: TOOLING, SPECIAL TOOLING, AND SPECIAL TEST EQUIPMENT (ST AND STE) - DOCUMENTATION USED TO MANAGE TOOLING REQUIREMENTS DEFINITION, ACQUISITION, MAINTENANCE, CALIBRATION, APPLICABILITY TO FIELD AND O&S USE, AND DISPOSAL

12) MODIFY PARAGRAPH : 2.C.VII.1 TO READ: CRITICAL PARTS - THIS ELEMENT IDENTIFIES ALL CRITICAL PARTS USED, OR PLANNED TO BE USED, IN THE SYSTEM, AND SHALL LIST THEM ON A "CRITICAL PART LIST”. THE “CRITICAL PARTS LIST” IS SUPPORTED WITH DOCUMENTATION OF THOSE EFFORTS THE CONTRACTOR AND THEIR U.S. SUBCONTRACTORS AND VENDORS HAVE TAKEN TO ELIMINATE OR MITIGATE RISKS DUE TO FOREIGN DEPENDENCE AND MATERIALS SHORTAGES. THE CONTRACTOR SHALL DETAIL THEIR PLAN TO COMPLY WITH THE BERRY AMENDMENT ACTION.

13) DELETE PARAGRAPH: 2.C.VI I.3: DIMINISHING MANUFACTURING SOURCES AND MATERIAL SHORTAGES (DMSMS)

14) REWORD PARAGRAPH: 2.C.III TO: “THE LIST OF PROPOSED MAJOR/CRITICAL SUBCONTRACTORS AND SUPPLIERS, INCLUDING LOCATIONS AT WHICH SUPPLIERS PLAN TO MANUFACTURE ITEMS OR COMPONENTS ARE PRESENTED IN THIS SECTION.”

15) DELETE PARAGRAPH: 2.E: MANUFACTURING AUDITS

THE MANUFACTURING PLAN SHALL LIST THOSE DOCUMENTS THAT WILL BE USED AS SOURCE DATA IN THE PROGRAM REVIEWS FOR MANUFACTURING METRICS (E.G., IMS, MASTER BUILD SCHEDULE, MATERIAL TRACKING, BERRY ADMENMENT ACTION CONTENT, AND OTHERS).

BLOCK 8: CRITICAL DESIGN REVIEW (CDR): THE GOVERNMENT WILL REVIEW AND PROVIDE A COMMENT RESOLUTION MATRIX (CRM) 30 CALENDAR DAYS AFTER DELIVERY OF THE MANUFACTURING PLAN

BLOCK 8: SYSTEM VERIFICATION REVIEW (SVR): THE GOVERNMENT WILL REVIEW AND PROVIDE A COMMENT RESOLUTION MATRIX (CRM) 30 CALENDAR DAYS AFTER DELIVERY OF THE MANUFACTURING PLAN

BLOCKS 12 AND 13: SUBSEQUENT SUBMISSION DATES SHALL BE AS FOLLOWS:

1) FIRST UPDATE TO THE MANUFACTURING PLAN:
   - 1ST DELIVERY DUE 30 CALENDAR DAYS PRIOR TO CRITICAL DESIGN REVIEW (CDR)
   - FINAL LRIP PLAN DELIVERED 60 CALENDAR DAYS PRIOR TO SVR DURING THE EMD PROTOTYPE BUILD (OPTION, IF EXERCISED)

BLOCK 14: THE REPRODUCIBLE "SOFT COPY" SHALL BE IN MICROSOFT (MS) OFFICE 2007 FORMAT. SUBMISSION SHALL BE PROVIDED ON THE CD/DVD ROM. FILES SHALL NOT BE IN .PDF FORMAT.

15. TOTAL	**3**	**3**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
PETER ANTAYA		PETER ANTAYA	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A053	TECHNICAL REPORT – STUDY/SERVICES	MANUFACTURING READINESS LEVEL SELF ASSESSMENT (MRSA)

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MISC-80508B	SOW PARA 3.6.3 & 3.6.4	PROGRAM MANGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	TWO TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
TE&P (M&Q)	1	1	0
DCMA	1	1	0
15. TOTAL	**2**	**2**	**0**

16. REMARKS

BLOCK 4: CONTENT OF SECTION II OUTLINE:

A) KEY TECHNOLOGIES: IN THIS SECTION, THE CONTRACTOR SHALL IDENTIFY KEY TECHNOLOGIES OF THE AAV UPGRADE DESIGN.

B) CURRENT KEY TECHNOLOGY MANUFACTURING READINESS LEVELS: IN THIS SECTION, THE CONTRACTOR SHALL IDENTIFY THE CURRENT MRL FOR EACH OF THE KEY TECHNOLOGIES BEING DEVELOPED AND EACH KEY MANUFACTURING PROCESS BEING USED. COMPLETION OF THE EMD PROTOTYPE BUILDS IN READINESS FOR LRIP. THE CONTRACTOR SHALL DESCRIBE AND PROVIDE SUPPORTING DOCUMENTATION DEMONSTRATING HOW EACH OF THE MRL DEFINITIONS WAS ASSESSED FOR EACH KEY TECHNOLOGY. THE MRL DEFINITIONS ARE DESCRIBED IN THE MRL DESKBOOK VERSION 2.2.1, OCTOBER, 2012, APPENDIX A. DETAILED MRL DEFINITIONS.

C) SVR/MS C/LRIP MRLS: IN THIS SECTION, THE CONTRACTOR SHALL IDENTIFY THE MRL THAT WILL BE ACHIEVED FOR EACH KEY TECHNOLOGY OR PROCESS BY SVR TO SUPPORT MS C REVIEW. THE CONTRACTOR SHALL IDENTIFY THE ACTIVITIES AND SCHEDULES THAT ARE REQUIRED TO ACHIEVE THIS MRL.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD, PRIOR TO CDR

EMD OPTION PERIOD:

BLOCK 8: DRAFT SUBMISSION CDR REVIEW: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD OPTION AWARD TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: FINAL SUBMISSION SVR REVIEW: THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 13: 10 CALENDAR DAYS BEFORE THE SVR EVENT LISTED IN THE CONTRACTOR'S IMS. **BLOCK 14:** THE REPRODUCIBLE "SOFT COPY" SHALL BE IN MICROSOFT (MS) OFFICE 2007 FORMAT. SUBMISSION SHALL BE PROVIDED ON THE CD/DVD ROM. FILES SHALL NOT BE IN .PDF FORMAT.					
G. PREPARED BY PETER ANTAYA	**H. DATE**	**I. APPROVED BY** PETER ANTAYA	**J. DATE**		

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

17. PRICE GROUP
18. ESTIMATED TOTAL PRICE

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A054	ACCEPTANCE TEST PLAN (ATP)		

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-QCIC-80553A	SOW PARA 3.6.5.2, 3.6.5.3	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	TWO TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 12: 203 CALENDAR DAYS AFTER CONTRACT AWARD, PRIOR TO CDR

BLOCK 13: SUBSEQUENT SUBMISSION DATES SHALL BE AS FOLLOWS:

- THE FINAL PLAN IS DUE 60 CALENDAR DAYS PRIOR TO THE CONTRACTOR'S ATRR EVENT IN THE CONTRACTOR'S IMS

EMD OPTION (IF EXERCISED)
BLOCK 8: CDR CUBMISSION: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD OPTION AWARD (IF EXERCISED) TO ADDRESS CDR COMMENTS AND CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 8: FINAL REVIEW: THE GOVERNMENT WILL HAVE 25 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL 15 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 20 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 13: THE FINAL ATP IS DUE 60 CALENDAR DAYS PRIOR TO THE CONTRACTOR'S ATRR LISTED IN THE CONTRACTOR'S IMS.

BLOCK 14: THE REPRODUCIBLE "SOFT COPY" SHALL BE IN MS OFFICE 2007 FORMAT. SUBMISSION SHALL BE PROVIDED ON THE CD/DVD ROM. FILES SHALL NOT BE IN .PDF FORMAT.

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
TE&P	1	1	0
HFE/MPT	1	1	0
15. TOTAL	**2**	**2**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
PETER ANTAYA		PETER ANTAYA	

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A055	END ITEM FINAL INSPECTION RECORD (FIR)	FINAL INSPECTION RECORD (FIR)	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-QCIC-81068	SOW PARA 3.6.5.4.1, 3.6.5.4.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	**REQUIRED**	SEE BLOCK 16	SEE BLOCK 16
8. APP CODE	SEE BLOCK 16	**11. AS OF DATE**	**13. DATE IF SUBSEQUENT SUBM.**
A		N/A	SEE BLOCK 16

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 10: ONE TIME DURING BASE CONTRACT PERIOD.

BLOCK 12: A DRAFT FIR DOCUMENT IS DUE NO LATER THAN 203 CALENDAR DAYS AFTER CONTRACT AWARD PRIOR TO CDR.

EMD OPTION PERIOD (IF AWARDED)

BLOCK 8: CDR REVIEW: THE CONTRACTOR SHALL HAVE 21 CALENDAR DAYS AFTER EMD OPTION AWARD TO ADDRESS CDR COMMENTS AND MAKE CORRECTIONS AND RESUBMIT CDRL FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 21 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 10: ONE PER VEHICLE.

BLOCK 13: SUBSEQUENR COMPLETED FIRS ARE DUE NLT 15 CALENDAR DAYS AFTER COMPLETION OF BREAK-IN OPERATIONS ON THE PROTOTYPE VEHICLE AND PRIOR TO VEHICLE TESTING.

BLOCK 8: SUBSEQUENT SUBMISSIONS: THE GOVERNMENT WILL HAVE 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL SEVEN (7) CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT WILL HAVE 10 CALENDAR DAYS TO ACCEPT THE FINAL SUBMISSION.

BLOCK 14: THE REPRODUCIBLE "SOFT COPY" SHALL BE IN MS OFFICE 2007 FORMAT. SUBMISSION SHALL BE PROVIDED ON THE CD/DVD ROM. FILES SHALL NOT BE IN .PDF FORMAT.

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
TE&P	1	1	0
HFE/MPT	1	1	0
15. TOTAL	**2**	**2**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
PETER ANTAYA		PETER ANTAYA	

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A056	LOGISTICS PRODUCT DATA	LOGISTICS PRODUCT DATA (LPD) INCLUDING PROVISIONING TECHNICAL DATA (PTD)	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-SESS-81758A	SOW PARA 3.7.1, 3.7.2, 3.7.3.3	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	**REQUIRED**	QUARTERLY	60 DAC
8. APP CODE	SEE BLOCK 16	**11. AS OF DATE**	**13. DATE IF SUBSEQUENT SUBM.**
A		SEE BLOCK 16	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
LOG	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 4: CONTRACTOR SHALL DELIVER POPULATED DATA IN ACCORDANCE WITH THE DID AND ATTACHED REFERENCE "A" THE ATTRIBUTES AS DETERMINED BY THE GOVERNMENT NEEDED FOR SUPPORT OF PRODUCT DEVELOPMENT TO COMPLETE DATA MODULES. THIS MAY INCLUDE DATA NOT SPECIFICALLY REQUIRED BUT NECESSARY FOR PROPER DATABASE FUNCTION.

BLOCK 8: CONTRACTOR SHALL DELIVER AN EXPORT FILE OF GEIA DATA TO SUPPORT GEIA DEMONSTRATIONS AND PDR AND CDR. THE EXPORT FILE SHALL BE SUITABLE FOR IMPORTATION INTO THE GOVERNMENT'S POWERLOG-J GEIA DATABASE. THE GOVERNMENT WILL REVIEW THE DATA AND PROVIDE COMMENTS WITHIN 30 CALENDAR DAYS. THE CONTRACTOR SHALL HAVE 15 CALENDAR DAYS TO MAKE CORRECTIONS AND RE-SUBMIT.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 13: CONTRACTOR SHALL PROVIDE UPDATED EXPORT FILES QUARTERLY.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
GEORGE PHILLIPS		DAVE RESTIFO	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CDRL_A056_Reference_A.pdf

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO. 0001, 0002, 0100, 0105, 0200, 0201, 0202	**B. EXHIBIT** A	**C. CATEGORY:** TDP ____ TM ____ OTHER X
D. SYSTEM / ITEM ASSAULT AMPHIBIOUS VEHICLE (AAV)	**E. CONTRACT / PR NO.** M67854-14-C-0002	**F. CONTRACTOR** SAIC
1. DATA ITEM NO. A057	**2. TITLE OF DATA ITEM** TECHNICAL REPORT - STUDY/SERVICES	**3. SUBTITLE** SUPPORTABILITY ANALYSES
4. AUTHORITY ***(Data Acquisition Document No.)*** DI-MISC-80508B	**5. CONTRACT REFERENCE** SEE BLOCK 16	**6. REQUIRING OFFICE** PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

7. DD 250 REQ	**9. DIST STATEMENT REQUIRED**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	AS REQ	90 DAC
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
LOG	1	1	0
SE	1	1	0
15. TOTAL	**2**	**2**	**0**

16. REMARKS

BLOCK 4: CONTRACTOR FORMAT ACCEPTABLE, TAILORING REQUIRES PRIOR PM AAA (LOG) APPROVAL. ANALYSES INCLUDE, BUT ARE NOT LIMITED TO:

1) RELIABILITY CENTERED MAINTENANCE ANALYSIS (RCM) (IAW DoD 4151.22-M)
2) MAINTENANCE TASK ANALYSIS (MTA) (MIL-HDBK-502)
3) LEVEL OF REPAIR ANALYSIS (LORA) (GEIA-STD-0007, DI-SESS-81758)
4) TRANSPORTABILITY ANALYSIS (DoDI 4540.07)
5) FACILITIES ASSESSMENT (MIL-HDBK-502)
6) SUPPORT AND TEST EQUIPMENT (MIL-HDBK-502, MCO 4733.1)

BLOCK 5: SOW PARA 3.7.2, 3.7.2.2, 3.7.2.3, 3.7.2.4.1, 3.7.2.4.2

BLOCK 8: GOVERNMENT WILL HAVE 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS TO DRAFT ANALYSIS REPORTS. CONTRACTOR SHALL REVISE AND RESUBMIT REPORT WITHIN 15 CALENDAR DAYS OF RECEIPT OF GOVERNMENT COMMENTS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 13: SUBSEQUENT SUBMISSIONS ARE REQUIRED AS CHANGES OCCUR.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
GEORGE PHILLIPS		DAVID RESTIFO	

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0100, 0105, 0200, 0201, 0202	A	TDP _____ TM _____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A058	PARTS MANAGEMENT PLAN	

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-SDMP-81748	SOW PARA 3.7.3.1	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	ANNUALLY, IF CHANGED

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
LOG	1	1	0
SE	1	1	0
15. TOTAL	**2**	**2**	**0**

16. REMARKS

BLOCK 4: CONTRACTOR SHALL PROPOSE AN OUTLINE FOR GOVERNMENT ACCEPTANCE AT THE POST AWARD CONFERENCE FOR THE EMD PROTOTYPE BUILD CLIN (OPTION, IF EXERCISED).

BLOCK 8: GOVERNMENT WILL HAVE 30 CALENDAR DAYS FOR REVIEW AND COMMENT. THE CONTRACTOR SHALL INCORPORATE OR RESOLVE ANY GOVERNMENT COMMENTS AND SUBMIT THE FINAL PMP WITHIN 45 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 10: PMP SHALL BE REVIEWED ANNUALLY FOR CHANGES AND/OR UPDATES DURING THE EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED).

BLOCK 12: DRAFT PARTS MANAGEMENT PLAN (PMP) IS DUE 60 CALENDAR DAYS AFTER EMD PROTOTYPE BUILD CLIN (OPTION, IF EXERCISED) FOR GOVERNMENT REVIEW AND APPROVAL.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
GEORGE PHILLIPS		DAVID RESTIFO	

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0100, 0105, 0200, 0201, 0202	A	TDP _____ TM _____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A059	TECHNICAL AND MANAGEMENT WORK PLAN	PRODUCT SUPPORT PLAN (PSP)

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-MGMT-81117	SOW PARA 3.7.3.2, 3.7.3.3	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16

8. APP CODE	11. AS OF DATE	13. DATE OF SUBSEQUENT SUBMISSIONS
A	N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
LOG	1	1	0
15. TOTAL	**1**	**1**	**0**

16. REMARKS

BLOCK 4: CONTRACTOR SHALL TAILOR THE DID REQUIREMENTS AND PROPOSE AN OUTLINE FOR GOVERNMENT ACCEPTANCE.

BLOCK 8: GOVERNMENT WILL HAVE 30 CALENDAR DAYS FOR REVIEW AND COMMENT. CONTRACTOR SHALL DELIVER THE FINAL PSP WITHIN 45 CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 10: PSP SHALL BE REVIEWED ANNUALLY FOR CHANGES AND/OR UPDATES DURING THE EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED)

BLOCK 12: INITIAL PSP IS DUE 45 CALENDAR DAYS AFTER THE EMD PROTOTYPE BUILD CLIN (OPTION, IF EXERCISED).

BLOCK 13: 14 CALENDAR DAYS AFTER PROVISIONING GUIDANCE CONFERENCE, WITH THE PROVISIONING REQUIREMENTS STATEMENT AS AN APPENDIX. ANNUALLY, IF CHANGES OCCUR.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
CANDIDO HIGAREDA		DAVID RESTIFO	

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:			
0100, 0105, 0200, 0201, 0202	A	TDP ____	TM ____	OTHER X	

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A060	ENGINEERING DATA FOR PROVISIONING (EDFP)	

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
DI-SESS-81874	SOW PARA 3.7.3.3, 3.7.3.4	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSUALT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED)
BLOCK 4: THE CONTRACTOR SHALL PROVIDE EDFP IN ACCORDANCE WITH DI-ALSS-81557, I.E., ONLY FOR CONFIGURATION ITEMS WITHOUT A CURRENT NSN.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 10 AND 12: PER THE PROVISIONING REQUIREMENTS STATEMENT AS PRESENTED AND AGREED TO WITH THE GOVERNMENT AT THE PROVISIONING GUIDANCE CONFERENCE, NORMALLY ABOUT 30 CALENDAR DAYS AFTER EACH PROVISIONING TECHNICAL CONFERENCE (PTC) AND AFTER BEING CORRECTED AS REQUIRED PER ACTIONS TAKEN AT THE PTC.

BLOCK 13: REVISIONS TO EDFP FOR INDIVIDUAL CONFIGURATION ITEMS (CIS) SHALL BE SUBMITTED WITHIN 30 CALENDAR DAYS AFTER RELEASE OF AN APPROVED DESIGN CHANGE AND DELIVERED CONCURRENT WITH THE DESIGN CHANGE NOTICES.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
LOG	1	1	0
SE	1	1	0
15. TOTAL	**2**	**2**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
CANDIDO HIGAREDA		DAVID RESTIFO	

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0100, 0105, 0200, 0201, 0202	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A061	TEST PACKAGE		

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-SESS-81525B	SOW PARA 3.7.4.4.1	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	FOUR TIMES/R	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED)

BLOCK 4: CONTRACTOR FORMAT IS ACCEPTABLE. ONLY PARAS 2.1, 2.2, 2.3, 2.4-2.4.2a-g OF THE DID APPLY.

BLOCK 8: THE GOVERNMENT WILL HAVE 15 CALENDAR DAYS FOR REVIEW AND ACCEPTANCE/REJECTION/ACCEPTANCE WITH COMMENTS PENDING GOVERNMENT CONCURRENCE THAT COMMENTS ARE INCORPORATED.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 12 & 13: THE TEST PACKAGE SUBMISSION SHALL BE DUE FOR EACH OF THE USMC COURSES AS FOLLOWS.: INCREMENTAL DELIVERIES ARE ACCEPTABLE PRIOR TO FINAL DUE DATE:

1 W/REVISION 60 CALENDAR DAYS PRIOR TO DTGDT/RGT

1 W/REVISION 60 CALENDAR DAYS PRIOR TO OAOA

1W/REVISION 60 CALENDAR DAYS PRIOR TO FUSL

1 W/REVISION 60 CALENDAR DAYS PRIOR TO IOT&E PQT

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14. A FINAL COPY SHALL BE DELIVERED IN A FORMAT COMPATIBLE WITH MICROSOFT OFFICE, VERSION 2007 OR LOWER. FILES SHALL NOT BE IN .PDF FORMAT. PROVIDE PM AAA PCO WITH LETTER OF TRANSMITTAL ONLY.

14. DISTRIBUTION			
a. ADDRESSEE	b. COPIES		
	Draft	Final	
		Reg	Repro
LOG (MPT)	1	1	0
15. TOTAL	**1**	**1**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
JOANN PATTON		RICK JENSEN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (CDRL)
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0100, 0105, 0200, 0201, 0202	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A062	TRAINING CONDUCT SUPPORT DOCUMENT	TRAINING CONDUCT SUPPORT DOCUMENT: LESSON PLANS, STUDENT HANDOUTS, AND INSTRUCTIONAL VISUAL AIDS	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-SESS-81523B	SOW PARA 3.7.4.4.2, 3.7.4.4.3, 3.7.4.4.4	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	**REQUIRED** SEE BLOCK 16	FOUR TIMES/R	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED)

BLOCK 4: CONTRACTOR FORMAT IS ACCEPTABLE. FOR LESSON PLANS, ONLY PARAGRAPHS 2.1.1a, d-h, n; 2.1.5c, 2.2.2g,j,o,q,t,u,v,w,aa,ab,ad,ae; 2.2.3a,d,e,f-i,k,m-q,w APPLY. PARA 2.2, APPLIES.FOR STUDENT HANDOUTS, ONLY PARA 2.3 APPLIES. FOR INSTRUCTIONAL VISUAL AIDS, ONLY PARAGRAPHS 2.5.1 AND 2.5.4 APPLY. FOR ALL, FORMAT SHALL BE IN ACCORDANCE WITH MCO 1553.2B.

BLOCK 8: THE GOVERNMENT WILL HAVE 15 CALENDAR DAYS FOR REVIEW AND ACCEPTANCE/REJECTION/ACCEPTANCE WITH COMMENTS PENDING GOVERNMENT CONCURRENCE THAT COMMENTS ARE INCORPORATED.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 12 & 13: THE TRAINING CONDUCT SUPPORT DOCUMENT SUBMISSION SHALL BE DUE AS FOLLOWS. INCREMENTAL DELIVERIES ARE ACCEPTABLE PRIOR TO FINAL DUE DATE:

1 W/REVISION 60 CALENDAR DAYS PRIOR TO GDT/RGT
1 W/REVISION 60 CALENDAR DAYS PRIOR TO OA
1 W/REVISION 60 CALENDAR DAYS PRIOR TO FUSL
1 W/REVISION 60 CALENDAR DAYS PRIOR TO PQT

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14. A FINAL REPRODUCIBLE SHALL BE DELIVERED IN A FORMAT COMPATIBLE WITH MICROSOFT OFFICE, VERSION 2007 OR LOWER. FILES SHALL NOT BE IN .PDF FORMAT. PROVIDE PM AAA PCO WITH LETTER OF TRANSMITTAL ONLY.

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
LOG	1	1	0
15. TOTAL	**1**	**1**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
JOANN PATTON		RICK JENSEN	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0100, 0105, 0200, 0201, 0202	A	TDP TM _____ OTHER __X__

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A063	COURSE CONDUCT INFORMATION PACKAGE	COURSE CONDUCT INFORMATION PACKAGE (TRAINEE AND TRAINING COURSE COMPLETION DATA)	

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
DI-SESS-81522B	SOW PARA 3.7.4.6	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	**REQUIRED** SEE BLOCK 16	FOUR TIMES/R	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED)
BLOCK 4: CONTRACTOR FORMAT IS ACCEPTABLE. ONLY PARA 3.5 APPLIES. DELETE 3.5.1b(2), 3.5.1c(4), 3.5.1d, 3.5.1f, 3.5.5.2.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 12 & 13: THE COURSE CONDUCT INFORMATION PACKAGE SUBMISSION SHALL BE DUE FOR EACH OF THE USMC COURSES AS FOLLOWS:
14 CALENDAR DAYS AFTER GDT/RGT TRAINING COMPLETE
14 CALENDAR DAYS AFTER OA TRAINING COMPLETE
14 CALENDAR DAYS AFTER FUSL TRAINING COMPLETE
14 CALENDAR DAYS AFTER PQT TRAINING COMPLETE

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED, .PDF FORMAT ACCEPTABLE. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14. PROVIDE PM AAA PCO WITH LETTER OF TRANSMITTAL ONLY.

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
LOG (MPT)	1	1	0
15. TOTAL	**1**	**1**	**0**

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
JOANN PATTON		RICK JENSEN	

CONTRACT DATA REQUIREMENTS LIST (CDRL) (*1 Data Item*)	*Form Approved* *OMB No. 0704-0188*

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. **Please do not return your form to the above organization. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.**

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0100, 0105, 0200, 0201, 0202	A	TDP _____ TM _____ OTHER X

D. SYSTEM/ITEM	E. CONTRACT/PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE	17. PRICE GROUP
A064	TECHNICAL MANUAL (TM) CHAPTERS		

4. AUTHORITY (*Data Acquisition Document No.*)	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	18. ESTIMATED TOTAL PRICE
SEE BLOCK 16	SOW PARA 3.7.6	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	SEE BLOCK 16	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		SEE BLOCK 16	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES Draft	Final Reg	Final Repro
LOG	1	1	0
SE	1	1	0
15. TOTAL	**2**	**2**	**0**

16. REMARKS

EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED)

BLOCK 4: ALL AAV UPGRADE TM CHAPTERS SHALL BE DEVELOPED IN ACCORDANCE WITH MIL-SPEC 38784 AND THE TECHNICAL MANUAL CONTRACT REQUIREMENTS (TMCR).

BLOCK 8: THE GOVERNMENT WILL PROVIDE COMMENTS WITHIN 45 CALENDAR DAYS OF RECEIPT OF DRAFT CHAPTERS. THE CONTRACTOR SHALL RESUBMIT CORRECTED CHAPTERS WITHIN 30 CALENDAR DAYS AFTER RECEIPT OF THE GOVERNMENT'S COMMENTS. THE GOVERNMENT WILL PROVIDE FINAL ACCEPTANCE ONCE ALL COMMENTS HAVE BEEN INCORPORATED.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 10, 11, 12 AND 13: DRAFT CHAPTERS COVERING OPERATOR/OPERATOR MAINTENANCE TASKS SHALL BE DELIVERED 90 CALENDAR DAYS PRIOR TO DT/OT TRAINING START.

DRAFT CHAPTERS COVERING INTERMEDIATE MAINTENANCE TASKS SHALL BE DELIVERED 90 CALENDAR DAYS PRIOR TO THE START OF THE HUMAN FACTORS/SUPPORTABILITY TEST EVENT.

DRAFT CHAPTERS COVERING DEPOT LEVEL TASKS SHALL BE DELIVERED 90 CALENDAR DAYS PRIOR TO START OF THE LRIP PQT TEST EVENT.

FINAL DELIVERY OF ALL UPDATED TM CHAPTERS SHALL BE 90 CALENDAR DAYS BEFORE START OF IOT&E TRAINING.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14. ALL SUBMISSIONS WILL BE IN .PDF FORMAT.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
GEORGE PHILIPS		DAVID RESTIFO	

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	N/A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A065	INVENTORY CHECKLIST/RECORD (ICL/R)	GOVERNMENT PROPERTY STATUS REPORT

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	17. PRICE GROUP
DI-MISC-81191A	SOW PARA 3.7.7.2, 3.7.7.5	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION	14. DISTRIBUTION	18. ESTIMATED
LT	SEE BLOCK16	QUARTERLY	90 DAC		
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**		
A		N/A	SEE BLOCK16		

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
AAV	0	1	0
PROPERTY MANAGER	0	2	0
15. TOTAL	**0**	**3**	**0**

16. REMARKS

BLOCK 4: DELETE ALL BUT 3C2 AND 3D.

THE CONTRACTOR SHALL CONDUCT A GOVERNMENT PROPERTY ANALYSIS IDENTIFYING THE FOLLOWING ATTRIBUTES:

1. ITEM NUMBER (GOVERNMENT PROVIDES FOR PROPERTY RECORD RECONCILIATION PURPOSES)
2. NAME //DESCRIPTION/ NOMENCLATURE
3. PART OR IDENTIFYING NUMBER (PIN)
4. MODEL NUMBER
5. MANUFACTURER
6. NATIONAL STOCK NUMBER (IF KNOWN)
7. SERIAL NUMBER
8. QUANTITY (E.G., RECEIVED, FABRICATED, ISSUED AND ON-HAND)
9. UNIT OF MEASURE
10. VALUE (VALUE AT FULL COST AND DEPRECIATION INFORMATION, IF APPLICABLE; OR ORIGINAL ACQUISITION COST IF THE PROPERTY DOES NOT REQUIRE CAPITALIZATION).
11. UNIQUE ITEM IDENTIFIER (UII) OR DOD RECOGNIZED IUID EQUIVALENT, IF AVAILABLE AND NECESSARY FOR UNIQUE IDENTIFICATION
12. DATE PLACED IN SERVICE
13. LOCATION
14. CURRENT CONDITION
15. DISPOSITION
16. POSTING REFERENCE (E.G., RECEIVING REPORT NUMBER, CONTRACT, PURCHSE ORDER, OR OTHER PROCUREMENT IDENTIFICATION NUMBER, INVOICE NUMBER).
17. ADJUSTMENT QTY (+/-)
18. EXPLANATION GAIN/LOSS

BLOCK 8: THE GOVERNMENT WILL HAVE 14 CALENDAR DAYS TO REVIEW AND APPROVE. THE CONTRACTOR SHALL HAVE SEVEN (7) CALENDAR DAYS TO CORRECT ALL GOVERNMENT COMMENTS AND RESUBMIT FOR APPROVAL.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 13: ONCE PER CALENDAR YEAR, THE QUARTERLY STATUS REPORT SHALL BE PERFORMED BY CONDUCTING A PHYSICAL INVENTORY OF ALL GOVERNMENT PROPERTY. THE FINAL REPORT SHALL BE SUBMITTED UPON CONTRACT COMPLETION AND SHALL ALSO BE A PHYSICAL INVENTORY.

BLOCK 14: THE REPORT SHALL BE DELIVERED ELECTRONICALLY USING MS OFFICE EXCEL 2007 IN A SINGLE WORKBOOK SPREADSHEET FORMAT AND A SUMMARY SHEET IN ACCORDANCE WITH THE FAR CLAUSE 52.245-1 DATA ELEMENTS.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
KAREN MAGGARD		BRUCE HATLEM	

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002, 0100, 0105, 0200, 0201, 0202	N/A	TDP ____ TM ____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A066	TECHNICAL REPORT-STUDY SERVICES	GOVERNMENT FURNISHED PROPERTY (GFP) FAILURE REPORT

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE	17. PRICE GROUP
DI-MISC-80508B	SOW PARA 3.7.7.3	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)	

7. DD 250 REQ	9. DIST STATEMENT REQUIRED	10. FREQUENCY	12. DATE OF FIRST SUBMISSION	18. ESTIMATED
LT	SEE BLOCK 16	MONTHLY	30 DAC	
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**	
A		SEE BLOCK 16	SEE BLOCK 16	

14. DISTRIBUTION

a. ADDRESSEE	b. COPIES: Draft	Final: Reg	Final: Repro
PCO	0	1	0
LOG PROPERTY MANAGER	0	2	0
15. TOTAL	**0**	**3**	**0**

16. REMARKS

BLOCK 4: DELETE ALL BUT 3C2 AND 3D.

THE CONTRACTOR SHALL CONDUCT A GOVERNMENT PROPERTY ANALYSIS IDENTIFYING THE FOLLOWING ATTRIBUTES:

1. DATE OF FAILURE
2. SITE LOCATION WHERE GFP FAILURE OCCURRED
3. NOMENCLATURE
4. NATIONAL STOCK NUMBER (NSN)
5. PART NUMBER
6. SERIAL NO OF FAILED PART
7. DESCRIPTION OF FAILURE
8. FAILURE ANALYSIS
9. DISPOSITION OF PART
10. DATE SENT FOR REPAIR , UPDATE OR UPGRADE
11. DATE OF REPAIR
12. DATE PART RETURNED TO SERVICE
13. TOTAL REPAIR COST CHARGED TO THE GOV'T
14. DATE REPLACEMENT PART REQUESTED
15. PHOTOGRAPHS (IF REQUESTED)

BLOCK 8: THE GOVERNMENT WILL HAVE 14 CALENDAR DAYS TO REVIEW AND APPROVE. THE CONTRACRTOR SHALL HAVE SEVEN (7) CALENDAR DAYS TO CORRECT ALL GOVERNMENT COMMENTS AND RESUBMIT FOR APPROVAL.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 13: REPORTS SHALL BE SUBMITTED BY THE TENTH DAY OF EACH MONTH. THE REPORTING PERIOD WILL BE FROM THE FIRST TO LAST BUSINESS DAY OF EACH MONTH.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	H. DATE	I. APPROVED BY	J. DATE
KAREN MAGGARD		BRUCE HATLEM	

CONTRACT DATA REQUIREMENTS LIST (1 Data Item)	Form Approved OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

A. CONTRACT LINE ITEM NO.	B. EXHIBIT	C. CATEGORY:
0001, 0002	A	TDP _____ TM _____ OTHER X

D. SYSTEM / ITEM	E. CONTRACT / PR NO.	F. CONTRACTOR
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	2. TITLE OF DATA ITEM	3. SUBTITLE
A067	LRIP VEHICLE PROPOSAL	

4. AUTHORITY *(Data Acquisition Document No.)*	5. CONTRACT REFERENCE	6. REQUIRING OFFICE
SEE BLOCK 16	SOW PARA 3.8	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	9. DIST STATEMENT	10. FREQUENCY	12. DATE OF FIRST SUBMISSION
LT	SEE BLOCK 16	ONE TIME	30 DAYS PRIOR TO CDR
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
N/A		N/A	N/A

14. DISTRIBUTION			
a. ADDRESSEE	b. COPIES		
	Draft	Final	
		Reg	Repro
PCO	0	8	0

16. REMARKS

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCKS 4 AND 14:
OFFEROR(S) SHALL SUBMIT A PROPOSAL THAT CLEARLY AND CONCISELY DESCRIBES AND DEFINES THE OFFEROR(S) RESPONSE TO THE OBJECTIVES/REQUIREMENTS CONTAINED IN THE RFP. UNNECESSARY ELABORATION OR OTHER PRESENTATIONS BEYOND THAT SUFFICIENT TO PRESENT A COMPLETE AND EFFECTIVE PROPOSAL ARE NOT DESIRED. ELABORATE ARTWORK, EXPENSIVE PAPER OR BINDINGS, AND EXPENSIVE VISUAL OR OTHER PRESENTATION AIDS ARE NEITHER NECESSARY NOR DESIRED. THE PROPOSAL SHALL CONTAIN ALL THE PERTINENT INFORMATION IN SUFFICIENT DETAIL IN THE AREA OF THE PROPOSAL WHERE IT CONTRIBUTES MOST CRITICALLY TO THE DISCUSSION OF THE SAME INFORMATION. WHEN NECESSARY, THE OFFEROR(S) SHALL REFER TO THE INITIAL DISCUSSION AND IDENTIFY ITS LOCATION WITHIN THE PROPOSAL. OFFEROR(S) SHOULD IDENTIFY RISKS INHERENT IN THEIR PROPOSAL, TECHNIQUES USED TO MITIGATE THOSE RISKS, AND WHERE SUCH TECHNIQUES WERE SUCCESSFULLY EMPLOYED IN OTHER CONTRACTS.

ALL INFORMATION NECESSARY FOR THE REVIEW AND EVALUATION OF A PROPOSAL MUST BE CONTAINED IN THE PROPOSAL VOLUMES SET FORTH BELOW. SECTION M OF THE RFP SETS FORTH THE EVALUATION CRITERIA AND DELINEATES THE FACTORS AND SUB-FACTORS TO BE EVALUATED AND THEIR RELATIVE ORDER OF IMPORTANCE. THE OFFEROR(S) PROPOSAL, AS REQUIRED BY THIS SECTION, SHALL BE EVALUATED AS SET FORTH IN SECTION M OF THE RFP. THE GOVERNMENT WILL NOT ASSUME OFFEROR(S) POSSESS ANY CAPABILITY, UNDERSTANDING, OR COMMITMENT NOT SPECIFIED IN ITS PROPOSAL. IT IS AN OFFEROR'S RESPONSIBILITY TO SUBMIT A WELL-WRITTEN PROPOSAL, WITH ADEQUATELY DETAILED INFORMATION WHICH CLEARLY DEMONSTRATES AN UNDERSTANDING OF AND THE ABILITY TO COMPLY WITH THE RFP REQUIREMENTS TO ALLOW FOR A MEANINGFUL REVIEW.

ALTERNATE PROPOSALS ARE NOT AUTHORIZED. OBJECTIONS TO ANY TERMS OR CONDITIONS OF THE RFP MAY MAKE THE OFFEROR(S) PROPOSAL UNACCEPTABLE.

PAGES SHALL BE 8 ½ X 11", WITH AT LEAST ONE (1) INCH MARGINS ON ALL SIDES, USING TIMES NEW ROMAN FONT WITH A 12 POINT SIZE TYPE OR LARGER FOR ALL BODY TEXT. TEXT USED IN GRAPHICS IS AT THE DISCRETION OF THE OFFEROR(S), BUT SHOULD MAINTAIN A LEGIBLE FONT TYPE AND SIZE; GRAPHICS MUST BE ABLE TO BE PRINTED AND COPIED IN PURE BLACK AND WHITE. FOLD OUT PAGES SHALL COUNT AS TWO (2) PAGES. GRAPHICS SHALL COUNT TOWARDS PAGE LIMITATIONS. PAGES SHALL BE CONSECUTIVELY NUMBERED. EACH PAGE OF THE PROPOSAL SHOULD BE AFFIXED WITH THE FOLLOWING LEGEND: "SOURCE SELECTION INFORMATION

– SEE FAR 2.101 AND 3.104." IT IS TO BE NOTED THAT ONLY GOVERNMENT REPRESENTATIVES WILL BE PERFORMING EVALUATIONS OF PROPOSALS. OFFEROR(S) SHALL SUBMIT EIGHT (8) IDENTICAL COPIES OF THE TECHNICAL/PAST PERFORMANCE VOLUME (BINDER) AND EIGHT (8) ELECTRONIC COPIES ON DIGITAL VIDEO DISC (DVD) OR CD/CD ROM AND SHALL BE IN MICROSOFT (MS) OFFICE, VERSION 2007 COMPATIBLE. PROPOSALS SHALL NOT BE SUBMITTED IN PDF. OFFERORS SHALL SUBMIT THREE (3) IDENTICAL COPIES OF THE PRICE VOLUME AND THREE (3) ELECTRONIC COPIES ON A DVD OR CDS/CD ROM. ALL HARDCOPY VOLUMES SHALL BE PLACED IN SEPARATE HARD BACK 3-RING BINDERS AND LABELED FOR EASE OF IDENTIFICATION.

IT IS TO BE NOTED THAT NO PRICE INFORMATION SHALL BE CONTAINED WITHIN THE TECHNICAL/PAST PERFORMANCE VOLUME. PRICE INFORMATION SHALL BE CONTAINED ONLY IN THE PRICE VOLUME.

ELECTRONIC SPREADSHEET FILES (WORKBOOKS) SHALL BE MS EXCEL OFFICE 2007 COMPATIBLE. WORKBOOKS SHALL INCLUDE ALL FORMULAS, FUNCTIONS, MACROS, COMPUTATIONS AND EQUATIONS USED TO COMPUTE THE PROPOSED AMOUNTS. THERE SHALL BE NO CELL REFERENCES TO DATA OR LINKS TO FILES NOT INCLUDED IN THE PRICE VOLUME. FOR EACH WORKBOOK, ALL ROWS, COLUMNS, CELLS AND WORKSHEETS SHALL BE VISIBLE (OBJECT.VISIBLE=TRUE). ZERO HEIGHT/ZERO WIDTH ROWS/COLUMNS IN WORKSHEETS ARE NOT ACCEPTABLE. WORKSHEET CELLS FORMATTED WITH THE FONT COLOR EQUAL TO THE FILL COLOR ARE UNACCEPTABLE. PRINT IMAGE FILES OR PICTURES (FOR EXAMPLE, A PICTURE OF AN EXCEL SPREADSHEET EMBEDDED IN A WORD DOCUMENT) OR FILES CONTAINING ONLY VALUES ARE NOT ACCEPTABLE.

OFFEROR(S) ARE RESPONSIBLE FOR PROVIDING ADEQUATE DOCUMENTATION TO ENABLE A THOROUGH EVALUATION OF THE PROPOSAL. OFFEROR(S) SHALL MAKE A CLEAR STATEMENT IN THEIR PROPOSAL THAT THE PROPOSAL IS VALID FOR NO LESS THAN 120 CALENDAR DAYS FROM THE CLOSING DATE OF ITS OFFER.

15. TOTAL	**0**	**8**	**0**

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
ANGELO SCARLATO		KEVIN HOLT	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(*1 Data Item*)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

A. CONTRACT LINE ITEM NO.	**B. EXHIBIT**	**C. CATEGORY:**
0100, 0105	A	**TDP** _____ **TM** _____ **OTHER** X

D. SYSTEM / ITEM	**E. CONTRACT / PR NO.**	**F. CONTRACTOR**
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	**2. TITLE OF DATA ITEM**	**3. SUBTITLE**
A068	ACCEPTANCE TEST REPORT (ATR)	

4. AUTHORITY ***(Data Acquisition Document No.)***	**5. CONTRACT REFERENCE**	**6. REQUIRING OFFICE**
DI-QCIC-81891	SOW PARA 3.6.5.4, 3.6.5.4.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	**9. DIST STATEMENT REQUIRED**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	10 TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

16. REMARKS

BLOCK 8: THE GOVERNMENT SHALL HAVE 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL SEVEN (7) CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT SHALL HAVE 10 CALENDAR DAYS TO ACCEPT FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 10: ONE ATR PER VEHICLE

BLOCK 12: FIRST ATR IS DUE 15 CALENDAR DAYS AFTER COMPLETION OF ACCEPTANCE TESTING AND PRIOR TO PROTOTYPE VEHICLE RELEASE APPROVAL.

BLOCK 13: SUBSEQUENT ATRS ARE DUE 15 CALENDAR DAYS AFTER COMPLETION OF ACCEPTANCE TESTING AND PRIOR TO PROTOTYPE VEHICLE RELEASE APPROVAL.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

14. DISTRIBUTION

a. ADDRESSEE	**b. COPIES**		
	Draft	**Final**	
		Reg	**Repro**
TE&P	1	1	0
AAV PM	0	1	0
15. TOTAL	**1**	**2**	**0**

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
PETER ANTAYA		PETER ANTAYA	

DD FORM 1423-1, FEB 2001 PREVIOUS EDITION MAY BE USED

CONTRACT DATA REQUIREMENTS LIST
(1 Data Item)

Form Approved
OMB No. 0704-0188

The public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0701-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

A. CONTRACT LINE ITEM NO.	**B. EXHIBIT**	**C. CATEGORY:**
0100, 0105	A	**TDP** _____ **TM** _____ **OTHER** X

D. SYSTEM / ITEM	**E. CONTRACT / PR NO.**	**F. CONTRACTOR**
ASSAULT AMPHIBIOUS VEHICLE (AAV)	M67854-14-C-0002	SAIC

1. DATA ITEM NO.	**2. TITLE OF DATA ITEM**	**3. SUBTITLE**
A069	AS-BUILT CONFIGURATION (ABC) BILL OF MATERIAL (BOM) LIST	

4. AUTHORITY *(Data Acquisition Document No.)*	**5. CONTRACT REFERENCE**	**6. REQUIRING OFFICE**
DI-SESS-81903	SOW PARA 3.6.5.4.2	PROGRAM MANAGER ADVANCED AMPHIBIOUS ASSAULT (PM AAA)

7. DD 250 REQ	**9. DIST STATEMENT REQUIRED**	**10. FREQUENCY**	**12. DATE OF FIRST SUBMISSION**
LT	SEE BLOCK 16	10 TIMES	SEE BLOCK 16
8. APP CODE		**11. AS OF DATE**	**13. DATE OF SUBSEQUENT SUBMISSIONS**
A		N/A	SEE BLOCK 16

14. DISTRIBUTION

a. ADDRESSEE	**b. COPIES** Draft	Final Reg	Final Repro
TE&P	1	1	0
AAV PM	0	1	0
15. TOTAL	**1**	**2**	**0**

16. REMARKS

BLOCK 8: THE GOVERNMENT SHALL HAVE 15 CALENDAR DAYS TO REVIEW AND PROVIDE COMMENTS. THE CONTRACTOR SHALL HAVE UNTIL SEVEN (7) CALENDAR DAYS AFTER RECEIPT OF GOVERNMENT COMMENTS TO MAKE CORRECTIONS AND RESUBMIT FOR APPROVAL. ACCEPTANCE IS BASED ON TECHNICAL CONTENT. THE GOVERNMENT SHALL HAVE 10 CALENDAR DAYS TO ACCEPT FINAL SUBMISSION.

BLOCK 9: DISTRIBUTION STATEMENT D: DISTRIBUTION AUTHORIZED TO THE DEPARTMENT OF DEFENSE AND U.S. DOD CONTRACTORS ONLY; ADMINISTRATIVE/OPERATIONAL USE, 9 APRIL 2012. OTHER REQUESTS SHALL BE REFERRED TO PROGRAM EXECUTIVE OFFICER - LAND SYSTEMS (PM AAA), 2200 LESTER STREET, QUANTICO, VA.

BLOCK 10: ONE ABC BOM PER VEHICLE

BLOCK 12: FIRST ABC BOM IS DUE 15 CALENDAR DAYS AFTER COMPLETION OF ACCEPTANCE TESTING AND PRIOR TO PROTOTYPE VEHICLE RELEASE APPROVAL.

BLOCK 13: SUBSEQUENT ABC BOMS ARE DUE 15 CALENDAR DAYS AFTER COMPLETION OF ACCEPTANCE TESTING AND PRIOR TO PROTOTYPE VEHICLE RELEASE APPROVAL.

BLOCK 14: ELECTRONIC SUBMISSION REQUIRED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY TO THE ADDRESSEES IN BLOCK 14.

G. PREPARED BY	**H. DATE**	**I. APPROVED BY**	**J. DATE**
PETER ANTAYA		PETER ANTAYA	

Contract Data Requirements List (CDRL)

For

Assault Amphibious Vehicle (AAV) Upgrade Program

Exhibit A Instructions

26 Nov 2013

DISTRIBUTION STATEMENT A: Approved for Public Release and routed as directed in attached review and cert form. Other requests shall be referred to Program Executive Officer-Land Systems (PM AAA), 2200 Lester Street, Quantico, VA 22134-6050.

Source Selection Information – See FAR 2.101 and 3.104

Exhibit A – CDRL Listing

AAV Upgrade Contract CDRL List as of: 11/26/2013

CDRL No.	SOW Para.	CLIN(s)	Title	DID	Freq.	1st Sub. Due	Format	Delivery Media	Functional Group	Point of Contact	PDR	CDR	EMD PROTO-TYPE	LRIP
A001	3.1.3	0001, 0002, 0100, 0105, 0200, 0201, 0202	Operations Security (OPSEC) Plan	DI-MGMT-80934C	AS REQ	NLT 60 calendar DAC	C	E	AAV PM	Scarlato	X	X	X	X
A002	3.2	0100, 0105, 0200, 0201, 0202	Program Management Plan	DI-MGMT-81797	2 TIMES	Prototype Option (if exercised)	C	E	AAV PM	Scarlato			X	X
A003	Various	0001, 0002, 0100, 0105, 0200, 0201, 0202	Conference Agendas (Meetings / Reviews)	DI-ADMN-81249A	AS REQ	7 calendar days prior to meeting/review	C	E	AAV PM	Scarlato	X	X	X	X
A004	Various	0001, 0002, 0100, 0105, 0200, 0201, 0202	Conference Minutes (Meetings / Reviews)	DI-ADMN-81250A	AS REQ	7 calendar days after each meeting/review	D	E	AAV PM	Scarlato	X	X	X	X
A005	3.2.4, 3.2.5.2	0100, 0105, 0200, 0201, 0202	Project Status Report	DI-MGMT-80368A	MONTHLY	30 calendar days after prototype build option	C	E	AAV PM	Scarlato			X	X
A006	3.2.5.1, 3.2.5.2, 3.2.5.3, 3.7.6	0001, 0002, 0100, 0105, 0200, 0201, 0202	Integrated Program Management Report (IPMR)	DI-MGMT-81861	MONTHLY	60 calendar DAC	D	E	APM PM	Harrell	X	X	X	X
A007	3.2.5.4, 3.3.3	0001, 0002, 0100, 0105, 0200, 0201, 0202	Contract Work Breakdown Structure (CWBS)	DI-MGMT-81334D	IAW CSDR Plan	IAW CSDR Plan	C	E	APM PM	Woodley	X	X	X	X
A008	3.3.1	0001, 0002, 0100, 0105, 0200, 0201, 0202	CCDR- Contractor Cost Data Summary Report (CDSR) (1921)	DI-FNCL-81565C	IAW CSDR Plan	IAW CSDR Plan	D	E	APM PM	Woodley	X	X	X	X
A009	3.3.1	0001, 0002, 0100, 0105, 0200, 0201, 0202	CCDR- Functional Cost Hour Report (FCHR) (1921-1)	DI-FNCL-81566C	IAW CSDR Plan	IAW CSDR Plan	D	E	APM PM	Woodley	X	X	X	X
A010	3.3.1	0001, 0002, 0100, 0105, 0200, 0201, 0202	CCDR- Progress Curve Report (1921-2)	DI-FNCL-81567C	IAW CSDR Plan	IAW CSDR Plan	D	E	APM PM	Woodley	X	X	X	X
A011	3.3.1	0001, 0002, 0100, 0105, 0200, 0201, 0202	CCDR- Contractor Business Data Report (1921-3)	DI-FNCL-81765B	ANNUALLY	60 calendar days prior to end of Contractor's FY	D	E	APM PM	Woodley	X	X	X	X
A012	3.3.2.1, 3.3.2.2, 3.3.2.3	0001, 0002, 0100, 0105, 0200, 0201, 0202	CCPC- Contractor Controlled Research, Development, Test and Evaluation; Procurement Cost; and Operating and Support Cost	DI-MISC-80711A	QUARTERLY	30 Calendar Days After PDR	D	E	APM PM	Woodley	X	X	X	X
A013	3.3.3	0001, 0002, 0100, 0105, 0200, 0201, 0202	Bill of Material Pricing Report	DI-MISC-80711A	4 TIMES	at CDR	C	E	APM PM	Woodley	X	X	X	X
A014	3.3.4	0001, 0002, 0100, 0105, 0200, 0201, 0202	Lot Size Pricing Report	DI-MISC-80711A	4 TIMES	at CDR	C	E	APM PM	Woodley	X	X	X	X
A015	3.3.5	0001, 0002, 0100, 0105, 0200, 0201, 0202	Contractor Controlled Life Cycle Cost Estimate (CCLCCE)	DI-MISC-80711A	ANNUALLY	30 days prior to CDR	D	E	APM PM	Woodley	X	X	X	X
A016	3.4.1.1	0001	PDR Presentation	DI-MGMT-81605	1 TIME	14 calendar days prior to PDR	C	E	SE	Cooper	X			
A017	3.4.1.2	0002	CDR Presentation	DI-MGMT-81605	1 TIME	14 calendar days prior to CDR	C	E	SE	Cooper	X	X		

LEGEND: "C" - Contractor "D" - DIDS "E" - Electronic "SC" - Soft Copy

Page 1

AAV Upgrade Contract CDRL List

as of: 11/26/2013

CDRL No.	SOW Para.	CLIN(s)	Title	DID	Freq.	1st Sub. Due	Format	Delivery Media	Functional Group	Point of Contact	PDR	CDR	EMD PROTO-TYPE	LRIP
A018	3.4.1.3	0100, 0105	SVR Presentation	DI-MGMT-81605	1 TIME	14 calendar days prior to SVR		E	SE	Cooper			X	
A019	3.4.2	0001, 0002, 0100, 0105, 0200, 0201, 0202	SEMP	DI-MGMT-81785	ANNUALLY	30 calendar DAC	C	E	SE	Makin	X	X	X	X
A020	3.4.3	0001, 0002, 0100, 0105, 0200, 0201, 0202	Contractors Risk Management Plan (RMP)	DI-MGMT-81808	ANNUALLY	30 calendar DAC	C	E	SE	Robinson	X	X	X	X
A021	3.4.4	0001, 0002, 0100, 0105, 0200, 0201, 0202	Risk Management Status Report	DI-MGMT-81809	PDR/CDR/ QTRLY	83 calendar DAC, prior to PDR	C	E	AAV PM	Knapp	X	X	X	X
A022	3.4.5	0001, 0002, 0100, 0105, 0200, 0201, 0202	Quality Assurance Program Plan (QAPP)	DI -QCIC-81794	ANNUALLY	30 calendar DAC	C	E	SE	Schmidt	X	X	X	X
A023	3.4.14.2	0001, 0002, 0100, 0105	Failure Modes, Effects, and Criticality Analysis (FMECA)	DI-ILSS-81495	3 TIMES	83 calendar DAC, prior to PDR	C	E	SE	Morningstar	X	X	X	
A024	3.4.7	0001, 0002, 0100, 0105	Unclassified AAV Upgrade Requirements Management Data	DI -MISC-80508B	3 TIMES	83 calendar DAC, prior to PDR	C	E	SE	Cooper	X	X	X	
A025	3.4.7	0001, 0002, 0100, 0105	Classified AAV Upgrade Requirements Management Data	DI -MISC-80508B	3 TIMES	83 calendar DAC, prior to PDR	D	E	SE	Cooper	X	X	X	
A026	3.4.7	0001, 0002, 0100, 0105	Interface Control Document (ICD)	DI-CMAN-81248A	3 TIMES	83 calendar DAC, prior to PDR	C	E	SE	Cooper	X	X	X	
A027	3.4.7.1	0001, 0002, 0100, 0105	Developmental Design Drawing List	DI-DRPR-81002A	1 TIME	203 calendar DAC, prior to CDR	C	E	SE	Knapp	X	X		
A028	3.4.9	0001, 0002, 0100, 0105	Contractor's Configuration Management Plan	DI-CMAN-80858B	2 TIMES	30 calendar DAC	C	E	SE	Elgart	X	X	X	
A029	3.4.10	0001, 0002, 0100, 0105	Contractor Verification Report	DI-NDTI-80809B	2 TIMES	203 calendar DAC, prior to CDR	C	E	SE	Cooper	X	X	X	
A030	3.4.7.1	0207 (Option, if exercised)	Product Drawings/Models and Associated Lists	DI-DRPR-81000A	1 TIME	No later than 60 calendar days prior to CLIN 0101 completion	C	E	SE	Knapp	X	X		
A031	3.4.14.5	0001, 0002, 0100, 0105	Reliability, Availability and Maintainability (RAM) Progress Report	DI-MGMT-80555A	3 TIMES	83 calendar DAC, prior to PDR	C	E	SE	Morningstar	X	X	X	
A032	3.4.14.1	0001, 0002, 0100, 0105	Reliability, Availability and Maintainability (RAM) Program Plan	DI-MISC-80508B	2 TIMES	83 calendar DAC, prior to PDR	D	E	SE	Morningstar	X	X	X	
A033	3.4.14.6	0001, 0002, 0100, 0105	System Reliability Model	DI-RELI-81496	3 TIMES	83 calendar DAC, prior to PDR	D	E	SE	Cooper	X	X	X	
A034	3.4.14.7	0101, 0203	Failure Reporting, Analysis and Corrective Action System (FRACAS)	DI-SESS-81315B	4 TIMES	120 calendar Days after Start of Test	C	E	SE	Morningstar			X	X
A035	3.4.15	0001, 0002, 0100, 0105	Critical Task Analysis (CTA) Report	DI-HFAC-81399B	2 TIMES	83 calendar DAC, prior to PDR	C	SE	LOG	Dropinski	X	X	X	

LEGEND: "C" - Contractor "D" - DIDS "E" - Electronic "SC" - Soft Copy

AAV Upgrade Contract CDRL List

as of: 11/26/2013

CDRL No.	SOW Para.	CLIN(s)	Title	DID	Freq.	1st Sub. Due	Format	Delivery Media	Functional Group	Point of Contact	PDR	CDR	EMD PROTO-TYPE	LRIP
A036	3.4.16	0001, 0002, 0100, 0105	Human Engineering Design Approach Document (HEDAD)- O&M	DI-MISC-80508B	2 TIMES	83 calendar DAC, prior to PDR	C	E	SE	Dropinski	X	X	X	
A037	3.4.17.2	0001	Preliminary Hazard Analysis (PHA)	DI-MISC-80508B	1 TIME	83 calendar DAC, prior to PDR	C	SC	SE	Dropinski	X			
A038	3.4.17.3	0100, 0105	Safety Assessment Report	DI-MISC-80508B	1 TIME	45 calendar days prior to TRR	C	E	SE	Dropinski			X	
A039	3.4.17.4	0100, 0105, 0200, 0201, 0202	Hazard Tracking System (HTS)	DI-IPSC-81437A	AS REQ	15 calendar days after first hazard	C	E	SE	Dropinski			X	X
A040	3.4.17.5	0001, 0002, 0100, 0105	Operating and Support Hazard Analysis	DI-MISC-80508B	2 TIMES	203 calendar DAC, prior to CDR	C	E	SE	Dropinski	X	X	X	
A041	3.4.18.1	0001, 0002, 0100, 0105	Crew Casualty Prevention Report	DI-MISC-80508B	1 TIME	203 calendar DAC, prior to CDR	C	E	SE	Hart	X	X		
A042	3.4.18.2	0001, 0002, 0100, 0105	Vulnerability Modeling MUVES-S2 model	DI-SESS-81001D	2 TIMES	173 calendar DAC, prior to CDR	C	E	SE	Hart	X	X	X	
A043	3.4.18.3	0001, 0002, 0100, 0105	CAD Models	DI-SESS-81002F	1 TIME	173 calendar DAC, prior to CDR	C	E	SE	Hart	X	X	X	
A044	3.4.18.4	0001, 0002, 0100, 0105	Ballistic Protection Test and Analysis Report	DI-MISC-80508B	2 TIMES	173 calendar DAC, prior to CDR	D	E	SE	Hart	X	X	X	
A045	3.4.19, 3.4.20	0001, 0002, 0100, 0105	Mobility Model Analysis	DI-MISC-80508B	3 TIMES	173 calendar DAC, prior to CDR	D	E	SE	Hart	X	X	X	
A046	3.4.21	0001, 0002, 0100, 0105	Seaworthiness Analysis	DI-GDRQ-80567A	2 TIMES	203 calendar DAC, prior to CDR	C	E	SE	Hart	X	X	X	
A047	3.4.22	0001, 0002, 0100, 0105	Corrosion Prevention and Control Plan	DI-MISC-80508B	2 TIMES	203 calendar DAC, prior to CDR	C	E	SE	Hart	X	X	X	
A048	3.4.23	0001, 0002, 0100, 0105	Contractor Program Protection Implementation Plan (PPIP)	DI-ADMN-81306	3 TIMES	83 calendar DAC, prior to PDR	C	E	SE	Cooper	X	X	X	
A049	3.4.25.3	0001, 0002, 0100, 0105, 1019, 0200, 0201, 0202	Data Accession List (DAL)	DI-MGMT-81453A	QTRLY	83 calendar DAC, prior to PDR	C	E	AAV PM	Scarlato	X	X	X	X
A050	3.5.4.1.3.2	0100, 0105	Shot Line Spares Analysis	DI-MISC-80508B	1 TIME	at MS C	C	E	TE&P	Ostrom			X	X
A051	3.5.2.4.1	0101, 0203	Test Vehicle Support Plan (TVSP)	DI-MISC-80508B	AS REQ	90 calendar days prior to first test event	C	E	TE&P	Hanneman			X	X
A052	3.6.1	0001, 0002, 0100, 0105	Manufacturing Plan	DI-MGMT-81889	2 TIMES	30 calendar days prior to CDR	D	E	TE&P	Antaya	X	X	X	
A053	3.6.3, 3.6.4	0001, 0002, 0100, 0105	Manufacturing Readiness Level Self Assessment	DI-MISC-80508B	2 TIMES	203 calendar DAC, prior to CDR	C	E	TE&P	Antaya	X	X	X	
A054	3.6.5.2, 3.6.5.3	0001, 0002, 0100, 0105	Acceptance Test Plan	DI-QCIC-80553A	2 TIMES	203 calendar DAC, prior to CDR	C	E	TE&P	Antaya	X	X	X	

LEGEND: "C" - Contractor "D" - DIDS "E" - Electronic "SC" - Soft Copy

AAV Upgrade Contract CDRL List

as of: 11/26/2013

CDRL No.	SOW Para.	CLIN(s)	Title	DID	Freq.	1st Sub. Due	Format	Delivery Media	Functional Group	Point of Contact	PDR	CDR	EMD PROTO-TYPE	LRIP
A055	3.6.5.4.1, 3.6.5.4.2	0001, 0002, 0100, 0105, 0200, 0201, 0202	Final Inspection Record (FIR)	DI-QCIC-81068	AS REQ	203 calendar DAC, prior to CDR	C	SC	TE&P	Antaya	X	X	X	X
A056	3.7.1, 3.7.2, 3.7.3.3	0001, 0002, 0100, 0105, 0200, 0201, 0202	Logistics Product Data (LPD) including Provisioning Technical Data (PTD)	DI-SESS-81758A	QTRLY	60 calendar DAC	C	E	LOG	Phillips	X	X	X	X
A057	3.7.2, 3.7.2.2, 3.7.2.3, 3.7.2.4.1, 3.7.2.4.2	0001, 0002, 0100, 0105, 0200, 0201, 0202	Supportability Analyses	DI-MISC-80508B	AS REQ	90 calendar DAC (option)	C	E	LOG	Phillips	X	X	X	X
A058	3.7.3.1	0100, 0105, 0200, 0201, 0202	Parts Management Plan	DI-SDMP-81748	ANNUALLY	60 calendar DAC (option)	C	E	LOG	Phillips			X	X
A059	3.7.3.2, 3.7.3.3	0100, 0105, 0200, 0201, 0202	Product Support Plan	DI-MGMT-81117	ANNUALLY	45 calendar DAC (option)	C	E	LOG	Higareda			X	X
A060	3.7.3.3, 3.7.3.4	0100, 0105, 0200, 0201, 0202	Engineering Data for Provisioning	DI-SESS-81874	AS REQ	AS REQ (option)	C	E	LOG	Higareda			X	X
A061	3.7.4.4.1	0100, 0105, 0200, 0201, 0202	Test Packages	DI-SESS-81525B	4 TIMES/R	60 calendar days prior to GDT/RDT (option)	C	SC	LOG	Patton			X	X
A062	3.7.4.4.2, 3.7.4.4.3, 3.7.4.4.4	0100, 0105, 0200, 0201, 0202	Training Conduct Support Document: Lesson Plans	DI-SESS-81523B	4 TIMES/R	60 calendar days prior to GDT/RDT (option)	C	SC	LOG	Patton			X	X
A063	3.7.4.6	0100, 0105, 0200, 0201, 0202	Course Conduct Information Package (Trainee and Training Course Completion Data)	DI-SESS-81522B	4 TIMES/R	14 calendar days after completion of GDT/RGT Training (option)	C	SC	LOG	Patton			X	X
A064	3.7.6	0100, 0105, 0200, 0201, 0202	Technical Manual	MIL-SPEC-38784	1 TIME	90 calendar days prior to OA (option)	D	E	LOG	Phillips			X	X
A065	3.7.7.2, 3.7.7.5	0001, 0002, 0100, 0105, 0200, 0201, 0202	Government Property Status Report	DI-MISC-81191A	QTRLY	90 calendar DAC	D	E	LOG	Maggard	X	X	X	X
A066	3.7.7.3	0001, 0002, 0100, 0105, 0200, 0201, 0202	GFP Failure Report	DI-MISC-80508B	MONTHLY	30 calendar DAC	C	E	LOG	Maggard	X	X	X	X
A067	3.8	0001, 0002	LRIP Proposal Submission	N/A	1 TIME	30 calendar days prior to CDR	C	E	AAV PM	Scarlato	X	X		
A068	3.6.5.4, 3.6.5.4.2	0100, 0105	Acceptance Test Report	DI-QCIC-81891	10 TIMES	15 calendar days after completion of Acceptance Testing	C	E	TE&P	Antaya			X	
A069	3.6.5.4.2	0100, 0105	As-Built Configuration (ABC) Bill of Material (BOM) List	DI-SESS-81903	10 TIMES	15 calendar days after completion of Acceptance Testing	C	E	TE&P	Antaya			X	

LEGEND: "C" - Contractor "D" - DIDS "E" - Electronic "SC" - Soft Copy

1. GENERAL INSTRUCTIONS for Exhibit "A" CDRL Items (DD Form 1423s)

Detailed Block Information (Blocks 1 through 16)

Block 1, "Data Item Number" – CDRL number referenced in the SOW.

Block 2, "Title of Data Item" – The title listed on an authorized Data Item Description (DID).

Block 3, "Subtitle" – Amplification of DID title, if it requires further identification.

Block 4, "Authority" – Reflects the exact DID identification number as it appears on the DID or in the Acquisition Management System and Data Requirements Control List (AMSDL) (DoD 5010.12-L). The final alpha character indicates a revision. If a modification is required to either limit the scope or clarify the usage of the DID, a "/T" will follow the number to indicate tailoring. The details will be explained in Block 16. If no DID listed in the AMSDL will meet the requirements of the system, a One-Time DID will be included with the CDRL.

Block 5, "Contract Reference" – This is the Statement of Work paragraph that generates the data item.

Block 6, "Requiring Office" – This is office responsible for advising as to the adequacy of the data unless the responsibility is delegated elsewhere in the contract.

Block 7, "DD 250 Requirement" – The activity to perform the inspection and/or acceptance is the office in Block 6. Block 7 codes are as follows:

CODE	INSPECTION	ACCEPTANCE
SS	Source (DD Form 250)	Source (DD Form 250)
DD	Destination (DD Form 250)	Destination (DD Form
SD	Source (DD Form 250)	Destination (DD Form
DS	Destination (DD Form 250)	Source (DD Form 250)
LT	Letter of Transmittal Only	
No	No inspection or acceptance Required	

CODE	INSPECTION/ACCEPTANCE
XX	Inspection and Acceptance requirements specified elsewhere in contract
S	Indicated at contractor's facility
D	Normally indicates the primary distribution point

Block 8, "Approval Code" – An "A" in Block 8 requires the Government will approve/disapprove data submittals in writing not later than thirty (30) calendar days after receipt of the data unless otherwise specified in Block 16 of the individual data item. The absence of a code in Block 8 in no way precludes the Government from exercising approval/disapproval authority for any data submission. Regardless of whether a data item requires approval, the Government reserves the right to refuse to accept data that does not comply with the requirements specified in the relevant DD Form 1423 and the SOW.

Block 9, "Distribution Statement Required" – This block indicates the specific distribution statement. When "D" is specified the following distribution statement applies:

DISTRIBUTION STATEMENT D: Distribution authorized to the Department of Defense and U.S. DoD contractors only; Administrative/Operational Use, 9 April 2012. Other requests shall be referred to Program Executive Officer – Land Systems (PM AAA), 2200 Lester Street, Quantico, VA.

Block 10, "Frequency" – The following are the codes used in this block:

ANNUALLY	Delivered on a annual basis
AS REQ	Delivered on an as required basis
MONTHLY	Delivered on a monthly basis
QUARTERLY	Delivered on a quarterly basis
"X" TIME	Number of times to be submitted (1-time, 2-times, 3-times, etc)**
"X" TIME/R	Number of times to be submitted with revision

Note: * - use of these codes requires further explanation in Block 16 to provide, the contractor with guidance necessary to accurately price the deliverable data item.
Note: ** - A number must be inserted in place of the "X."
Note: When ASREQ is used in Items Blocks 10, 11, 12 or 13, an explanation of the requirement must be entered in Block 16.

Block 11, "As of Date" – If the data is to be submitted only once, the "As of Date" (cut-off date) is as follows: year/month/day (e.g., "92Mar10"). This is the date for cutting off collection of the data. If the data is to be submitted multiple times, a number to indicate the number of calendar days before the end of the reporting period, established in Block 10, that data collection will be cut off. For example, "15" would place the "As of Date" for the data at 15 days before the end of the month, quarter, or year depending on the frequency established in Block 10 (e.g., report for May should reflect information collected through 16 May). An "O" would place the "As of" date at the end of each month, quarter, or year, etc. Block 16 may be used for further explanation. If an "As of Date" is not applicable, Block 11 will have "N/A".

Block 12, "Date if First Submission" – The date of submission is entered as follows: year/month/day (e.g., "92Mar10"). If submittal is constrained by a specific event or milestone, the constraint is entered. If the contract start date is not known, the number of calendar days after contract (DAC) start is entered (e.g., "90 DAC"). If this date is not known or requires further clarification, Block 16 is used.

Block 13, "Date of Subsequent Submission" – If the data is submitted more than once, the date(s) of subsequent submission(s) are entered. If submittal is constrained by a specific event or milestone, this constraint is entered in Block 16. Classified dates are not entered.

Block 14, "Distribution and Addresses" – Entered here or n the distribution matrix are the addresses and the number of copies (regular/reproducible) to be received by each. Office symbols and command initials are used. The distribution matrix may be used where there is insufficient space in Block 14, and when many data items require extra space.

Block 15, "Total" – The total number of draft and final (regular and reproducible) copies required by Block 14. For digital media, the total number of copies required by Block 14.

Block 16, "Remarks" – This block is used to explain, tailored feature of the DID, Items 1 through 15, and any resubmitted schedule or special conditions involved in updating the data.

2. OTHER GENERAL INSTRUCTIONS for Exhibit "A" CDRL Items (DD Form 1423s)

2.1 Correspondence

All correspondence/CDRL deliverables shall include a title page containing, as applicable: document number; version/revision indicator; security markings, or restrictions on the handling of the document; date; document title; name, abbreviation, and any other identifier for the system, subsystem, or item to which the document applies; contract number; CDRL number; organization for which the document has been prepared; name and address of the preparing organization; and distribution statement.

All other correspondence, including electronic communications and all DD Form 250s relating to the CDRL items shall be clearly identified with the contract number, Data Item Description (DID) number, title and subtitle of the DID, CDRL sequence number(s), distribution list showing the office symbols and the number of copies distributed, the document number and version notation, periods covered, and any other pertinent references/information. For presentation submittals, a cover sheet/title page shall also be included.

2.2 Duplication

The Contractor shall take care not to unnecessarily duplicate data previously procured by the Government, except to provide required copies to newly established recipients under the contract. Instances of apparent unnecessary duplication should be identified to the PM AAA office**.** The Contractor is encouraged to recommend deletions, additions, substitutions, consolidations, and use of existing contractor or subcontractor formats of data when such actions will aid the procuring agency in obtaining minimum essential data, in a timely and cost effective manner.

2.3 Format

Unless otherwise specified, all documents shall be MS Office 2007 compatible for Windows. All electronic format submittals shall be word searchable (i.e. not scanned). For MS Word documents, all comments and changes shall be captured using the "Track Changes" feature. For MS Excel documents, all formulas must be enclosed. All technical data must be submitted digitally, and shall be delivered virus-free. No ".pdf" files will be accepted as a deliverable, unless specified in the CDRL

or approved by the COR.

2.4 Electronic File Naming Convention

All electronic files shall comply with the following naming convention: CDRL # (e.g. A001), abbreviated Title (e.g., SEMP), and date (YYYYMMDD - e.g., 20100122).
Sample: CDRL_A001_SEMP_20130822

2.5 Data Delivery Dates

If the data delivery date specified on the DD Form 1423-1 is a Saturday, Sunday or federal holiday, the data shall be due on the next regular working day. All due dates are calendar days.

2.6 CDRL Submission

All CDRLs shall be submitted as specified in the Block 14 Distribution of the DD Form 1423-1. Additional submission instructions specified below.

2.6.1 UNCLASSIFIED CDRL Submissions

All UNCLASSIFIED CDRL submissions shall be submitted electronically, unless otherwise specified in Block 16 of the DD Form 1423-1. In addition to the Block 14 distribution list, an electronic letter of transmittal shall be submitted to the Contracting Officers Representative (COR) for tracking purposes. The COR shall be responsible for tracking each CDRL submittal within the PM AAA Program Office, via an electronic database, and ensure the review/approval of each is processed in the timeframe specified in Block 8 of the DD Form 1423-1. All electronically delivered files and/or media shall be screened for viruses and delivered virus free.

2.6.2 CLASSIFIED CDRL Submissions

All CLASSIFIED CDRL submissions shall be submitted in either one of the following forms provided below. **NO** CLASSIFIED CDRLs shall be submitted to the COR. Once the CDRL is received by the PM AAA Security Officer via one of the forms stated below, the COR will then be notified of the submission.

1. Electronically through the Marine Corps System Command (MCSC) Classified Material Control Center (CMCC) SIPRNET or,
2. By mail in accordance with the following guidance.

Outer Envelope shall be addressed to:
Commander
ATTN: CMCC
MARCORSYSCOM
2200 Lester Street
Quantico, VA 22134-6050

Inner Envelope shall be addressed to:
Commander
ATTN: CMCC/PM AAA
MARCORSYSCOM
2200 Lester Street
Quantico, VA 22134-6050

If sending a CDRL by FEDEX, this phone number (703) 432-4131 is required on the package.

Manufacturing Site Visits

The Government intends to conduct site visits to the Contractor(s) facility between PDR and CDR. The following questions have been developed to assist in the determination of elements to be assessed. All significant areas of the work breakdown structure or bill of materials should be subject to the following filtering questions. Any responses that the Government assesses not to meet the proper Manufacturing Readiness Level criteria may imply that an assessment of manufacturing readiness be needed for that element. The following questions apply:

Materials:

1. Are there materials which have not been demonstrated in similar products or manufacturing processes?
2. How does the Contractor demonstrate their material selection is compatible with other DOD combat vehicles?
3. The Contractor shall demonstrate no exotic materials are used to manufacture the AAV.

Cost:

1. Is this item a driver that significantly impacts life-cycle cost (development, unit, or operations and support costs)? Is the technology new with high cost uncertainty?
2. How will the contractor leverage other DoD programs and contracts to receive material if mandated by the USMC? For example: Track, engines, etc.
3. How does the Contractor propose to transition their production vehicles to the USMC depots' for the O&S phase?

Design:

1. Is the item design novel or does it contain nonstandard dimensions or tolerances or arrangements?
2. Have the Contractor demonstrate its understanding and correct application of Key Characteristics (KC). How will the contractor demonstrate how it and its suppliers will properly implement and will record KC?
3. How does the Contractor control the design's tolerances to meet vehicle performance? Tighter tolerances may not be necessary to meet AAV performance requirements, and will increase the cost of the parts and vehicle throughout its life cycle.

Manufacturing Process:

1. Will the item require the use of manufacturing technology, processes, inspection, or capabilities that are unproven in the current environment?
2. What processes will be used in reducing product risk by such means as design compatibility with production processes, design for ease in both factory testing and built-in test?
3. Are there lessons learned from past programs?
4. Does the manufacturing flow minimize tooling changes and machine adjustments?
5. Have alternative flow paths been developed?

Quality:

1. Does the item have historical/anticipated yield or quality issues?
2. Is the drawing release system controlled and disciplined?
3. Will the Contractor utilize incoming inspections and/or kit preparation to ensure high quality and correct components are used on the assembly line?
4. What is the Contractors corrective action process for manufacturing?

Manufacturing Site Visits

Schedule:

1. Does this item have lead time issues or does it significantly impact schedule?

Are materials and tooling available to meet pilot line schedule?

Facilities:

1. Does this item require a new manufacturing facility or scale up of existing facilities (i.e., new capability or capacity)?
2. Has the facility been assessed for and modernization needs or improvements
3. Does the production center have the ability to evaluate manufacturing techniques for worker retraining for production improvements?

S**upply Chain Management:**

1. Does the item have anticipated or historical sub-tier supplier problems (e.g., cost, quality, delivery)?
2. Is the Contractor's MRP system integrated with its suppliers? If not, how does the Contractor control their design to their suppliers' production?

Industrial Base:

1. Does the item have an industrial base footprint with critical shortfalls or is this a critical item manufactured by a sole or foreign source?
2. How will the Contractor demonstrate the viability of their proposed industrial base?
3. Has the Contractor proposed the option of using Title 10 facilities can accomplish same scope OEM is not precluded from PPP?

Statement of Work (SOW)

For

Assault Amphibious Vehicle (AAV) Survivability Upgrade Program

AAV-SOW-01002

Version 0.21

3 December 2013

Distribution Statement A: Approved for public release: distribution unlimited.

Prepared by

_____

Program Manager Advanced Amphibious Assault (PM AAA)

Source Selection Information – See FAR 2.101 and 3.104

AAV SURVIVABILITY UPGRADE STATEMENT OF WORK

1 SCOPE 5

1.1 BACKGROUND 5
1.2 INTRODUCTION OF THE STATEMENT OF WORK 5

2 APPLICABLE DOCUMENTS 6

2.1 DEPARTMENT OF DEFENSE SPECIFICATIONS 6
2.2 MILITARY HANDBOOKS, INSTRUCTIONS, DIRECTIVES, STANDARDS AND GUIDES 6
2.3 AVAILABILITY OF DOD DOCUMENTS 7
2.4 OTHER DOCUMENTS, DRAWINGS AND PUBLICATIONS 7

3 REQUIREMENTS (APPLICABLE TO BASE AND ALL OPTIONS) 9

3.1 GENERAL REQUIREMENTS OVERVIEW 9
3.1.1 RESOURCE REQUIREMENTS 9
3.1.2 SECURITY 10
3.1.3 OPERATIONS SECURITY PLAN 10
3.1.4 RESERVED 10
3.1.5 GOVERNMENT FURNISHED INFORMATION 10
3.2 PROGRAM MANAGEMENT 10
3.2.1 CONFERENCES AND REVIEWS 11
3.2.2 POST AWARD AND CONTRACT OPTION AWARD CONFERENCES 11
3.2.3 PROGRAM MANAGEMENT REVIEWS FOR THE EMD PROTOTYPE BUILD AND LRIP CLINS 12
3.2.4 MONTHLY PROGRESS STATUS REPORTS FOR THE EMD PROTOTYPE BUILD AND LRIP CLINS 13
3.2.5 INTEGRATED MASTER PLANNING/INTEGRATED MASTER SCHEDULING / SCHEDULE RISK ASSESSMENT 13
3.3 COST ESTIMATING AND ANALYSIS 15
3.3.1 CONTRACTOR COST AND SOFTWARE DATA REPORTING 15
3.3.2 CONTRACTOR CONTROLLED COST REPORTS 16
3.3.3 BILL OF MATERIAL PRICING REPORT 17
3.3.4 TIME SERIES LOT SIZE PRICING DATA 18
3.3.5 CONTRACTOR CONTROLLED LIFE CYCLE COST ESTIMATE 18
3.4 SYSTEMS ENGINEERING 19
3.4.1 TECHNICAL REVIEWS 19
3.4.2 SYSTEMS ENGINEERING MANAGEMENT PLAN 20
3.4.3 CONTRACTOR RISK MANAGEMENT PLAN 20

3.4.4 RISK MANAGEMENT STATUS REPORT 20
3.4.5 QUALITY 21
3.4.6 RESERVED 21
3.4.7 REQUIREMENTS MANAGEMENT 21
3.4.8 SYSTEM ARCHITECTURE 22
3.4.9 CONFIGURATION MANAGEMENT 23
3.4.10 CONTRACTOR VERIFICATION REPORT 23
3.4.11 RESERVED 23
3.4.12 RESERVED 23
3.4.13 MODELING AND SIMULATION 23
3.4.14 RELIABILITY PROGRAM MANAGEMENT 23
3.4.15 CRITICAL TASK ANALYSIS REPORT 26
3.4.16 HUMAN ENGINEERING DESIGN APPROACH DOCUMENT - OPERATOR/MAINTAINER 27
3.4.17 HAZARD IDENTIFICATION AND MITIGATION 27
3.4.18 SURVIVABILITY MANAGEMENT 28
3.4.19 NATO REFERENCE MOBILITY MODEL ANALYSIS 29
3.4.20 NATO REFERENCE MOBILITY MODEL RIDE QUALITY ANALYSIS 29
3.4.21 SEAWORTHINESS ANALYSIS 31
3.4.22 CORROSION PREVENTION AND CONTROL PLAN 31
3.4.23 PROGRAM PROTECTION PLAN 32
3.4.24 INFORMATION ASSURANCE AND ANTI-TAMPER 32
3.4.25 DATA 33
3.5 TEST AND EVALUATION 34
3.5.1 LFT&E MANAGEMENT AND SUPPORT 34
3.5.2 DT, OT, AND LFT&E MANAGEMENT AND SUPPORT 35
3.5.3 GOVERNMENT TEST AND EVALUATION ON EMD PROTOTYPE VEHICLES 39
3.5.4 GOVERNMENT TEST AND EVALUATION ON THE LRIP VEHICLES 42
3.6 MANUFACTURING OF THE EMD PROTOTYPE AND LRIP VEHICLES 45
3.6.1 MANUFACTURING PLAN 45
3.6.2 VEHICLE MATERIAL 45
3.6.3 MANUFACTURING READINESS SELF ASSESSMENT FOR CDR 45
3.6.4 MANUFACTURING READINESS SELF ASSESSMENT FOR SVR 46
3.6.5 CONTRACTOR ACCEPTANCE TEST 46
3.7 LOGISTICS 48
3.7.1 LOGISTICS MANAGEMENT INFORMATION 49
3.7.2 SUPPORTABILITY ANALYSES 49
3.7.3 SUPPLY SUPPORT 51
3.7.4 TRAINING FOR EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED) 52
3.7.5 PACKAGING, HANDLING, STORAGE AND TRANSPORTATION FOR EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED) 55

3.7.6 TECHNICAL MANUALS 57
3.7.7 SCHEDULE OF GOVERNMENT FURNISHED PROPERTY 58
3.8 LRIP PROPOSAL SUBMITTAL 59
3.9 CONTRACTOR MANPOWER REPORTING APPLICATION (CMRA – APPLIES ONLY TO CLINS 0101 AND 0203) 60
3.10 CROSSWALK MATRIX 61

1 SCOPE

This Statement of Work (SOW) describes the work scope associated with the AAV Survivability Upgrade Program. It includes all efforts associated with the Preliminary Design Review (PDR), the Critical Design Review (CDR), Engineering and Manufacturing Development (EMD) Prototype Build (Option, if exercised), Low Rate Initial Production (LRIP) Build (Option, if exercised), and Test Support CLINs for both EMD and LRIP Vehicles (Option, if exercised). The Quality Assurance Surveillance Plan (QASP), Attachment 12, shows the paragraph numbers and the associated CLIN(s) for this effort.

1.1 BACKGROUND

The Assault Amphibious Vehicle (AAV) is the United States Marine Corps (USMC) self-deploying, fully amphibious combat vehicle that supports the Joint Force and the Marine Air Ground Task Force in conducting operations across the full Range of Military Operations. Originally fielded in 1972, the AAV is the oldest vehicle platform in the USMC inventory. Since 1972, the vehicle has undergone major modernization efforts in the areas of Land Mobility, Reliability, Command, Control, Communications, Computer, Intelligence (C4I) and Lethality. Currently, the AAV does not provide the crew and embarked Marines the level of protection necessary to operate in contemporary combat environments where there is a high probability of encountering Improvised Explosive Devices (IEDs).

The AAV Survivability Upgrade Program is required to improve force protection and restore operational relevance to the USMC AAV Personnel Carrier variant platform. This program is intended to mitigate gaps in the performance until a comprehensive capability material solution can be provided in the 2025 – 2030 timeframe. The AAV Family of Vehicles (FoVs) will be in service until at least 2030. The requirement is to upgrade 396 P7 AAV Reliability, Availability and Maintainability/Replenishment Spares (RAM/RS). The desired upgrades include:

- Improved underbelly and sponson protection
- Integrated blast attenuating seats
- Integrated spall liners

The AAV Survivability Upgrade Program is an Acquisition Category (ACAT) III Program and it is expected to move quickly through the acquisition life cycle to meet the required timelines of the USMC, fill the current capability gap, and to limit cost growth.

1.2 INTRODUCTION OF THE STATEMENT OF WORK

This SOW describes the work scope associated with the development of design solutions, building of vehicles, and testing of vehicles for all activities required for the AAV Survivability Upgrade Program. This effort shall consist of PDR and CDR Contract Line

Item Numbers (CLINs), an EMD Prototype Build CLIN (Option, if exercised), an LRIP CLIN (Option, if exercised), and Test Support CLINs for both EMD and LRIP Vehicles (Options, if exercised).

2 APPLICABLE DOCUMENTS

The following documents form a part of this SOW to the extent specified herein. Unless otherwise noted, in the event of a conflict between the SOW and the references cited herein (except for related specification sheets), the text of this SOW takes precedence.

2.1 DEPARTMENT OF DEFENSE SPECIFICATIONS

Reference	Title
MIL-PRF-29612	Training Data Product Specification
MIL-PRF-81309	Corrosion Preventive Compounds, Water Displacing, Ultra-Thin Film

2.2 MILITARY HANDBOOKS, INSTRUCTIONS, DIRECTIVES, STANDARDS AND GUIDES

Reference	Title
DoD IMP and IMS Preparation and Use Guide	Department of Defense (DoD) Integrated Master Plan and Integrated Master Schedule Preparation and Use Guide (v0.9 dated 21 Oct 2005)
DoD 4160.28	Defense Demilitarization Manual
DoD 5000.04-M-1	Cost and Software Data Reporting (CSDR) Manual
DoD 5220.22-M	National Industrial Security Program Operating Manual
DoDD 8500.01E	Information Assurance (IA)
DoDI 2030.08	Implementation of Trade Security Controls for Transfer of DoD U.S. Munitions List
DoDI 8500.2	IA Implementation
DoDD 8570.01	Information Assurance Training, Certification, and Workforce Management
DoDI 5200.39	Critical Program Information Protection Within the DoD
ISO 9001	International Organization for Standardization (ISO)
MIL-DTL-5002	Surface Treatments and Inorganic Coatings For Metal Surfaces of Weapons Systems
MIL-DTL-53072C	Chemical Agent Resistant Coating System Application Procedures and Quality Control Inspection
MIL-HDBK-61	Configuration Management (CM) Guidance

Reference	Title
MIL-HDBK-419	Grounding, Bonding and Shielding For Electronic Equipments and Facilities
MIL-STD-129P	Military Marking for Shipment and Storage
MIL-STD-130	Identification Marking of US Military Property
MIL-STD-3018	Parts Management
MIL-STD-464C	Electromagnetic Environmental Effects Requirements for Systems
MIL-STD-810G	Environmental Engineering Considerations and Laboratory Tests
MIL-STD-882E	System Safety
MIL-STD-889	Dissimilar Metals
MIL-STD-1472	DoD Design Criteria Standard: Human Engineering
MIL-STD-2073 1E	Standard Practice for Military Packaging
MIL-STD-3018	DoD Standard Practice: Parts Management
MIL-STD- 38784	Technical Manual Specs and Standards
MIL-STD-46855A	DoD Handbook: Human Engineering Guidelines for Military Systems, Equipment, and Facilities
MIL-STD-7179	Finishes, Coatings, and Sealants, for the protection of aerospace weapons systems
OPNAVINST 3432.1A	Operations Security
Risk Management Guide	Risk Management Guide for DoD Acquisitions, Sixth Edition (Version 1.0) dated Aug 2006

2.3 AVAILABILITY OF DOD DOCUMENTS

Military Specifications are available online at https://assist.daps.dla.mil/quicksearch or https://assist.daps.dla.mil or from the Standardization Document Order Desk, 700 Robbins Avenue, Building 4D, Philadelphia, PA 19111-5094.

DoD Directives, Manuals, Instructions and Publications are available online at http://www.DTIC.mil/ or from the National Technical Information Services (NTIS), 5285 Port Royal Road, Springfield, VA 22161.

2.4 OTHER DOCUMENTS, DRAWINGS AND PUBLICATIONS

Reference	Title
AAV-PLN-01003	Systems Engineering Plan
AAV-SPE-01001	AAV Survivability Upgrade System Specification

Reference	Title
AAV-PLN-01001	AAV Configuration Management Plan
ANSI/GEIA-859-2004	Data Management
ASME Y14.34	Engineering Standards
ASME Y14.100	Standard-Engineering Drawing Practices
ASTM-D-3951	Standard Practice for Commercial Packaging
On-line Resource	Defense Acquisition Guidebook
N/A	Defense Information Security Agency (DISA) Security Technical Implementation Guide (STIG)
DLM 4000.25-2-M	Military Standard Transaction Reporting and Accounting Procedures (MILSTRAP)
DTM-11-003	Directive-Type Memorandum (DTM) – Reliability Analysis, Planning, Tracking, and Reporting
FD/SC dated 11 May 1998	Failure Definition and Scoring Criteria
GEIA-STD-0007	Logistic Product Data
MCO 3070.3	Marine Corps Operations Security (OPSEC) Program
(MRL) Deskbook, Version 2.2.1	Manufacturing Readiness Level (MRL) Deskbook, dated Oct 2012
NAVAIR Public Release 09-456	NAVAIR IMS Guidebook
NRMMII Version 2.8.2b	North Atlantic Treaty Organization (NATO) Reference Mobility Model Edition II
TM 4750-OD/1	Paint, Coating, Underbody and Registration Marking for Marine Corps Combat and Tactical Equipment: August 2012
TM 10510-OD/1M	General Purpose Test, Measurement and Diagnostic Equipment (TMDE) Listing
TM 4795-OR/1A	Organizational Corrosion Prevention and Control Procedures for USMC Equipment April 2011
Technology Readiness Assessment (TRA)	Technology Readiness Assessment (TRA) Guidance, Dated Apr 2011

3 REQUIREMENTS (APPLICABLE TO BASE AND ALL OPTIONS)

All tasks identified in this SOW are for the purpose of upgrading the AAVP7A1 RAM/RS to meet the AAVP7A1 RAM/RS Upgrade System Specification. The performance of the upgraded system shall meet no less than the performance requirements of the AAVP7A1 RAM/RS Upgrade System Specification (Attachment 7). Legacy performance requirements not enhanced by the Upgrade System Specification are not affected.

All efforts shall be made by both the Contactor and the Government to report and address only those design efforts that support and impact the AAV Survivability Upgrade Program as provided for in the contract and this SOW. There is no intention to require the Contractor to assess, report or address legacy system/subsystems of the AAV that are not directly impacted by the Contractor's design. To fully understand the Contractor provided design for the AAV platform, full system analysis may be required. The Contractor shall work with the COR or within the IPT structure to address the efforts that directly impact legacy subsystems or requirements.

The Contractor shall develop designs with solutions based on systems, subsystems, and components in the form of Non-Developmental Items (NDI) at a Technology Readiness Level (TRL) 6 or higher.

The EMD Phase is divided into subphases or options. The SOW addresses requirements for all of the following efforts:

- Base Contract Award includes PDR through CDR and may have multiple awards
- Option CLIN awarded to one (1) Contractor for EMD Prototype Build and test support through System Verification Review (SVR)
- Option CLIN awarded to one (1) Contractor for LRIP Build and testing support (Contractors shall submit the LRIP CLIN proposal prior to CDR)

3.1 GENERAL REQUIREMENTS OVERVIEW

3.1.1 RESOURCE REQUIREMENTS

The Contractor shall provide the necessary resources to complete the requirements identified in this SOW. The Contractor shall provide personnel in the program level leadership positions including Program Manager, Integrated Product Team (IPT) Leaders or Team Leads (this includes the Lead Engineer and Logistics Manager as examples), Contracts, Business Managers and other positions that require leadership oversight.

3.1.2 SECURITY

The Contractor shall have and maintain a secret Facility Clearance prior to award and shall ensure sub-contractors obtain and maintain classified access eligibility as applicable. The Contractor shall have a valid secret Facility Clearance Level prior to conducting any classified work. The Prime Contractor and all sub-contractors (through the Prime Contractor) shall adhere to all aspects of DoD Directive 5220.22-M. All personnel identified to perform on this contract shall maintain compliance with DoD, Department of the Navy (DON), and USMC Information and Personnel Security Policy to include completed background investigations (as required) prior to classified performance.

3.1.3 OPERATIONS SECURITY PLAN

The Contractor shall develop and implement an OPSEC Plan as defined in the Contract Security Classification Specification (DD Form 254), Attachment 1. Office of the Chief of Naval Operations Instruction (OPNAVINST) 3432.1A, "Operations Security" and Marine Corps Order (MCO) 3070.3, "The OPSEC Program" provides additional information for guidance. The OPSEC Plan shall define the processes and procedures the Contractor shall use to protect AAV Survivability Upgrade classified and/or sensitive unclassified program information and material at all levels of classification through all stages of Contractor-managed product design and development. The Contractor shall prepare and submit the Contractors OPSEC Plan in accordance with Contract Data Requirements List (CDRL) A001.

3.1.4 RESERVED

3.1.5 GOVERNMENT FURNISHED INFORMATION

The Government will provide Government Furnished Information (GFI) to assist the Contractor in the performance of the contract requirements in Attachment 3. Items will be provided to the Contractor in accordance with the Base ContractCLINs, the EMD Prototype Build and LRIP CLINs (Options, if exercised) or within 30 days of receipt of Contractors written request and Government approval to the PCO. The Contractor shall provide for accountability, security, and storage for the GFI provided. GFI provided after contract award is listed in Attachment 3.

3.2 PROGRAM MANAGEMENT

The Contractor shall provide a qualified Program Manager (PM) that will be responsible for the accomplishment of all tasks in this SOW. The PM shall plan, organize, manage, schedule, implement, control, analyze, and report on all elements of the SOW. The PM shall have resources and authority to efficiently and effectively execute tasks necessary to complete the requirements. The PM shall be prepared to present and discuss the status of contract activities, requirements, and issues with the PM AAA, AAV Director, PCO and

Contracting Officer Representative (COR). The Contractor shall provide and maintain a Program Management Plan (PMP) for the EMD Prototype Build and LRIP CLINs (Options, if exercised) in accordance with CDRL A002.

The PM shall also be responsible to assess requirements changes and implement approved changes, as authorized by the PCO.

The Contractor shall execute the program with established, defined and repeatable organizational processes, procedures and policies unless otherwise directed within this SOW or other Government regulations, policies, and/or direction. The Contractor shall identify the approach to be implemented and shall provide detail status of any tailoring of these organizational processes for the AAV Survivability Upgrade Program.

The Contractor shall deliver all Unclassified/Classified CDRLs in accordance with eachDD Form 1423 and the CDRL submission instructions, Exhibit A, Attachment 13.

3.2.1 CONFERENCES AND REVIEWS

The Contractor shall plan, host, attend, coordinate, support, and conduct the meetings and conferences (hereinafter called "reviews") to convey program status. The reviews shall be conducted at the Contractor or Government facilities as indicated in Table 2. The Contractor shall coordinate with the Government all specified times and dates for the reviews. The conferences and reviews may be held in conjunction with other conferences/reviews/meetings as authorized by the COR to limit meeting proliferation. The Contractor shall prepare and gain approval of Conference Agendas for the reviews in accordance with CDRL A003, and Conference Minutes in accordance with CDRL A004.

3.2.2 POST AWARD AND CONTRACT OPTION AWARD CONFERENCES

3.2.2.1 POST AWARD CONFERENCE FOR THE PDR AND CDR CLINS

The Post Award Conference (PAC) is the first meeting of key Contractor/Government players. During the conference, participants discuss roles and responsibilities and agree on an interpretation of contract requirements for all parties. The PAC includes a review of contract terms, conditions and requirements, line items and sequence of events needed for successful execution of the contract effort.

The Contractor shall attend and participate in a PAC at the PM AAA Program Office to include Contractor and Government contracting, management, quality assurance and technical personnel no later than 20 calendar days after contract award (see Table 2). The Contractor shall participate with the Government to arrange a schedule and agenda for the PAC prior to the meeting. The Contractor shall provide the Government with minutes of the PAC in accordance with CDRL A004.

3.2.2.2 CONTRACT OPTION PAC FOR THE EMD PROTOTYPE BUILD AND LRIP CLINS

The Contractor shall host a Contract Option PAC for the EMD Prototype Build and LRIP CLINs (Options, if exercised) at the Contractor's facility no later than 20 calendar days after option is exercised (see Table 2). The attendees shall include Contractor and Government contracting, management, quality, quality assurance and technical personnel. The Contractor shall participate with the Government to arrange a schedule and agenda for the PAC prior to the meeting. The Contractor shall provide the Government with minutes of the PAC in accordance with CDRL A004.

3.2.3 PROGRAM MANAGEMENT REVIEWS FOR THE EMD PROTOTYPE BUILD AND LRIP CLINS

The Contractor shall conduct Program Management Reviews (PMRs) on a quarterly basis during the EMD Prototype Build and LRIP CLINs (Options, if exercised) to assess program cost, schedule, performance, process implementation, risk and status related to the execution of the AAV Survivability Upgrade Program (see Table 2). During the EMD Prototype Build option, the first PMR shall be conducted 60 days after option exercise and quarterly thereafter until the Test Readiness Review (TRR). For the LRIP Option, the first PMR shall be conducted 60 days after option exercise and quarterly thereafter until the delivery of the last LRIP. The PMRs may be held in conjunction with other reviews and conferences to limit meeting proliferating. The Contractor shall summarize the following during each PMR:

1) Work completed (inclusive of meeting action items)
2) Work planned for upcoming quarter
3) Contract tasks not completed
4) Significant accomplishments
5) Problems or delays
6) Corrective actions
7) Schedule updates
8) Other program or personnel changes
9) Risk ManagementStatus (Safety included)
10) Configuration Management
11) IMS review with Critical Path and supporting metrics
12) Schedule Risk Assessment (SRA) review with supporting metrics
13) Contractor Cost Data Reporting (CCDR) with most recent cost estimates
14) Status Report from each IPT or Team
15) Project Metric Status

3.2.4 MONTHLY PROGRESS STATUS REPORTS FOR THE EMD PROTOTYPE BUILD AND LRIP CLINS

After the exercise of the EMD Prototype Build and LRIP CLINs (Options, if exercised), the Contractor shall provide a Monthly Status Report in accordance with the Project Status Report CDRL A005.

3.2.5 INTEGRATED MASTER PLANNING/INTEGRATED MASTER SCHEDULING / SCHEDULE RISK ASSESSMENT

3.2.5.1 CONTRACT INTEGRATED MASTER PLAN

The Contractor shall develop and deliver a Contract Integrated Master Plan (IMP) in accordance with the Integrated Program Management Report (IPMR) CDRL A006. The Contractor IMP shall be traceable to the Government provided Program IMP, Attachment 4, and shall include all accomplishments and criteria necessary to achieve each identified Program IMP event. The Contractor shall maintain the IMP throughout the period of performance and any changes require written Government approval. The Contract IMP shall be tracked to the third level of the Government Work Breakdown Structure (WBS) and in compliance with the DoD IMP and IMS Preparation and Use Guide (v0.9 dated 21 October 2005). If the Contractor IMP requires additional IMP accomplishment criteria to be added to the Program IMP, the Contractor can request a change to the Program IMP. The Government will use an established internal process to evaluate the proposed change prior to approval. The Contractor shall liaison with the COR to facilitate the integration of all Contract IMP events, accomplishments, and criteria into the AAV Program IMP.

3.2.5.2 CONTRACT INTEGRATED MASTER SCHEDULE

The Contractor shall decompose the Contract IMP into a time-based IMS to produce a networked, multi-layered schedule showing all the detailed tasks required to accomplish the work effort contained in the Contract IMP. The Contractor shall prepare and submit the Contract Integrated Master Schedule (IMS) in accordance with the IPMR CDRL A006. The Contractor shall liaison with the COR to facilitate the integration of key Contract IMS milestones and tasks into the Program IMS. The Contractor shall develop task definitions that include task durations and dependencies with other Contract IMS Tasks. The Contractor shall maintain the Contract IMS and the Government will ensure key Contract IMS milestones and tasks are fully integrated into the Program IMS. The Contractor shall provide status reports to reflect changes in the Contract IMS, in accordance with the Project Status Report, CDRL A005. In addition, the Contractor shall perform system critical path and near-critical path analyses to the closest major acquisition Milestone (MS) (e.g., MS C) and to each key system-level technical review (e.g., PDR or CDR). The Contractor shall provide the results of the analyses and corrective action plans to resolve those efforts negatively impacting the critical path, in accordance with the IMPR, CDRL A006.

The Contract IMS shall meet the below listed requirements:

1) Define all tasks required to execute the Government-approved Contract IMP. Define all internal and external schedule dependencies necessary to execute the Contract IMS
2) Incorporate into the IMS production (e.g., EMD Prototype and LRIP Build CLINs, (Options, if exercised)) schedule to demonstrate the material delivery, fabrication, assembly, and test for vehicles production and delivery
3) Include Contractor tasks required to accomplish each IMP event and relevant sub-contractor scheduled milestones necessary for the achievement of each Contract IMS event
4) Include all CDRL deliveries and events as defined by the IMP
5) Be vertically traceable to the Contract IMP, the Contract Work Breakdown Structure (CWBS), and the Contract SOW

3.2.5.3 **SCHEDULE RISK ASSESSMENT**

The Contractor shall conduct a Probabilistic Schedule Risk Assessment (SRA) 90 calendar days after the exercise of the EMD Prototype Build and LRIP CLINs (Options, if exercised) and deliver an SRA in accordance with CDRL A006. The SRA will provide the Government with an understanding of the potential schedule impacts associated with existing/emerging contract risks. These analyses shall compute the probability of completing key milestones, events, and tasks/activities by specific dates. The Contractor shall report optimistic, pessimistic and most likely remaining durations and rationale for the values in accordance with contract IMS for each task/activity on any of the following paths: critical path to contract completion, critical path to MS C, the next three (3) near-critical paths to MS C. The NAVAIR public release 09-456 document (NAVAIR IMS Guidebook) shall be used when conducting the SRA. Additional SRAs shall be conducted quarterly in support of the PMRs, as defined in the meeting summary Table 2.

3.2.5.4 **CONTRACT WORK BREAKDOWN STRUCTURE**

The Government will provide a program Work Breakdown Structure (WBS) captured within the notional Cost and Software Data Reporting (CSDR) Plan in Attachment 6. Utilizing the Government provided program WBS, the Contractor shall further refine lower level elements as it pertains to the scope of the AAV Survivability Upgrade Program. The Government will also provide the program WBS Dictionary in Attachment 5. The Contractor shall further define, refine, and update the WBS Dictionary throughout the life of the program. The Contractor shall develop the Contractor Work Breakdown Structure (CWBS) and the CWBS Dictionary in accordance with the CDRL A007.

3.3 COST ESTIMATING AND ANALYSIS

3.3.1 CONTRACTOR COST AND SOFTWARE DATA REPORTING

The Contractor shall systematically collect and report actual contract costs to provide DoD cost analysts with needed data to estimate future costs.

1) In the performance of this contract, the Contractor shall use:
   a) A documented standard CSDR process that satisfies the guidelines contained in the DoD 5000.04–M–1, CSDR Manual
   b) Management procedures that provide for generation of timely and reliable information for the CCDRs required by the CCDR data items of this contract
   c) The Government-approved CSDR Plan for this contract, DD Form 2794, and the related Resource Distribution Table as the basis for reporting, in accordance with the required CSDR DIDs
   d) The Contractor shall flow down the requirement for CSDR reporting to sub-contractors at any tier with a subcontract that exceeds $50 million or any subcontracts valued between $20 million and $49 million that are designated by the Government as being high risk, high value, or high technical interest. If, for subcontracts that exceed $50 million, the Contractor changes sub-contractors or makes new subcontract awards, the Contractor shall notify the Government

2) The required reports shall be in the form of CDRLs as follows:
   a) Cost Data Summary Report (CDSR) (DD Form 1921) [CDRL A008]
   b) Functional Cost-Hour Report (FCHR) (DD Form 1921-1) [CDRL A009]
   c) Progress Curve Report (DD Form 1921-2) [CDRL A010]
   d) Contractor Business Data Report (DD Form 1921-3) [CDRL A011]

3) A CSDR Post Award Conference will be held after contract award to include a discussion of the Contractor's standard Cost and Software Data Reporting (CSDR) process that satisfies the guidelines contained in the DoD 5000.04-M-1, CSDR Manual, and the requirements in the Government-approved CSDR plan for the contract, DD Form 2794, and related Resource Distrobution Table.

The CCDR requirements are outlined in the CSDR Plan (DD Form 2794) which is found in Attachment 6. Inclusive in the plan is the information required by WBS for the respective sub-contractor and Prime Contractor, schedule for report submission, and specific information as to format, address to send the information, and other pertinent facts. The Prime Contractor shall report <u>separate</u> CSDRs for the Development versus production CLIN efforts.

3.3.2 CONTRACTOR CONTROLLED COST REPORTS

3.3.2.1 RESEARCH DEVELOPMENT, TEST AND EVALUATION COST REPORT

The Contractor shall develop, maintain, and update cost model(s) and provide the Contractor Controlled Research, Development, Test, and Evaluation (CCRDT&E) in accordance with CDRL A012. The Government will provide a WBS at a level identified in the CSDR plan and the Contractor shall provide a detailed estimate at or below this level.

3.3.2.2 CONTRACTOR CONTROLLED PROCUREMENT COST REPORTS

The Contractor shall develop, maintain, and update unit cost model(s) and provide estimates of Contractor Controlled Procurement Cost (CCPC) in accordance with CDRL A012. CCPC includes the following elements:

1) Manufacturing Cost – Manufacturing Cost includes only those recurring costs necessary to build complete production vehicles. This includes the costs of all materials, labor, other direct costs incurred in the fabrication, checkout, and processing of parts, subassemblies, major assemblies, and subsystems needed for the final system, and associated burden (overhead, general and administrative, cost of money, and profit/fee). Manufacturing Cost also includes the costs of sub-contractors and purchased parts/equipment, costs of efforts to integrate and assemble various subassemblies into a working system, costs to install general and specific equipment, and costs to paint and package the system for shipment to its acceptance destination.
2) Initial Spares and Repair Parts
3) Support Equipment
4) Ancillary Equipment
5) Contractor Procurement Nonrecurring Engineering (NRE)
6) Interim Logistics Support
7) Training & Technical Data Costs

CCPC is comprised of the summation of all the costs of the elements listed above for the approved acquisition objective (AAO) quantity (see Figure 1) of vehicles built over the procurement profile.

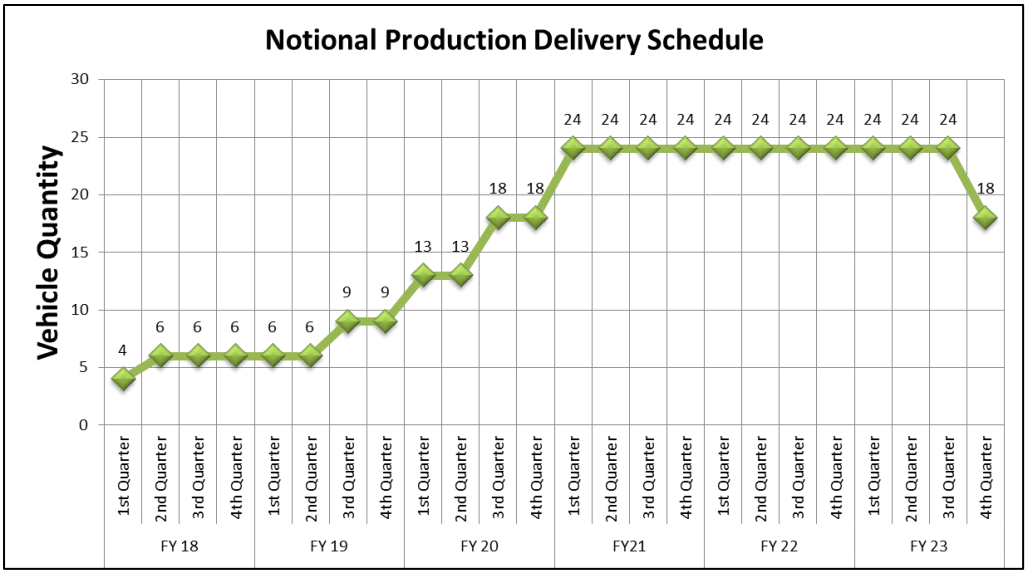


Figure 1 – Notional Production Delivery Schedule

3.3.2.3 CONTRACTOR CONTROLLED OPERATING AND SUPPORT COST

The Contractor shall develop, maintain, and update Operating and Support (O&S) cost model(s) and provide the Contractor Controlled Operating and Support (CCO&S) in accordance with CDRL A012.

3.3.3 BILL OF MATERIAL PRICING REPORT

The Contractor shall provide an indentured Bill of Material (BOM) Pricing Report in accordance with CDRL A013. The BOM shall be mapped to the Office of Secretary of Defense (OSD) Deputy Director, Cost Assessment (DDCA)-approved CSDR Plan CWBS at the lowest CWBS element level. The cost data shall reflect actual costs whenever and where ever possible. The BOM will show "part level" detail for new upgrade related parts to be used on the AAV Survivability Upgrade Vehicles including (but not limited to) all of the following:

1) CWBS element (from CDRL A007)
2) Nomenclature/Component Description
3) Extended Cost (in then-year dollars, before the addition of Prime Contractor burdon or profit/fee)
4) Purchase order quantity or value (count, weight, length, or other)
5) Shipset (vehicle set) quantity
6) Unit Cost (in then-year dollars, before the addition of Prime Contractor burdon or profit/fee)
7) Original Equipment Manufacturer (OEM)
8) OEM part number

9) OEM Cage Code
10) National Stock Number (NSN), if applicable
11) Cost source (quote, purchase order, estimate, or other)
12) Buy Type (if applicable-Commercial-Off-The-Shelf (COTS), Government-Off-The-Shelf, modified COTS/GOTS, Developmental Item, AAV unique)
13) Weight per unit of measure (English/Amerian units)

3.3.4 TIME SERIES LOT SIZE PRICING DATA

The Contractor shall provide lot size pricing data for supplier components which are classified by the Government as either a Major End Item (MEI) or component of interest. A MEI is defined as any component supplied to the Contractor wherein the cost to the Prime Contractor before burden or profit is greater than $100,000 per unit (in then-year dollars). A component of interest is defined as any component part for which the Government determines there is a significant technical, cost or schedule risk implication. The notional component list below includes those items currently considered "components of interest":

1) Spall Liner
2) Energy Attenuating Troop/Drive/Troop Commander (TC) Seats
3) Main Suspension Component (e.g., Torsion Bars, Hydropneumatic Suspension Unit (HSU), Etc.)
4) Engine
5) Transmission
6) Fuel Tanks
7) Power-Take Off (PTO)
8) Final Drive

All lot size pricing information will be requested based on a procurement quantity profile provided by the Government. The Contractor shall provide this Lot Size Pricing Report, in a time series data format, in accordance with CDRL A014.

3.3.5 CONTRACTOR CONTROLLED LIFE CYCLE COST ESTIMATE

The Contractor shall develop, maintain, and update cost model(s) and provide to the Government an AAV Survivability Upgrade Contractor Controlled Life Cycle Cost Estimate (CCLCCE) in accordance with CDRL A015. The basis of estimate for the CCLCCE shall incorporate the following:

- Government's then-current AAV acquisition strategy
- Government's then-current life cycle management strategy
- The then-current status of AAV objective design

Contractor shall also maintain a history of changes and rationale for those changes to the CCLCCE. The CCLCCE shall contain only those costs which the Contractor controls and shall not include Government controlled costs.

3.4 SYSTEMS ENGINEERING

Unless otherwise specified, in all Systems Engineering (SE) sub-sections, the SOW requirements only apply to vehicle subsystems (in their entirety) which are impacted by the Contractor's design changes. The Contractor shall implement an SE approach to design and develop design changes to the AAVP7A1 RAM/RS configuration to satisfy the requirements specified in the AAV Survivability Upgrade System Specification (Attachment 7) and AAV Survivability Upgrade Systems Engineering Plan (SEP) (Attachment 8). The AAVP7A1 RAM/RS Technical Data Package (TDP) is provided as GFI (Attachment 3) and shall serve as the baseline from which changes are made to reflect the Contractor's AAV Survivability Upgrade design. The Contractor shall develop and integrate solutions based on systems, subsystems, and components in the form of NDI at a TRL 6 or higher.

3.4.1 TECHNICAL REVIEWS

3.4.1.1 PRELIMINARY DESIGN REVIEW

The Contractor shall participate in a PDR of the AAV Survivability Upgrade design at a Government facility located in the Quantico, VA area no sooner than 90 calendar days after contract award but no later than 95 calendar days after contract award (see Table 2). For planning purposes, all PDR CDRLs shall be delivered no later than 83 days after contract award. The Contractor shall develop, submit, and present the AAV Survivability Upgrade design at PDR kickoff in the form of a presentation, in accordance with CDRL A016. The PDR kickoff shall not exceed one (1) day. The Government Technical Review Board will review PDR CDRLs and return comments/Request for Actions following the Government-only PDR Capstone event, for reconciliation with the Contractor prior to the CDR kickoff. The PDR event shall comply with the entrance and exit criteria specified in the AAV Survivability Upgrade SEP and conducted in accordance with the Government AAV Survivability Upgrade PDR/CDR Technical Review Action Plan (TRAP).

3.4.1.2 CRITICAL DESIGN REVIEW

The Contractor shall participate in a CDR of the AAV Survivability Upgrade design at a Government facility located in the Quantico, VA area, no sooner than 210 calendar days after contract award but no later than 224 calendar days after contract award (see Table 2). For planning purposes, all CDR CDRLs shall be delivered no later than 203 days after contract award. The Contractor shall develop, submit, and present the AAV Survivability Upgrade design at CDR kickoff in the form of a presentation, in accordance with CDRL A017. The CDR kickoff shall not exceed two (2) days. The Government Technical Review Board will review CDR CDRLs and return comments/Request for Actions following the

Government-only CDR Capstone event, for reconciliation with the Contractor. The CDR event shall comply with the entrance and exit criteria specified in the AAV Survivability Upgrade SEP and conducted in accordance with the Government AAV Survivability Upgrade PDR/CDR TRAP.

3.4.1.3 SYSTEM VERIFICATION REVIEW FOR THE EMD PROTOTYPE BUILD

The Contractor shall participate in an SVR for the AAV Survivability Upgrade Prototype Vehicles, Build CLIN (Option, if exercised), at a Government facility located in the Quantico, VA area, no later than 160 calendar days after the first EMD prototype vehicle is received by the Government (see Table 2). For planning purposes, all SVR CDRLs shall be delivered no later than 15 calendar days prior to the SVR Event. The Contractor shall develop, submit, and present the AAV Survivability Upgrade SVR information at SVR kickoff in the form of a presentation, in accordance with CDRL A018. For planning purposes, the SVR Kickoff shall not exceed one day. The Government Technical Review Board will review SVR CDRLs and return comments/Request for Actions following the Government-only SVR Capstone event, for reconciliation with the Contractor. The SVR event shall comply with the entrance and exit criteria as specified in the AAV Survivability Upgrade SEP and conducted in accordance with the Government AAV Survivability Upgrade SVR TRAP.

3.4.2 SYSTEMS ENGINEERING MANAGEMENT PLAN

The Contractor shall develop a Systems Engineering Management Plan (SEMP) that describes the SE approach to meeting the program's contract objectives, and overall technical and management approach. The SEMP shall be consistent with the Government's SEP. The Contractor shall prepare and submit a SEMP in accordance with CDRL A019.

3.4.3 CONTRACTOR RISK MANAGEMENT PLAN

The Contractor shall develop a Risk Management Plan (RMP) to manage risk associated with contract efforts. The Contractor shall identify and mitigate, where appropriate, program risks associated with meeting cost, schedule and technical performance within contract requirements. The Contractor's RMP shall be consistent with the concepts in the Risk Management Guide for DoD Acquisitions, Sixth Edition (Version 1.0) dated Aug 2006. The Contractor shall prepare and submit the RMP in accordance with CDRL A020.

3.4.4 RISK MANAGEMENT STATUS REPORT

The Contractor shall prepare and submit a Risk Management Status Report in accordance with CDRL A021, which documents the Contractor's progress for risk identification, risk mitigation, planning, risk management plan implementation, and risk tracking.

3.4.5 QUALITY

The Contractor shall establish a Quality Management System (QMS) that is consistent with International Organization for Standardization (ISO) standards ISO 9001. The Contractor shall prepare and submit the Contractors Quality Assurance Program Plan (QAPP) defining the quality assurance activities and functions required to ensure contract compliance throughout the product lifecycle, in accordance with CDRL A022.

3.4.6 RESERVED

3.4.7 REQUIREMENTS MANAGEMENT

The Contractor shall demonstrate traceability between the AAV Survivability Upgrade System Specification and the subsystems and components comprising the AAV Survivability Upgrade design. The Contractor shall describe the processes and tools necessary to execute and maintain requirements development and management in the SEMP. The Contractor shall perform and maintain all necessary design activities to demonstrate compliance with AAV Survivability Upgrade System Specification requirements at each of the technical reviews as defined in the Government's SEP. The Contractor shall maintain the requirements baseline below the AAV Survivability Upgrade System Specification, as well as changes to those requirements.

The Contractor shall maintain an unclassified requirements database that interfaces with the Government's Dynamic Object Oriented Requirements System (DOORS) database for management and verification of unclassified requirements. The Contractor shall also maintain a classified requirements database for management and verification of classified requirements in accordance with DD 254 (Attachment 1).

The Contractor shall develop Interface Control Documentation (ICD) defining the structural, mechanical, software, electrical power, electronic data, fluid (e.g. air, coolant, hydraulic fluid, fuel), human systems integration, environmental, Optical/Electro-Optical (e.g. light interfaces such as visible, infrared, Ultraviolet (UV)), as well as Government Furnished Equipment (GFE) integration and interfacing requirements associated with the AAV Survivability Upgrade design changes.

The Contractor shall prepare and submit the:

1) UNCLASSIFIED AAV Survivability Upgrade Requirements Management Database (U) in accordance with CDRL A024 (DOORS compatible)
2) CLASSIFIED AAV Survivability Upgrade Requirements Management Database (S) in accordance with CDRL A025
3) UNCLASSIFIED AAV Survivability Upgrade Requirements Management Database export, including ICD, in accordance with CDRL A026

The AAV Survivability Upgrade System Specification contains requirements directly traceable to increased Force Protection as well as legacy requirements that will likely be directly affected by increasing Force Protection. The Contractor shall identify at the technical reviews any other legacy requirements not contained in the AAV Survivability Upgrade System Specification that are impacted by the Contractor's AAV Survivability Upgrade design, and trades needed in order to achieve the higher-tiered AAV Survivability Upgrade System Specification requirements.

3.4.7.1 PRODUCT DRAWINGS/MODELS

The Contractor shall deliver a technical data reflecting the design changes necessary to meet the AAV Survivability Upgrade System Specification and contract requirements specified herein. Existing, revised, and new product drawings/models and associated lists shall be used as the engineering data for procuring, controlling, and using materials, parts, and assemblies whether produced in-house or supplied by vendor sub-vendor. The drawings/models shall be used for the manufacture, assembly, provisioning, inspection, testing, and configuration management of the materials, parts, modules, subassemblies, and assemblies of the designs covered under this contract. The product drawings shall also include control drawings for all COTS items that do not conform to recognized Government or industry specifications, NDI and items developed at private expense for which the Government had not acquired unlimited rights. These control drawings shall provide the applicable performance specification of form, fit, and function and provide interface information needed for competitive re-procurement of that item or any interchangeable item. New product drawings/models shall conform to American Society of Mechanical Engineers (ASME) Y14.100 and ASME Y14.34. The Contractor shall deliver the product drawings and models reflecting the AAV Survivability Upgrade design, in accordance with CDRLs A027 and A030.

3.4.8 SYSTEM ARCHITECTURE

The Contractor shall use an open systems architecture approach as the preferred design strategy to: (1) choose commercially supported specifications and standards for selected system interfaces (external, internal, functional and physical), products, practices, and tools; and (2) build open system architectures as the primary foundation in developing the proposed system and its elements. As required, the Contractor shall identify the means for ensuring conformance to open systems standards and profiles throughout the development process and provide evidence that the process being used to manage the open systems approach supports open system benefits such as portability, interoperability, technology insertion, vendor independence, reusability, scalability, and commercial product based maintainability in the SEMP. The Contractor shall also address how use of open systems design impacts corrosion prevention and control requirements on hardware components and if such causes the system to not meet the specified service life, maintenance ratio, safety or other requirements, how this will be corrected.

3.4.9 CONFIGURATION MANAGEMENT

The Contractor shall implement CM throughout this period of performance to manage the development of, and control changes to the AAV Survivability Upgrade design documentation. CM shall include Configuration Item (CI) identification, Configuration Status Accounting (CSA), Change Control (CC), and Configuration Audits consistent with the Government Configuration Management Plan (CMP). The Contractor shall maintain Configuration Control Authority (CCA) up to and through CDR, and if the Option is exercised, up to and through SVR, at which point the Government will have CCA as defined in the Government's CMP. The Contractor shall prepare, submit, and utilize a CMP in accordance with CDRL A028, and update the CMP prior to SVR during the EMD Prototype Build (Option, if exercised).

3.4.10 CONTRACTOR VERIFICATION REPORT

The Contractor shall provide a report at CDR and an update at SVR documenting how each requirement of the AAV Survivability Upgrade System Specification is met. The report shall contain the verification of each requirement, the method by which the requirement was verified (by test, demonstration, inspection, or analysis activities), and the supporting documentation that demonstrates how the Contractor reached their conclusion the requirement was met. For requirements verified by demonstration, inspection, and test, the report shall also include the location of the event, date of the event, and shall include applicable plans used for verification. The Contractor shall prepare and submit the Contractor Verification Report in accordance with CDRL A029.

3.4.11 RESERVED

3.4.12 RESERVED

3.4.13 MODELING AND SIMULATION

The Contractor shall use Modeling and Simulation (M&S) to achieve AAV Survivability Upgrade objectives. M&S shall be used to improve, streamline, and reduce the cost, schedule and technical risk of engineering development, test and evaluation, logistics support, combat system development, and training.

3.4.14 RELIABILITY PROGRAM MANAGEMENT

3.4.14.1 RELIABILITY PROGRAM PLAN

The Contractor shall develop and implement a Reliability Program Plan (RPP) that captures and addresses the following four (4) objectives as they apply to the AAV Survivability Upgrade design:

1) Understand system requirements

2) Develop a balanced design solution for the AAV Survivability Upgrade design given tiered System Specification requirements and cost constraint while utilizing design for reliability best practices
3) Produce reliable systems
4) Monitor and assess field reliability

The content of the RPP shall address the Contractor's reliability strategy, risks, schedule, and outputs. The strategy shall ensure reliability is a key design consideration during the design development effort to ensure a balanced design approach is achieved given tiered requirements and cost constraints. Verification shall be based on analysis, modeling & simulation, testing, or a mixture, and shall be operationally realistic. The 12.5 Hour Automotive Mission profile, Attachment 9, and Failure Definition /Scoring Criteria (FD/SC), Attachment 10, are provided to the Contractor. The Contractor shall plan and conduct activities to ensure that the achievements of reliability and availability requirements are achievable by design and shown at each technical review.

Reliability assessments shall be made based on data from analysis, M&S, test, or a mixture, and shall be tracked as a function of time and compared against reliability allocations and Government reliability requirements. The Contractor shall monitor and evaluate the reliability impact of Contractor changes to the design or manufacture of the system. The implementation of corrective actions shall be documented and their effectiveness tracked. The Contractor shall utilize formal reliability growth methodology where applicable (e.g., when failure modes are discovered and addressed with a test-analyze-and-fix process that is applied to complex assemblies) in order to plan, track, and project reliability improvement.

The Contractor shall have an integrated team, including suppliers of assemblies, subassemblies, components, COTS, NDI, and GFE, as applicable, analyze all mission failure modes arising from modeling, analysis, or test, in order to formulate corrective actions.

Failure modes shall be mitigated by one or more of the following approaches:

1) Eliminating the failure mode
2) Reducing its occurrence probability or frequency
3) Incorporation of redundancy
4) Mitigation of failure effects (e.g., fault recovery, degraded modes of operation, providing advance warning of failure)

The Contractor shall root cause and mitigate failure modes to ensure the reliability requirements are successfully verified. Failure modes that are expected to occur during the system life cycle shall be included in the system reliability model. The Contractor shall prepare and submit a RPP in accordance with CDRL A032.

3.4.14.2 **FAILURE MODE, EFFECTS, AND CRITICALITY ANALYSIS**

The Contractor shall implement and maintain a FMECA process throughout the Contract lifecycle. The Contractor shall perform FMECA's on all upgrade affected subsystems and components.

The Contractor shall prioritize the component FMECAs on mission critical and safety critical components of the AAV Survivability Upgrade to ensure efficient and effective use of cost and schedule resources. The Contractor shall prepare and submit FMECA Report in accordance with CDRL A023.

3.4.14.3 **RESERVED**

3.4.14.4 **RESERVED**

3.4.14.5 **RELIABILITY, AVAILABILITY AND MAINTAINABILITY PROGRESS REPORT**

The Contractor shall develop a RAM Progress Report and deliver to the customer on a quarterly basis for review and acceptance. The RAM Progress Report shall document the progress towards achieving the RAM requirements specified in the AAV Survivability Upgrade System Specification.

The Contractor shall prepare and submit a RAM Progress Report in accordance with CDRL A031.

3.4.14.6 **SYSTEM RELIABILITY MODEL**

The Contractor shall develop a reliability model for the AAV Survivability Upgrade design that contributes to meeting the requirements in the AAV Survivability Upgrade System Specification. At a minimum, the system reliability model shall be used to:

1) Generate and update the reliability allocations from the system level down to lower indenture levels
2) Aggregate system-level reliability based on reliability estimates from lower indenture levels
3) Identify single points of failure
4) Identify reliability-critical items and areas where additional design or testing activities are required in order to achieve the reliability requirements

The Contractor shall use the definitions in the FD/SC to guide their reliability model development. The Contractor shall allocate the reliability requirements down to lower indenture levels and flow them and needed inputs down to its sub-contractors/suppliers.

The Contractor shall prepare and submit a System Reliability Model for the AAV Survivability Upgrade design in accordance with CDRL A033.

3.4.14.7 **FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEM**

For the EMD Prototype Build and LRIP CLINs (Options, if exercised), the Contractor shall develop and maintain a closed-loop systematic Failure Reporting, Analysis and Corrective Action System (FRACAS) data system using Government provided incident reports from an Army Test Incident Reporting System (ATIRS). The FRACAS shall also have the means to monitor unseen failure rate drivers uncovered in Failure Mode, Effects, and Criticality Analysis (FMECA). The system shall support the Contractor's Failure Prevention Review Board (FPRB) Process.

The Contractor shall prepare and submit a FRACAS Report in accordance with CDRL A034. The FRACAS Report shall recommend measures required to completely correct or mitigate the documented failure.

The FRACAS data system shall be real-time accessible as read only by the Government through the established Integrated Digital Environment (IDE).

3.4.14.8 **FAILURE PREVENTION REVIEW BOARD PROCESS**

For the EMD Prototype Build and LRIP CLINs (Option, if exercised) the Contractor shall operate a closed loop FPRB process. The FPRB process shall include a review and root cause analysis of each internal FMECA unseen failure rate driver and each Government provided incident report from the Army Test Incident Reporting System (ATIRS) associated with the Contractor's design elements for the Upgrade vehicle design.

The Contractor shall be responsible for all items on the vehicle that are changed resulting from the upgrade, as well as existing interfaces that are replaced/modified. The Contractor shall not retain responsibility for items that are considered "legacy" (i.e., AAVP7A1 RAM/RS) in nature and unaffected by the upgrade. When an item fails on the vehicle, the root cause of the failure will be ascertained by the FPRB. Should the cause be determined to be a result of the upgrade modifications, then the Contractor must take appropriate action(s) to ensure that the failure is corrected. If the vehicle's failure is "legacy" in nature, the Contractor will not be held responsible for the problem, and corrective action will be performed by the Government.

3.4.15 CRITICAL TASK ANALYSIS REPORT

The Contractor shall conduct a Critical Task Analysis (CTA) that describes the results of analyses of critical tasks performed by the end user and provides a basis for identifying high risk tasks affecting human-system performance, mission accomplishment, system

suitability, and safety. The Contractor shall prepare and submit a CTA Report in accordance with CDRL A035.

3.4.16 HUMAN ENGINEERING DESIGN APPROACH DOCUMENT - OPERATOR/MAINTAINER

The Contractor shall develop and maintain a Human Engineering Design Approach Document – Operator/Maintainer (HEDAD-O/M) to describe the equipment that interfaces with operators and maintainers as it pertains to the AAV Survivability Upgrade design. The Contractor shall prepare and submit an HEDAD-O/M in accordance with CDRL A036.

3.4.17 HAZARD IDENTIFICATION AND MITIGATION

The Contractor shall conduct and integrate hazard identification and mitigation into their Systems Engineering (SE) process using the system safety methodology identified in Task 101, paragraphs 101.1 through 101.2.7, of MIL-STD-882E.

3.4.17.1 GOVERNMENT REVIEWS, AUDITS, AND IPT SUPPORT

The Contractor shall participate in Government reviews, audits, and IPTs (see Table 2) in accordance with Task 104, paragraphs 104.1 through 104.2.2, and Task 105, paragraphs 105.1 through 105.2.h, of MIL-STD-882E.

3.4.17.2 PRELIMINARY HAZARD ANALYSIS

The Contractor shall perform a Preliminary Hazard Analysis (PHA) in accordance with Task 202, paragraph 202.1 through 202.2.4, of MIL-STD-882E of the preliminary AAV Survivability Upgrade design that systemically identifies and evaluates hazards, both real and potential, for their elimination or control. The Contractor shall prepare and submit the results of the Hazard Analysis in the PHA Report in accordance with CDRL A037.

3.4.17.3 SAFETY ASSESSMENT REPORT

The Contractor shall perform a Safety Assessment for the EMD Prototype Build (Option, if exercised) in accordance with Task 301, paragraph 301.1 through 301.2.i, of MIL-STD-882E that provides a comprehensive evaluation of the status of safety hazards and their associated risks. The Contractor shall prepare and submit a Safety Assessment Report (SAR) in accordance with CDRL A038.

3.4.17.4 HAZARD TRACKING SYSTEM

The Contractor shall develop, utilize, and maintain a Hazard Tracking System (HTS) for the EMD Prototype Build and LRIP CLINs (Options, if exercised) in accordance with Task 106, paragraph 106.1 through 106.2.2, of MIL-STD-882E. The HTS shall document and track hazards and their controls, identified by the System Hazard Analysis. The HTS centralized

database shall contain, at a minimum, the requirements specified in MIL-STD-882E Task 106 HTS. The Contractor shall use the HTS centralized database as an execution tool to monitor progress of Contractor system safety efforts in meeting the contract requirements. The Contractor shall develop and demonstrate an HTS in accordance with CDRL A039.

After CDR, the Contractor shall deliver and maintain a HTS that is real-time accessible as read only by the Government. The HTS shall be populated with the results of the PHA, safety Failure Mode, Effects and Critically Analysis (FMECA) results and all safety incidents.

3.4.17.5 **OPERATING AND SUPPORT HAZARD ANALYSIS**

The Contractor shall perform and document an Operating and Support Hazard Analysis to identify and assess hazards introduced by operational and support activities and procedures; and to evaluate the adequacy of operational and support procedures, facilities, processes, and equipment used to mitigate risks associated with identified hazards in accordance with Task 206, paragraph 206.1 through 206.2.5.c, of MIL-STD-882E. The Contractor shall prepare and submit the Operating and Support Hazard Analysis in accordance with CDRL A040.

3.4.18 SURVIVABILITY MANAGEMENT

3.4.18.1 **VULNERABILITY REDUCTION**

The Contractor shall develop and maintain a comprehensive assessment of AAV Survivability Upgrade system, sub-system, and component designs to reduce crew, and embarked Marines vulnerability. The Contractor shall define essential components and sub-systems for force protection, in order to define survivability requirements, performance assessments/analyses and component/sub-system ballistic testing. All vulnerability analyses, testing and vulnerability performance assessments shall be documented in the Crew Casualty Prevention Report, in accordance with CDRL A041.

3.4.18.2 **VULNERABILITY MODEL**

The Contractor shall use Modular UNIX-based Vulnerability Estimation Suite (MUVES)-S2 to assess the vulnerability performance of the AAV Survivability Upgrade design against vulnerability performance requirements. The Contractor shall provide the Government with the AAV Survivability Upgrade MUVES-S2 Conceptual Design Drawing/Model and associated input information to support the understanding of the input model. The Contractor shall submit the MUVES-S2 model in accordance with CDRL A042.

3.4.18.3 **GOVERNMENT VULNERABILITY MODELING AND SIMULATION**

The Contractor shall provide CAD models of all upgrade modifications, to include the energy attenuating seats, and associated material information to be used for government-contracted modeling and simulation analysis. This analysis will assess the force protection

performance of the Contractor's AAV Survivability Upgrade design. The Contractor shall provide all assumptions relative to vehicle structure modifications required to implement the AAV Survivability Upgrade design. The Contractor shall provide one Point of Contact (POC) that can provide clarifications on CAD data, materials, joining, and energy attenuation component descriptions. The Contractor shall submit the CAD models in accordance with CDRL A043.

3.4.18.4 **BALLISTIC PROTECTION TEST AND ANALYSIS REPORT**

The Contractor shall prepare and submit a Ballistic Protection Test and Analysis Report in accordance with CDRL A044. The content of the report shall include an assessment of the vehicle armor sub-systems that are new or changed as part of the AAV Survivability Upgrade. The report shall document the performance of all armor and spall liner recipes, the components, and integration methods of each design. The report shall include a verification section. Verification methods shall be through similarity to previous ballistic testing, conformance to military specifications, or testing. If any of this information is considered classified, the Contractor shall follow the appropriate guidelines for submitting classified information.

3.4.19 NATO REFERENCE MOBILITY MODEL ANALYSIS

The Contractor shall analyze the AAV Survivability Upgrade mobility performance via North Atlantic Treaty Organization (NATO) Reference Mobility Model Edition II ((NRMMII) Version 2.8.2b; Tactical-High Mission with 50% Off-Road @ V90; 10% Primary @ V100; 30% Secondary @ V100; and 10% Trails @ V100). The Contractor shall deliver the NRMM analysis, input data, and output results along with the assumptions, rationale and explanation in accordance with CDRL A045.

3.4.20 NATO REFERENCE MOBILITY MODEL RIDE QUALITY ANALYSIS

The Contractor shall analyze the six (6) watts of absorbed power requirement for the AAV performance via NATO Reference Mobility Model Edition II (NRMMII Version 2.8.2b) using the VEHDYN4 module for the 26 ride course profile data listed in Table 1 below. The Contractor shall plot a best fit curve, and assess how the best fit curve for the AAV Survivability Upgrade design addresses the ride quality requirements defined in the system specification.

The Contractor shall deliver the VEHDYN4/NRMMII analysis input data and output results along with the assumptions, rationale and explanation in accordance with CDRL A045.

Course #	Course Name	RMS	Length (ft)	Description
1	let2lt	0.615	500	LeTourneau ride course #2 left track, (0.614 in. rms)

Course #	Course Name	RMS	Length (ft)	Description
2	ftkn12a	0.688	498	FTKN12A 9 MAY 79 XM=-36.1354 SD=23.1498 RMS=.6881 L=498 ft
3	let1lt	0.862	500	LeTourneau ride course #1 Left track, (0.861 in. rms)
4	apg_9	1.037	300	APG COURSE 9, 300 FEET LONG (1.036 IN. RMS) XM=3.8791 SD=6.3698 L=300 f
5	LET4RT	1.170	499	LET 4 RIGHT TRACK 5/24/84 XM=-3.0065 SD=4.7808 RMS=1.1739 L=499 ft
6	APG14	1.170	200	APG14 (RBA-GL MAR91) (1.169 in. rms) XM=8.8480 SD=4.1067 L=200 ft
7	LET05R	1.198	997	998 FT, 1.20 RMS
8	let5lt	1.262	500	LeTourneau ride course #5 left track, (1.265 in. rms)
9	apg_11	1.322	400	APG COURSE 11, 400 FEET LONG (1.32 IN. RMS) XM=6.2220 SD=10.4075 L=400 f
10	SR3RT82	1.454	500	SR3RT82 (Scanned, CHECKED MAR91 RBA-GL) (1.453 in. rms) L=500 ft
11	apg_12	1.715	300	APG COURSE 12, 300 FEET LONG (1.718 IN. RMS) XM=-39.6279 SD=20.5498 L=30
12	LET6LT	1.746	499	LET 6 LEFT TRACK 2/25/84 XM=-3.2611 SD=4.8758 RMS=1.7459 L=499 ft
13	YPG04	1.817	997	998 FT, 1.81 RMS
14	APG_27	1.886	300	APG_27 CREATED FROM APG_29* (1.884 in. rms) XM=-35.3975 SD=18.0236 L=300
15	apg_IV	2.185	468	APGIV 468 FEET LONG, PROFILE 4 (2.194 in. rms) L=468 ft
16	apg_29a	2.232	300	APG COURSE 29, 11 NOV 76, NEW PT 80* (2.229 in. rms)
17	ftkn910	2.308	400	FTKN910 9 MAY 79 XM=-34.5618 SD=17.0152 RMS=2.3087 L=400 ft
18	SR5RT731	2.325	399	SR5RT731 (RE-TYPED RBA-GL 11MAR91) (2.333 in. rms) L=399 ft
19	LET7LT	2.502	500	LET 7 LEFT TRACK 5/25/84 XM=-2.1667 SD=5.1261 RMS=2.5055 L=500 ft
20	LET7RT	2.667	500	LET 7 RIGHT TRACK 5/25/84 XM=-.2558 SD=5.4260 RMS=2.6732 L=500 ft
21	LET7AVG	2.717	500	LETOURNEAU COURSE 7 AVG 31MAY83 XM=1.0350 SD=5.4290 RMS=2.7238 L=500 ft
22	APG_14*	3.287	291	APG COURSE 14, 291 FEET LONG (3.285 IN. RMS) XM=-76.7704 SD=39.1743 L=29

Course #	Course Name	RMS	Length (ft)	Description
23	ftkn78a	3.367	397	FTKN78A 9 MAY 79 XM=-27.0314 SD=15.6521 RMS=3.3638 L=397 ft
24	SR4RT731	3.890	399	SR4RT731 (Scanned, checked MAR91 RBA-GL) (3.883 in. rms) L=399 ft
25	LET16	3.976	997	998 FT, 4.00 RMS
26	LET7LTD	5.005	500	LET 7 LEFT TRACK DOUBLED (L = 500 FT, RMS = 5.011) 5/25/84

Table 1 – RMS RIDE COURSE PROFILES

3.4.21 SEAWORTHINESS ANALYSIS

The Contractor shall perform an analysis of the AAV Survivability Upgrade design to substantiate the capability of the design to meet the seaworthiness and self -righting requirements in the AAV Survivability Upgrade System Specification. The analysis shall include definition of and rationale for the critical hydrostatics, hydrodynamic and vehicle design parameters impacting seaworthiness and self-righting performance plus impacting the plow-in and aft wave run-up characteristics of the AAV Survivability Upgrade design. The Contractor shall provide an assessment of these parameters for all applicable load and sea conditions and free surface effects. The analysis shall include but not be limited to the following:

a. Reserve Buoyancy

b. Angle of Vanishing Transverse Stability

c. Angle of Maximum Transverse Righting Arm

d. Normalized Transverse Metacentric Height

e. Ratio of Energy to Capsize Versus Energy to Upright

The Contractor shall prepare and submit the Seaworthiness Analysis in accordance with CDRL A046.

3.4.22 CORROSION PREVENTION AND CONTROL PLAN

The Contractor shall develop a Corrosion Prevention and Control Plan (CPCP) that describes the specific corrosion prevention and control measures to be implemented (vehicle design, production/assembly and maintenance) for the AAV Survivability Upgrade. The Contractor shall prepare and submit the CPCP in accordance with CDRL A047.

3.4.23 PROGRAM PROTECTION PLAN

The Contractor shall perform or update a criticality analysis, vulnerability assessment, risk assessment, and countermeasure selection and implementation, with assumptions, rationale, and results, before each of the Systems Engineering Technical Reviews (SETRs) defined for the program.

For each Level I and Level II component (in accordance with Table 13.3.2.1.T1 of the Defense Acquisition Guide (DAG)), the Contractor shall identify the associated logic-bearing hardware, software and firmware that implements critical functions or introduces vulnerability to the associated components (designated as critical components).

The Contractor shall develop a set of secure design and coding practices to be followed for implementation of Level I and II critical components, drawing upon the top 10 secure coding practices (https://www.securecoding.cert.org/confluence/display/seccode/Top+10+Secure+Coding+Practices) and the Common Weakness Enumeration (CWE)/SysAdmin, Audit, Network, Security (SANS) top 25 most dangerous software errors (http://cwe.mitre.org/top25/index.html).

The Contractor shall develop a Program Protection Implementation Plan (PPIP) that addresses the following sections of the Program Protection Plan (PPP) outline as they pertain to the AAV Survivability Upgrade design:

- Section 2 Identifying what to protect
- Section 4 Vulnerabilities
- Section 5 Countermeasures
- Section 7 Program Protection Risks
- Section 8 Managing and Implementing PPP
- Section 9 Process for Management and Implementation of PPP
- Section 10 Process for Monitoring and Reporting Compromises
- Appendix C: Criticality Analysis

The Contractor shall prepare and submit the Contractors PPIP in accordance with CDRL A048.

3.4.24 INFORMATION ASSURANCE AND ANTI-TAMPER

The Contractor shall designate an Information Assurance Manager (IAM) or Officer who shall meet the requirements as defined in DoDD 8570.01, "Information Assurance Training, Certification, and Workforce Management." The IAM/O shall ensure the design is reviewed for IA and Anti-Tamper Compliance at the PDR, CDR, and SVR.

The Contractor shall identify Critical Program Information and Critical Technologies and identify the Anti-Tamper countermeasures; in accordance with DoDI-5200.39 with change 1 dated December 2010, at these reviews. The Contractor shall determine the appropriateness of IA for the AAV Survivability Upgrade Program based on the Contractor's defined approach. If IA efforts are required due to the Contractor's approach, the Contractor shall ensure that the prototype and LRIP Vehicles conform to Government standards, directives and/or regulations. The Contractor shall provide a status of the IA assessment no later than the SVR.

3.4.25 DATA

3.4.25.1 **DATA RIGHTS**

All technical data developed under this contract shall be delivered with either Unlimited Rights or Government Purpose Rights (GPR), as defined in Department of Defense Federal Acquisition Regulation Supplement (DFARS) clauses 252.227.7013, -7014, and -7017 and appropriately marked as such unless a waiver has been submitted and approved by the Government. A scan report verifying the appropriate markings, including distribution statement, copyright statements, open source software, security classification and data rights shall be delivered with the data.

3.4.25.2 **DATA MANAGEMENT**

The Contractor shall provide a point of contact for DataOversight who shall ensure the data includes the appropriate version, owner, format, metadata, associated rights, and purpose. While the data may be stored in a distributed fashion, it shall be made accessible to the Government. The data management process shall include provisions for collaborative review and comment on all associated contract data by the Government. The data shall be maintained so as to provide a basis for review during the design process and a library of approved designs, parts and processes. Contract data includes all information either delivered to the Government or maintained internally that was used in the design, manufacture, test, or support of the AAV Survivability Upgrade Program but does NOT include data required by or generated during the operation of the system with the exception of testing or sample data required for testing. Contract data includes all information included in the Data Accession List (DAL) (CDRL A049).

The data and metadata shall be available in ISO/International Electrotechnical Commission (IEC) approved formats suitable for long-term retrieval. Non-ISO/IEC approved formats may only be used upon approval by the Government. The security of the data and the protection of any CLASSIFIED, privacy related, or proprietary data shall be the responsibility of the Contractor. All data shall be labeled and protected in a fashion described by the Government approved data management portion of the SEMP.

3.4.25.3 **DATA ACCESSION LIST**

The Contractor shall develop and maintain a DAL that identifies Contractor internal data. The Contractor shall prepare and submit the DAL in accordance with CDRL A049.

3.5 TEST AND EVALUATION

The Contractor shall deliver no less than eight (8) and no more than ten (10) EMD Prototype Vehicles for use in the test program. In addition to the Contractor planned and conducted Break-in and Acceptance Test (AT), the Contractor shall support Government conducted Developmental Testing (DT), Operational Testing (OT), and Live Fire Test and Evaluation (LFT&E) on the AAV Survivability Upgrade Program EMD Prototype Vehicles and the LRIP Vehicles (Options, if exercised). Acquisition phase (e.g., EMD and Production Deployment (PD)) test and evaluation requirements provide the basis and rationale for the test and evaluation activities described below.

3.5.1 LFT&E MANAGEMENT AND SUPPORT

In support of the LFT&E, the following requirements only apply to the EMD Prototype Build and the LRIP CLINs (Options, if exercised).

The Contractor shall provide complete logistic support (labor, Contractor unique materials, spares, special test equipment, and vehicle shipment) for all test vehicles in accordance with the test requirements for the EMD Prototype Build and LRIP CLINs (Options, if exercised). "Test vehicles" include all AAV Survivability Upgrade EMD Prototype Vehicles and the LRIP Vehicles designated to participate in Government conducted LFT&E, DT, and OT during the PD phase.

3.5.1.1 **LFT&E MANAGER**

The Contractor shall provide one (1) *Secret-level* cleared Subject Matter Expert (SME) (i.e., Test Manager) with experience in Live Fire test planning, testing, analysis, and technical support to be designated as the LFT&E Manager for the duration of all Live Fire events. The Live Fire Test Manager shall also manage the Contractor's day-to-day involvement during Live Fire testing.

3.5.1.2 **ON-SITE TEST SUPPORT**

The Contractor shall provide *Secret-level* cleared Test Support personnel on-site throughout the duration of LFT&E testing to perform onsite technical, maintenance, logistics and vehicle operational support to accomplish the following: prepare the vehicles for test, evaluate the system response following events, diagnose failures, perform Battle Damage Assessment and Repair (BDAR), repair or replace damaged components, and to confirm baseline performance. The Contractor shall be prepared to perform any of these tasks. The Contractor will not be responsible for test execution.

3.5.1.2.1 SUPPORT EQUIPMENT

The Contractor shall provide all necessary vehicle support equipment and special tools, on site, to repair or replace damaged components. The Contractor shall return the vehicle to test ready condition in within 48 hours after diagnoses/identification of the failure or maintenance action.

3.5.1.3 LFT&E IPT MEETING PARTICIPATION

The LFT&E Manager shall attend and participate in the Government LFT&E IPT meetings (See Table 2). This participation shall include acting as the liaison between the LFT&E IPT and the Contractor technical personnel, providing technical information to the LFT&E IPT related to Live Fire and vehicle survivability, and providing technical assistance to Government Live Fire representatives to address IPT issues. The Contractor shall brief the LFT&E IPT on any Live Fire-related testing conducted.

3.5.1.4 GOVERNMENT LIVE FIRE TEST READINESS REVIEW

The LFT&E Manager shall support LFT&E TRRs at the Government's facility 60 and 30 calendar days prior to the start of each LFT&E event/event series. At the LFT&E TRR, the Contractor shall provide documentation to verify test readiness to include system configuration and readiness for support of the LFT&E tests.

3.5.1.5 BATTLE DAMAGE ASSESSMENT AND REPAIRS

The Contractor shall provide a baseline BDAR kit at CDR, per their design, used to repair damage at the field-level from LFT&E. BDAR repairs shall be accomplished with the Contractor's BDAR kit. The Contractor shall provide BDAR personnel to perform crew-level and intermediate-level BDAR repairs in support of Government LFT&E. The Contractor shall provide spare BDAR materials to support all LFT&E test events. When new BDAR tasks are developed and performed in support of Government LFT&E, the Contractor shall identify them for incorporation as part of the AAV Survivability Upgrade BDAR repair procedures.

3.5.2 DT, OT, AND LFT&E MANAGEMENT AND SUPPORT

In support of Government conducted DT and OT, the following tasks apply to the EMD Prototype Build (Option, if exercised) and LRIP CLINs (Options, if exercised).

3.5.2.1 CONTRACTOR SUPPORT FOR DEVELOPMENTAL TESTING

DT on the EMD Prototype Vehicles will include Government Developmental Testing (GDT) and Reliability Growth Testing (RGT). DT on the LRIP Vehicles will include Production Qualification Testing (PQT) and Reliability Qualification Testing (RQT). During these periods of DT, Government Personnel, Government Contractors, Marines, or personnel at

the designated test site will operate the vehicles and perform all required field-level maintenance.

The Contractor shall provide Field Service Representatives (FSR) at each active test site with extensive knowledge on all upgraded systems. The Contractor's FSR shall perform all required preventative and corrective maintenance above the operator level during all periods of DT.

3.5.2.2 CONTRACTOR SUPPORT FOR OPERATIONAL TESTING

During operational testing, the Contractor shall provide FSR support that is able to troubleshoot and repair any of the systems affected by the upgrades. The Contractor shall ensure that FSR support is available any time a mission scenario is being conducted to include the two (2) hour pre- and post operation checks.

3.5.2.3 TEST AND EVALUATION SUPPORT OPERATIONS MANAGEMENT

The Contractor shall provide complete logistic support (labor, Contractor unique materials, spares, special test equipment, and vehicle shipment) for all test vehicles in accordance with the test requirements for the EMD Prototype Build and LRIP CLINs (Options, if exercised). "Test vehicles" include all AAV Survivability Upgrade EMD Prototype Vehicles and the LRIP Vehicles designated to participate in Government conducted LFT&E, DT, and OT during the PD phase. The composition of a test vehicle includes both Contractor Furnished Equipment (CFE) and Government Furnished Property (GFP). The Contractor shall properly support and maintain all Contractor unique parts of all test vehicles irrespective of the source of supply that provided the parts to include major sub-contractor support, as necessary.

The Government will provide legacy parts, fuel and packaged Petroleum, Oils and Lubricants (POL) for test vehicles using standard military products. The Contractor shall provide any unique, non-standard POL products that may be required for the prototypes. Storage and maintenance facilities for the vehicles will be provided by the Government at the test sites. The Contractor shall provide/coordinate for office space, internet/communication requirements, material handling, disposal, and storage required for Contractor support operations at the test site.

3.5.2.4 SUPPORT EQUIPMENT

The Contractor shall provide all necessary vehicle support equipment and special tools, on site, to repair or replace damaged components. The Contractor shall return the vehicle to test ready condition within 48 hours after diagnoses/identification of the failure or maintenance action.

3.5.2.4.1 TEST VEHICLE SUPPORT PLAN

The Contractor shall develop, maintain, and utilize a Test Vehicle Support Plan (TVSP). The content of the TVSP shall describe and detail no less than the following:

a) The Contractor's Test Organization
b) The Contractor's Test Support Process
c) Contractor's Data Management
d) Contractor's Test Vehicle Support
e) Contractor's Test Site Maintenance
f) Contractor's Transportation Process
g) Contractor's Logistics Support
h) Contractor's Operational Support
i) Contractor's Test Site Training Process
j) Contractor's Quality Controls for Test Sites
k) Contractor's Refurbishment – refurbishment is defined as pre-EMD OA and pre-LRIP IOT&E all scheduled maintenance and/or overdue preventive maintenance checks and services (i.e., daily, monthly, semi-annual and annual).

The Contractor shall prepare and submit the TVSP in accordance with CDRL A051.

3.5.2.4.2 TEST VEHICLE AVAILABILITY

The Contractor shall provide the test vehicle support necessary to execute planned operations at all test locations as necessary to achieve no less than 75% vehicle availability during the period of performance as calculated using the following formula:

Uptime (Divided by)

Uptime + (Downtime – Non- mission Operating time) = 75% AVAILABILITY

Where,

UPTIME = Vehicle is full mission capable

DOWNTIME = Vehicle is not full mission capable

NON- MISSION OPERATING TIME = Vehicle can perform the planned test sheet that does not require the vehicle to be full mission capable.

3.5.2.5 DT SUPPORT REQUIREMENTS, GOVERNMENT FURNISHED AND CONTRACTOR ACQUIRED PROPERTY

The Contractor shall be responsible for testing support for the Prototype Vehicles. Throughout GDT and RGT for the EMD Prototype Build CLIN (Option, if exercised), and PQT, and RQT for the LRIP Vehicle CLIN (Option, if exercised) the Contractor shall maintain

an inventory of parts and Support and Test Equipment (S&TE) to support testing. Prior to testing, the Contractor shall provide the Government a listing of all parts of the AAV Survivability Upgrade and their replacement cost. The Contractor shall estimate the parts expected to be consumed during testing. The Contractor shall maintain a record of parts that have been used throughout testing, to include OA and IOT&E operational test events. This will be verified against test center generated TIRs. All parts required for GDT, RGT, PQT, and RQT that are not immediately available shall be made available by the Contractor within 48 hours of the request. If this timeline cannot be met, the Contractor shall immediately notify the Government of the delay and expected arrival time. The Contractor shall be liable for liquidated damages (FAR Clause 52.211-11) due to any delay.

3.5.2.6 OT SUPPORT REQUIREMENTS, GOVERNMENT FURNISHED AND CONTRACTOR ACQUIRED PROPERTY

Prior to the IOT&E, the Contractor shall transfer custody of GFP and Contractor Acquired Property to the Government to facilitate conduct of the assessments by Marine Corps Operational Test and Evaluation Activity (MCOTEA). After the conclusion of IOT&E, the Government will transfer custody of GFP and Contractor Acquired Property back to the Contractor.

The GFP and Contractor Acquired Property to be transferred will include Test Articles, Vehicle Crew Served Weapons, Specified Components List, Pre-Expend Bin (PEB), Specified Special Purpose Tools, and S&TE. During the IOT&E, the Contractor shall replenish the PEB. Any parts that are not available shall be provided by the Contractor within 24 hours of the request. If the Contractor is unable to meet this deadline, the Contractor shall immediately notify the Government of the delay and expected arrival time. The Contractor shall be liable for liquidated damages (FAR Clause 52.211-11) due to any delay.

The Contractor shall retain custody of all spare and repair parts. The Contractor's Test Manager or representative shall participate in the completion of all joint Limited Technical Inspections property custody transfers between the Government and the Contractor.

Following this transfer, the Contractor will be relieved of all responsibilities required under the Federal Acquisition Regulation (FAR) for transferred GFP for the duration of the IOT&E events. The Contractor shall make the necessary arrangements for shipment of all test vehicle assets, Onboard Vehicle Equipment (OVE), support equipment, tools, spare and repair parts, and materials for all scheduled OT events. The Contractor shall provide all detailed processes and procedures for OT support in the TVSP.

3.5.2.7 GOVERNMENT TEST OPERATOR AND MAINTAINER TRAINING

The Contractor shall conduct Operator and Maintainer training using the training package developed under the Training paragraph for Government Operators and Maintainers

during the developmental test phases (see Attachment 14) (EMD Prototype Build and LRIP CLINs (Options, if exercised)).

3.5.2.8 GOVERNMENT DEVELOPMENTAL TEST READINESS REVIEWS

The Government will conduct a Developmental Testing Readiness Review (DTRR) at 90, 60 and 30 days prior to the start of the initial GDT events in the EMD Prototype Build and the LRIP CLINs (Options, if exercised) (see Table 2). The Contractor shall provide Acceptance Test Readiness Review (ATRR) results to include any updates or changes in support of the DTRRs. Additionally, the Contractor shall participate in the reviews to report and provide documentation of readiness to comply with the Contractor support for GDT requirements.

The Government DT Readiness Review 1 (DTRR 1) will be conducted 90 days prior to the conduct of the first planned GDT event. The DTRR 1 will focus on the status of Government test documentation to include the Event Design Plans (EDP) and the Detailed Test Plans (DTP). Additionally, the DTRR 1 will ensure that the planned testing complies with the requirements specified in the Government Test and Evaluation System Evaluation Plan (T-SEP) and the Government Test and Evaluation Master Plan (TEMP).

The GDT Readiness Review 2 (DTRR 2) will be conducted 60 days prior to the conduct of the first planned GDT event. The DTRR 2 will focus on the availability of resources required for the planned Government testing (e.g. facilities, ranges, personnel, ammunition, fuel, and instrumentation). Additionally, any actions items or open issues from DTRR 1 will be examined.

The GDT Readiness Review 3 (DTRR 3) will be conducted 30 days prior to the conduct of the first planned Government DT event. The DTRR 3 is the final readiness review before test vehicles are shipped to the designated test sites. The DTRR 3 will focus on the final readiness to include the availability and training of the Government test personnel, final approval of all test plans, and the confirmed availability of all test resources. At this point the ATRRs for AT shall be complete. Therefore, DTRR 3 will include the results of the ATRRs to document the readiness of the test vehicles for Government testing and to ensure the Contractors readiness to support Government testing per the requirements of the TVSP.

3.5.3 GOVERNMENT TEST AND EVALUATION ON EMD PROTOTYPE VEHICLES

The Government Test and Evaluation (T&E) Program for the EMD Prototype Build (Option, if exercised) will include LFT&E events, GDT and RGT. The Government test program begins with the acceptance of the EMD Prototype Vehicles following the completion of Contractor-conducted AT and ends at the AAV Survivability Upgrade MS C Decision. The Contractor shall support EMD Prototype Vehicle testing per the schedule depicted in Figure A-1 in Attachment 14, Test Schedule.

3.5.3.1 GOVERNMENT LFT&E FOR EMD PROTOTYPE VEHICLES

All EMD Prototype Build (Option, if exercised) LFT&E objectives will be accomplished by using one (1) EMD Prototype vehicle to test for critical data voids with regards to vulnerability issues (e.g. fuel subsystems, armor appliqué).

3.5.3.1.1 SCOPE OF ARMOR EXPLOITATION

The Contractor shall assist with the planning and execution of the Armor Exploitation test series. The Armor Exploitation test series will consist of shooting multiple threats against one (1) EMD Prototype vehicle. The goal of the test series is to exploit unknown vulnerabilities in armor seams, fasteners, and multiple integration points.

3.5.3.1.2 SCOPE OF COMPONENT BALLISTIC TEST

The Contractor shall assist with the planning and logistics for the CBT events. The CBT events will consist of investigating up to four (4) different components that are comprised in the Contractor's design. The components will be taken from one (1) EMD Prototype vehicle.

3.5.3.1.3 SCOPE OF VULNERABILITY TESTING

The Contractor shall assist with the planning and execution of the Vulnerability Test events. The test events will consist of up to four (4) Live Fire events and will use one (1) EMD Prototype vehicle.

3.5.3.1.3.1 PRE-SHOT MODELING PREDICTIONS FOR VULNERABILITY TESTING

The Contractor shall perform and develop a vulnerability fault tree analysis on the AAV Survivability Upgrade design. The vulnerability fault tree analysis shall include evaluation of all major sub-systems (i.e. drive train, hydraulics, vehicle electronics, and software systems, etc.). The vulnerability fault tree analysis is intended to identify failure modes, highlight cascading effects, and identify the fault isolation and redundancy features of the vehicle. Failures are defined as any observed degradation in vehicle performance or function. Cascading effects are not directly caused by the threat event, but rather are due to the failure of the system to isolate or to protect downstream functions. The Contractor shall update the MUVES-S2 model developed as part of CDRL A042 to include any post-CDR design updates and the system vulnerability fault tree analysis. The Contractor shall conduct pre-shot predictions, based on the Government directed shotlines, using the MUVES-S2. The Contractor shall brief the pre-shot predictions in an IPT environment 30 calendar days prior to the start of Vulnerability Testing. The Contractor shall plan on no less than six (6) to and no more than ten (10) pre-shot prediction shot lines.

3.5.3.1.4 SCOPE OF BALLISTICS VULNERABILITY TESTING

When event objectives are appropriate and could reduce the scope of FUSL, PM AAA may make the recommendation that an Vulnerability Testing event be considered for an approved LFT&E oversight event. If approved, the test event(s) will be considered a Ballistics Vulnerability Testing (BVT) event(s) and thus be conducted in conjunction with the proper oversight agency regulations.

3.5.3.2 GOVERNMENT DEVELOPMENTAL TESTING AND RELIABILITY GROWTH TESTING

The Government will conduct GDT and RGT on seven (7) EMD Prototype Vehicles (Option, if exercised) to evaluate the performance and reliability of the Contractors design, identifying any system level deficiencies, and to predict performance in OT.

3.5.3.2.1 GDT PERFORMANCE TESTING

The scope of the Government conducted GDT performance testing is summarized below. Attachment 14, Table A-1 summarizes the test resources (test venues, number of vehicles, and duration) associated with this testing.

Land mobility test events will examine compliance with AAV Survivability Upgrade land mobility requirements in areas such as such as tilt table (safety), side slopes, soft soil mobility, standard obstacles, land mode braking, controlled maneuverability, acceleration, maximum and minimum speeds, land towing, longitudinal slopes, drawbar pull and heat balance, dead engine braking, rolling resistance, and fuel consumption.

Survivability test events will examine compliance with AAV Survivability Upgrade survivability requirements in areas such as limited basic Nuclear, Biological and Chemical (NBC) requirements (e.g. operations in Mission Oriented Protective Posture [MOPP] environments), and limited signature testing.

Supportability and human factors test events will examine compliance with requirements in areas such as driver visibility and crew station visibility on land and water, land mode ingress/egress, land mode ride quality, land mode interior noise and whole body vibration, ride quality in water, interior noise and whole body vibration in water, emergency egress (land and water), maximum air flow, firepower toxic fumes, land mode automotive toxic fumes, automotive toxic fumes in water, and physical characteristics of the vehicle. Test results will support the Health Hazards Assessment and the Safe and Ready for Test Certification for OT.

Water mobility test events will examine compliance with AAV Survivability Upgrade water mobility requirements in areas such as fuel consumption (amphibious), plow-in, controlled maneuverability, speed and powering, navigation and obstacle avoidance, surf transit, ship operations, and line passing and towing.

Government E3 testing during EMD will certify compliance with MIL-STD-464C, Electromagnetic Environmental Effects for Systems. In addition, antenna COSITE testing will be conducted to evaluate communications system redesign and/or relocations.

Climatic extremes testing will assess compliance with AAV Survivability Upgrade requirements in extreme cold environmental conditions. This testing will be conducted in climatic chambers at ATC or YPG.

3.5.3.2.2 RELIABILITY GROWTH TESTING

In addition to the GDT performance testing, the Government will conduct RGT on seven (7) EMD Prototype Vehicles following AT. This testing may run concurrent with GDT performance testing as depicted on the test schedules in Figure A-1 in Attachment 14. During RGT, test vehicles will operate over land and water to closely replicate the conditions described in the 12.5 hour automotive profile in AAV Operational Mission Summary/Mission Profile. The RGT supports the Test-Analyze-Test-Fix (TAFT) process in support of the AAV Survivability Upgrade Program described in paragraph 3.4.14. There will be two (2) CAP periods per Figures A-1 and A-2, Attachment 14.

3.5.3.3 RESERVED

3.5.3.4 GOVERNMENT OT ON EMD VEHICLES

The Government Independent Operational Test Activity (OTA), the Marine Corps Operational Test and Evaluation Activity (MCOTEA), will conduct an OA following GDT and RDT and prior to MS C. The Contractor shall support the conduct of the OA, and the locations of the OA will be Camp Pendleton, CA and 29 Palms, CA. Detailed plans for the OA are not yet available but test operations will require three (3) EMD Prototype vehicles for approximately one (1) month of amphibious testing at Camp Pendleton, CA and one (1) month of land testing at MCB, 29 Palms, CA.

3.5.4 GOVERNMENT TEST AND EVALUATION ON THE LRIP VEHICLES

The Government T&E Program on the AAV Survivability Upgrade LRIP Vehicles (Option, if exercised) will include LFT&E events, PQT and RQT, and an IOT&E.

The Government test program begins with the acceptance of the LRIP Vehicles following the completion of Contractor conducted AT and ends at the AAV Survivability Upgrade Full Rate Production (FRP) Decision. The Contractor shall deliver a total of 16 upgraded LRIP Vehicles for use in testing. The Contractor shall support testing per Figure A-2 and Table A-2 in Attachment 14.

3.5.4.1 GOVERNMENT LFT&E ON THE LRIP VEHICLES

All PD phase LFT&E objectives will be accomplished by using four (4) LRIP Vehicles (Option, if exercised) to evaluate the design during Controlled Damage Tests (CDT) and FUSL test.

3.5.4.1.1 TRAINING FOR TEST AGENCY PERSONNEL

In support of CDT and FUSL, the Contractor shall use the training package developed under Training paragraph. The Contractor shall train test site personnel (a maximum of six (6) personnel). This training shall be completed prior to the start to CDT.

3.5.4.1.2 CONTROLLED DAMAGE TEST

Objectives of CDT include examining subsystem vulnerability from synergistic or cascading effects resulting from component damage, examining the effectiveness of redundancies or other vulnerability reduction measures and validating the system criticality analysis.

3.5.4.1.3 FULL-UP SYSTEM LEVEL TESTING

3.5.4.1.3.1 FULL-UP SYSTEM LEVEL TESTING

The Contractor shall support PM AAA in planning for FUSL. The Contractor shall conduct pre-shot predictions, based on the Government directed shotlines, using the MUVES-S2. These efforts will be limited to assistance and recommendations concerning support and responsibilities required for defining the FUSL scope.

3.5.4.1.3.2 FUSL REBUILD SPARES ANALYSIS

The Contractor shall perform a shot line analysis (based on shot lines defined in the LFT&E Strategy) nine (9) months prior to MS C for the vehicle configurations. The shot line analysis shall take into consideration armor characterization cone angles to determine spares required to support the rebuild of vehicles after FUSL events. The Contractor shall prepare and submit the results of the shot line spares analysis to the Government at MS C and will include recommended spares list and materials or pricing data in accordance with CDRL A050.

3.5.4.2 GOVERNMENT PQT AND RQT ON THE LRIP VEHICLES

The Government will conduct PQT and RQT on 12 LRIP Vehicles (Option, if exercised) to determine system compliance with the AAV Survivability Upgrade System Specification, qualify the adequacy of the production process, verify adequacy of updated operator and operator maintenance technical manual chapters, establish readiness for IOT&E, and provide data to support system evaluations for the FRP decision.

3.5.4.2.1 PQT PERFORMANCE TESTING

The scope of the Government conducted PQT performance testing is summarized below. Table A-2 in Attachment 14 summarizes the test resources (test venues, number of vehicles, and duration) associated with this testing.

Land mobility test events will examine compliance with AAV Survivability Upgrade land mobility requirements in areas such as such as tilt table (safety), side slopes, soft soil mobility, standard obstacles, land mode braking, controlled maneuverability, acceleration, maximum and minimum speeds, land towing, longitudinal slopes, drawbar pull and heat balance, dead engine braking, rolling resistance, and fuel consumption.

Survivability test events will examine compliance with AAV Survivability Upgrade survivability requirements in areas such as limited basic NBC requirements (e.g., operations in MOPP environments) and limited signature testing.

Supportability and human factors test events will examine compliance with requirements in areas such as driver visibility and crew station visibility on land and water, land mode ingress/egress, land mode ride quality, land mode interior noise and whole body vibration, ride quality in water, interior noise and whole body vibration in water, emergency egress (land and water), maximum air flow, firepower toxic fumes, land mode automotive toxic fumes, automotive toxic fumes in water, and physical characteristics of the vehicle. Test results will support the Health Hazards Assessment and the Safe and Ready for Test Certification for the IOT&E.

Water mobility test events will examine compliance with AAV Survivability Upgrade water mobility requirements in areas such as fuel consumption (amphibious), plow-in, controlled maneuverability, speed and powering, navigation and obstacle avoidance, surf transit, ship operations, and line passing and towing.

Government E3 testing during LRIP will consist of testing necessary to certify compliance with MIL-STD-464C, Electromagnetic Environmental Effects for Systems.

3.5.4.2.2 RELIABILITY QUALIFICATION TESTING

In addition to the PQT performance testing described in the previous paragraph, the Government will conduct RQT on eight (8) LRIP Vehicles following AT. During RQT, test vehicles will operate over land and water to closely replicate the conditions described in the 12.5 hour automotive profile in AAV Operational Mission Summary/Mission Profile. The RQT results will be used to verify the system reliability of the production vehicles.

3.5.4.3 GOVERNMENT OT ON THE LRIP VEHICLES

The Government Independent OTA, the MCOTEA, will conduct an IOT&E following PQT and RQT and prior to the FRP Decision. The Contractor shall support the conduct of the IOT&E

on the LRIP Vehicles (Option, if exercised), and the locations of the IOT&E will be Camp Pendleton, CA and 29 Palms, CA. Detailed plans for the IOT&E are not yet available but test operations will require 12 AAV LRIP Vehicles for approximately 1.5 months of amphibious testing at Camp Pendleton, CA and 1.5 months of land testing at MCB, 29 Palms, CA.

3.6 MANUFACTURING OF THE EMD PROTOTYPE AND LRIP VEHICLES

During the EMD Prototype Build CLINs (Options, if exercised), the Contractor shall produce eight (8) and no more than ten (10) EMD Prototype AAV Survivability Upgraded vehicles based on the CDR Baselined design. The Contractor shall receive Government provided IROAN vehicles, procure and manufacture materials, assemble materials, and test AAV Survivability Upgrade vehicles based on the baselined CDR design. During the LRIP Build CLINs (Options, if exercised), the Contractor shall produce quantities specified in Section B.

3.6.1 MANUFACTURING PLAN

The Contractor shall document their approach to manufacturing the EMD Prototype Vehicles in the Manufacturing Plan, and submit it in accordance with CDRL A052. The Manufacturing Plan shall be updated to demonstrate how the Contractor will manufacture the LRIP Vehicles (EMD Prototype Build CLIN (Option, if exercised)), in accordance with CDRL A052.

3.6.2 VEHICLE MATERIAL

The Contractor shall incorporate their upgrade design on Government provided full-up AAV IROAN Vehicles. The Contractor shall receive the accompanying Government Final Inspection Report (FIR) for the provided IROAN Vehicles. The Contractor shall provide a list of all material not used from the Government provided AAV Vehicles, and the Government will provide disposition instructions.

3.6.3 MANUFACTURING READINESS SELF ASSESSMENT FOR CDR

The Contractor shall conduct Manufacturing Readiness Self Assessments (MRSA) (see Table 2) for the AAV Survivability Upgrade design using the definitions, criteria, and processes defined in the DoD MRL Deskbook as a guide (MRL Deskbook Version 2.2.1 October, 2012). The Contractor's self-assessment shall demonstrate how the Contractor shall attain an MRL of 7 by CDR. The Contractor shall present their initial MRSA Key Technologies, their current MRL level and the rationale for each level as part of the PDR presentation. The Contractor shall propose the locations and frequencies of MRAs to be conducted prior to CDR at the PDR Event as part of the PDR presentation. The Contractor shall conduct a MRSA of the Contractor's CDR design. The Contractor shall prepare and submit the MRSA in accordance with CDRL A053.

3.6.4 MANUFACTURING READINESS SELF ASSESSMENT FOR SVR

The Contractor shall conduct a MS C MRSA (see Table 2) using the definitions, criteria, and processes defined in the DoD MRL Deskbook as a guide (MRA Deskbook Version 7.1, 2 May, 2009). The Contractor's self-assessment shall demonstrate the readiness of the Contractor's design to proceed to MS C and the attainment of MRL 8. The Contractor shall prepare and submit the MRSA in accordance with CDRL A053.

The Contractor's self-assessment shall demonstrate how MRL 8 is achieved at the completion of the EMD Prototype builds in readiness for LRIP. The Contractor shall describe and provide supporting documentation demonstrating how each of the MRL definitions is or will be achieved. The MRL definitions are described in the MRL Deskbook Version 2.2.1, October, 2012, APPENDIX A. DETAILED MRL DEFINITIONS. The Contractor shall demonstrate using the MRA self assessment how the LRIP production delivery schedule is achievable using the existing manufacturing processes for management and production. The Contractor shall participate and host the MRA Review (see Table 2) to discuss the MRA no later than 60 days prior to the SVR event and in accordance with in accordance with CDRL A053.

3.6.5 CONTRACTOR ACCEPTANCE TEST

3.6.5.1 BREAK-IN OPERATIONS

The Contractor shall define break-in procedures and conduct Break-In Operations on each EMD Prototype Vehicle (Option, if exercised) to address all wear-in activities and procedures required before normal vehicle operation. Break-In Operations shall include a minimum of 50 hours or 400 miles per vehicle with 90% over secondary road surfaces and cross country terrain and 10% water operations.

Break-In procedures shall confirm basic vehicle mobility-related functionality, including starting, stopping, turning, as well as providing confirmation of safe vehicle operation and to confirm workmanship and infant-mortality issues are surfaced and addressed.

Break-In Operations shall confirm that no additional wear activities are required prior to Government acceptance. Break-in activities shall cover all component, subsystem, and system level break-in such as: low speed operation, limited load operations, torque adjustments, brake burnishment, suspension calibration, and any other checks or actions to ensure full vehicle serviceability and operability at vehicle delivery.

3.6.5.2 CONTRACTOR ACCEPTANCE TEST PLAN

The Contractor shall develop an Acceptance Test Plan (ATP). The ATP content shall detail the criteria, performance objectives, and list of test procedures, or demonstrations to be performed by the Contractor for acceptance test on the AAV Survivability Upgrade vehicles.

The ATP shall be used by the Contractor to demonstrate to the Government the Contractor has verified compliance with manufacturing checks as well as confirm basic vehicle mobility-related functionally, including starting, stopping, turning and safe operation. The Contractor shall prepare and submit the ATP in accordance with CDRL A054. The ATP shall also confirm compliance with requirements essential for safe vehicle operation. The ATP shall specify demonstrations and inspections to verify compliance with other selected performance requirements documented in Paragraphs 3 and 4 of the AAV Survivability Upgrade System Specification.

3.6.5.3 CONTRACTOR ACCEPTANCE TEST READINESS REVIEW

The Contractor shall conduct an ATRR (see Table 2) no later than 30 days prior to the initiation of the AT for the first EMD Prototype vehicle that completes production. The purpose of the ATRR is to determine readiness to begin acceptance testing. At the ATRR, the Contractor shall review and provide documentation, in accordance with CDRL A054, to establish test readiness in areas to include but not limited to system configuration, performance, safety, and test item maturity.

The Contractor shall also address the readiness requirements subsequent to the AT event for the support of GDT. The Contractor shall review and provide documentation to establish test readiness in all essential areas to the subsequent support of GDT (e.g., operator training, system support package, support personnel, and vehicle shipment). The Contractor shall chair and conduct the review at the Contractor's facility for the approval of the Government.

Government approval at the ATRR shall be required for initiation of AT. The Government will also use Contractor provided information at the ATRR in the Government Readiness Reviews for Government testing on the LRIP Vehicles to include GDT, RDT, LFT&E, and OA.

3.6.5.4 CONTRACTOR ACCEPTANCE TESTING

The Contractor shall conduct Acceptance Testing (see Table 2) as defined in the approved ATP on each EMD prototype vehicle. The Contractor shall allow the Government and the Defense Contractors Management Agency (DCMA) to witness all acceptance testing performed per the ATP. The Contractor shall prepare and submit and Acceptance Test Report documenting the results of AT on each EMD prototype vehicle in accordance with CDRL A068.

3.6.5.4.1 FINAL INSPECTION RECORD

The Contractor shall develop a Final Inspection Record (FIR). The FIR content shall establish and classify the quality characteristics for final examination and functional testing of major end items and components and serves as a permenant record of final inspection results. The Contractor shall prepare and submit the FIR in accordance with CDRL A055. The Government will approve the FIR for use by the Contractor.

The Contractor shall perform and document the quality inspections identified in the approved FIR on each EMD prototype vehicle. The Contractor shall prepare and submit the results of each FIR performed to the Government.

3.6.5.4.2 PROTOTYPE VEHICLE RELEASE

The Contractor shall meet the following criteria prior to shipping each EMD Prototype Vehicle (Option, if exercised) from the Contractor facility to the Government facility:

1) Conduct AT on the vehicle
2) Correct all non-conformances or deviations from AT criteria that are generated before or during the Contractors AT, or obtain documentation from the Government approving later corrective action
3) Deliver the ATR in accordance with CDRL A068
4) Deliver the completed FIR in accordance with CDRL A055
5) Deliver the as built BOM in accordance with CDRL A069
6) Complete the joint Government and Contractor LTI. The duration of the LTI is estimated to be a two (2) hour visual inspection.
7) The Contractor shall deliver a Bonding and Grounding analysis, in accordance with CDRL A055, for each, including a list of all components tested, the measured values of each, and the fixes applied if the values exceed the requirements in accordance with MIL-HDBK-419

The Contractor shall specifically identify the testing procedures added or enhanced due to quality/reliability issues and/or design changes.

The Contractor shall present the EMD Prototype Vehicles for a Government conducted LTI prior to shipping and a LTI at the receiving Government facility. The duration of the LTI is estimated to be a two (2) hour visual inspection.

3.7 LOGISTICS

All logistics efforts only apply to vehicle sub-systems (in their entirety) which are impacted by the Contractor's design changes. The Contractor efforts associated with Logistics Supportability Analyses (LSA) and Logistics Management Information (LMI) will be scoped and apportioned across the Base Contract CLINs, EMD Prototype Build CLIN (Option, if exercised), and LRIP CLIN (Option, if exercised). Contractor efforts in support of Supply Support, Training, and Technical Manual efforts will be scoped and apportioned across the EMD Prototype Build and LRIP CLINs to meet CDRL submission requirements.

The Contractor shall appoint a Logistics Manager who will be the single point of contact for all efforts required within the Logistics section.

During PMRs the Contractor shall provide the current status on logistics tasks that include, but not limited to:

1) All logistics analyses being utilized or planned
2) AAV Survivability Upgrade design meeting all product support requirements outlined in the System Specification
3) LMI data accumulation utilizing the logistics product data transfer criteria of GEIA-STD-0007
4) Training package development and conduct
5) Technical manual development and validation
6) Supply Support efforts

3.7.1 LOGISTICS MANAGEMENT INFORMATION

The Contractor shall maintain any LMI data generated during the design of the system, engineering reviews, and logistics analyses in a data tracking system that meets logistics product data transfer criteria of GEIA-STD-0007. The Contractor shall utilize the SE Cataloging Schema for Logistics and Technical Data, Attachment 3, provided as GFI for the assignment of Logistics Control Numbers (LCNs). The Government is using PowerLOG-J as its LMI tool to generate logistics reports and transfer, collect and analyze logistics product data for the vehicle system. The Contractor shall develop and submit Logistics Product Data (LPD) including Provisioning Technical Data (PTD), in accordance with CDRL A056. The Contractor shall conduct a demonstration of its GEIA STD 007 compliant database and associated export / import processes with the Government's PowerLog-J application in accordance with the program schedule and logistics planning (associated with PDR and CDR events).

3.7.2 SUPPORTABILITY ANALYSES

The Contractor shall conduct, document and submit in accordance with CDRL A057, Contractor conducted Supportability Analyses necessary to determine and justify logistic support requirements of Configuration Items and Sub-systems impacted by their design. The Supportability Analyses shall include, but not be limited to:

1) Reliability Centered Maintenance Analyses (RCM)
2) Maintenance Task Analyses
3) Level of Repair Analyses (LORA)
4) Operator Task Analyses
5) Transportability Analysis

Results of these analyses will also be entered into the LMI database per section 3.7.1, and delivered as required by CDRL A056.

3.7.2.1 MAINTENANCE PLANNING

The Contractor shall conduct maintenance planning in accordance with RCM and LORA principles to define the optimal set of both preventive and corrective maintenance tasks, their periodicities/conditions requiring maintenance, and supporting procedures and documentation, which fully support the maintenance concept based on current AAV Technical Manuals.

3.7.2.2 FACILITIES FOR EMD PROTOTYPE AND LRIP VEHICLES

The Contractor shall review the baseline AAV Survivability Upgrade design, any subsequent changes, and assess the impact to facility requirements associated with the EMD Prototype Build and LRIP CLINs (Options, if exercised). It is anticipated that no changes to facilities will be required. The Contractor shall identify whether or not any changes to existing facility are needed and document their findings in the Supportability Analyses in accordance with CDRL A057.

3.7.2.3 VEHICLE TRANSPORTABILITY

The Contractor shall review the baseline AAV Survivability Upgrade design and assess the impact to transportability requirements. The Contractor shall identify any changes, as needed, to transportability and document their findings in the Supportability Analyses in accordance with CDRL A057.

3.7.2.4 SUPPORT AND TEST EQUIPMENT

S&TE is defined as including all tools, sets, chests, kits and Test Measurement and Diagnostic Equipment (TMDE), test equipment, automatic test equipment, and Built-In Test/Built-In Test Equipment (BIT/BITE) utilized by all levels of maintenance.

Items currently in the Marine Corps inventory to the maximum extent practical shall satisfy the requirement for support and test equipment. S&TE falls into two (2) separate categories, General Purpose and Special Purpose. Listings of support equipment resident in the Marine Corps inventory are available from the Government upon the Contractor's written request.

3.7.2.4.1 GENERAL PURPOSE SUPPORT EQUIPMENT

General Purpose TMDE. By definition, General Purpose S&TE is designed to support two (2) or more items of equipment within the Marine Corps inventory. All USMC authorized General Purpose S&TE is identified in Technical Manual (TM) 10510-OD/1M General Purpose TMDE Listing (Including Ancillary Support Items and Tool Kits). The Contractor shall provide a summary of the required General Purpose Support Equipment (GPSE) in a Supportability Analyses Report in accordance with CDRL A057, which is defined as tools and test equipment currently in the Marine Corps inventory and supported by PM-TMDE.

3.7.2.4.2 SPECIAL PURPOSE SUPPORT EQUIPMENT

Special Purpose S&TE provides a support function not available in general purpose TMDE. This support is normally for a single item, weapon system or category of equipment (e.g., Communication Security equipment).

The Contractor shall provide a Summary of required Special Purpose Support Equipment (SPSE) in a Supportability Analyses Report in accordance with CDRL A057, which are defined as tools and test equipment NOT currently in the Marine Corps inventory. If the Contractor determines that SPSE is required, the Contractor shall develop a Support Equipment Recommendation Data (SERD) using GEIA-STD-0007 detailing the recommended test equipment and testing application and submit it under CDRL A057 (Supportability Analyses).

3.7.3 SUPPLY SUPPORT

3.7.3.1 PARTS MANAGEMENT PLAN

The Contractor shall establish and maintain a Parts Management Plan, for the EMD Prototype Build and LRIP Vehicle CLINs (Options, if exercised), in accordance with MIL-STD-3018 for all new designs or modified equipment. The Contractor shall describe how the parts management process is validated, how process improvements are incorporated, and how process variation is controlled. The Parts Management Plan shall also include a parts list of the parts selected for inclusion in the Parts Management Plan. The Contractor shall prepare and submit the Parts Management Plan in accordance with CDRL A058. The procedures, planning, and all other documentation, media, and data that define the Parts Management Plan and the parts selected for use shall be made available to the Government for review. The Government may perform any necessary inspections, verifications, and evaluations to ascertain conformance to requirements and adequacy of the implementing procedures.

3.7.3.2 PRODUCT SUPPORT PLAN (INTERIM SPARES/INITIAL SPARES PACKAGE)

The Contractor shall prepare and submit a Product Support Plan (PSP), during the EMD Prototype Build (Option, if exercised), in accordance with CDRL A059. The content of the PSP shall document the planned approach to providing interim test spares (by NSN or Contractor part number) to support OA, IOT&E and the Initial Spares Package (ISP) to support the fielding of LRIP Vehicles up to the beginning of Government supply support. The ISP that will be delivered with the LRIP vehicles can include either new buys or re-conditioned spares. At the Contract Option Award Conference (EMD Prototype Build – Option, if exercised), the Contractor will propose a tailoring of DID requirements and present a PSP Outline for Government acceptance.

3.7.3.3 PROVISIONING FOR THE EMD PROTOTYPE BUILD AND LRIP CLINS

The Contractor shall host a one-day Provisioning Guidance Conference (PGC) (see Table 2) for the EMD Prototype Build and LRIP CLINs (Options, if exercised), to present their Provisioning Requirements Statement (PRS). The content of the PRS shall detail the provisioning timeline by affected sub-system, performance schedule, processes, conference requirements and data products to be reviewed and submitted (PTD and Engineering Data For Provisioning (EDFP) (CDRLs A056 and A060). The PRS shall be added as an appendix to the PSP (CDRL A059) and submitted. The Contractor shall attend subsequent Provisioning Technical Conferences (PTCs), three (3) days each, to assist the Government in review of PTD and EDFP prior to its submission or, if after submission, changes have to be made due to design or manufacturing changes. The Contractor shall develop provisioning technical data as part of the Contractor's LMI program and shall ensure that provisioning data is electronically transferable to the Government provisioning activity.

3.7.3.4 ENGINEERING DATA FOR PROVISIONING

The Contractor shall develop EDFP for the EMD Prototype Build and LRIP CLINs (Options, if exercised), for all systems or equipment to be acquired for Government use. The EDFP shall contain the technical data which provides definitive identification of dimensional, material, mechanical, electrical, or other characteristics adequate for provisioning of the support items of the end article(s). The Contractor shall ensure that this data can be used to assign and/or verify Source, Maintenance, and Recoverability (SMR) codes, prevent proliferation of identical items in the Government inventory, assist in maintenance decisions, and for item identification necessary in the assignment of a NSN. The Contractor shall prepare and submit the EDFP in accordance with CDRL A060. The Contractor shall ensure all suppliers' effect timely delivery of Provisioning Data Products (i.e. Provisioning Parts List (PPL) DI-SESS-81715, Provisioning Parts List Index (PPLI) DI-SESS-81712) and EDFP.

3.7.4 TRAINING FOR EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED)

3.7.4.1 TRAINING PRODUCTS AND SERVICES

The Contractor shall develop and conduct AAV Survivability Upgrade training for AAV Operators and AAV Maintainers. The Contractor shall use the following as guidance: MIL-HDBK-29612-2, Instructional Systems Development/Systems Approach to Training and Education and NAVMC 1553.1, Systems Approach to Training Users Guide, and MCO 1553.2B Management of Marine Corps Formal Schools and Training Detachments. Prior to course initiation, the Contractor shall meet safety standards, which are in accordance with local, state, and federal regulations. Student target audience for Operator training shall be Military Occupational Specialty (MOS) 1833, Marine AAV Crewmen, and Combat Vehicle

Testers (civilian positions). All operators will be qualified as AAV Drivers and will hold a current OF 346 (Ordinance Vehicle Operator License). Student target audience for maintainer training are currently qualified MOS 2141, AAV Repairer/Technician.

3.7.4.2 TRAINING DEVELOPMENT MANAGEMENT

The Contractor shall appoint a Training Manager who will be the single point of contact for training and courseware development matters. The Training Manager and other Contractor personnel conducting training shall be able to read, write, speak and comprehend the English language, including technical language and terms associated with the operation and operator maintenance of the AAV Survivability Upgrade Program. The Training Manager shall have three (3) or more years of training and managerial experience with military training, and shall have an understanding of all tasks associated with training development. Sixty calendar days prior to the conduct of any training course, the Contractor shall provide written certification of the proficiency and skill of the instructors to conduct the required training to the Government. Sufficient proficiency and skill is defined as either two (2) years experience conducting formal military training in the specific area of instruction or an equivalent level of civilian teaching experience. The duties of this Training Manager shall include, but not be limited to, the coordination of training courseware analysis, design, and development. Additionally, the Training Manager shall be responsible for the coordination of all aspects of training for the AAV Survivability Upgrade Program.

3.7.4.3 LESSON SPECIFICATION DEVELOPMENT SUBJECT MATTER EXPERTS

As required, the Contactor shall provide approximately 200 hours of subject matter expertise to support the Government-led development of a lesson specification that will describe all critical elements required for the design, production, evaluation, and implementation of the AAV Survivability Upgrade training. The Government-developed Lesson Specification shall then form the basis of all Contractor-developed training products. The Lesson Specification shall be provided as GFI to the Contractor approximately 120 days prior to the first training event. The Lesson Specification shall be linked to other training data products, to include lesson plans, the student handouts, and test packages. Following the exercise of the Prototype Option, the Government will also provide existing AAV courseware materials as GFI.

3.7.4.4 TRAINING MATERIALS DEVELOPMENT

The Contractor shall develop training materials in accordance with the following subparagraphs. Training will focus only on those system components, operating characteristics, operating qualities, maintenance procedures, and Battle Damage Assessment and Repair (BDAR) techniques that are modified due to the AAV Survivability Upgrade Program. Operator training is not expected to exceed five (5) days. Maintainer training is not expected to exceed 15 days.

3.7.4.4.1 TEST PACKAGES

The Contractor shall develop the Test Packages for each major topic of instruction which include written and performance tests based upon the Instructional Media Design Package. Written test items shall consist of true/false, multiple choice, and fill-in-the-blank questions. The test questions shall be written to evaluate the trainees' comprehension of knowledge-based learning objectives. The performance tests shall be developed to evaluate the trainees' ability to perform specific Operator or Maintainer tasks and subtasks, and shall be presented in checklist format. The Contractor shall prepare and submit the Test Packages in accordance with the CDRL A061.

3.7.4.4.2 TRAINING CONDUCT SUPPORT DOCUMENT: LESSON PLANS

The Contractor shall develop the Training Conduct Support Document (Lesson Plans) for each major topic of instruction. Lesson plans shall be sequenced and contain information relevant to each period of instruction, including training objectives and instructions for the delivery of training, equipment required, application of instructional visual aids, written test questions, and task performance checklists. The Contractor shall provide visual aids capable of being read with MS Office products. Time required for delivery of an individual period of instruction/lesson plan shall not exceed four (4) hours. The Contractor shall prepare and submit the Training Conduct Support Document: Lesson Plans in accordance with the CDRL A062.

3.7.4.4.3 TRAINING CONDUCT SUPPORT DOCUMENT: STUDENT HANDOUTS

The Contractor shall develop the Training Conduct Support Document (Student Handouts) for each major topic of instruction. The Student Handouts shall contain outline sheets, information sheets, diagram sheets, job sheets, and assignment sheets as required to enhance the students mastery of tasks. The Contractor shall prepare and submit the Training Conduct Support Document: Student Handouts in accordance with CDRL A062.

3.7.4.4.4 TRAINING CONDUCT SUPPORT DOCUMENT: INSTRUCTIONAL VISUAL AIDS

The Contractor shall develop a Training Conduct Support Document: Instructional Visual Aids to support the classroom instruction for each major topic of instruction. The Instructional Visual Aids shall contain graphics and text to enhance student comprehension of tasks as well as job aids, as applicable. The Contractor shall prepare and submit the Training Conduct Support Document: Instructional Visual Aids in accordance with CDRL A062.

3.7.4.5 TRAINING CONDUCT

The Contractor shall conduct AAV Survivability Upgrade courses as shown in Appendix 14. These courses shall consist of lectures, demonstrations, and practical application. The trainee-to-instructor ratio shall not exceed 10:1 for lectures, and shall not exceed 5:1 for

hands-on training, practical exercises, and application. The expected training courses are shown in Table A-3, Attachment 14.

All training courses shall make maximum usage of the TMs and job aids. Information in the training courses shall not contradict the TMs.

The Contractor shall provide chemicals, consumables, and Contractor unique spares, as required, to operate and maintain any AAV Survivability Upgrade Vehicle used to support training courses conducted at the Contractor's facility. When training is conducted at the Contractors facility, the Contractor shall provide the Government a listing of housing and messing facilities, and transportation available in the area of the training site.

When training is conducted at a Government facility, ATC or Camp Pendleton, the Government will provide training equipment support, computing resources, required common tools, and TMDE.

3.7.4.6 COURSE CONDUCT INFORMATION PACKAGE

The Contractor shall develop the Course Conduct Information Package (Trainee and Training Course Completion Data). Upon completion of each training class, the Contractor shall provide each student with a course completion certificate that states the type and location of training, number of hours, student name, and completion date, signed by the instructor. The Contractor shall prepare and submit the Course Conduct Information Package (Trainee and Training Course Completion Data) in accordance with CDRL A063.

3.7.5 PACKAGING, HANDLING, STORAGE AND TRANSPORTATION FOR EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED)

3.7.5.1 PACKAGING AND MARKING OF VEHICLES

The EMD Prototype and LRIP Vehicles shall be packaged by the Contractor in such a way that they are delivered in Condition Code "A", (serviceable and are issuable without qualification in accordance with DLM 4000.25-2-M Appendix 2.5, page AP2.5.2) to all destinations without limitations and restrictions. The AAVs shall be delivered with all Onboard Vehicle Equipment (OVE) (See Attachment 3-GFI, Technical Manual, Appendix D), either stowed on board the vehicle or packaged separately but inside the vehicle. The OVE shall be packaged so that it cannot be damaged by environmental conditions, dropping or pilfering. Each packaged item shall include an inventory of the contents of that package attached to the exterior of the package. A copy of each package inventory for each AAV shall be provided as part of that AAVs FIR. Included in the AAVs document package shall be a drawing that shows the locations of all packaged OVE for that vehicle. Each AAV shall include in its document package instructions for any required disassembly and re-assembly procedures to meet requirements for the applicable mode.

3.7.5.2 PACKAGING OF SPARES AND REPAIR PARTS

Each part shall be suitably packaged by the Contractor to prevent damage and deterioration and to provide for efficient and economical handling using the best standard commercial practice in accordance with American Society Testing Materials (ASTM)-D-3951 (except for items that have been identified by the Supportability Analysis to require special packaging). For any parts that will enter the military distribution system, the Contractor shall comply with MIL-STD-2073 1E. Each parts package shall be properly marked in accordance with MIL–STD–129. Spares and repair parts shall be packaged in such a way that they are delivered in Condition Code "A", (serviceable and are issuable without qualification in accordance with DLM 4000.25-2-M Appendix 2.5, page AP2.5.2) to all destinations without limitations and restrictions.

3.7.5.3 PACKAGING AND MARKING OF DATA

All unclassified data shall be prepared for shipment in accordance with best commercial practice via electronic media. Classified reports, data, and documentation shall be prepared for shipment in accordance with NISPOM, DoD 5220.22-M and the DD 254 - Contract Security Classification Specification.

3.7.5.4 IDENTIFICATION MARKING OF PARTS

Parts that will enter the military distribution system not requiring Item Unique Identification (IUID) shall be marked by the Contractor as individual parts within the systems, equipment assemblies, subassemblies, components, groups, sets or kits, and shall be done in accordance with applicable specifications and drawings in accordance with MIL-STD 129P and MIL-STD 2073 1E. To the extent identification marking of such parts is not specified in applicable specifications or drawings listed in MIL-STD 129P, such marking shall be accomplished in accordance with the following:

Parts shall be marked in accordance with generally accepted commercial practice.

In cases where parts are so small as not to permit identification marking as provided above, such parts shall be appropriately coded so as to permit ready identification.

3.7.5.4.1 ITEM UNIQUE IDENTIFICATION

Per the current AAV IUID Plan (supplied as GFI) the Contractor shall implement IUID marking as defined in the latest version of MIL-STD-130 and DFARS clause 252.211-7003. The Contractor shall submit the new IUID marked items into the OSD IUID Registry for new registration. The Contractor shall also submit the new components with IUID marking into the Marine Corps Temporary Data Storage (TDS). The file format for submitting to the Marine Corps TDS will be posted at https://tds-iuid.com. In addition to the mandatory data elements for submitting the Unique Item Identification (UII) to the OSD IUID Registry, the NSN and serial number will be included in the submission to the Marine Corps TDS. For

equipment with multiple serial numbers physically marked on the item, the priority order for use in the serial number data field is: (1) USMC registration (serial) number (not locally assigned); (2) OEM Serial Number; and (3) Third Party Logistics (3PL) provided serial number.

3.7.5.5 TRANSPORTATION FOR THE EMD PROTOTYPE VEHICLES

The Contractor shall transport the EMD Prototype Vehicles (Option, if exercised) from their point of assembly to all test sites as identified in the Test Schedule (see Attachment 14, Table A-4).

3.7.5.6 TRANSPORTATION FOR THE LRIP VEHICLES

The Contractor shall transport the LRIP Vehicles (Option, if exercised) from their point of assembly to all test sites as identified in the Test Schedule (see Attachment 14, Table A-5)

3.7.6 TECHNICAL MANUALS

The Government shall provide to the Contractor a "PDF" version of the AAV manuals as GFI. The Contractor shall develop and submit, on a chapter basis, the portions of these manuals affected by their design in accordance with the Technical Manual Contract Requirement (TMCR) and delivered in accordance with the TM chapters (CDRL A064) for the EMD Prototype Build and LRIP CLINs (Options, if exercised).

The Contractor shall host a Technical Manuals Guidance Conference (see Table 2) and present their plans to develop, validate and submit revised TM chapters, including a by-chapter schedule that shall be included as part of CDRL A006 (IPMR/IMS). The schedule will support training needs.

The Contractor shall develop new or modified Draft Tasks to support their design in accordance with MIL-STD 38784 and the TMCR for all affected task types: operator, operator maintenance, maintenance and depot. The Contractor shall deliver all Draft Tasks, as part of full replacement chapters, to the Government in Adobe PDF format The Contractor shall identify (highlight) to the Government those portions of the Government provided "Adobe PDF" manuals that were changed as a result of the Contractors design and deliver the highlighted versions concurrent with the updated chapters. Changed Chapters shall be validated by the Contractor before delivery to the Government. Any discrepancies noted by the Government shall be resolved by the Contractor and the Contractor shall resubmit the corrected chapters. The Government will provide final acceptance of revised chapters once all Government comments have been incorporated. The Contractor shall track and make available to the Government as part of CDRL A006 (IPMR/IMS) the status of the Contractor's progress.

If, after Government acceptance of an updated chapter, the Contractor revises their design, any necessary TM Chapter corrections shall be made, validated and resubmitted for review and acceptance.

3.7.6.1 COMMERCIAL OFF-THE-SHELF MANUALS

Use of commercial TM's is encouraged. It is essential that the Contractor evaluate all COTs TM's for the EMD Prototype Build and LRIP CLINs (Options, if exercised) to ensure that:

1) Commercial manuals reflect the configuration of the hardware.
2) Copyright is released to the Government to allow reprint of the manual in whole or in part (Contractor must obtain and submit to the Government)

3.7.7 SCHEDULE OF GOVERNMENT FURNISHED PROPERTY

1) Pursuant to the "Government Property" clause, the Government will furnish Freight On Board (FOB) Contractor's place of performance, the GFP Attachment 11 for use in the performance of this contract
2) The property shall be delivered in accordance with the contract schedule
3) If the property is not received in accordance with the contract, the Contractor shall notify the PCO in writing within seven (7) calendar days after scheduled receipt of the property. If GFP is received by the Contractor in a condition not suitable for the intended use, the Contractor shall, within seven (7) calendar days of receipt, notify the PCO, in writing, detailing the facts

3.7.7.1 GOVERNMENT PROPERTY MANAGEMENT

The Contractor shall have a system to manage (control, use, preserve, protect, repair, and maintain and dispose) Government property. The Contractor shall initiate and maintain the processes, systems, procedures, records, and methodologies necessary for effective control of Government property during the period of performance. The Contractor shall include these requirements in all subcontracts under which Government property is acquired or furnished for subcontract performance. The Contractor shall use Government property, either furnished or acquired under this contract, only for performing this contract, unless otherwise provided for in this contract or approved in writing by the PCO.

3.7.7.2 GOVERNMENT FURNISHED PROPERTY

The Contractor shall submit a Government Property Status Report in accordance with CDRL A065 in order to maintain proper audit control of Government Property in accordance with the FAR. The Government Property Status Reports will identify the current status and what changed from the previous reporting period, and the reason for the change.

3.7.7.3 MAINTENANCE OF GOVERNMENT FURNISHED PROPERTY

The Contractor shall properly maintain GFP. The Contractors maintenance program shall enable the identification, disclosure, and performance of normal and routine preventative maintenance and repair. The Contractor shall disclose and report to the PCO the need for repair and replacement of GFP that are Table of Authorized Material Control Numbered (TAMCN), submit a GFP Failure Report in accordance with CDRL A066.

3.7.7.4 FINAL DISPOSITION OF GOVERNMENT FURNISHED PROPERTY

The Contractor shall dispose of property in accordance with subpart 45.6 of Title 48 Code of Federal Regulations, FAR 52.245-1 and DFARS 245.6, Current version of Defense Demilitarization Manual (DoD 4160. 28 Current 7 June 2011), Trade Security Controls (TSC) requirements in accordance with DoD Instruction 2030.08 "Implementation of TSC for Transfers of DoD U.S. Munitions List (USML) and Commerce Control List (CCL) Personal Property to Parties Outside DoD Control".

The Contractor is authorized to utilize the local DLA Disposition Services (formerly known as the Defense Reutilization and Marketing Service (DRMS)), for disposal of excess property requiring demilitarization (DEMIL) upon written approval of the Government PCO. The Contractor shall use the property disposal process through the DCMA and identify property Federal Stock Codes and demilitarization codes to the DCMA Plant Clearance Officer on the Inventory Disposal Schedule.

The PCO will provide guidance as to the disposition of GFP assets at the completion of the contract. The Contractor may not dispose of scrap resulting from production or testing under this contract without written Government approval by the PCO.

3.7.7.5 CONTRACTOR ACQUIRED PROPERTY

Contractor acquired property in performance of this contract and invoiced under this contract shall be property of the United States Government. The Contractor shall list and report on a quarterly basis, Contractor acquired property, in accordance with CDRL A065 (Government Property Status Report), as Government property under this contract.

3.8 LRIP PROPOSAL SUBMITTAL

A revised detailed LRIP SOW will be provided by the Government 90 days prior to CDR. These documents will prepare the Contractor(s) to submit a competitive LRIP pricing proposal, in accordance with CDRL A067, 30 days prior to CDR. This proposal will be used, in conjunction with the design phase efforts, to down select to one (1) Contractor for the contract options, if exercised. The LRIP price proposal (CLINS 0200 – 0204 and 0206) shall contain firm fixed prices and not exceed the given NTE amount.

3.9 CONTRACTOR MANPOWER REPORTING APPLICATION (CMRA – APPLIES ONLY TO CLINS 0101 AND 0203)

The contractor shall report ALL contractor labor hours (including subcontractor labor hours) required for performance of services provided under this contract for the AAV Survivability Upgrade via a secure data collection site. The contractor is required to completely fill in all required data fields using the following web address: http://www.ecmra.mil/

Reporting inputs will be for the labor executed during the period of performance during each Government fiscal year (FY), which runs October 1 through September 30. While inputs may be reported any time during the FY, all data shall be reported no later than October 31 of each calendar year, beginning with 2014. Contractors may direct questions to the help desk at help desk at http://www.ecmra.mil/.

3.10 CROSSWALK MATRIX

Table 1 below shows the SOW to CLIN crosswalk. When the associated CLIN(s) is stated as "ALL", they will include: 0001, 0002, 0100, 0101, 0103, 0104, 0105, 0108, 0200, 0201, 0202, 0203, 0205, 0206, and 0207.

AAV SURVIVABILITY UPGRADE SOW TO CLIN CROSSWALK

PARA. #	TITLE	APPLICABLE CLIN(s)
1	SCOPE	ALL
1.1	BACKGROUND	
1.2	INTRODUCTION OF THE STATEMENT OF WORK	ALL
2	APPLICABLE DOCUMENTS	ALL
2.1	DEPARTMENT OF DEFENSE SPECIFICATIONS	ALL
2.2	MILITARY HANDBOOKS, INSTRUCTIONS, DIRECTIVES, STANDARDS, AND GUIDES	ALL
2.3	AVAILABILITY OF DOD DOCUMENTS	ALL
2.4	OTHER DOCUMENTS, DRAWINGS, AND PUBLICATIONS	ALL
3	REQUIREMENTS (APPLICABLE TO BASE AND ALL OPTIONS)	ALL
3.1	GENERAL REQUIREMENTS OVERVIEW	
3.1.1	RESOURCE REQUIREMENTS	ALL
3.1.2	SECURITY	ALL
3.1.3	OPERATIONS SECURITY PLAN	ALL
3.1.4	RESERVED	
3.1.5	GOVERNMENT FURNISHED INFORMATION	ALL
3.2	PROGRAM MANAGEMENT	ALL
3.2.1	CONFERENCES AND REVIEWS	ALL
3.2.2	POST AWARD AND CONTRACT OPTION AWARD CONFERENCES	
3.2.2.1	POST AWARD CONFERENCE FOR THE PDR AND CDR CLINS	0001, 0002
3.2.2.2	CONTRACT OPTION PAC FOR THE EMD PROTOTYPE BUILD AND LRIP CLINS	0100, 0105, 0200, 0201, 0202
3.2.3	PROGRAM MANAGEMENT REVIEWS FOR THE EMD PROTOTYPE BUILD AND LRIP CLINS	0100, 0105, 0200, 0201, 0202
3.2.4	MONTHLY PROGRESS STATUS REPORTS FOR THE EMD PROTOTYPE BUILD AND LRIP CLINS	0100, 0105, 0200, 0201, 0202
3.2.5	INTEGRATED MASTER PLANNING/INTEGRATED MASTER SCHEDULING/SCHEDULE RISK ASSESSMENT	

3.2.5.1	CONTRACT INTEGRATED MASTER PLAN	ALL

PARA. #	TITLE	ASSOCIATED CLIN(s)
3.2.5.2	CONTRACT INTEGRATED MASTER SCHEDULE	ALL
3.2.5.3	SCHEDULE RISK ASSESSMENT	0100, 0105, 0200, 0201, 0202
3.2.5.4	CONTRACT WORK BREAKDOWN STRUCTURE	ALL
3.3	COST ESTIMATING AND ANALYSIS	
3.3.1	CONTRACTOR COST AND SOFTWARE DATA REPORTING	ALL
3.3.2	CONTRACTOR CONTROLLED COST REPORTS	
3.3.2.1	RESEARCH DEVELOPMENT, TEST AND EVALUATION COST REPORT	ALL
3.3.2.2	CONTRACTOR CONTROLLED PROCUREMENT COST REPORTS	ALL
3.3.2.3	CONTRACTOR CONTROLLED OPERATING AND SUPPORT COST	ALL
3.3.3	BILL OF MATERIAL PRICING REPORT	ALL
3.3.4	TIME SERIES LOT SIZE PRICING DATA	ALL
3.3.5	CONTRACTOR CONTROLLED LIFE CYCLE COST ESTIMATE	ALL
3.4	SYSTEMS ENGINEERING	ALL
3.4.1	TECHNICAL REVIEWS	
3.4.1.1	PRELIMINARY DESIGN REVIEW	0001
3.4.1.2	CRITICAL DESIGN REVIEW	0002
3.4.1.3	SYSTEM VERIFICATION REVIEW FOR THE EMD PROTOTYPE BUILD	0100, 0105
3.4.2	SYSTEMS ENGINEERING MANAGEMENT PLAN	ALL
3.4.3	CONTRACTOR RISK MANAGEMENT PLAN	ALL
3.4.4	RISK MANAGEMENT STATUS REPORT	ALL
3.4.5	QUALITY	ALL
3.4.6	RESERVED	
3.4.7	REQUIREMENTS MANAGEMENT	0001, 0002, 0100, 0105
3.4.7.1	PRODUCT DRAWINGS/MODELS	0001, 0002, 0100, 0105
3.4.8	SYSTEM ARCHITECTURE	ALL
3.4.9	CONFIGURATION MANAGEMENT	0001, 0002, 0100, 0105
3.4.10	CONTRACTOR VERIFICATION REPORT	0001, 0002, 0100, 0105
3.4.11	RESERVED	
3.4.12	RESERVED	
3.4.13	MODELING AND SIMULATION	ALL
3.4.14	RELIABILITY PROGRAM MANAGEMENT	
3.4.14.1	RELIABILITY PROGRAM PLAN	0001, 0002, 0100, 0105

PARA. #	TITLE	ASSOCIATED CLIN(s)
3.4.14.2	FAILURE MODE, EFFECTS, AND CRITICALITY ANALYSIS	0001, 0002, 0100, 0105
3.4.14.3	RESERVED	
3.4.14.4	RESERVED	
3.4.14.5	RELIABILITY, AVAILABILITY, AND MAINTAINABILITY PROGRESS REPORT	0001, 0002, 0100, 0105
3.4.14.6	SYSTEM RELIABILITY MODEL	0001, 0002, 0100, 0105
3.4.14.7	FAILURE REPORTING, ANALYSIS AND CORRECTIVE ACTION SYSTEM	0100, 0105, 0200, 0201, 0202
3.4.14.8	FAILURE PREVENTION REVIEW BOARD PROCESS	0100, 0105, 0200, 0201, 0202
3.4.15	CRITICAL TASK ANALYSIS REPORT	0001, 0002, 0100, 0105,
3.4.16	HUMAN ENGINEERING DESIGN APPROACH DOCUMENT - OPERATOR/MAINTAINER	0001, 0002, 0100, 0105
3.4.17	HAZARD IDENTIFICATION AND MITIGATION	ALL
3.4.17.1	GOVERNMENT REVIEWS, AUDITS, AND IPT SUPPORT	ALL
3.4.17.2	PRELIMINARY HAZARD ANALYSIS	0001
3.4.17.3	SAFETY ASSESSMENT REPORT	0100, 0105
3.4.17.4	HAZARD TRACKING SYSTEM	0100, 0105, 0200, 0201, 0202
3.4.17.5	OPERATING AND SUPPORT HAZARD ANALYSIS	0001, 0002, 0100, 0105
3.4.18	SURVIVABILITY MANAGEMENT	
3.4.18.1	VULNERABILITY REDUCTION	0001, 0002, 0100, 0105
3.4.18.2	VULNERABILITY MODEL	0001, 0002, 0100, 0105
3.4.18.3	GOVERNMENT VULNERABILITY MODELING AND SIMULATION	0001, 0002, 0100, 0105
3.4.18.4	BALLISTIC PROTECTION TEST AND ANALYSIS REPORT	0001, 0002, 0100, 0105
3.4.19	NATO REFERENCE MOBILITY ANALYSIS	0001, 0002, 0100, 0105
3.4.20	NATO REFERENCE MOBILITY MODEL RIDE QUALITY ANALYSIS	0001, 0002, 0100, 0105
3.4.21	SEAWORTHINESS ANALYSIS	0001, 0002, 0100, 0105
3.4.22	CORROSION PREVENTION AND CONTROL PLAN	0001, 0002, 0100, 0105

PARA. #	TITLE	ASSOCIATED CLIN(s)
3.4.23	PROGRAM PROTECTION PLAN	0001, 0002, 0100, 0105
3.4.24	INFORMATION ASSURANCE AND ANTI-TAMPER	0001, 0002, 0100, 0105
3.4.25	DATA	
3.4.25.1	DATA RIGHTS	ALL
3.4.25.2	DATA MANAGEMENT	ALL
3.4.25.3	DATA ACCESSION LIST	ALL
3.5	TEST AND EVALUATION	0100, 0105, 0200, 0201, 0202
3.5.1	LFT&E MANAGEMENT AND SUPPORT	0101, 0203
3.5.1.1	LFT&E MANAGER	0101, 0203
3.5.1.2	ON-SITE TEST SUPPORT	0101, 0203
3.5.1.2.1	SUPPORT EQUIPMENT	0101, 0203
3.5.1.3	LFT&E IPT MEETING PARTICIPATION	0101, 0203
3.5.1.5	BATTLE DAMAGE ASSESSMENT AND REPAIRS	0101, 0203
3.5.2	DT AND OT MANAGEMENT AND SUPPORT	0101, 0203
3.5.2.1	CONTRACTOR SUPPORT FOR DEVELOPMENTAL TESTING	0101, 0203
3.5.2.2	CONTRACTOR SUPPORT FOR OPERATIONAL TESTING	0101, 0203
3.5.2.3	TEST AND EVALUATION SUPPORT OPERATIONS MANAGEMENT	0101, 0203
3.5.2.4	SUPPORT EQUIPMENT	0101, 0203
3.5.2.4.1	TEST VEHICLE SUPPORT PLAN	0101, 0203
3.5.2.4.2	TEST VEHICLE AVAILABILITY	0101, 0203
3.5.2.5	DT SUPPORT REQUIREMENTS, GOVERNMENT FURNISHED AND CONTRACTOR ACQUIRED PROPERTY	0101, 0203
3.5.2.6	OT SUPPORT REQUIREMENTS, GOVERNMENT FURNISHED AND CONTRACTOR ACQUIRED PROPERTY	0101, 0203
3.5.2.7	GOVERNMENT TEST OPERATOR AND MAINTAINER TRAINING	0101, 0203
3.5.2.8	GOVERNMENT DEVELOPMENTAL TEST READINESS REVIEWS	0100, 0105, 0200, 0201, 0202
3.5.3	GOVERNMENT TEST AND EVALUATION ON EMD PROTOTYPE VEHICLES	0100, 0101, 0105
3.5.3.1	GOVERNMENT LFT&E FOR EMD PROTOTYPE VEHICLES	0100, 0101, 0105
3.5.3.1.1	SCOPE OF ARMOR EXPLOITATION	0100, 0101, 0105
3.5.3.1.2	SCOPE OF COMPONENT BALLISTIC TEST	0100, 0101, 0105
3.5.3.1.3	SCOPE OF VULNERABILITY TESTING	0100, 0101, 0105

PARA. #	TITLE	ASSOCIATED CLIN(s)
3.5.3.1.3.1	PRE-SHOT MODELING PREDICTIONS FOR VULNERABILITY TESTING	0100, 0101, 0105
3.5.3.1.4	SCOPE OF BALLISTICS VULNERABILITY TESTING	0100, 0101, 0105
3.5.3.2	GOVERNMENT DEVELOPMENTAL TESTING AND RELIABILITY TESTING	0100, 0101, 0105
3.5.3.2.1	GDT PERFORMANCE TESTING	0100, 0101, 0105
3.5.3.2.2	RELIABILITY GROWTH TESTING	0100, 0101, 0105
3.5.3.3	RESERVED	
3.5.3.4	GOVERNMENT OT ON EMD VEHICLES	0100, 0101, 0105
3.5.4	GOVERNMENT TEST AND EVALUATION ON THE LRIP VEHICLES	0200, 0201, 0202
3.5.4.1	GOVERNMENT LFT&E ON THE LRIP VEHICLES	
3.5.4.1.1	TRAINING FOR TEST AGENCY PERSONNEL	0200, 0201, 0202
3.5.4.1.2	CONTROLLED DAMAGE TEST	
3.5.4.1.3	FULL-UP SYSTEM LEVEL TESTING	
3.5.4.1.3.1	FULL-UP SYSTEM LEVEL TESTING	0203
3.5.4.1.3.2	FUSL REBUILD SPARES ANALYSIS	0203
3.5.4.2	GOVERNMENT PQT AND RQT ON THE LRIP VEHICLES	
3.5.4.2.1	PQT PERFORMANCE TESTING	
3.5.4.2.2	RELIABILITY QUALIFICATION TESTING	
3.5.4.3	GOVERNMENT OT ON THE LRIP VEHICLES	
3.6	MANUFACTURING OF THE EMD PROTOTYPE AND LRIP VEHICLES	0100, 0105, 0200, 0201, 0202
3.6.1	MANUFACTURING PLAN	0001, 0002, 0100, 0105
3.6.2	VEHICLE MATERIAL	0100, 0105, 0200, 0201, 0202
3.6.3	MANUFACTURING READINESS SELF ASSESSMENT FOR CDR	0001, 0002, 0100, 0105
3.6.4	MANUFACTURING READINESS SELF ASSESSMENT FOR SVR	0001, 0002, 0100, 0105
3.6.5	CONTRACTOR ACCEPTANCE TEST	
3.6.5.1	BREAK-IN OPERATIONS	0100, 0105
3.6.5.2	CONTRACTOR ACCEPTANCE TEST PLAN	0001, 0002
3.6.5.3	CONTRACTOR ACCEPTANCE TEST READINESS REVIEW	0100, 0105
3.6.5.4	CONTRACTOR ACCEPTANCE TESTING	0100, 0105

PARA. #	TITLE	ASSOCIATED CLIN(s)
3.6.5.4.1	FINAL INSPECTION RECORD	0100, 0105, 0200, 0201, 0202
3.6.5.4.2	PROTOTYPE VEHICLE RELEASE	0100, 0105
3.7	LOGISTICS	ALL
3.7.1	LOGISTICS MANAGEMENT INFORMATION	ALL
3.7.2	SUPPORTABILITY ANALYSES	ALL
3.7.2.1	MAINTAINANCE PLANNING	ALL
3.7.2.2	FACILITIES FOR EMD PROTOTYPE AND LRIP VEHICLES	0100, 0105, 0200, 0201, 0202
3.7.2.3	VEHICLE TRANSPORTABILITY	ALL
3.7.2.4	SUPPORT AND TEST EQUIPMENT	
3.7.2.4.1	GENERAL PURPOSE SUPPORT EQUIPMENT	ALL
3.7.2.4.2	SPECIAL PURPOSE SUPPORT EQUIPMENT	ALL
3.7.3	SUPPLY SUPPORT	
3.7.3.1	PARTS MANAGEMENT PLAN	0100, 0105, 0200, 0201, 0202
3.7.3.2	PRODUCT SUPPORT PLAN (INTERIM SPARES)	0100, 0105, 0200, 0201, 0202
3.7.3.3	PROVISIONING FOR THE EMD BUILD AND LRIP CLINS	0100, 0105, 0200, 0201, 0202
3.7.3.4	ENGINEERING DATA FOR PROVISIONING	0100, 0105, 0200, 0201, 0202
3.7.4	TRAINING FOR EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED)	
3.7.4.1	TRAINING PRODUCTS AND SERVICES	0100, 0105, 0200, 0201, 0202
3.7.4.2	TRAINING DEVELOPMENT MANAGEMENT	0100, 0105, 0200, 0201, 0202
3.7.4.3	LESSON SPECIFICATION DEVELOPMENT SUBJECT MATTER EXPERTS	0100, 0105, 0200, 0201, 0202
3.7.4.4	TRAINING MATERIALS DEVELOPMENT	0100, 0105, 0200, 0201, 0202

PARA. #	TITLE	ASSOCIATED CLIN(s)
3.7.4.4.1	TEST PACKAGES	0100, 0105, 0200, 0201, 0202
3.7.4.4.2	TRAINING CONDUCT SUPPORT DOCUMENT: LESSON PLANS	0100, 0105, 0200, 0201, 0202
3.7.4.4.3	TRAINING CONDUCT SUPPORT DOCUMENT: STUDENT HANDOUTS	0100, 0105, 0200, 0201, 0202
3.7.4.4.4	TRAINING CONDUCT SUPPORT DOCUMENT: INSTRUCTIONAL VISUAL AIDS	0100, 0105, 0200, 0201, 0202
3.7.4.5	TRAINING CONDUCT	0100, 0105, 0200, 0201, 0202
3.7.4.6	COURSE CONDUCT INFORMATION PACKAGE	0100, 0105, 0200, 0201, 0202
3.7.5	PACKAGING, HANDLING, STORAGE AND TRANSPORTATION FOR EMD PROTOTYPE BUILD AND LRIP CLINS (OPTIONS, IF EXERCISED)	
3.7.5.1	PACKAGING AND MARKING OF VEHICLES	0100, 0105, 0200, 0201, 0202
3.7.5.2	PACKAGING OF SPARES AND REPAIR PARTS	0100, 0105, 0200, 0201, 0202
3.7.5.3	PACKAGING AND MARKING OF DATA	0100, 0105, 0200, 0201, 0202
3.7.5.4	IDENTIFICATION MARKING OF PARTS	0100, 0105, 0200, 0201, 0202
3.7.5.4.1	ITEM UNIQUE IDENTIFICATION	0100, 0105, 0200, 0201, 0202
3.7.5.5	TRANSPORTATION FOR THE EMD PROTOTYPE VEHICLES	0100, 0105
3.7.5.6	TRANSPORTATION OF LRIP VEHICLES	0200
3.7.6	TECHNICAL MANUALS	0100, 0105, 0200, 0201, 0202
3.7.6.1	COMMERCIAL OFF-THE-SHELF MANUALS	0100, 0105, 0200, 0201, 0202
3.7.7	SCHEDULE OF GOVERNMENT FURNISHED PROPERTY	0100, 0105, 0200, 0201, 0202
3.7.7.1	GOVERNMENT PROPERTY MANAGEMENT	0100, 0105, 0200, 0201, 0202
3.7.7.2	GOVERNMENT FURNISHED PROPERTY	0100, 0105, 0200, 0201, 0202

PARA. #	TITLE	ASSOCIATED CLIN(s)
3.7.7.3	MAINTENANCE OF GOVERNMENT FURNISHED PROPERTY	0100, 0105, 0200, 0201, 0202
3.7.7.4	FINAL DISPOSITION OF GOVERNMENT FURNISHED PROPERTY	0100, 0105, 0200, 0201, 0202
3.7.7.5	CONTRACTOR ACQUIRED PROPERTY	0100, 0105, 0200, 0201, 0202
3.8	LRIP PROPOSAL SUBMITTAL	0001, 0002
3.9	CONTRACTOR MANPOWER REPORTING APPLICATION (CRMA-APPLIES ONLY TO CLINS 0101, AND 0203)	0101, 0203
3.10	CROSSWALK MATRIX	

Type of Activity	Paragraph Number	Location	Duration	Deliverable	Due Date
Post Award Conference (PAC) for the PDR and CDR CLINs, to include Cost and Software Data Reporting (CSDR) (Contractor Led)	3.2.2.1	Government Facility	No more than 1 day	Agenda/Minutes	Within 20 calendar days after contract award
Contract Option Award	3.2.2.2	Contractor Facility	No more than 3 days	Agenda / Minutes	Within 20 calendar days after contract award
Program Management Reviews (Contractor Led)	3.2.3	Government Facility	1 day	Agenda/Minutes	Within 60 calendar days after execution of the EMD Prototype Build and LRIP CLINs (Option, if exercised) and quarterly thereafter, until the Test Readiness Review and the completion of LRIP Lot 1 (Option, if exercised)
Preliminary Design Review (PDR) KICKOFF	3.4.1.1	Government Facility	1 day	Agenda/Minutes/Action Items	No sooner than 90 calendar days after contract award, but no later than 95 calendar days after contract award
Critical Design Review (CDR) KICKOFF	3.4.1.2	Government Facility	2 days	Agenda/Minutes/Action Items	No sooner than 210 calendar days after contract award, but no later than 224 calendar days after contract award
System Verification Review (SVR) KICKOFF	3.4.1.3	Contractor Facility	4 days	Agenda/Minutes/Action Items	150 calendar days prior to MS C
Manufacturing Readiness Assessment (MRA) Review (CDR and SVR)	3.6.3 & 3.6.4	Government Facility	1 day	Assessment in accordance with CDRL A054	NLT 30 calendar days prior to the CDR
Contractor Acceptance Test Readiness Review	3.6.5.3	Contractor Facility	2 days	Acceptance Test Plan and Procedures	30 calendar days prior to initiation of the AT for the first vehicle that completes LRIP production
LFT&E IPT Meeting	3.5.1.3	Government Facility	1 day	Technical Support	As needed to support
Government Live Fire Test Readiness Review	3.5.1.4	Government Facility	1 day	Readiness Review	60 / 30 calendar days prior to the start of each Live Fire Event
Government Developmental Test Readiness Review (DTRR)	3.5.2.7	Test Site	1 day	Readiness Review	90/60/30 calendar days prior to demonstration
Technical Manuals Guidance Conference	3.7.6	Contractor Facility	1 day	Agenda / Minutes / Action Items	120 calendar days after EMD Prototype Build option award (Option, if exercised)
Provisioning Guidance Conference (PGC)	3.7.3.3	Government Facility	1 day	Agenda/Minutes/Action Items	90 calendar days after contract award
Provisioning Technical Conferences (PTCs)	3.7.3.3	Government Facility	Two (2) Conferences, 3 days each	Agenda/Minutes/Action Items	[1] 90 calendar days before DT Training begins, [2] 90 calendar days before SVR
Provisioning Technical Conference (PTCs)	3.7.3.3	Government Facility	Two (2) Conferences, 3 days each	Agenda/Minutes/Action Items	(1) 90 calendar days after Option 2 Award (2) 90 calendar days before 1st LRIP Vehicle

Table 2 – Summary of Meetings and Reviews

Attachment 14

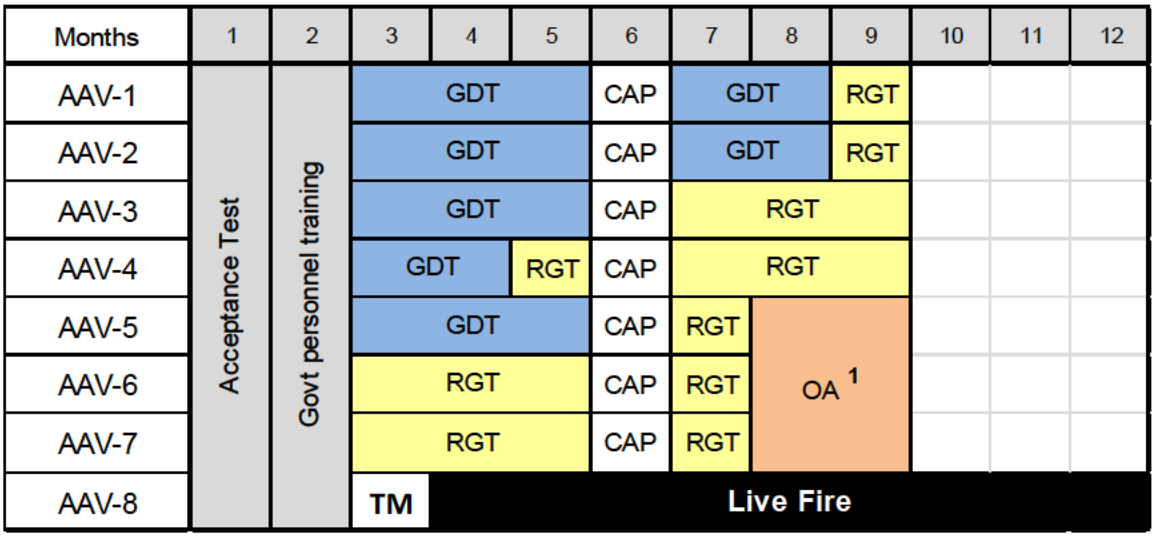
Test Schedules (EMD and LRIP Vehicles)

Training Courses

Transportation (EMD and LRIP Vehicles)

dated 26 Nov 2013

AAV Upgrade EMD Testing Schedules



Note 1: Month 1 of the OA begins with a 1 to 2 week training period for Marines participating in the OA.

Figure A-1: AAV EMD Test Schedule (QTY 8)

GDT/RGT Event	Test Venue	Number of Vehicles	Test Duration
Land Mobility	ATC/YPG	1	10 weeks
Land Mobility (soft soil)	ERDC or similar	1	4 weeks
Firepower	ATC	1	4 weeks
Supportability / Human Factors	ATC	3	34 weeks
Water Mobility	AVTB	1	8 weeks
RGT	AVTB	1 to 4	6 months
RGT	ATC	1 to 3	3 months
Electromagnetic Environmental Effects (E3)*	WSMR	1	16 weeks
COSITE Antenna Test	Fort Huachuca, AZ	1	2 weeks
LFT&E	ATC	1	26 weeks

Table A-1: AAV EMD Test Resources (QTY 8)

Note: Final selection of Government test sites will not be made until later in the test planning phase, but no more than four (4) GDT/RGT/LFT&E test sites will be in operation at the same time. The Contractor shall support all testing requirements.

Months	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
AAV-1	CAP	AT	TRG	Live Fire											
AAV-2	CAP	AT	TRG	Live Fire											
AAV-3	CAP	AT	TRG	Live Fire											
AAV-4	CAP	AT	TRG	Live Fire											
AAV-5					AT	TRG	PQT				Refurb	TRG	IOT&E		
AAV-6					AT	TRG	PQT				Refurb	TRG	IOT&E		
AAV-7					AT	TRG	PQT				Refurb	TRG	IOT&E		
AAV-8					AT	TRG	PQT				Refurb	TRG	IOT&E		
AAV-9					AT	TRG	PQT		RQT		Refurb	TRG	IOT&E		
AAV-10					AT	TRG	RQT				Refurb	TRG	IOT&E		
AAV-11								AT	RQT		Refurb	TRG	IOT&E		
AAV-12								AT	RQT		Refurb	TRG	IOT&E		
AAV-13								AT	RQT		Refurb	TRG	IOT&E		
AAV-14								AT	RQT		Refurb	TRG	IOT&E		
AAV-15								AT	RQT		Refurb	TRG	IOT&E		
AAV-16								AT	RQT		Refurb	TRG	IOT&E		

AAV Upgrade LRIP Testing Schedule

Figure A-2: AAV LRIP Test Schedule (QTY 16)

PQT/RQT Event	Test Venue	Number of Vehicles	Test Duration
Land Mobility	ATC/YPG	1	12 weeks
Land Mobility (soft soil)	ERDC or similar	1	4 weeks
Survivability	ATC	1	8 weeks
Supportability / Human Factors	ATC	1	24 weeks
Water Mobility	AVTB	1	10 weeks
RQT	ATC	1 to 4	4 months
RQT	AVTB	4	2 months
Electromagnetic Environmental Effects (E^3)	WSMR	1	16 weeks
LFT&E	ATC	4	24 weeks

Table A-2: AAV LRIP Test Resources

Note: The test sites listed above will be used for PQT, RQT and LFT&E, but no more than four (4) GDT/RQT/LFT&E test sites will be in operation at the same time. The Contractor shall support all testing requirements.

Legend for Figures and Tables:
AT – Acceptance Testing
ATC – Aberdeen Test Center (Aberdeen, MD)
AVTB – Amphibious Vehicle Test Branch (Camp Pendleton, CA)
CAP – Corrective Action Period
ERDC – Engineering Research and Development Center (Vicksburg, MS)
GDT – Government Developmental Testing
OA – Operational Assessment
PQT – Production Qualification Testing
Refurb – Refurbishment Period
RGT – Reliability Growth Testing
RQT – Reliability Qualification Testing
TM – Validate Technical Manual changes
TRG - Training
YPG – Yuma Proving Ground (Yuma, AZ)
WSMR – White Sands Missile Range (White Sands, NM)

Test Event	Training Event	Number of Students	Number of Iterations
Developmental Testing (EMD)	Operator Training (7 Crews + Backup)	≤25	1
Operational Testing (EMD)	Operator Training (4 Crews + Backup)	≤15	1
FUSL	Operator Training (4 Crews + Backup)	≤15	1
PQT	Operator Training (12 Crews + Backup)	≤45	2*
IOT&E	Operator Training (12 Crews + Backup)	≤45	2*
	Maintainer Training	≤5	1

*To be run concurrently.

Table A-3: Training Courses

Vehicle	From	To
Vehicle 1	Vehicle Assembly Point	Vicksburg, MS
	Vicksburg, MS	Aberdeen, MD
Vehicles 2 and 3	Vehicle Assembly Point	Aberdeen, MD
Vehicle 4	Vehicle Assembly Point	Camp Pendleton, CA
Vehicle 5	Vehicle Assembly Point	White Sands, NM
	White Sands, NM	Fort Huachuca, AZ
	Fort Huachuca, AZ	Camp Pendleton, CA
	Camp Pendleton, CA	29 Palms, CA
	29 Palms, CA	Camp Pendleton, CA
Vehicles 6 and 7	Vehicle Assembly Point	Camp Pendleton, CA
	Camp Pendleton, CA	29 Palms, CA
	29 Palms, CA	Camp Pendleton, CA
Vehicle 8	Vehicle Assembly Point	Aberdeen, MD

Table A-4: Transportation for the EMD Vehicles

Vehicle	From	To
Vehicles 1 through 4	Vehicle Assembly Point	Aberdeen, MD
Vehicle 5	Vehicle Assembly Point	Aberdeen, MD
	Aberdeen, MD	Vicksburg, MS
	Vicksburg, MS	Camp Pendleton, CA
	Camp Pendleton, CA	29 Palms, CA
	29 Palms, CA	Camp Pendleton, CA
Vehicles 6 and 7	Vehicle Assembly Point	Aberdeen, MD
	Aberdeen, MD	Camp Pendleton, CA
	Camp Pendleton, CA	29 Palms, CA
	29 Palms, CA	Camp Pendleton, CA
Vehicle 8	Vehicle Assembly Point	White Sands, NM
	White Sands, NM	Fort Huachuca, AZ
	Fort Huachuca, AZ	Camp Pendleton, CA
	Camp Pendleton, CA	29 Palms, CA
	29 Palms, CA	Camp Pendleton, CA
Vehicles 9 through 16	Vehicle Assembly Point	Camp Pendleton, CA
	Camp Pendleton, CA	29 Palms, CA
	29 Palms, CA	Camp Pendleton, CA

Table A-5: Transportation for the LRIP Vehicles

MCWP 3-13 w/chg 1

Employment of Amphibious Assault Vehicles (AAVs)

U.S. Marine Corps

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PCN 143 000103 00

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  - Paragraph number (if applicable)
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Unless otherwise stated, whenever the masculine gender is used, both men and women are included.

DEPARTMENT OF THE NAVY
Headquarters United States Marine Corps
Washington, DC 20380-1775

17 February 2005

CHANGE 1 to MCWP 3-13

1. Marine Corps Warfighting Publication (MCWP) 3-13, *Employment of Amphibious Assault Vehicles*, should be changed as follows:

   a. On page 1-7 of Chapter 1, in "Assault Amphibian Section," delete sentences two and three and replace with, "The Rifle Platoon Commander exercises maneuver control of his platoon through the AAV Section Leader. While mounted or dismounted, the Rifle Platoon Commander coordinates AAV direct fires through the AAV Section Leader."

   b. On page 2-2 of Chapter 2, in "Assault Amphibian Platoon," paragraph 2, delete sentences three, four and five and replace with, "The Rifle Company Commander exercises maneuver control of his company through the AA Platoon Commander. While mounted or dismounted, the Rifle Company Commander coordinates AAV direct fires through the AAV Platoon Commander."

   c. On page 3-7 of Chapter 3, in "Planning," delete sentence three, which currently reads, "During this period, the AA unit leader maintains TACON over the unit."

   d. On page 3-17 of Chapter 3, in "The Assault," delete the first sentence, which currently reads, "AA unit leaders, in conjunction with the designated PCO, maintain TACON of AAVs and embarked troops during waterborne movement."

2. Reviewed and approved this date.

BY DIRECTION OF THE COMMANDANT OF THE MARINE CORPS

J. N. MATTIS
Lieutenant General, U.S. Marine Corps
Commanding General
Marine Corps Combat Development Command

PCN: 143 000103 01

DEPARTMENT OF THE NAVY
Headquarters United States Marine Corps
Washington, D.C. 20380-1775

10 September 2003

FOREWORD

Marine Corps Warfighting Publication (MCWP) 3-13, *Employment of Amphibious Assault Vehicles*, provides the doctrinal basis for the use of amphibious assault vehicles (AAVs) in support of Marine air-ground task force (MAGTF) operations. This publication addresses the mechanized capability of the assault amphibian unit, section, and platoon in support of MAGTF missions. These missions include seizure and defense of naval and air bases, conduct of land operations essential to naval operations, and sustained operations ashore that support joint or combined force land operations.

The target audience for MCWP 3-13 is officers and staff noncommissioned officers serving as members of MAGTF staffs and assault amphibian battalions. The publication provides information for consideration in the planning and employment of AAVs in combat operations and military operations other than war.

Reviewed and approved this date.

BY DIRECTION OF THE COMMANDANT OF THE MARINE CORPS

EDWARD HANLON, JR.
Lieutenant General, U.S. Marine Corps
Commanding General
Marine Corps Combat Development Command

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TABLE OF CONTENTS

Chapter 1. Fundamentals

AAV Capabilities 1-1
- Armor Protection 1-1
- Land Operation 1-1
- Water Operation 1-1

Types of AAVs 1-2
- AAVP7A1 and AAV7A1 Reliability, Availability, and Maintainability/Rebuild to Standard 1-2
- AAVC7A1 1-3
- AAVR7A1 1-3

Organization 1-4
- Assault Amphibian Battalion 1-4
- Assault Amphibian Battalion, Headquarters and Service Company . . . 1-4
- Assault Amphibian Company 1-6
- Assault Amphibian Platoon 1-7
- Assault Amphibian Section 1-7
- Assault Amphibian Crew 1-7

Chapter 2. Operational Principles

Command Relationships 2-1
- Operational Control 2-1
- Administrative Control 2-1
- Assault Amphibian Battalion 2-1
- Assault Amphibian Company 2-2
- Assault Amphibian Platoon 2-2
- Assault Amphibian Section 2-2

Task Organization 2-2
- Fundamentals 2-3
- Cross Attachment 2-3
- Combat Support 2-4
- AAV Allocations 2-6

Movement 2-7
- Control 2-7
- Considerations 2-7

Chapter 3. Amphibious Operations

Types of Operations 3-1
Assault 3-1
Raid 3-1
Demonstration 3-2
Withdrawal 3-2
Military Operations Other Than War 3-2
Intelligence Requirements 3-2
Hydrography 3-2
Enemy Defenses 3-6
Sources of Hydrographic Information 3-7
Planning 3-7
Assault Amphibian Unit Special Staff Officer 3-7
Organization for Amphibious Assaults 3-8
Landing Plan 3-10
Preparation of Landing Documents 3-10
Organization of the Amphibious Objective Area 3-10
Launch Planning 3-12
AAV Maximum Ship-to-Shore Swim Distance 3-12
Embarkation 3-12
Amphibious Shipping Characteristics 3-12
Embarkation Planning 3-12
Embarkation of AAVs 3-13
Securing AAVs 3-15
Rehearsal and Movement 3-15
Planning Considerations 3-16
Types 3-16
Preoperational Briefing and Security 3-17
Unit Preparation 3-17
The Assault 3-17
Command and Control 3-17
Fundamentals of the Assault 3-19
Infantry Concept Determination 3-19
Debarkation Procedures 3-20
Grid Reference System 3-22
Quiet Landing Procedures 3-22
Position Location Reporting System 3-22
Global Positioning System 3-23
Formations 3-23
Rate of Advance 3-23
Screening 3-25
Actions on the Beach 3-25
Shore-to-Objective Maneuver 3-25
Planning 3-25
Execution 3-25
Operations in Navigable Waters 3-25

Night and Low Visibility Operations 3-26
Preparation 3-26
Night Launches 3-26
Formations and Speed 3-26
Beach Markings 3-27

Chapter 4. Offensive Operations

Section I. Forms of Offensive Maneuver

Frontal Attack 4-1
Flanking Attack 4-1
Envelopment 4-1
Turning Movement 4-2
Penetration 4-2
Infiltration 4-2

Section II. Types of Operations

Movement to Contact 4-2
Security Elements 4-2
Main Body 4-3
Actions on Contact in Meeting Engagement 4-3
Actions on Contact in a Bypass 4-3
Attack 4-3
Deliberate Attack 4-3
Hasty Attack 4-10
Reconnaissance in Force 4-10
Feint 4-10
Demonstration 4-11
Raid 4-11
Spoiling Attack 4-11
Counterattack 4-11
Exploitation 4-11
Characteristics 4-11
Planning 4-11
Pursuit 4-11

Section III. Mechanized Operations

Mutual Support 4-12
Employment Methods 4-12
Tanks and Mechanized Infantry Attack Together 4-13
Tanks and AAVs Support by Fire Only 4-13
Multiaxis Attack 4-14
Mechanized Movement 4-14

Maneuver Considerations 4-15
Tanks Lead 4-15
Infantry Mounted 4-15
Infantry Dismounted 4-15
Dismount Points 4-16
Short of the Objective 4-16
On the Objective 4-16
After Passing Through the Objective 4-17
Base of Fire and Maneuver 4-17
Elements 4-17
Attacks 4-17
Assault 4-18
Mounted 4-18
Dismounted 4-18
Consolidation and Reorganization 4-19

Section IV. Role of the Reserve

Section V. Conduct of Passage of Lines

Planning 4-20
Unit Responsibilities 4-20
Command and Control 4-20
Rearward Passage of Lines 4-20

Chapter 5. Defensive Operations

Defense Fundamentals 5-1
Maneuver 5-1
Preparation 5-1
Concentration of Combat Power 5-1
Flexibility 5-1
Offensive Actions 5-1
Use of Terrain 5-1
Security 5-2
Mutual Support 5-2
Defense in Depth 5-2
Fire Support and Obstacle Plans 5-2
Defensive Position Variations 5-2
Reverse-Slope Defense 5-2
Perimeter Defense 5-2
Organization of the Battlespace 5-2

Organization of the Force 5-2
Security Forces 5-3
Main Battle Forces 5-3
Rear Area Forces 5-3
Types of Missions 5-3
Security 5-3
Defend in Sector 5-3
Defend a Battle Position 5-3
Defend a Strong Point 5-4
Reserve 5-5
Counterattacks 5-6
Planning 5-6
Intelligence 5-6
Maneuver 5-7
Fires 5-7
Direct fire 5-7
Positioning 5-7
Methods of Engagement 5-8
Fire Control 5-8
Preparations for the Defense 5-10
Engineering 5-11
Logistics 5-12
Command and Control 5-12
Types of Defense 5-12
Mobile and Position Defense 5-12
Deployment Methods in Position Defense 5-12

Chapter 6. Logistics Operations

Logistic Trains 6-1
Types of Trains 6-1
Command and Control 6-2
Battalion Support Area 6-3
Replenishment Methods 6-3
Recovery and Repair 6-5
AA Battalion Organic Logistic Support 6-6
Supply 6-6
Maintenance 6-7
Transportation 6-7
Engineering 6-8
Health Services 6-8
Services 6-8
Logistic Support Requirements 6-8
Supply 6-8
Maintenance 6-9
Transportation 6-9

AAV-Unique Planning Considerations 6-10
Refueling 6-10
Preventive Maintenance 6-10
Environmental Effects 6-10

Chapter 7. Special Operations

Marine Expeditionary Unit Operations 7-1
Organization 7-1
Training 7-1
Missions 7-1
Nuclear, Biological, and Chemical Defense Operations 7-2
Organization 7-2
Nuclear, Biological, and Chemical Environmental Effects 7-3
Nuclear Defense 7-3
Chemical/Biological Defense 7-4
Decontamination Procedures 7-4
Road March Operations 7-9
Military Operations Other Than War 7-9
Types 7-10
Employment Advantages 7-10
Employment Disadvantages 7-10
Breaching Operations 7-10
MK-154 Linear Mine Clearing System 7-11
Organization of Mobility, Countermobility Assets 7-12
Mobility, Countermobility Precepts 7-13
Preparations for Amphibious Operations 7-13

Chapter 8. AAV Gunnery and Fire Control

Weapons System Employment 8-1
Fire Control Responsibilities 8-1
Classes of Fire 8-2
Weapons Effectiveness 8-2
Water Gunnery 8-4
Range Determination Methods 8-4
Principles of Fire Distribution 8-5
Fire Control Techniques 8-6
Range Cards 8-7
Fire Commands 8-9
Infantry Calls for Fire 8-10
Antiaircraft Gunnery 8-10

Smoke Generation 8-10
Engine Generating System 8-10
M-257 Smoke Grenade Launcher. 8-11

Chapter 9. Operations in Special Terrain

Jungle Operations 9-1
Intelligence 9-1
Combat Service Support. 9-1
Tactical Planning 9-2
Fire Support 9-2
Engineer 9-2
Communications. 9-2
Riverine Operations 9-3
Environment 9-3
Concept of Operations 9-6
Missions 9-7
Command Relationships. 9-7
Organization Fundamentals 9-8
Plan of Attack 9-8
Control Measures 9-8
Movement Techniques 9-9
Tactics. 9-9
Combat Service Support Employment 9-9
River Crossing Operations 9-11
Planning Factors 9-12
Types of Crossings 9-14
Urbanized Terrain Operations 9-16
Types of Urbanized Terrain 9-16
Hub Phenomenon 9-17
Offense 9-17
Defense 9-17
Desert Operations 9-18
Maintenance Considerations. 9-18
Tactical Considerations 9-19
Mountain and Cold Weather Operations 9-19
Mobility 9-19
Logistic Considerations 9-21
Vehicular Considerations 9-21
Tactical Employment Considerations. 9-22
Individual Equipment Considerations 9-23

Chapter 10. Communications

Forms of Communications 10-1
Visual Signals 10-1
Radio 10-1
Wire 10-2
Messenger 10-2
AAV Assets 10-2
AAVP7A1 10-2
AAVC7A1 10-3

Chapter 11. Safety Guidelines

General Safety 11-1
Responsibilities 11-1
Vehicle Employment 11-1
Preventive Maintenance 11-2
Operational Briefs 11-2
Passenger Orientation 11-2
Waterborne Safety 11-2
Required Equipment 11-2
Operational Requirements 11-3
Rescue Teams 11-4
Safety Criteria 11-4
Water Operating Speeds and Distances 11-4
Emergency Signals 11-4
Embarked Troops 11-4
Land Safety 11-4
Crew Composition 11-5
Operating Speeds 11-5
Operating Distances 11-5
Road Crossings 11-5
Operational Environments 11-5
Other Safety Considerations 11-6
Weather 11-6
Nuclear, Biological, and Chemical Operations 11-6
Medical Evacuation 11-6
Lasers 11-6
Up-Gunned Weapon Station 11-6
Linear Mine Clearing 11-7
Onboard Vehicle Fires 11-7

Appendices

A. AAVP7A1 Data A-1
B. AAVP7A1 (RAM/RS) Data B-1
C. AAVC7A1 Data C-1
D. AAVR7A1 Data D-1
E. Rescue Procedures for Disabled AAVs E-1
F. Landing Documents F-1
G. Grid Reference System G-1
H. Amphibious Ship AAV Capacities H-1
I. Embarkation and Debarkation Procedures I-1
J. Standard Flags, Lights, and Markers Used to Control AAVs J-1
K. Hand and Arm Signals for Control of AAVs K-1
L. Sample Time Schedule for Ship-to-Shore Movement of AAVs L-1
M. Amphibious Ship Launch Tracks M-1
N. Glossary N-1
O. References and Related Publications O-1

Tables

2-1. AAV Allocation 2-6

3-1. Sea State Conditions 3-3
3-2. Safe Breaker Heights and Breaker Periods 3-4
3-3. Notional Boat Team for an AAVP7A1 3-9
3-4. AAV Launch Intervals 3-21
3-5. RPM/Speed Conversions 3-25

7-1. M/CM Organization 7-12

8-1. MK-19 Time of Flight Table 8-3
8-2. Grenades for the AAV M-257 Grenade Launcher 8-11

9-1 Freshwater Ice Crossing 9-21

Figures

1-1. H&S Company 1-5
1-2. AA Company 1-6

2-1. Tank-Heavy Force 2-4
2-2. Mech-Heavy Force 2-4

3-1. Amphibious Operations Area 3-11
3-2. Tactical Launch Diagram 3-14
3-3. Single Grip 3-15
3-4. Double Grip 3-16
3-5. AAV Formations 3-24

Figures (Continued)

5-1. Defense-in-Sector Plan 5-4

6-1. Service Station Method 6-4
6-2. Tailgate Issue Method 6-5

7-1. M11 DAP 7-5
7-2. M13 DAP 7-5
7-3. M17 LDS 7-6
7-4. M100 SDS 7-7
7-5. Thorough Decontamination Site 7-9
7-6. MK-154 LMC 7-11

8-1. Range Card Example 8-8

9-1. AAVs Moving on Opposite Shorelines 9-10

10-1. AAVC7A1 Layout 10-3

CHAPTER 1. FUNDAMENTALS

The amphibious assault vehicle (AAV) is employed to conduct mechanized (mech) operations and related combat support in subsequent operations ashore. A fully-tracked amphibian, the AAV is used by the assault amphibian (AA) battalion to accomplish its mission to land the surface assault elements of the landing force (LF) and their equipment in a single lift from assault shipping during amphibious operations to inland objectives. The AA battalion and subordinate units perform the following tasks:

- Transport assault elements, selected equipment, and supplies ashore in mech ship-to-shore movement, and other combat support operations.
- Participate in the planning, coordination, and execution of mech, linkup, riverine, landing, and other operations as directed.
- Use organic weapon systems to provide fire support during amphibious operations.
- Provide support by clearing lanes through minefields and other obstacles during amphibious operations and subsequent operations ashore.
- Execute the missions associated with AAV special mission kits.

AAV Capabilities

Understanding the capabilities and limitations of the AAV are important to maximizing its operational utility on the battlefield. An amphibious armored personnel carrier (APC), the AAV is capable of open ocean operation from offshore shipping through rough seas and plunging surf; and without modification, it is capable of traversing beaches, crossing rough terrain, and performing high speed operations on improved roads. AAVs provide the ground combat element (GCE) with armor protection as well as land and water operation capabilities.

Armor Protection

The AAV provides armor-protected mobility to the embarked infantry who will dismount to carry the fight to the enemy, while the AAV crew fights from overwatch. The hull of the AAV is constructed from welded plates of ballistic aluminum and will provide a high degree of protection against small arms fire, up to .30 caliber at 300 meters and 105-millimeter high explosive (HE) (variable time) fragmentation at 15 meters.

Land Operation

The AAV is capable of worldwide operation in nearly any terrain. Possessing a ground pressure of roughly 9.1 pounds per square inch, the AAV is capable of operating in soft soil that is inaccessible to the M1A1 tank or light armored vehicle-25 (LAV-25). The AAV has a 300-mile operating range at a cruising speed of 25 miles per hour on a flat, hard surface road with a maximum land speed of 45 miles per hour. The vehicle can operate on forward slopes of 60 percent and side slopes of 40 percent. It can cross an 8-foot trench and a 3-foot vertical obstacle.

Water Operation

The AAV is the most seaworthy personnel landing craft in military service. It is capable of operating in calm to moderate seas. Depending on the cargo load, the AAV can negotiate up to 10-feet plunging surf and can self-right from a 180-degree roll. Powered by two 21-inch water-jets, the AAV has a maximum water speed of 8.2 miles per hour and is capable of a waterborne range in excess of 45 miles in calm seas. Although relatively slow in the water, the vehicle is capable of safe, long distance water marches that are limited only by

extremely rough seas and associated effects of motion sickness on embarked personnel.

CAUTION

The AAV was not designed as an infantry fighting vehicle (IFV) and should not be employed as such. It lacks the armor protection, stabilized weapons station, low silhouette, and means for the infantry to fight from the vehicle without exposing themselves to direct fire.

Types of AAVs

Three AAV7A1 family variants provide personnel transport, command, and recovery functions.

AAVP7A1 and AAV7A1 Reliability, Availability, and Maintainability/Rebuild to Standard

The AAVP7A1 and the AAV7A1 reliability, availability, and maintainability/rebuild to standard (RAM/RS) are designed to provide combat support and armor-protected mobility for a reinforced rifle squad and associated combat equipment for operation on land or sea. Although the vehicles are principally personnel carriers, they may be employed to transport cargo in support of combat service support (CSS) operations. Appendices A and B provide additional data and specifications.

Load Capabilities

The maximum troop load (TL) for both vehicles consists of 3 crewmen and 21 combat-loaded infantrymen. The maximum cargo payload for the AAVP7A1 is 10,000 pounds and the AAV RAM/RS is 8,000 pounds. Typical cargo loads include—

- 17, 55-gallon drums.
- 400 cases of meals, ready to eat.
- 138 cases of .50-caliber machine gun ammunition.
- 2, 500-gallon fuel bladders.

Special Mission Kits

Five special mission kits add to the capabilities of the vehicle.

Enhanced Appliqué Armor Kit. The enhanced appliqué armor kit (EAAK) consists of a series of bolt-on armor panels that provide additional armor protection to the vehicle. With the EAAK mounted, the vehicle receives a substantial increase in ballistic protection. The EAAK adds 4,400 pounds to the vehicle. The EAAK also mounts to the AAVC7A1 but not the AAVR7A1. The following EAAK data applies:

- No penetration for 7.62-millimeter and smaller weapons at muzzle velocity.
- 95 percent probability of no penetration for 12.7-millimeter armor piercing at muzzle velocity.
- 95 percent probability of no penetration for 14.5 millimeters at 300 meters.
- 99 percent probability of no penetration for 155-millimeter HE at 50 feet.
- Substantially decreases the effectiveness of shape charge weapons by reducing the fragmentation debris cone from 110 degrees to 35 degrees.

Litter Kit. The litter kit provides space for up to six litters and is installed by the vehicle crew when the vehicle is to be used by medical support personnel as a mobile aid station and/or medical evacuation vehicle. For use only with the AAVP7A1 and AAV RAM/RS, the litter kit is installed using straps and is secured to existing hull brackets and deck plate slots.

MK-154 Linear Mine Clearing Kit. The MK-154 linear mine clearing (LMC) kit is a three-shot system designed for use in breaching operations. The kit functions as a rocket launcher, and an initial ammunition issue and subsequent reload is required to permit the kit to operate. Each of the three rockets, when launched, pulls a series of tubing from the cargo/personnel area of the AAVP7A1 and AAV RAM/RS; each series of tubing contains 1,750 pounds of C-4 explosive.

Upon detonation, the system is capable of opening a 100-meter long, 16-meter wide lane, at 95-percent proof, through the minefield.

Winterization Kit. The winterization kit helps the vehicle operate in temperatures to -45 degrees Fahrenheit. The kit consists of an engine coolant heater, winterization personnel heater, and battery box heat exchanger.

Visor Kit. Used when the AAV is operated under extreme cold weather conditions, the visor kit protects the driver from the elements and provides a greater field of vision. The kit consists of a visor, windshield wiper and motor, defroster hose, and attaching hardware. The visor kit may be installed on the driver's hatch opening of AAV7A1 and AAV RAM/RS variants.

Communications

The AAVP7A1 and AAV RAM/RS are equipped with single-channel ground and airborne radio systems (SINCGARSs) for use by the crew and embarked infantry commander. A vehicle intercommunications system provides the capability for the crew and infantry commander to pass information while the vehicle is in operation.

Firepower

AAVP7A1 and AAV RAM/RS vehicles are equipped with the up-gunned weapons station (UGWS) that mounts an M2, .50-caliber, heavy-barreled (HB) machine gun and an MK-19, 40-millimeter grenade launcher. The UGWS provides an effective mix of firepower for offensive and defensive requirements.

AAVC7A1

As the command and control (C2) variant of the AAV7A1 family, the AAVC7A1 is employed by the supported unit at the battalion and regimental headquarters level as a mobile command echelon/fire support coordination center (FSCC). The AAVC7A1 is not configured for the Advanced Field Artillery Tactical Data System.

Communications

The AAVC7A1 is equipped with six very high frequency (VHF), one ultrahigh frequency (UHF), and one high frequency (HF) radio transmitters and receivers to allow secure communications with subordinate, adjacent, and higher units, as well as with supporting arms and logistic agencies. It includes workstations for up to five staff officers and five radio operators. The AAVC7A1 intercommunications assets provide the embarked commander and staff with the capability to communicate with each other while stationary or moving and to remotely operate radio assets from staff positions within the vehicle. Appendix C provides additional AAVC7A1 technical data and specifications.

Firepower

While the AAVC7A1 is not an offensive weapons system, it is equipped with the current 7.62-millimeter machine gun for self-defense.

AAVR7A1

The AAVR7A1 is the maintenance and recovery variant of the AAV7A1 family. It is organic to the AA company and battalion as well as the maintenance battalion of the force service support group (FSSG). The AAVR7A1 supports vehicle recovery and maintenance in the field through third echelon.

Capabilities

The principal equipment of the AAVR7A1 includes a hydraulic, telescoping, boom crane with a 6,000-pound capacity, 30,000-pound capacity recovery winch, as well as cutting, welding, and other portable maintenance equipment. Appendix D provides additional technical data and specifications.

Firepower

Although the AAVR7A1 is not an offensive weapons system, it is equipped with the current 7.62-millimeter machine gun for self-defense.

Organization

AA units are organized and equipped to land the surface assault elements of the LF and their equipment in a single lift from assault shipping during amphibious operations to inland objectives and to conduct mech operations and related combat support in subsequent operations ashore. In addition, AA units can conduct shore-to-shore assault operations, riverine operations, sea control operations in littoral areas, and other missions in support of Marine air-ground task force (MAGTF) operations. AA units may be tasked-organized as a maneuver element for riverine operations and operations in littoral areas for the conduct of rear area security. These varied missions reflect the flexibility and operational utility of the AAV on the modern battlefield.

Assault Amphibian Battalion

The AA battalion is assigned to a Marine division. The battalion and/or its subordinate units are attached to or placed in support of a GCE commander to provide ship-to-shore lift of the surface assault elements of the LF. Once ashore, the battalion provides tactical mobility and communications to the supported force. The AA battalion augments the AA company's organic logistic capability by providing personnel, medical, resupply, and overflow second and third echelon maintenance. Although primarily employed to mechanize the surface assault elements of a regimental landing team (RLT), AA battalion elements may be employed in a CSS role forward of the forward edge of the battle area (FEBA) or in the beach support area. The AA battalion has the command, staff, and resources necessary to plan and execute mech operations as a maneuver control headquarters when augmented with combat, combat support forces, and FSCC representatives (i.e., air officer, naval guns liaison officer, 81-millimeter mortar forward observers [FOs], and artillery FO).

The I Marine Expeditionary Force (MEF) and II MEF each have a full AA battalion. The III MEF possesses one AA company that is part of the unit deployment program. This program is sourced from I MEF. Marine Corps Forces Reserve has one AA battalion (minus) consisting of two line companies and one headquarters and service (H&S) company.

Assault Amphibian Battalion, Headquarters and Service Company

The H&S company, AA battalion, provides the AA battalion commander the means to effect C2 of the battalion. Through its subordinate platoons and sections, the H&S company provides maintenance, communications, administrative, medical, supply, and other service support functions to the AA battalion. See figure 1-1.

Headquarters Platoon

The headquarters platoon includes the medical, chaplain, and headquarters sections as well as the company staff.

Medical Section. The medical section includes medical personnel organic to the battalion. In addition to their medical qualifications, these personnel are familiar with the capabilities and limitations of the AAV. Section personnel provide advice on the employment of AAVs as mobile aid stations and casualty evacuation vehicles and operate the vehicles in support of such missions.

Chaplain Section. The chaplain section is responsible for the spiritual welfare of the battalion.

Headquarters Section. The headquarters section contains those assets associated with the AA battalion staff functions, e.g., manpower staff officer (S-1)/communications and information systems officer (S-6).

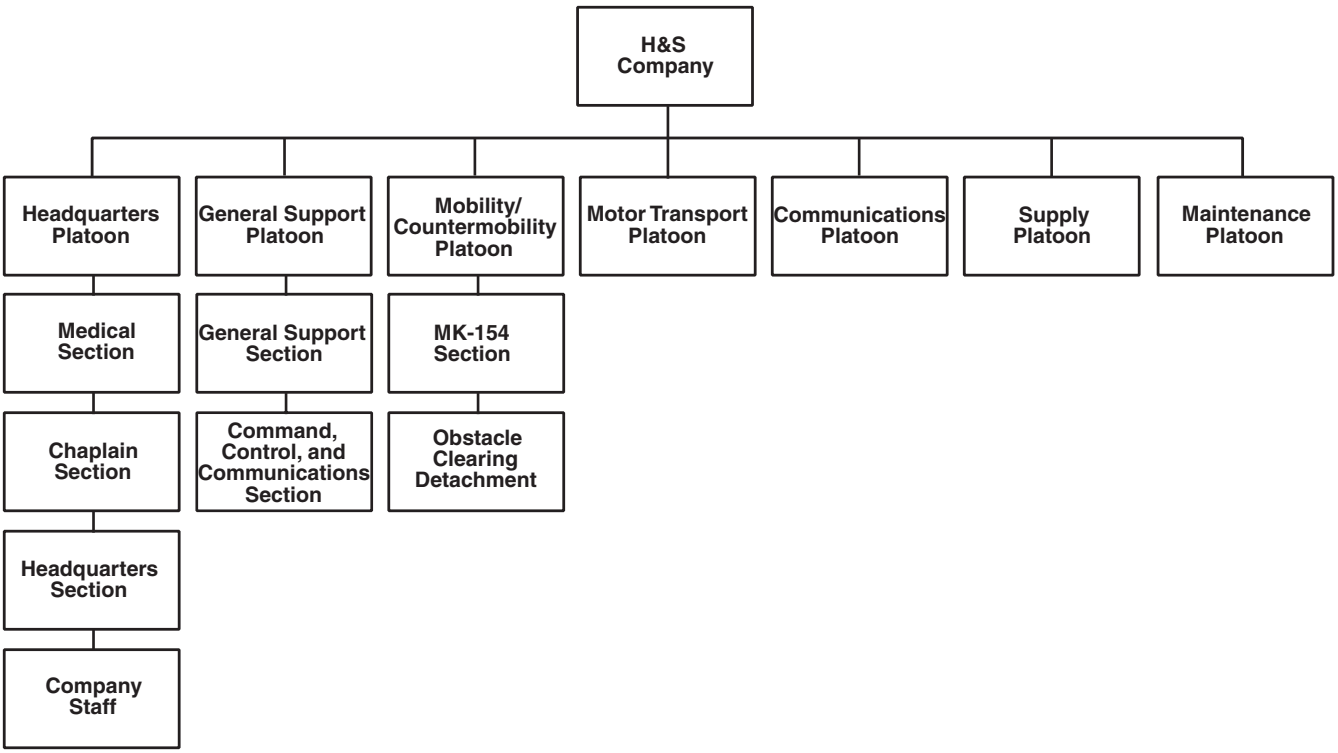


Figure 1-1. H&S Company.

Company Staff. In addition to exercising command over H&S company, the company staff conducts functions associated with supporting and coordinating personnel, logistics, and training requirements for personnel attached to the H&S company. The company staff also exercise command functions over the general support (GS) platoon and mobility, countermobility (M/CM) platoon when it is located at the battalion level.

General Support Platoon

This unit is composed of a GS section and a command, control, and communications section.

General Support Section. Composed of nine AAVP7A1s organized into three sections of three vehicles, the GS section provides support to the battalion logistic trains.

Command, Control, and Communications Section. Composed of six AAVC7A1 communication vehicles and three AAVP7A1 chase vehicles, the command, control, and communications section supports the C2 requirements of the AA battalion and supported GCE maneuver units.

Mobility/Countermobility Platoon

The M/CM platoon is composed of 24 AAVP7A1s with 12 MK-154 LMC kits that are divided between the MK-154 section and the obstacle clearing detachment. The mission of the M/CM platoon is to land combat engineer elements from ship-to-shore or from shore-to-shore to support the breaching of beachhead defenses and provide M/CM support to subsequent operations ashore.

Motor Transport Platoon

The motor transport platoon is responsible for the operation and maintenance of wheeled vehicles in the battalion except those assigned to the AA companies.

Communications Platoon

The communications platoon installs, operates, and maintains the communication system for the battalion headquarters. The platoon is responsible for repairs through second echelon to communications equipment organic to the battalion headquarters. In addition, the platoon supports the company communications sections as required.

Supply Platoon

The supply platoon is organized to provide supply support for organic battalion units.

Maintenance Platoon

The maintenance platoon is responsible for third echelon maintenance of tracked vehicles in the battalion. The maintenance platoon operates and maintains the battalion's two AAVR7A1s.

Assault Amphibian Company

The AA company consists of three line platoons, a headquarters platoon, and a maintenance platoon. See figure 1-2. Each of the line platoons has 12 AAVP7A1s. The headquarters platoon provides the company administrative and logistic support. The headquarters platoon includes the headquarters section, command tractor section that provides AAVC7A1 assets to the supported unit headquarters, and GS section that provides tactical mobility and logistic train assets to the AA company. The maintenance platoon provides the AA company maintenance capability through second echelon. The maintenance platoon includes the AAV maintenance section, communications section, and the retriever section that maintain the company's AAVR7A1. The AA company may be reinforced with M/CM assets from the AA battalion.

The AA company is usually employed to lift the assault elements of a reinforced infantry battalion. Whether attached or in direct support (DS)/GS, the AA company commander functions as a special staff officer in AAV employment. Infantry and AAVs are task-organized to create a single tactical combat unit. The AA company commander and subordinate commanders work in harmony with their supported unit counterparts to achieve unity of command and effort according to the supported infantry commander's concept of operation. One or two of the AA company's AAVC7A1s along with chase AAVP7A1s are employed by the infantry headquarters to support command echelon operations. The AA company's limited CSS capabilities, augmented by

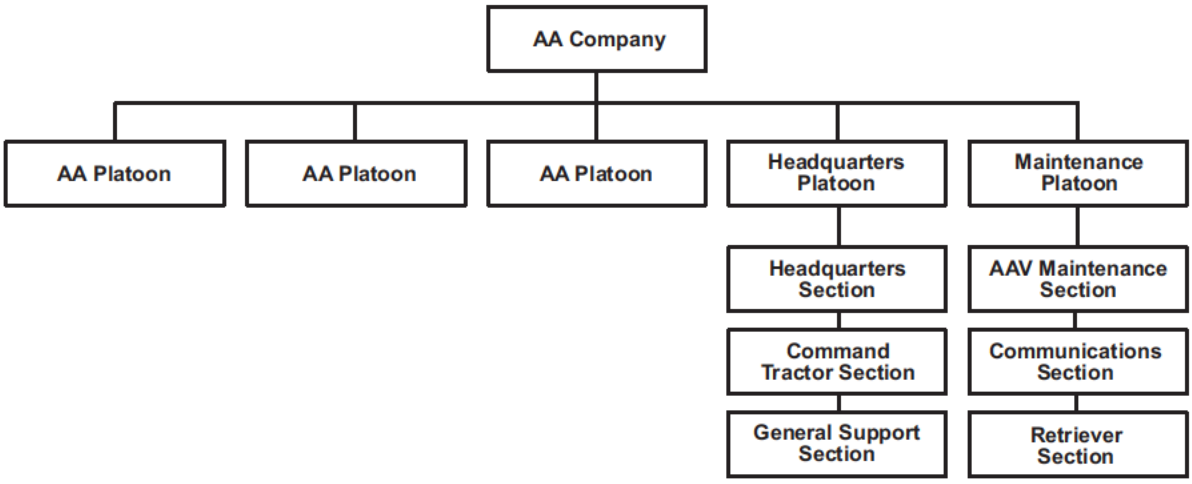


Figure 1-2. AA Company.

AA battalion resources, provide essential administrative and logistic support.

Assault Amphibian Platoon

Organized into four sections of three AAVP7A1s, the AA platoon normally conducts operations attached to or in DS/GS of the infantry company. The AA platoon commander directs the employment of the AA platoon according to the supported unit commander's concept of operations. The AA platoon employs AAVs to—

- Achieve mech mobility.
- Negotiate obstacles.
- Support the commander's plan of fires.
- Enhance the commander's communications capability.

As a general employment guideline, AAVs exploit cover and concealment provided by terrain to reduce the risk of antiarmor attack. To increase the security of the AAVs, particularly in limited visibility terrain, the vehicle should operate with cargo hatches in the open-and-locked position to enable the embarked infantry to provide added observation and fire protection.

Assault Amphibian Section

Organized with four AAVP7A1 vehicles, the AA section provides combat support to the infantry rifle platoon. The AA section leader exercises tactical control (TACON) of AAVs under the command of the AA platoon commander. The section leader is responsible for the section's fire control and responds to calls for fire from the supported infantry commander. An AA section may be used for transporting units (e.g., 81-millimeter mortar platoon, engineer platoon).

Assault Amphibian Crew

The three members of the AA crew and vehicle primarily support a reinforced infantry squad. The AA crewmen operate their vehicle under the direction of the AA section leader.

Senior Crewman (Vehicle Commander or Crew Chief)

Responsible for the employment of the AAV, the senior member commands the AAV from the UGWS and employs the weapon systems.

CAUTION

Only qualified and licensed crewmen with a military occupational specialty (MOS) 1833 are allowed to operate the UGWS.

Second Senior Crewman

As the vehicle driver, the second senior crewman operates the vehicle at the direction of the senior crewman and in accordance with factors such as the terrain, tactical situation, standing operating procedures (SOPs), and immediate action drills.

Third Crewman

The third crewman is positioned in the vehicle to support the mission. When required, the third crewman—

- Serves as the assistant gunner.
- Supplies ammunition to the vehicle commander.
- Maintains good order and discipline in the troop compartment.
- Warns of violations to the integrity of the watertight hull.
- Assists in embarking and debarking of the infantry.

CHAPTER 2. OPERATIONAL PRINCIPLES

Command relationships in amphibious operations should help cooperative planning between the supported infantry commander and the AAV commander/special staff officer to accomplish the specified mission. The supported infantry commander and the AAV commander/special staff officer must develop and train to the SOPs inherent to mech operations. The AAV commander/special staff officer must be involved with planning phases involving waterborne and ground movement to ensure the proper employment of the AAV unit. Once the commander's intent is established, the AAV commander/special staff officer will provide valuable guidance on the maneuver/employment of the AAV unit based on the capabilities and limitations of the AAV unit in relation to the weather, enemy, and terrain. During operations, AAVs can support in DS or GS.

DS is a mission requiring a force to support another specific force and authorizing it to answer directly to the supported force's request for assistance. The supported infantry unit maintains operational control (OPCON). DS is the dominant command relationship for AAV units in support of infantry units.

GS is support given to the supported force as a whole, not to a particular subdivision of that force. When in GS, the AAV unit maintains OPCON over its own unit and responds to support requests equally. GS is typically in large-scale amphibious operations that require AAVs to conduct multiple lifts.

Command Relationships

To maximize the capabilities of the AAV unit, the supported infantry commander should integrate the AAV unit and establish cohesive working command relationships. Keeping the lines of communications open will help C2 and foster the one-team, one-fight ethos. The command relationship options available to the supported unit commander include OPCON and administrative control (ADCON). In some situations, the supported infantry unit is responsible for logistical support for the attached AAV unit. Normally, an infantry company is not equipped to logistically support an AAV platoon. Hence, AAV units are seldom attached to units below the infantry battalion level. In most cases, an AAV platoon is attached to a battalion landing team (BLT) and is in DS of one of the infantry companies (mech infantry company).

Operational Control

The supported unit operationally controls the AAV unit. OPCON does not include authoritative direction for logistics or matters of administration, discipline, internal organization or unit training.

Administrative Control

The supported unit administratively controls the AAV unit.

Assault Amphibian Battalion

A separate battalion organic to the Marine division, the AA battalion possesses the assets to mechanize one infantry regiment or parts of multiple regiments. The AA battalion commander serves as a special staff officer to the commanding general of the Marine division and directs the maintenance and logistic efforts of the battalion to support operations and on-order missions. The AA battalion has the ability to function as a maneuver element headquarters when provided augmentation from higher headquarters for FSCC positions (i.e.,

air officer, naval gunfire [NGF] liaison officer, FOs, and fire support coordinator [FSC]).

Assault Amphibian Company

When the AA company is attached to another organization or given a support mission, the AA company commander works directly for the commanding officer of the supported unit and becomes a special staff officer to the supported infantry commander. When the company is 80 percent task-organized with the infantry, the AA company commander will directly command the remaining 20 percent of the company's assets. The commander's primary duties include simultaneously directing the maintenance and logistics support organic to the AA company and advising the supported commander on the employment of AAVs.

Assault Amphibian Platoon

When the AA platoon is attached to another organization or given a support mission, the AA platoon commander works directly for the supported company commander. In mech operations, the supported commander is normally the infantry, tank company or battalion commander. Based on mission, enemy, terrain and weather, troops and support available—time available (METT-T), the supported commander may be from another combat support unit or CSS service unit (e.g., AA platoon participating in foreign humanitarian assistance [FHA]/disaster relief operations).

The supported commander is collocated with the AA platoon commander in the command vehicle for ease of C2. Normally, the AA platoon commander occupies the AAV turret, while the supported commander is positioned in the hatch of the troop commander (TC). As the senior AA officer assigned to a battalion, the platoon commander serves as a special staff officer to the battalion commander and advises the supported commander on the tactical employment of AAVs. The AA platoon commander directs the platoon's movement according to the supported commander's intent. During movements, the AA platoon commander maintains the TACON of the AA platoon and the individual employment of AAVs.

Assault Amphibian Section

The AA section leader is responsible to the AA platoon commander for the maintenance and readiness of the platoon's AAVs. The section leader occupies the AAV turret with the supported infantry platoon commander occupying the TC's hatch. In addition to duties similar to that of the AA platoon commander, the section leader serves as a focal point for rapid dissemination of the AA unit SOP to infantry platoon commanders and helps the infantry and AAV crews form into a cohesive team. The section leader is also the focal point for employing the AA section's weapons systems.

Task Organization

The Marine Corps is one of the few armed forces in the world that conducts mech operations with temporarily formed units of light infantry and armor/antiarmor units. These well-trained, general-purpose infantry units are capable of executing air assault, mech or other ground combat operations. The predominant method of employing AA units is through task organization, by which an AA unit possessing the required quantity and mix of assets is attached to the battalion and in DS/GS of the supported unit.

In mech operations, the AA unit provides the infantry commander with a ready pool of expertise and experience to assist in the accomplishment of the assigned mission. The established AA tactical organization, the AA unit leaders' experience and familiarity with the unit's strengths and weaknesses, and the established SOP provide the infantry commander with the tactical and logistical requirements for movement of embarked infantry.

To maximize the capabilities of the AAV and its crew, the supported unit should quickly integrate the AA unit, establish close working relationships at peer levels, and keep communications open between the supported unit and the supporting unit. The level of success or failure that the mech force will achieve is greatly dependent on the team concept, level of cooperation, and mutual trust.

Fundamentals

The process of task organization distributes available units to a supported headquarters by establishing various command and support relationships. A mechanized task force (MTF) is created by task-organizing mech infantry and/or tanks under the command of a single battalion or regimental commander. Air, artillery, light armored reconnaissance (LAR), motor transport, and other combat support and CSS units support the MTF. The following fundamentals apply to task organization:

- Flexibility—Task organization is based on the current situation but must also be prepared to meet new requirements due to rapidly changing events. The task-organized elements of a unit should have a similar degree of mobility.
- Unity of command—Mech forces normally operate at distances and a tempo that preclude centralized control of supporting units by the parent headquarters. To ensure positive control and unity of effort, supporting units should be attached to the base maneuver units. The commander must have the means and authority to control the employment of the combined arms force. Command and support relationships must provide the commander maximum flexibility to accomplish the assigned mission. To develop familiarity, teamwork, and trust within subordinate units, the commander should avoid making frequent changes to the task organization and strive to establish standing relationships among units.
- Self-sufficiency—Because subordinate units are highly mobile and may operate at considerable distance from one another, the higher commander should also assign sufficient combat support and CSS to accomplish the mission.
- Tactical integrity—To facilitate and simplify C2, the commander should maintain the tactical integrity of units when task-organizing. Maintaining tactical integrity of combat support units is secondary to the tactical integrity of combat units.

Cross Attachment

Task-organizing a force for a specific mission on a temporary basis creates cross attachment. For example, a tank battalion detaches a tank company that is subsequently attached to an infantry battalion mechanized in AAVs. The infantry battalion mechanized in AAVs detaches a company to the tank battalion to create two battalion task forces with complementary capabilities. Cross-attached units are described by their mix of tank and mech infantry.

Tank Heavy

A tank-heavy force has more subordinate tank units than infantry units. See figure 2-1 on page 2-4. The headquarters of a tank-heavy task force is usually that of a tank battalion. Tank-heavy forces are preferred when—

- Shock action and firepower are desired.
- Terrain is open with few obstacles.
- Enemy antitank (AT) fire is easily suppressed.

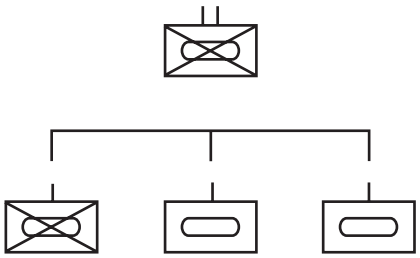


Figure 2-1. Tank-Heavy Force.

Mech Heavy

A mech-heavy force, also known as infantry-heavy force, has more subordinate infantry units mounted in tracked vehicles [AAVs] than subordinate tank units. See figure 2-2. The headquarters of a mech-heavy task force is usually that of an infantry battalion or regiment. Mech-heavy forces are employed—

- In the conduct of security operations suitable for LAR or mech infantry.
- When specific terrain must be seized and held.
- In built-up areas or other restrictive terrain.
- When visibility is limited.
- Against strong points.
- When heavy AT fires or obstacles are expected.

Balanced

A balanced force has an equal number of subordinate tank and mech infantry units. The headquarters of a balanced task force can be either that of a tank battalion or infantry battalion/regiment. A balanced task force enhances tank and infantry capabilities while retaining similar mobility.

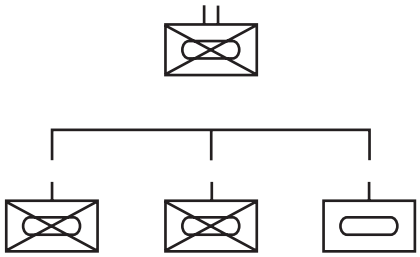


Figure 2-2. Mech-Heavy Force.

Company-Size Maneuver

A company-size maneuver element is a team organized by cross attachment of one or more tank platoons and/or mounted or dismounted infantry platoons. An infantry or tank battalion commander receiving tank or mech infantry companies based on METT-T may tailor those units by cross-attaching tank platoons and mech infantry companies to form company teams. The company is the smallest element of a mech force task-organized with combined arms. A company-sized mech unit typically consists of a tank or infantry headquarters; a combination of several tank, infantry, and/or LAR platoons; and an attached AA unit supporting the infantry. Other supporting units, such as combat engineers, may also be attached. The following are types of mech company teams:

- Tank-heavy teams.
- Mech-heavy teams.
- Balanced teams.
- Mech-pure companies.
- Tank-pure companies.

Combat Support

In carrying out their mission of supporting the infantry, AA units typically receive combat support from various units. These combat support units may be attached, GS/DS or organic to the supported unit. Support will come from the GCE and other elements of the MAGTF, including the aviation combat element. The types of combat support provided will depend on METT-T.

Antiarmor

Antiarmor support is provided by tube-launched, optically-tracked, wire-command link guided missile (TOW) sections and Javelin sections of the antiarmor platoon located in the infantry battalion weapons company. The tank battalion maintains an AT platoon equipped with TOWs

mounted on a high mobility multipurpose wheeled vehicle (HMMWV).

TOW. The TOW is used to engage enemy armor at ranges up to 3,750 meters and assigned missions to overwatch lead units or to cover flanks. HMMWV-mounted TOWs do not possess the same cross-country mobility as the AAV, tank or LAV. Because TOWs are vulnerable to suppressive fires, firing positions must be camouflaged to take advantage of the TOW's long firing range and to conceal the vulnerable TOW shooter.

Javelin. The Javelin is the replacement for the Dragon antitank guided munition (ATGM). It is a top-attack or direct-fire mode, man-portable, AT missile. The Javelin's lock-on-before-launch, fire-and-forget capability increases the probability of a hit because the gunner is not exposed to enemy suppressive fires while tracking the missile to its target. The Javelin's maximum effective range of 2,000-plus meters is beyond the maximum effective range of current threat tank and combat vehicle coaxial machine guns. The AAV provides the embarked infantry carrying these systems with mobility and limited armored protection.

81-Millimeter Mortar

The 81-millimeter mortar of the weapons company of the infantry battalion provides an ability to deliver immediate suppressive fires or target marking. Mortar squads may depend upon AAVs for transport during mech operations. Because of their limited range, mortar squads are usually placed well forward in the vehicle formation. If the entire mortar platoon is assigned, the two sections will bound to alternating firing positions to keep the lead elements of the force within their firing fan. If only one section is available, it will normally establish a firing position when required. This allows the fires of the section to be massed.

Heavy Machine Guns

The infantry battalion weapons company's MK-19, 40-millimeter grenade launcher and M2, .50-caliber machine gun are normally employed in security missions and can provide direct fire support to dismounted infantry. When mounted on transport vehicles, the M2 and MK-19 can be used in the conduct of route reconnaissance. AAVs can also provide direct fire support with the M2 and MK-19 machine guns in the vehicles' UGWS.

Artillery

Artillery is the primary supporting arm for land operations. It provides most of the suppressive fire that allows assaulting elements to maneuver. A variety of projectiles (e.g., HE, smoke, illumination, chemical, dual purpose improved conventional munitions [DPICM], laser-guided munitions [Copperhead]) are available. The DPICM and Copperhead rounds have an antiarmor capability. FO teams from supporting artillery batteries originate calls for fire. In the absence of FO teams, AAV crews can call for and adjust artillery fires. Because towed artillery cannot displace as rapidly as the mech force, artillery must echelon firing units forward to provide continuous coverage for an advancing mech force. The artillery FO supporting the mech force should maintain close coordination to determine the exact status of artillery support. If mech units advance while their supporting artillery is displacing, early coordination with other supporting arms can potentially prevent gaps in fire support coverage.

Naval Gun Fire

Although the MAGTF does not have an organic NGF capability in most amphibious operations, Navy ships will provide NGF support to the forces ashore. AAVs may have their own NGF liaison officer attached that will coordinate NGF for the AAV unit or supported commander during amphibious operations or during subsequent operations that are conducted near the coastline.

Reconnaissance

GCE units provide reconnaissance support. Reconnaissance teams using organic assets are inserted by air or mech patrols of tanks and

AAVs/LAVs. Patrols will normally patrol forward and to the flanks not to exceed the supporting arms umbrella provided by the MAGTF.

Combat Engineers

Engineers conduct minefield breaching/emplacement and obstacle clearing/installation. To support the task force, engineers should be provided AAVs for transportation to have the same mobility as the maneuver elements. Combat engineers should be well forward in the mech force if choke points, obstacles, and minefields are expected.

To rapidly breach minefields and obstacles, engineers use the MK-154, LMC kit, that is organic to the H&S company, AA battalion. The MK-154 can be mounted on any AAVP7A1. The kit is composed of three rocket-propelled line charges containing 1,750 pounds of C-4 plastic explosive that is stored in the AAVP7A1 troop compartment. The MK-154 can clear a lane 100 meters by 16 meters. When attached to the mech force, the chase vehicles assigned to the MK-154 provide added mobility to breaching teams and combat engineers.

Antiair

Air defense for the mech force is a multilayered system. It includes long-range attack aircraft that strike enemy airfields and conduct combat air patrols to intercept enemy aircraft and the low altitude air defense (LAAD) battalion. LAAD teams using the Stinger surface-to-air missile are positioned around the force with overlapping sectors of fire to provide defense against enemy aircraft. Although the LAAD teams have their own transport, they may be carried in AAVs to increase their mobility to that of the mech force.

Air

Close air support (CAS) is provided to the mech force by both fixed- and rotary-wing aircraft. Rotary-wing aircraft allows overwatch of the MAGTF during mech operations and enhance situational awareness of the battlefield.

AAV Allocations

Each AA battalion has at least four letter companies and an H&S company. Each letter company is equipped with 43 AAVP7A1s, 2 AAVC7A1s, and 1 AAVR7A1. The AAVs used to support the GCE come from the three line platoons of each letter company. Each line platoon is equipped with 12 AAVP7A1s.

Approximately 42 AAVs are required to mechanize a reinforced infantry battalion; however, the AA company possesses only 36 AAVP7A1s dedicated for support. Table 2-1 shows the typical numbers of AAVs required to mechanize elements of the GCE.

Table 2-1. AAV Allocation.

Unit	Number Required
Three infantry companies (rein)	36 AAVP7A1s
81-millimeter mortar platoon	8 AAVP7A1s
Engineers	3 AAVP7A1s
Battalion aid station (BAS)	3 AAVP7A1s
Command	2 AAVP7A1s 2 AAVC7A1s

The AA company has 36 AAVP7A1s in 3 line platoons available for assignment to GCE units. Based on the mission and other transportation assets assigned, the GCE commander can assign four additional AAVP7A1s to the GS section of the AA company headquarters platoon. Normally, these vehicles provide support in towing disabled AAVs to the maintenance collection point for repair, support the company logistic train, and provide local security to the AA company headquarters.

The AA platoon is the basic building block for task organization. Generally, no more than 18 Marines should be assigned to any one vehicle since more than this number requires precise staging and seating arrangements that can degrade the ability of embarked personnel to respond to tactical situations. No more than 21 Marines should be contemplated for ship-to-shore

movement. The established method of task organization is one AA section for each rifle platoon and one AA section for support missions. These support missions include the command AAV used by the infantry company commander and the AA platoon commander, logistic AAV, 60-millimeter mortar section, and engineer vehicle to provide mobility for any other assets attached to the company by higher headquarters.

Movement

Self-deploying AAVs allow the MAGTF to maneuver forces from ship to shore and inland in a seamless transition. The AAV provides the principal means of armored-protected land and water mobility for supported units.

Control

The AA unit movement is controlled through centralized and decentralized techniques.

Centralized

The centralized control technique enables the supported commander to control the movement of the mech force through verbal orders to the AA unit leader. This technique maximizes the experience and skill of the AA unit to facilitate the movement of the force. In addition, the centralized control technique may be employed for the conduct of tactical road marches or movement to contact when the unit is traveling together. Centralized control allows the supported commander to—

- Coordinate fire support.
- Plan.
- Issue orders to assigned unit leaders.
- Conduct liaison with other units on the march while retaining centralized control of the embarked force.

Decentralized Control

The decentralized control technique passes control of the movement of AA sections to subordinate leaders of the embarked force. For example, the infantry platoon commander would exercise the control of movement through the supporting AA section leader. The AA section leader receives direction from the infantry platoon leader and controls the movement of the AAVs in the section accordingly. This technique may be used in the following situations:

- Upon initiation of contact.
- In the approach to the point of debarkation.
- When the mech infantry platoons are operating away from the main body.

Considerations

Dispersion, speed, possible immediate actions, and the commander's location to effectively control the unit should be considered when maneuvering forces. During movement, the commander should—

- Use terrain to mask movement/noise and to avoid exposure to the enemy.
- Use supporting arms to suppress enemy antiarmor fires.
- Move quickly out of the impact area when encountering enemy indirect fire.
- Change the AAV's primary position after engaging the enemy.

Dispersion

The factors of METT-T greatly influence dispersion and mobility. For example, when operating in a traveling/column manner, a battalion-sized MTF can occupy over 17 kilometers from front to rear. Such an MTF cannot generate significant combat power quickly. If the point elements halt and engage the enemy, it could take 30 minutes for the remainder of the column to close the formation and join the fight. Commanders must minimize the effects of this dispersion of combat power. Having units maneuver on broader fronts

when the terrain permits can reduce the effects of improper dispersion.

Speed

Mech columns routinely travel at speeds averaging 20 miles per hour. A meeting engagement of two opposing mech forces can occur at 40 miles per hour, and a single column can move quickly into the opposing force's antiarmor kill zone without notice. Speed has the following advantages:

- Permits the rapid massing of combat power from across a broad expanse of terrain at the decisive point in the battle.
- Supports the rapid exploitation of openings in the enemy's front, permitting the armor-protected movement of infantry into the enemy's rear.
- Permits the commander to maneuver forces swiftly and place them on crucial sections of the battlefield, thereby forcing the opposing commander to surrender the initiative.

Immediate Actions

The individual training of AAV crews and infantry will carry the first critical moments of the mech battle, while the mech force continues to maneuver by either advancing or seeking cover and concealment from enemy fire. Immediate action drills of fundamental responses to enemy actions must be wargamed and rehearsed to the point where they can be confidently carried out instantly. In mech operations, the commander's decisionmaking often is limited to a matter of seconds, and actions are executed by the forces in less time than it takes the commander to assess the situation and decide on a specific action.

Commander's Location

Normally positioned as far forward in the formation as feasible under the tactical situation, the MTF commander should position the command vehicle immediately behind the forward screening section of AAVs, tanks or LAVs. From an overwatch position, the commander will be able to employ supporting arms and direct additional mech forces forward to the developing tactical situation.

CHAPTER 3. AMPHIBIOUS OPERATIONS

During World War II, the amphibious and mech characteristics of the amphibious tractor made it the backbone of the Marine Corps' amphibious assault capability. The landing vehicle, tracked, was originally designed to operate primarily in the water and in a logistical role, but its demonstrated utility and versatility quickly led to improvements that largely reversed its initial concept of employment. Continuous upgrades enhanced its inherent ability to transition from an armored landing craft to an APC. Vast improvements were made to the vehicle's mobility and firepower ashore. These combined changes produced the highly capable AAV that is a critical part of the Marine Corps' amphibious doctrine.

Joint Publication (JP) 3-02, *Joint Doctrine for Amphibious Operations*, defines an amphibious operation as a military operation launched from the sea by an amphibious force, embarked in ships or craft with the primary purpose of introducing a landing force ashore to accomplish the assigned mission. Amphibious operations include assaults, withdrawals, demonstrations, raids, and other operations in a permissive, uncertain or hostile environment.

The AAV7A1's demonstrated ability to negotiate various surf conditions and obstacles while simultaneously withstanding small arms fire makes it uniquely suited to conducting the initial portion of any amphibious operation. These characteristics allow the Marine Corps the flexibility to exploit gaps in the enemy's coastal defenses and/or mass substantial combat power at a decisive place to create such gaps.

Once the enemy's defenses have been penetrated, the mech and highly mobile nature of the AAV enable the embarked assault forces to rapidly deploy to their inland objective. This dual nature of the AAV helps to generate an overwhelming operational tempo thus maintaining the overall momentum of the assault.

Types of Operations

There are five principal types of amphibious operations—the assault, raid, demonstration, withdrawal, and other operations. Various capabilities and functions of AAVs provide support for these amphibious operations.

Assault

The amphibious assault is the most important type of amphibious operation. It involves establishing a force on a hostile or potentially hostile shore for the immediate execution of inland maneuver. The unique combination of armor and amphibious capabilities of the AAV make it the mainstay of surface assault forces conducting amphibious assaults.

Raid

An amphibious raid is a landing from the sea involving swift incursion into hostile territory for a specified purpose that is followed by a planned withdrawal. Raids are conducted to—

- Inflict loss or damage.
- Secure information.
- Create a diversion.
- Capture or evacuate individuals and/or material.

Raid forces consist of individuals or unit(s) with the capabilities or skills required to accomplish the mission. Raid forces should be as small as possible to maximize stealth and speed and to achieve

the desired effect. AAVs should be used when the mission requirements dictate the need for armor, firepower, and mobility. AAVs also have the ability to extract the raid force back to sea without the assistance of additional landing craft.

Demonstration

The amphibious demonstration is conducted to deceive the enemy by a show of force with the expectation of deluding the enemy into a course of action unfavorable to him. The effectiveness of a demonstration increases in direct proportion to the degree of realism involved in its execution. The AAVs' imposing presence enhanced through the utilization of their smoke generation system and noise signature makes AAVs a convincing show of force. The amphibious and mech nature of the AAV pressures the enemy to divert forces to deal with the threat, thus achieving the desired effect.

Withdrawal

The amphibious withdrawal involves the evacuation of land forces by sea in naval ships or craft from a hostile shore. Amphibious withdrawals may be conducted to extract a force under pressure, to assist in the repositioning of forces elsewhere in theater, to reconstitute forces afloat or to establish a reserve after introduction of follow-on forces. The armored and amphibious nature of AAVs makes them particularly well suited for withdrawing forces from hostile shores. Their self-sufficient amphibious capability enables them to act as a covering force for other assets withdrawing aboard landing crafts air cushion (LCACs), landing crafts, utility (LCUs) or landing craft, mechanized (LCMs).

Military Operations Other Than War

Amphibious operations in support of MOOTW may involve elements of both combat and noncombat operations. Some of these operations may parallel other types of amphibious operations (e.g., a noncombatant evacuation operation [NEO] may closely parallel an amphibious raid) and may require minor adjustments to planning. Other MOOTW (e.g., FHA) may require considerable flexibility on the part of the planners. MOOTW are normally more sensitive to political considerations due to the overriding goal to prevent, preempt or limit potential hostilities. In addition to flexibility of platform, amphibious and mech capabilities, and force protecting armor, AAVs have a substantial cargo capacity to assist in conducting varied operations ranging from NEOs to relief operations.

Intelligence Requirements

The impact of environmental conditions and enemy defenses must be considered when AAVs are employed, because AAVs are typically the first assault wave in amphibious operations. Intelligence information on hydrography and enemy defenses will be required to effectively employ AAVs to negotiate the seaward approaches and to move from the surf zone to inland objectives.

Hydrography

Hydrography, the description and study of bodies of water and their touching land areas, is used to interpret sea, surf, and beach conditions on AAV employment. Many complex factors influence these conditions and have varying effects upon AAV operations. The success or failure of an amphibious landing using AAVs largely depends on the completeness and accuracy of intelligence data and upon the AAV unit leader's interpretation of that data. Although sea, surf, and beach characteristics contribute to the following AAV casualties, appendix E provides AAV recovery criteria:

- Swamping, flipping or capsizing by breakers when approaching the shore.
- Sinking due to structural damage sustained from impacting reefs or other natural obstructions.
- Broaching on a sandbar, obstacles or the beach.

Sea States

AAVs have a demonstrated ability to easily negotiate sea states 1 through 3 (see table 3-1), but will experience difficulty maintaining speed and maneuverability in sea state 4. AAVs can survive operations in sea state 5, but at reduced effectiveness. Troops should not be embarked aboard AAVs in sea state 5 conditions, and it is not advisable to conduct operations in sea state 5 or greater.

Sea Waves

Caused by high winds in storm areas, sea waves are usually steep, have a short period, and often crest and break in deep water. They are commonly referred to as white caps or combers if very large. Combers affect the speed and maneuverability of the AAV. In addition, the driver's visibility will be reduced because of the spray encountered. Operations in sea states 3 to 5 should be conducted with the driver's hatch closed to enable the driver to maintain speed. In these conditions, the vehicle commander, magnetic heading device or precision lightweight global positioning system (GPS) receiver system (PLGRS) may be used to assist the driver in maintaining course. High seas must be anticipated in the navigation plan, landing formation, and landing schedule.

Swell

A swell is characterized by its lack of steepness and longer, rolling period. Depending on their size and orientation to the AAV, swells can impede the vehicle's speed and maneuverability. Swell conditions must be anticipated in the navigation plan, landing formation, and landing schedule. Heavy swells (sea state 5 or greater) may also make debarkation from naval shipping more difficult or dangerous. Swells more commonly affect embarked personnel by causing motion or seasickness and fatigue. Long waterborne movements (greater than 15,000 yards) in large swells (sea state 4 or greater) should be avoided as they reduce the combat effectiveness of embarked assault forces. Swells have the greatest effect upon AAVs once they reach the shore and form breakers.

Table 3-1. Sea State Conditions.

Sea State	Conditions
1	Wind speeds between 5 to 9 miles per hour (5 to 8 knots). Wave heights considered small wavelets between 0.5 and 1 feet (0.6093 to 0.304 meters. Small wavelets with glassy-appearing crests and no breaking.
2	Wind speeds between 10 to 11 miles per hours (9 to 10 knots). Wave heights considered large wavelets, between 1.5 and 2 feet (0.456 to 0.609 meters). Large wavelets, crests begin to break and whitecaps are scattered.
3	Wind speeds between 16 to 17 miles per hour (14 to 15 knots). Wave heights considered small, between 3.5 and 4 feet (1.06 to 1.21 meters). Small waves becoming longer and whitecaps are numerous.
4	Wind speeds between 19 to24 miles per hour (17 to 21 knots). Wave heights considered moderate, between 4 and 7.5 feet (1.24-2.5 meters). Moderate waves forming numerous white caps and some spray.
5	Wind speeds between 24 to 28 miles per hour (21 to 25 knots). Wave heights considered large, between 8 and 12 feet (2.43 to 3.65 meters). Large waves form and whitecaps are common, along with more spray.

Tides

The stage of tide affects the width of the beach and surf zone; therefore, in amphibious operations using AAVs, the high and low tides and the tide range must be known. Tides affect the type of surf, depth of water over sandbars and reefs, and the effectiveness of underwater obstacles. For example, high tides will enable AAVs to more easily overcome sandbars, reefs, and obstacles but may tend to increase the percentage of plunging breakers by shortening the surf zone. Low tides may have the direct opposite effect by increasing spilling breakers. Extreme highs and lows, which may remain unchanged over the course of several days, can occur and severely affect operations.

Surf

Various factors can greatly affect amphibious operations using AAVs in the surf zone. The minimum information on the surf conditions needed to safely conduct AAV operations should include the following:

- Significant breaker height.
- Maximum breaker height.
- Breaker period or interval in seconds.
- Breaker types (i.e., spilling, plunging or surging).
- Breaker angle.
- Littoral or long shore current in knots.
- Width of the surf zone.
- Number of breaker lines.

Before AAV operations, a surf observation report (SUROB) must be conducted. For large-scale operations, the SUROB should be conducted hourly for 4 hours before H-hour.

Surf Zone

The most dangerous portion of an amphibious landing is negotiating the surf zone. The energy of the wave is released at this point and most landing craft casualties occur at this time. Conditions in the surf zone are the combined result of the following factors:

- Breaker type.
- Maximum breaker height.
- Breaker period or interval.
- Vehicle load.

Table 3-2 illustrates the handling capabilities and safety criteria of the AAV under various conditions. This table represents the maximum safe breaker heights and breaker periods allowed for each type of AAV load. Exceeding these conditions is unsafe for AAV operations.

The load criteria is based on three internal cargo weights that act as a type of ballast for the AAV: combat load (CL) 10,000 pounds; TL 5,600 pounds; and combat equipped (CE), which is an empty vehicle. The vehicle can handle shorter intervals between breakers or right itself as the cargo or ballast increases. The listed breaker period should be read as the minimum interval in seconds.

Narrow surf zones can hinder AAV operations if the surf is high (4 to 6 feet) and moving in excess

Table 3-2. Safe Breaker Heights and Breaker Periods.

Type of AAV Load	Maximum Breaker Height (feet)	Breaker Period (seconds)
100 Percent Plunging Breakers		
CL	6 10*	9 9*
TL	6 10*	9 9*
CE	6 8*	13 13*
50 Percent Plunging/50 Percent Spilling Breakers		
CL	6	8
TL	6	8
CE	6	10
100 Percent Spilling Breakers		
CL	6	5
TL	6	5
CE	6	7
* Used when planning combat operations.		

of 8.5 knots. These combined conditions can cause the vehicle to contact the bottom quickly and sometimes violently, become swamped, and flip over.

Reefs, Sandbars, and Other Natural Obstructions

A distinct advantage AAVs have over conventional landing craft is their tracked suspension. This alone enables them to negotiate reefs, sandbars, and other natural obstructions that may impede boats. The surf beat, vertical climb, and breakers must be considered before AAVs are navigated through those obstructions. Information needed for AAV operations over reefs or bars should include the following:

- Nature or type of the obstruction.
- Distance offshore or location of the obstruction.
- Slope (seaward).
- Depth of water at various tidal stages or height of obstruction above water.
- Gaps or passages in the sandbar, reef or obstruction.
- Breaker height.

Surf Beat. Surf beat is the distinct rise and fall of the mean water level within the surf zone. Surf beat can be of significance to AAVs approaching submerged obstacles such as sandbars or reefs. Normally, surf beat is equal to 10 percent of the breaker height. This quick raising and dropping of almost a foot at times can throw an AAV against a reef hard enough to severely damage the suspension, because reefs can be composed of coral or rock. The damaging effects of surf beat upon a vehicle can be overcome if the tide provides sufficient water depth over the obstacle or if the composition of the sandbar or reef is soft material.

Vertical Climb. On land, AAVs can climb a 3-foot wall, but in water, the vertical distance is much less. The depth of the water over a steep gradient obstruction (e.g., reef, sea wall) should be at least 3 feet to allow the tracks to be able to engage and climb it. This is not a concern where the gradient is less steep (e.g., sandbars), since the tracks will eventually contact the bottom and gain traction to transverse the obstacle. Because reefs are irregular and often contain many pockets or holes, care should be taken to avoid getting an AAV stuck in one without sufficient water depth to climb out.

Breakers. Despite the AAV's ability to climb sandbars and reefs, additional care should be taken whenever approaching these obstacles as swells may break violently upon them. Wherever bars or reefs are present, the wave crest will peak as the waves roll over them. The water depth over the sandbar or reef and the wave height determine whether or not breaking takes place on or near the obstruction. Generally, if the depth is less than one and a half times the breaker height, waves will break upon the sandbar or reef. For example, a 6-foot swell will break upon a sandbar or reef unless the water depth over that obstruction is a least 9 feet.

Currents

In conducting amphibious landings, planners are most often concerned with the effects of long shore or littoral current, but offshore seasonal currents can have a greater effect on AAVs. In conducting AAV operations, the speeds of long shore (littoral) and offshore currents should be collected and considered.

Offshore Currents. Tidal and nontidal offshore currents are found outside the surf zone. Currents in excess of 3 knots will adversely affect an AAV's navigation and speed.

Long Shore/Littoral Currents. Littoral currents are set up within the surf zone by the breaking waves. They flow parallel to the shoreline inside the breaker line. They increase with larger breaker angles, beach gradients, and breaker heights. Larger intervals between breakers tend to slow the velocity of littoral currents. These currents present little problem for AAVs since the vehicles have usually gained positive traction before reaching the point where they occur. These currents can cause conventional landing craft to broach along

the shoreline. At this point, AAVs are out of the surf zone and past the high watermark.

Gradient

Gradient tends to have little effect upon AAV operations unless it is nearly vertical. Depth of the surf zone, number of breakers present, and type of breaker that will be encountered are gradient characteristics that may affect AAV operations. Steep gradients of more than 1:15 (7 percent) tend to produce a very high percentage of plunging breakers. Steep beaches normally have short surf zones with one line of breakers present. Moderate gradients of between 1:15 (7 percent) and 1:30 (3 percent) tend to produce spilling breakers, but often create a mixed percentage of both plunging and spilling breakers. Moderate gradients produce bars and extend the surf zone creating two to four lines of breakers. Mild gradients of greater than 1:30 (3 percent) tend to produce a very high percentage of spilling breakers. They also produce several bars that greatly extend the surf zone and lines of breakers.

Beach Composition

The beach may be composed of silt, mud, sand, gravel, boulders, rock, coral or any combination of these. The nature and composition of the beach foreshore, backshore, and hinterland may affect the trafficability for AAVs.

Foreshore. Coarser materials (i.e., gravel, rocks or cobblestones) from the surf zone to the high watermark provide poor traction for AAVs beginning to ground themselves and moving out of the water. Since AAVs are not fully grounded at the foreshore, they tend to slip on these coarse materials. The heavier the AAV and the steeper the gradient, the less traction an AAV will get. The most critical area of trafficability on the beach is the foreshore due to the increased gradient and looseness of the material. As the gradient increases to its peak, AAVs will tend to become stuck or mired in the loose bottom material.

Backshore. The composition of the backshore is usually soft, loose, and dry. Normally, the backshore does not present a problem to trafficability since it generally has a mild gradient, but AAVs may lose traction if the gradient is steeper.

Hinterland. The hinterland is the area just past the backshore behind the first line of permanent vegetation. AAVs may encounter trafficability problems in the hinterland if confronted with dunes or cliffs. If these obstacles are too steep, the AAV may advance only to the backshore.

Beach Exits

Avenues off the beach or beach exits allow AAVs to quickly move inland. Natural or man-made obstacles may channel or prevent AAVs from exiting the beach to move inland. The AAV can climb a 3-foot wall and cover an 8-foot span, but any obstacle greater than this must be breached or avoided.

Enemy Defenses

Amphibious operations will normally avoid concentrated enemy defenses or surfaces. The LF will require the armored, amphibious capabilities of the AAV. Enemy defenses against AAV landings can vary from AT mines and tetrahedrons to entrenched infantry with ATGM or a combination thereof. Operational considerations for using AAVs are the enemy situation and obstacles.

Enemy Situation

Enemy situation intelligence required when planning AAV landings includes—

- Tank and IFV threat.
- ATGM threat.
- Heavy machine gun (above 12.5 millimeters) threat.

- Hardened positions (e.g., bunkers, trenches).
- Enemy capability to observe beach-landing sites.
- Location of enemy mobile reserves.
- High-speed avenues of approach and lines of communications (LOC).

Obstacles

Manmade obstacles can range from AT and personnel mines to steel tetrahedrons and rock-filled cribs. Beach obstacles are typically laid out in belts from the low tide line to the high watermark and beyond. Overcoming these obstacles requires a high water depth, but even at high tide, vehicle casualties are likely to occur. Surface or submerged obstructions must be cleared before landing operations commence. If only narrow passages or lanes are cleared, AAVs commonly will use the column formation to safely traverse the cleared channels.

Sources of Hydrographic Information

The following resources should be used when planning for an operation involving AAVs:

- Confirmatory beach reports.
- SUROB.
- Mapping, charting, and geodesy materials (e.g., National Imagery and Mapping Agency maps, charts).
- Tourist guides and maps.
- Aerial observation and photos.
- Multispectral imagery.

Planning

See JP 3-02.1, *Joint Doctrine for Landing Force Operations*, for definition of amphibious force (AF), amphibious task force (ATF), and landing force (LF).

Although assigned as a component of the GCE, the AA unit is under the OPCON of commander, amphibious task force (CATF) or supported unit commander for the conduct of the operation. During this period, the AA unit leader maintains TACON over the unit. The AA unit leader is responsible to the CATF or supported unit commander for landing the embarked infantry on the correct beach at the proper time. See JP 3-02.1, for additional information on command relationships.

Assault Amphibian Unit Special Staff Officer

During planning for amphibious operations, the AA unit leader is a special staff officer to the GCE commander under the staff cognizance of the operations officer. As special staff officer to the GCE commander, the AA unit leader deals with matters pertaining to employment of the supported unit's AAVs in the conduct of amphibious operations and the subsequent operations ashore. The AA unit leader's responsibilities are varied but must include providing estimates of supportability to the ATF.

Coordination with CATF and CLF

Although a subordinate element of the GCE, the AA unit leader is responsible to CATF or the supported unit commander for the unit's safe operation of the ship-to-shore movement as well as waterborne operations conducted in the amphibious objective area (AOA). The AA unit leader must conduct the necessary coordination with the naval personnel responsible for planning and executing the operation. The AA unit leader will ensure adequate safety measures have been planned for launch, recovery, and coordination of emergency procedures. The coordination must be conducted with the concurrence of the GCE commander and commander, landing force (CLF), and it should support the GCE's scheme of maneuver. To ensure that the tenets of parallel and concurrent planning are occurring, the AA unit leader

should always participate in the planning of the amphibious operation to provide appropriate recommendations and expertise regarding safe AA operation. The AA unit leader should be collocated with the supported commander during planning and in communication during the conduct phase of the operation.

Estimates of Supportability

Planning continues with receipt of the order alerting AF elements of upcoming operations. The AA unit leader is responsible for providing appropriate recommendations regarding the tactical employment, operational safety, and logistical support requirements of the unit. The estimates of supportability should be provided for each course of action considered by the GCE commander for the ship-to-shore operation and subsequent operations ashore. The AA unit leader must support operational planning and execution to ensure the safe accomplishment of the mission and should make recommendations regarding the following aspects of the operation:

- Overall mission and task organization for AAVs.
- Assignment to various classes of shipping.
- Request for essential elements of information from Navy component intelligence staff officer (N-2)/intelligence staff officer (S-2).
- Estimates of supportability for proposed GCE courses of action.
- Interactions with the Navy component operations staff officer (N-3)/operations staff officer (S-3) for scheme of maneuver for ship-to-shore movement.
- Development of the landing plan.
- Tactics/techniques of amphibious assault using AAVs.
- Waterborne assault breaching of obstacles and minefields.
- Night operations/landings.
- Rehearsals and associated prelanding/operation training.
- Logistical requirements.
- Communications considerations.
- Safety.
- Subsequent operations/tactics ashore.

Organization for Amphibious Assaults

An amphibious operation is inherently among the most complex operation to plan, involving air, naval, and land units. To facilitate planning for movement and landing, troops and equipment must be organized into various categories, serials, and boat teams.

Landing Categories

Personnel, equipment, and supplies are further subdivided into one of five categories based upon their importance to the operation and the times they will be needed.

Scheduled Waves. Scheduled waves are units that have a predetermined time and place of landing. They consist of AA units, landing craft or helicopters that carry the MAGTF assault troops and their initial combat supplies. AA units are generally employed as scheduled waves. After the waterborne waves have crossed the line of departure (LD), the landing of scheduled waves proceeds without change, except in an emergency. Scheduled waves land according to the assault schedule. AAVs and their embarked LFs are typically landed in scheduled waves because their time and place of landing are predetermined.

On-Call Waves. Units that may be required ashore soon, but with allowed discretion as to time and place of landing based on the assigned mission, are designated as on-call waves. On-call waves may contain infantry reserves, antimechanized units or combat support units. These waves are requested by serial number and are usually held in readiness for immediate landing. On-call waves are listed in the assault schedule, following the scheduled waves.

Nonscheduled Units. Nonscheduled units are generally held aboard ship in readiness to land. These units are usually comprised of troops and

equipment not required ashore during the initial offloading. An example of a nonscheduled unit is a free boat. A free boat could be an AAV and/or landing craft designated to carry commanders, command/control groups or other LF personnel ashore. AAVs are not normally employed in the landing of nonscheduled units.

Prepositioned Emergency Supplies. Prepositioned emergency supplies are designated by the CLF to meet expected critical needs for CSS replenishment early in the ship-to-shore movement. These serialized supplies, available for immediate delivery ashore, are organized into floating dumps and prestaged, helicopter-lifted supplies. AAVs and/or other landing craft may be preloaded with critical combat supplies (e.g., ammunition, water, fuel) and positioned near the LD as floating dumps. AAVs are not normally employed as floating dumps.

Remaining Landing Force Supplies. This category consists of replenishment supplies and equipment not included in a unit commander's prescribed loads or floating dumps. This category is largely placed ashore during the general unloading period but can be selectively dispatched to replenish floating dumps or dumps ashore.

Serials

To provide a convenient means to identify elements of the LF, each grouping is given a serial number. A serial number is assigned to each unit, part of a unit, or grouping (including its equipment and initial combat supplies) embarked aboard one ship to be landed as a unit at the same time at one landing beach. Serial numbers are primarily reference numbers assigned by the CLF that act as a code to identify and control the unit or grouping for brevity in communications. An example of a serial might be an infantry company embarked aboard AAVs from the same ship that will land at the same beach at the same time.

Boat Teams

Serials are further broken down into boat teams. These are tactical divisions of the LF elements within that serial. Normally serials are assigned to landing craft or groups of landing craft. Boat teams are the tactical units or teams that are assigned to a particular landing craft; therefore, serials can have several boat teams or just one, depending on the number or capacity of the landing craft.

The serial designator of a boat team is a number followed by a dash and another number (e.g., 1-1, 1-2, 1-3). The first digit indicates the wave number and the second indicates the position in the wave. The AAV's position number indicates the vehicle farthest to the left facing the beach or the first craft in a column.

The notional tactical organization in table 3-3 largely composed of 1st Squad, is labeled Boat Team 1-1, thus being the left most vehicle of the first wave. Boat teams are made up of boat spaces that are variables, which account for the space and weight factor of personnel/equipment being assigned to a landing craft or amphibious vehicle. These spaces are based on the requirements of individual equipment (240 pounds occupying 13.5 cubic feet of space).

Table 3-3. Notional Boat Team for an AAVP7A1.

Boat Team	Personnel and Equipment	Boat Spaces
1-1	1st Squad, 1st Platoon, Company B	11
	Corpsman	1
	1st Machine Gun Team, Machine Gun Squad, Weapons Platoon, Company B	3
	81-millimeter FO Team	2
	Radio Operator	1
	Total	**18**

Landing Plan

The landing plan reflects the operational conduct of the amphibious operation and focuses on the establishment of the LF ashore. It is the product of extensive planning and coordination between the CATF and CLF and supports the maneuver of the GCE ashore. The AA unit commander will actively participate in the formulation and execution of the landing plan. The GCE scheme of maneuver ashore will be of primary concern in the development of the landing plan. The scheme of maneuver should be well understood by the AA unit Marines to facilitate planning and coordination of the ship-to-shore movement and subsequent operations ashore. Other factors are the CL of the infantry being supported, their assigned objectives, and the commander's intent.

Preparation of Landing Documents

The landing documents, completed by the LF in connection with waterborne movements from ship to shore, are of vital concern to participating AA units. These documents assign AA units to elements of the LF, prescribe loads, stipulate landing formations, and provide for AAV employment subsequent to the landing. See appendix F for landing documents of specific interest to AA units.

Organization of the Amphibious Objective Area

The AOA is organized into operating areas to meet tactical requirements and to facilitate control of the ship-to-shore movement. See figure 3-1. AA unit leaders must understand the TACON and administrative significance of these areas.

Line of Departure

The LD is a designated line offshore, parallel to the beach that represents the seaward extent of the boat lane. It is a coordinating line from which successive assault waves are dispatched for their final movement ashore. Topographic, oceanographic, and tactical considerations determine the location of the LD. A separate LD may be provided for AAVs to reduce waterborne transit times.

Boat Lane

Boat lanes extend seaward from the landing beaches to the LD. The width of the landing beach determines the width of the boat lane. The typical length is from 2,000 to 2,700 yards. The width is usually 500 yards. See the grid reference system in appendix G. The flanks of the boat lane may be marked at the LD by a control ship, marker boats or buoys. The Navy is responsible for clearing mines or obstructions in the boat lane. AAV movement from the AAV launch area to the beach is controlled by the primary control ship (PCS) or secondary control ship (SCS) when designated.

Inner Transport Area

The inner transport area is an area located as close to the landing beach as depth of water, navigational hazards, boat traffic, and enemy action will permit assault shipping to move to expedite unloading.

AAV Launch Area

AAV launch areas are usually located as close to the seaward side of the LD as possible (within 1,500 yards). Amphibious ships carrying AAVs will conduct either static or underway launch of AAVs in this area. Upon entering the water, the AAVs will be directed to the LD or to an assigned maneuvering area to await dispatch to the LD. AA unit leaders should coordinate their launch to minimize loitering in the AAV launch area.

Control Ship Stations

Control ship stations are assigned to control ships for guiding and controlling the ship-to-shore movement. These stations are generally assigned as underway sectors to avoid shore-based threats. If the enemy situation permits, these stations may be located on either flank of the LD. During landing under quiet landing procedures (QLPs), AA unit

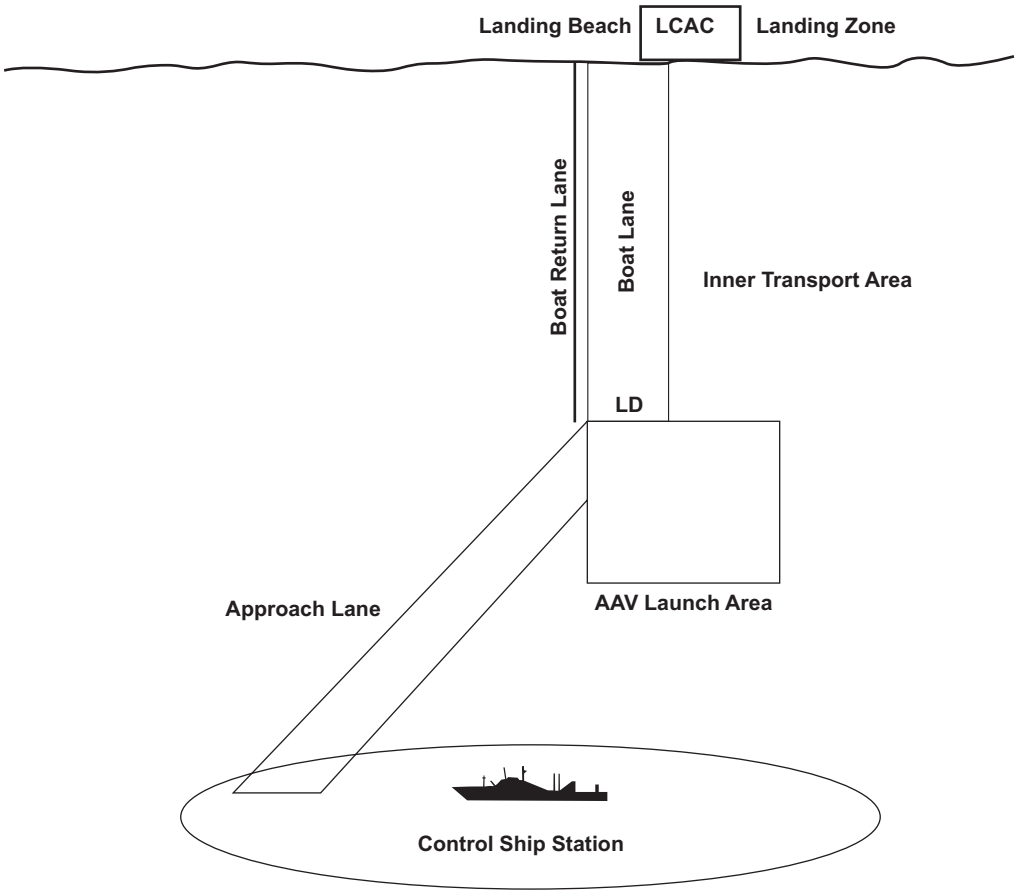


Figure 3-1. Amphibious Operations Area.

leaders receive visual control signals from control ship stations for the ship-to-shore movement.

Approach Lane

An approach lane is an extension of the boat lane from the LD toward the inner transport area. It indicates the route AAVs use to approach the LD and boat lane from the transport area. Generally, this lane is used when AAVs must launch further than 1,500 yards from the LD. The typical length is from 2,000 to 10,000 yards depending upon the deep-water hydrography.

Boat Return Lane

A boat return lane is designated to the left or right of the boat lane to facilitate the return of landing craft or disabled AAVs seaward without interfering with the landing. AA units returning to their ships following a turn-away landing also use the boat return lane.

Landing Beach

The landing beach is the area assigned for the landing of troops and equipment by AAVs and landing craft. Beaches are colored and numbered to facilitate the identification and control of the force beachhead. Colored beaches are generally allotted for the landing of elements of one unit or a regimental-sized unit, with numbered beaches supporting the landing of battalion-sized units within the regimental (colored) beach. A landing beach is generally 500 to 1,000 meters in width.

Air Cushion Landing Zones

Air cushion landing zones (LZs) are the designated landing areas for LCAC. These areas are usually separate from beaches used by AAVs or conventional landing craft. AA units should avoid air cushion LZs to preclude possible mishaps or interference with LCAC operations.

Launch Planning

Launch planning is essential to the effective support of the established landing plan. It provides for the underway or static launch of AAVs from amphibious ships, the formation of waves, and the linkup with designated safety boats. This process can become more complex if the AAVs comprising the assault waves come from two or more ships. The AAV launch must be planned to facilitate the expeditious formation of waves to execute the landing plan. The AA unit leader must coordinate the proposed launch and ship-to-shore movement with the cognizant Navy ship-to-shore officer, ship operations officer, boat officers, and ship's first lieutenant. Considerations for coordination include—

- Ship's AAV launch/recovery safety criteria.
- Ship's ship-to-shore timeline.
- Serial number.
- Unit.
- Relation of the AAV launch area with respect to LD.
- Speed of ship (if launched underway).
- Well-deck lighting (if night launched).
- Staging of AAVs for launch.
- Communications and signals.
- Launch interval between vehicles.
- Location and dispositions of other amphibious ships in the AAV launch area, transport area, LD or boat lane.
- Location of safety boats.
- Coordination of safety procedures for AAV emergencies.

AAV Maximum Ship-to-Shore Swim Distance

The maximum range for an AAV in the water is 7 hours under normal operating conditions. The distance from amphibious ships that the AAV can launch is normally determined by the AAV commander, supported unit commander, and the ship's captain using METT-T with consideration for troop and crew fatigue.

Embarkation

AAVs are normally embarked and transported to the AOA on amphibious ships designed for AA operations. AAVS can be embarked on the following ship types: landing ship dock (LSD); landing ship, tank (LST); landing platform dock (LPD); landing helicopter dock (LHD); and general purpose amphibious assault ship (LHA). Employment of these ships to transport AAVs allow—

- Rapid embarkation/debarkation of AAVs.
- Ease of maintenance/preparation of vehicles for assault.
- High speed underway launch of AAVs on or near the LD.

Amphibious Shipping Characteristics

Amphibious ships have varying characteristics that affect their AAV transport capacity. Each ship has a published ship's loading characteristics pamphlet that details the AAV capacity and other limitations for the ship. Appendix H provides the estimated AAV capacities for the listed class and variant of ship for planning purposes only. Close liaison with the designated embarkation officer and ship's first lieutenant will provide the actual AAV spaces available for embarkation.

Embarkation Planning

Representatives of AA units must attend planning or presail conferences to advise supported unit

commanders and naval representatives on shipping requirements and recommended methods of embarking and employing their units. Resulting plans appear as tables showing the types and number of AAVs to be carried by transport group or task force ships. Plans for the embarkation of AAVs are completed before the arrival of assault shipping. Embarkation planning considerations for AA units include—

- Embarkation of vehicles and crews.
- Coordination of plans for underway launch with respect to embarkation.
- Embarkation of command, maintenance, and communication personnel; equipment; and wheeled vehicles to support AAV operations.
- Loading of supplies; petroleum, oils, and lubricants (POL); repair parts or equipment to support embarked vehicles.
- Staffing and equipping ships designated as AAV repair ships.
- Preloading supported unit's equipment and cargo as required.

Embarkation of AAVs

AAVs can move on dry land without entering the water (dry loaded) pier side or at anchorage under the supervision of the embarkation officer or ship's first lieutenant; however, AAVs normally enter the water and transit out to the ship (wet loaded) offshore. In doing so, AAVs are normally grouped on the beach according to the ship on which they will embark. Upon notification that the ship is ready for embarkation, the AAVs proceed to the ship for loading. AA unit leaders must ensure the AAVs are embarked in the proper launching sequence for landing (e.g., first vehicle on, last vehicle off).

Launch Procedures

AAVs only enter the water after an SUROB has been sent to the controlling ship; the prewater operational checks have been performed; the passengers have been briefed, instructed, and embarked; the manifest list has been submitted; and permission has been received to launch. A designated unit leader will control the launch of AAVs into the water. Before launching, the unit leader ensures that each crew chief inspects the AAV, conducts a prewater check, and completes a passenger manifest list. When satisfied that the AAVs are ready for waterborne operations, the unit leader launches the AAV by visual signal or radio. Launch interval will depend on conditions within the surf zone.

Tactical (Combat) Launch

The tactical (combat) launch is normally used when withdrawing from a hostile or potentially hostile beach or during training operations simulating such conditions. Under combat conditions, units typically form a defensive perimeter position before splashing back to amphibious shipping. Forming a defensive perimeter position can be done at the beach or at a secure site (e.g., assembly area located further inland). AAVs should enter the water soon after the prewater operations checklists have been completed. A prewater operations check ensures the watertight integrity of the vehicle and overall safety of the operation. Typically the defensive perimeter is used with infantry deployed slightly forward of the AAVs to provide local security. See figure 3-2 on page 3-14.

Forming a defensive perimeter position will spread the AA unit over several hundred meters and will rely heavily on the individual crew chiefs and section leaders for control and safety. Once personnel are in place, the AA unit leader will establish communications with the ship, designate personnel to conduct the surf report, and ensure that prewater operation checks are being conducted. The AA unit leader will coordinate the following information with the ship:

- Launch time. (When will the ship be ready?)
- Launch location. (Where is the unit located?)
- Surf report.
- Use of safety or guide boats.
- Recovery procedures for disabled vehicles.

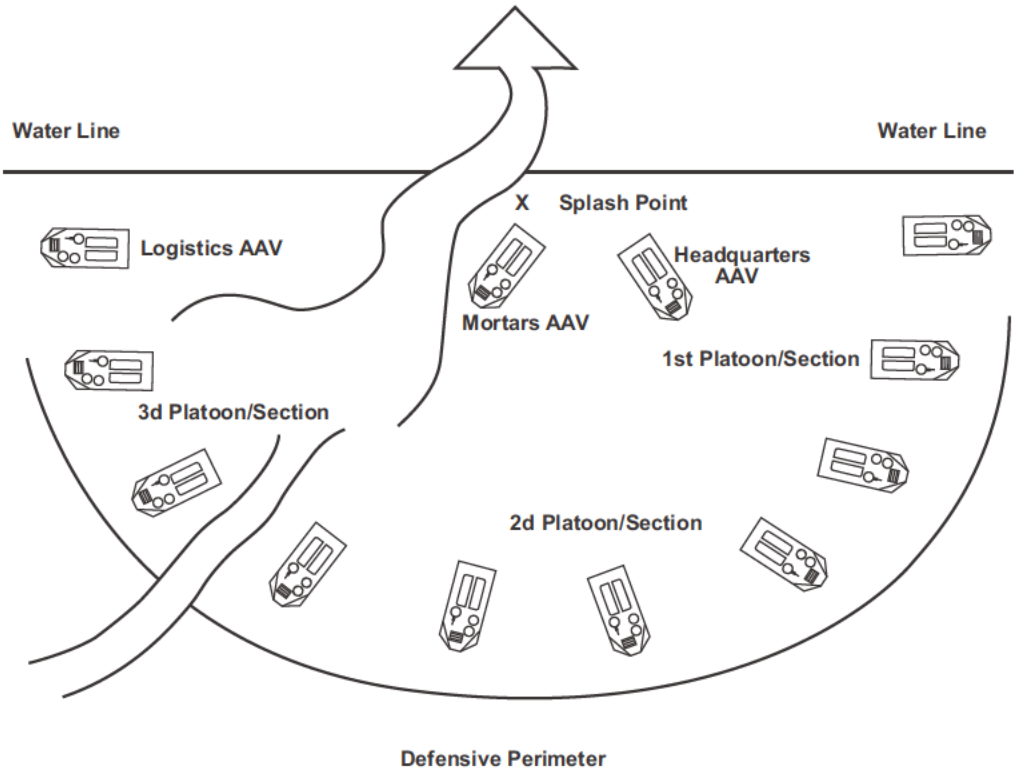


Figure 3-2. Tactical Launch Diagram.

Crew chiefs will complete the prewater operation checks, using a standard prelaunch checklist from the unit SOP and turn them over to each section leader or platoon commander. Passenger manifests, completed previously, should only require updating. Manifests will be turned over to the section leader or platoon sergeant. Once the AAVs are ready to launch, the crew chief will notify the section leader. When the AA unit leader orders the AAVs to launch, each section leader will move individual AAVs to the launch point. The launch point is a predetermined location on the beach from which vehicles will enter the surf. The AA unit leader's vehicle, chemical lights or a green range flag usually mark this point. For increased safety, a launch team, a group of three Marines organized to conduct standardized water safety checks to ensure watertight integrity and proper mechanical operation, may be collocated at the launch point to quickly check each vehicle before it enters the water. Once waterborne, the individual sections transit to the ship and begin to embark. After all sections are waterborne, the AA unit leader's vehicle launches and transits to the ship. The platoon sergeant's vehicle is typically the first to board the ship. Once aboard, the platoon sergeant should further coordinate on-load and/or special recovery procedures if needed.

Nontactical (Administrative) Launch

Nontactical launches are used during basic training operations involving inexperienced crews and when other safety conditions dictate (e.g., limited visibility, high surf). This method involves lining the vehicles up either side by side or in a column on the beach and launching from that central point. The procedures are largely the same as for a tactical launch, except for the close proximity of vehicles and the use of launch teams.

The launch team will dispatch each vehicle, using either radio or hand and arm signal, in designated order once it determines the vehicle is ready to launch. This technique should only be used for training operations to establish basic safety procedures in preparation for the more advanced tactical launch. The open, linear formation makes it susceptible to attack from the ground and air and, therefore, unsuitable for combat conditions.

Ship Class

Wet well ships, such as LPDs, LSDs, LHDs, and LHAs, provide the easiest platforms for conducting embarkation and debarkation. AAVs will work mostly with LSDs and LPDs, but on occasion, will embark aboard LHDs and LHAs. LSTs provide the most challenge to embarkation because they are not wet well ships. Although the AAV has little difficulty in embarking LSTs, the narrow dimensions of the stern gate opening and the steepness of the ramp require greater driver skill than with other ships. For information concerning embarkation procedures aboard each class, see appendix I.

Securing AAVs

Aboard ship, AAV crews secure vehicles using gripping gear (furnished by the ship). Four clevises (1 1/8-inch screw-pin anchor shackles) will be provided by the AAV unit and attached to each towing eye to receive lashing cable eyes. AAVs are normally secured by four 70,000-pound, test-lashing assemblies. See figure 3-3.

Additional lashing may be required when the vehicles will be remaining aboard for long durations or when rough seas are expected. In this case, two lashing assemblies will be used on each towing eye for a total of eight. See figure 3-4 on page 3-16. Lashing assemblies will never be attached to or wrapped around the track, sprockets or idler assemblies of the AAVs. Rubber track pads eliminate metal-on-metal contact, and, in most circumstances, additional dunnage is not required. The commanding officer of the ship is ultimately responsible for ensuring that AAVs are properly secured and is the final authority on the procedures to be followed. The AA unit leader should ensure that daily checks of grips are conducted.

Rehearsal and Movement

A rehearsal is that phase of an amphibious operation in which one or more exercises are conducted by the AF, or elements thereof, under conditions simulating those of the anticipated amphibious operation. It is executed according to a plan that parallels the plan for the specific operation, and rehearsal participants should include

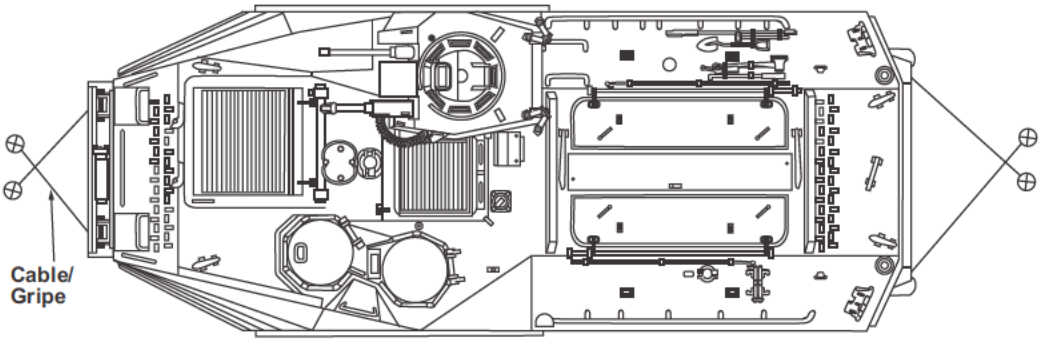


Figure 3-3. Single Grip.

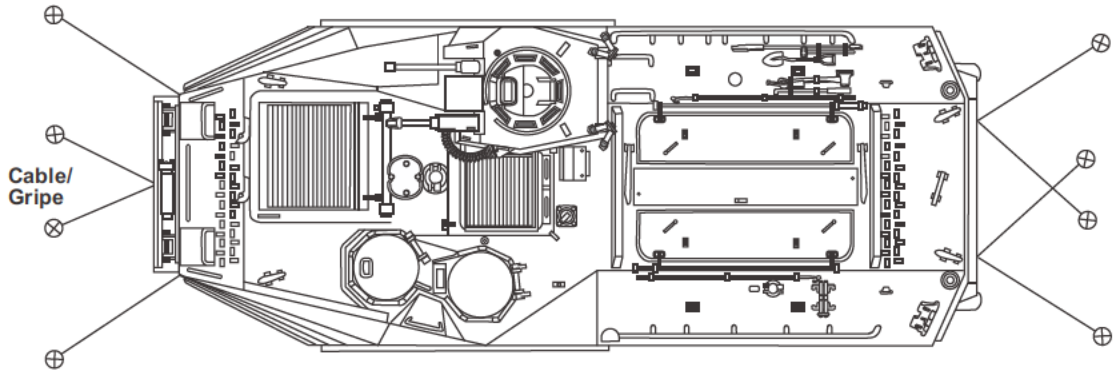


Figure 3-4. Double Grip.

units that are to take part in the operation. Rehearsals are used to test—

- Plan and procedures.
- Timing of detailed operations such as debarkation schedules.
- Combat readiness of vehicles and crews.
- Communications.

Planning Considerations

The AA unit leader may be called on to assist the CATF and CLF in the planning of rehearsals. Leaders planning rehearsals should consider the number, nature, and scope of rehearsals as well as the date, time, and location for each. AAV-specific considerations include—

- Delays involved in embarking and refueling AAVs aboard ship.
- Necessary repair or replacement of AAVs damaged during rehearsals.
- Additional requirements for fuel, repair parts, and other related supplies.

The AA unit leader must participate in AF debriefs to evaluate the exercise and correct mistakes from the AA perspective. Each rehearsal should also be critiqued within the AA unit.

Types

Given the complexity of the mission assigned, level of unit training, time available, and operational security considerations, every attempt should be made to conduct staff rehearsals, rehearsals without infantry, and rehearsals with infantry before the assault landing.

Staff Rehearsals

Staff rehearsals are conducted by staffs participating in the operation and take the form of war games or tactical exercises without troops. These rehearsals are conducted before integrated rehearsals and should include the use of AAVC7A1s, if available, and fire support teams.

Rehearsals Without Infantry

A rehearsal without infantry is an integrated rehearsal conducted by the AA unit. It generally involves a turn-away before the beach. Focusing on AAV and naval personnel, rehearsals without infantry are conducted to perfect the C2 of the ship-to-shore movement. Timing of the ship-to-shore movement is the most critical aspect to evaluate and is vital to the successful coordination of NGF and air support. The AA unit leader should adjust time and distance-to-shore factors with the

PCS as required. Most primary control officers (PCOs) plan on an average speed of 5 knots or less for timing AAV movement in the boat lane. This speed should be adjusted to allow for wind, currents, and sea conditions in the AOA and to maximize the AAV water speed.

Rehearsals With Infantry

The rehearsal with infantry is a final integrated rehearsal conducted, as nearly as possible, in accordance with the planned assault. The rehearsal should include extensive troop participation to include actions on objectives. Each rehearsal should be followed by a critique. Ships will conduct periodic embarkation drills, where the infantry are called away to the tank or well deck to practice embarking on their assigned AAV. During the rehearsal, crew chiefs will guide their assigned infantry squad in the proper loading of the AAV and will review waterborne safety and evacuation procedures. Embarking infantry leaders will allow them to practice with the communication equipment, view the boat lane, and identify targets inland.

Preoperational Briefing and Security

Before rehearsals, and again before the operation, preoperational briefings should be conducted to the lowest level. In addition to the regular operational briefs, AA unit personnel will receive special briefs concerning beach hydrography, weather, and the amphibious control measures.

Unit Preparation

During movement to the AOA, a maximum effort is made to prepare men and machines for combat considering both AA and supported unit SOPs. AA unit leaders should allow time for the following activities:

- Vehicle and equipment inspections.
- Preoperational checks and services.
- Communication checks.
- Weapon checks and test firing.
- Training for naval, infantry, and AAV personnel as required.

The Assault

AA unit leaders, in conjunction with the designated PCO, maintain TACON of AAVs and embarked troops during waterborne movement. The CATF accomplishes the movement of the LF to the beach through the AA unit and naval elements of the ATF. Landing ships and craft, helicopters, and AAVs may be employed in this mission. The waterborne formations of AAVs in the assault are similar to those of infantry formations. AAVs' low silhouette and armored hull make them very survivable against direct and indirect fire weapons if detected in the assault.

Command and Control

The waterborne portion of an amphibious assault is a highly controlled effort involving precise navigation, timing, and coordination by elements of the AF. The AA unit leader must understand the responsibilities and missions of the elements of the ATF.

Naval Control Group

The naval control group (NCG) consists of the personnel, ships, boats, and landing craft that are designated to plan and control the waterborne ship-to-shore movement. The AA unit leader, as the wave guide officer (WGO), is part of the NCG. The organization of the control group is based on the arrangement and number of landing beaches. Normally, the NCG includes a central control officer (CCO), a PCS and officer, SCS and officer, boat control team, boat group commander (BGC), WGO, and safety boats.

Central Control Officer. Designated by the CATF to plan and conduct the waterborne ship-to-shore movement, the CCO is responsible for organizing the control group to support the AF landing plan. The CCO directs the movement of scheduled waves to the beach and maintains close contact with the tactical-logistical group.

Primary Control Ship and Officer. A PCO and PCS are designated for each colored beach and transport organization landing an RLT or BLT. Their mission is to control the movement of AAVs, landing craft, and landing ships to and from the beach. When assault forces are to be landed over widely separated beaches, additional PCOs may be required for each beach. The PCO's responsibilities include—

- Directing scheduled waves over their assigned beach at a specified time.
- Designating the communications method to be used between boats, AAVs, and PCS.
- Maintaining current location and status of ships within the PCO's control area and of assigned boats, including safety and salvage boats.
- Monitoring surf conditions and long and short term weather reports, and making recommendations to CATF to terminate boating when surf or weather conditions dictate.
- Maintaining the status of debarkation/embarkation using the landing plan.
- Effecting liaison with the LF tactical logistics radio net for serial offload.
- Arranging for the refueling of boats and the feeding and rest of boat crews.

Secondary Control Ship and Officer. Secondary control officers and SCSs may be stationed on the LD to assist the PCOs and ships. They are usually stationed so that they mark the flank of the boat lane at the LD.

Boat Control Team. The boat control team plots, tracks, and controls the movements of scheduled waves from the PCS combat information center (CIC). The team is composed of the following:

- Supervisor.
- Wave controller.
- Grid plotter.
- Radio net operators (Alpha and Bravo).
- Radar operator.
- Visual bearing takers.
- Signalman for visual communications.

The boat control team uses the signals in appendices J and K, and the grid reference system in appendix G for wave control. See Marine Corps Warfighting Publication (MCWP) 3-31.5/Naval Warfare Publication (NWP) 3-02.1, *Ship-to-Shore Movement*, for additional signals information.

Boat Group Commander. The CATF employs boat groups to control AAVs and landing craft in scheduled waves for each numbered beach. Each boat group will have a BGC, and assistant BGC if required, to help guide the movement of the group to or from the beach. During the waterborne movement, boat groups are organized into waves that are groups of AAVs or landing craft, which are scheduled to land simultaneously. The BGC is a Navy officer. The BGC and assistant BGC are embarked aboard small naval craft that may be tasked to act as safety boats in the event of emergencies.

Wave Guide Officer. A WGO or wave commander will be assigned to each AAV wave. The senior AAV officer, staff noncommissioned officer or noncommissioned officer (NCO) in each wave is designated the WGO. The WGO leads the wave to the LD and assumes a position in the wave to best control movement. Responsibilities of the WGO include—

- Forming the AAVs into the proper organization for landing.
- Reporting to the PCS, giving any details concerning the wave readiness.
- Ensuring that the wave is maintaining proper position and interval in the boat lane.
- Controlling fires of AAVs during the ship-to-shore phase.
- Retracting AAVs from the beach.

Safety Boats. Safety boats may be employed to render assistance and pick up personnel from disabled or sinking AAVs. Safety boats are normally naval craft from the launching ship, but if not available, an empty AAV in each wave should be designated to act as a safety boat.

Communications

Communications for the ship-to-shore movement may be by radio, light and flag signals or hand and arm signals.

Radio. Radio will be the primary means of communication between the PCS and the wave and between units/vehicles within the wave. AA and naval units will use the following nets during the ship-to-shore movement:

- The boat B net is used by the WGO after the launch of AAVs to report to the PCS and to receive instructions for vectoring to the LD. The boat B net is used to control surface craft seaward of the LD.
- The boat A net is used by the wave commander after crossing the LD or on order from the PCS to report to the PCS for directions, vectors, and time hacks.
- The AAV safety net is established to coordinate the rescue of disabled or sinking AAVs. AAVs, safety boats, and the PCS should guard this frequency.
- The AAV command net is used by the AA unit for the C2 of the waves and for fire control in the assault. It is guarded by AAVs in the unit and is assigned as their tactical net.

Light and Flag Signals. Light and flag signals from the PCS are the secondary means used to control respective waves during QLPs. It is helpful for wave commanders or platoon communicator to have an understanding of semaphore or Morse code. See appendix J for illustrations of standard flags, lights, and markers used to control AAVs.

Hand and Arm Signals. Communications within the wave of AAVs may rely on hand and arm signals as a secondary means of control. AAV personnel must be familiar with the standard hand and arm signals used. See appendix K for illustrations of hand and arm signals used in AAV operations.

Fundamentals of the Assault

The AA unit focuses primarily on the seizure of LF and ATF objectives. The CLF's concept of operation determines the nature of the assault. The factors of METT-T will determine whether the amphibious operation will be conducted from near shore or from over the horizon (OTH). Space and logistic considerations are other factors of the operation that must be considered. The near shore assault is conducted from approximately 4,000 to 15,000 meters off the target landing beaches. Although the near-shore assault allows for the launch of AAVs outside of the range of direct fire AT weapons as well as allowing a short transit time in the ship-to-shore movement, it requires the amphibious ships to operate within the range of enemy artillery and antiship weapons (e.g., missiles, mines). The OTH assault provides for the launching of AAVs and landing craft outside of the range of enemy indirect fire weapons and short-range antiship missiles.

Infantry Concept Determination

If not previously involved in the operation development at the Marine expeditionary unit (MEU), RLT or BLT, the AA unit leader should find out the infantry's plans for reaching shore. The AA unit leader will need the following minimum information for planning the ship-to-shore movement:

- Infantry load plans.
- General infantry scheme of maneuver once ashore.
- Infantry communications plan.

Debarkation from Ship

The following procedures are a general outline for conducting debarkation from amphibious shipping. For detailed debarkation procedures, see appendix I. The NCG establishes the time for AAV launching and provides for the calculated launch time, formation of the waves,

ship-to-shore transit, and landing in accordance with the assault schedule. Each ship publishes a ship-to-shore timeline that details the exact times each event will occur. See appendix L for a sample timeline. Normally, AAV crews board their vehicles at least 1 hour before the scheduled launch time to conduct the required prewater operations checks and needed repairs.

The officer in charge or petty officer in charge (POIC) of the well/tank deck orders the start and warmup of vehicles. The embarked TC ensures Marines are embarked according to the landing craft and amphibious vehicle assignment table and serial assignment table. AAV crew chiefs supervise the embarkation of their assigned passengers. A written manifest for each AAV must be prepared, life jackets must be issued and put on, and appropriate safety briefs must be given to the embarked troops. Before launching AAVs, designated naval personnel guide or stage each vehicle into their launch positions. AAV crewmen close the rear personnel and cargo hatches and plenums before staging. Hatches may be opened only in an extreme emergency. The topside driver, TC, and vehicle commander's hatches are closed no later than 2 minutes before launch. Naval personnel in the launch control station supervise and conduct the launching of AAVs. Light and flag signals are used to launch AAVs.

Underway Launch. The underway launch of AAVs combines the elements of speed and surprise. See appendix M for underway launch illustrations. This technique should be used whenever minimum exposure time is desired for the protection of the ATF. The underway launch does not require the congestion of ships anchored about the LD. As an example, two LSDs carrying 48 troop-laden AAVs can make a high speed (21.5 knots), angled approach to an LD that is 2,000 yards from a target beach. The AAVs can be launched in two columns at 5-second intervals, and in 2 minutes, 48 vehicles will be waterborne. Within 11 minutes, 864 combat-equipped Marines will be ashore, and the delivery ships will be quickly approaching the horizon.

Static Launch. The near-static or at-anchor launch of AAVs may be required by the hydrographic, size or depth limitations of the AAV launch area. The static launch will require a greater launch interval between vehicles. AAVs should enter the water at a speed sufficient to clear the end of the stern gate without striking towing pintles.

(AAVs can be embarked for transit aboard LCACs and LCUs to close the distance for OTH movements. They can be launched from these craft, but special coordination is required and rehearsals are vital.)

Movement to the Line of Departure

After AAVs have entered the water in column, each wave commander will report to the PCO/PCS on boat B and commence the assault. Each wave, in turn, will form on line and maneuver across the LD by executing a flanking movement. During daylight landings, the PCS will hoist a numeral-one flag at half-mast 5 minutes before the first wave is to cross the LD. Wave one will then move to a position just seaward of the LD. Two minutes before crossing, the flag is hoisted to the top and when the flag drops, wave one crosses the LD. For succeeding waves, only the 2 minute warning and execute signals will be given, using the numerical flag corresponding to the wave being dispatched.

Debarkation Procedures

To debark AAVs from static or underway amphibious shipping, the AA unit leader will conduct close, small-unit liaison with the respective ship's personnel. Issuing the warning order and coordinating intelligence and launch information are vital to the success of the operation.

Issue the Warning Order

Upon being alerted that a launch may occur, the AA unit leader should issue a warning order to personnel. This will allow them to begin the following preparations for the actual launch:

- Draw personal weapons from ship's armory.
- Boresight/check crew-served weapons.
- Draw and stow ammunition aboard vehicles.
- Conduct preoperational checks and troubleshoot vehicles.
- Conduct communications checks.
- Ungrip vehicles and stow grips.

Coordinate Intelligence and Launch Information

The intelligence and launch information must be determined before launch.

Hydrographic/Surf Conditions. Intelligence requirements should be checked and updated before launch. At a minimum, a current SUROB must be analyzed to determine if it is or will be safe to launch AAVs.

Center Beach Location. Coordination as to the exact location of center beach should be conducted before launch. The AA unit leader should ensure that the Navy's plot for center beach is consistent with the LF's concept of operations ashore.

Boat Lane Length/Width. Boat lanes are normally between 2,000 and 2,700 yards long and 500 yards wide. The AA unit leader should check assigned boat lanes for accuracy.

Launch Track. If an underway launch is planned, the ship's approach to the launch site or launch track should be checked. The approach that the ship takes will greatly affect the launch and landing of AAVs. The underway launch tracks that the Navy employs are covered in appendix M.

Launch Speed and Interval. The speed of the ship will affect the interval between AAVs in time and distance. The interval is a function of ship speed at launch, width of the area AAVs are to be launched, and the number of AAVs to be launched.

The minimum safe interval between vehicles is 5 seconds. Intervals of at least 15 seconds are needed at speeds less than 10 knots to provide for a safe distance of 50 meters between vehicles in the water after launch. Launch control must ensure that each vehicle clears the ship's wake before another AAV is launched. AAVs may be launched singularly by amphibious ships and in two columns from LPDs, LSDs, LHAs, and LHDs. Table 3-4 can be used to adjust the spacing between vehicles in the water.

Table 3-4. AAV Launch Intervals.

Speed of Ship (knots)	50-Meter Interval (seconds)	60-Meter Interval (seconds)	70-Meter Interval (seconds)
0	12	14	16
2	11.2	13.1	15
4	10.2	12.2	14
6	9.5	11.3	13
8	8.9	10.5	12.2
10	7.5	9.5	11
12	6.3	8.7	10.1
14	5.5	7.5	8.8
16	5	6.7	7.8
18	5	6	7
20	5	5.3	6.2

Launch Criteria. The Navy will normally ensure proper safety criteria for launching AAVs are followed. Various types of ships have different criteria. See appendix I. The AA unit should know the correct safety procedures for the following criteria.

- Stern gate position.
- Vent fans status.
- Ship's ballast position.
- Water depth at the sill.
- Maximum ship speed.
- Turntable position (LSTs only).
- Stern anchor position (LSTs only).

Squat Draft. The Navy will be concerned with the effect the ocean's bottom has on the ship as it travels at high speeds. The launch track should avoid large variations in water depth, especially at depths less then 100 feet. Transiting from deep water to relatively shallow areas causes the ship to squat. The resulting increase in depth of water over the sill or in the well is undesirable and extremely dangerous, causing AAVs to lose steering control during launches, collide with the bulkheads, and get caught in the ship's wake. In some cases, this squat draft effect may increase the draft as much as 8.5 feet deeper than the preselected ballast draft. To reduce this effect, either a reduction in speed is required or the preselected draft must be reduced to allow for squat. The AA unit leader should be aware that significant squat draft will occur in depths less than 60 feet and higher speeds will increase the effect.

Approach Lane Length. CATF/CLF staff will determine approach lane length with METT-T and vehicle capabilities input from subordinate unit leaders, including AA leaders. The total approach lane and boat lane distance should not exceed the range of AAV unless underway fueling is planned.

Enemy Situation. Intelligence requirements for the enemy situation should be checked and updated before launch.

Grid Reference System

AA units use the grid reference system to control AAV waves moving across the LD and down the boat lane until the waves land on their assigned beach. A standard voice procedure is used to reduce voice transmission to a minimum, while transmitting accurate positions to the waves. See Appendix G.

Quiet Landing Procedures

QLPs allow the LFs to reduce or cease radio transmission during a landing. These procedures are used to counter enemy attempts to disrupt the ship-to-shore movement through beaconing, intrusion, jamming, and interference. Grid position messages will be passed from the PCS to the various scheduled waves using flashing lights, flag hoist or semaphore. Only corrections to the wave's position in the boat lane will be passed. QLPs are rarely used because AA units must conduct extensive training, and each wave must have some personnel who can read Morse code and/or semaphore to successfully conduct QLPs. See NWP 3-02.1 for additional information.

Position Location Reporting System

The position location reporting system (PLRS) is a UHF radio system. It can provide for precise AAV waterborne navigation, as well as PCS control in the ship-to-shore movement. The PCS must be equipped with a PLRS master station and each wave commander must have a PLRS basic user unit to conduct the operation. The boat lane and its approaches can be established as way points on the master station. Each wave commander's basic user unit would receive boat lane guidance from the PCS master station. Additional tactical information can be transmitted via PLRS, and the PCO can modify timing or boat lane data by changing the way points via the PCS master station.

Global Positioning System

If PLRS is not available, the NCG may allow the use of a GPS device for the precise guidance of AAVs during the ship-to-shore movement. The WGOs would enter their assigned way points (from the projected boat lane) into their GPS units or PLGRS. Once launched, GPS would provide the wave commander with constant position and guidance updates. Using the magnetic heading device, the WGO can vector the wave and provide speed information to correct timing. While GPS does not provide the PCO with the capability to control or monitor each wave's progress as they move down the boat lane, GPS does provide a more accurate navigational aid than the traditional employment of radar guidance. GPS with advisory control from PCS is the primary method for controlling waves to the beach.

Formations

The WGO's senior AAV leader in each wave will establish the formation, vehicle interval, speed, and direction of movement within the boat lane. The on-line, column, wedge, and echelon formations may be employed in conducting landings. See figure 3-5 on page 3-24.

On-Line

On-line formations are typically used to assault defended beaches. In this formation, vehicles approach the beach abreast of each other and parallel to the shoreline. This formation is used when—

- Landing on defended beaches.
- Rapid buildup of combat power ashore is desired.
- Firepower to the front is needed.
- Tactical integrity of units must be maintained.

Disadvantages of using on-line formations are—

- Difficult to control over long distances, at night or during periods of limited visibility.
- Vulnerable to fire from the flanks.
- Requires large frontages.

Column

Column formations are commonly used on beaches that are undefended or during movement through breached lanes. Advantages of column formations are—

- Increased firepower to the flanks.
- Ease of control over long distances, at night or during periods of limited visibility.
- Adapted to narrow beaches or lanes.

Disadvantages of column formations are—

- Firepower to the front is very limited.
- Requires extended amounts of time and space in the boat lane.
- Slow buildup of combat power ashore.

Wedge

The wedge, like the column, provides good security and firepower to the flanks and front. This formation does not provide the most rapid buildup of combat power ashore, and it takes up more room in the boat lane.

Echelon (Left/Right)

Echelon left or right can be used to protect an exposed flank. This formation is difficult to control and not often used over long distances or in poor visibility.

Rate of Advance

Speed afloat will depend on the wave's scheduled progress down the boat lane and should average slightly over 5 knots. Each driver within the wave can set uniform engine revolutions per minute (RPM) to establish and maintain the desired speed. The initial speed or RPM should be set before launch. Upon reaching a point 1,000 yards from the beach, the wave commander orders battle speed. At this point, AAVs close hatches and advance to maximum speed. Normally, the formation breaks at battle speed, as some vehicles are faster than others. Once inside small arms range, speed is more important. Table 3-5 on page 3-25 lists calm water speed for each designated engine RPM.

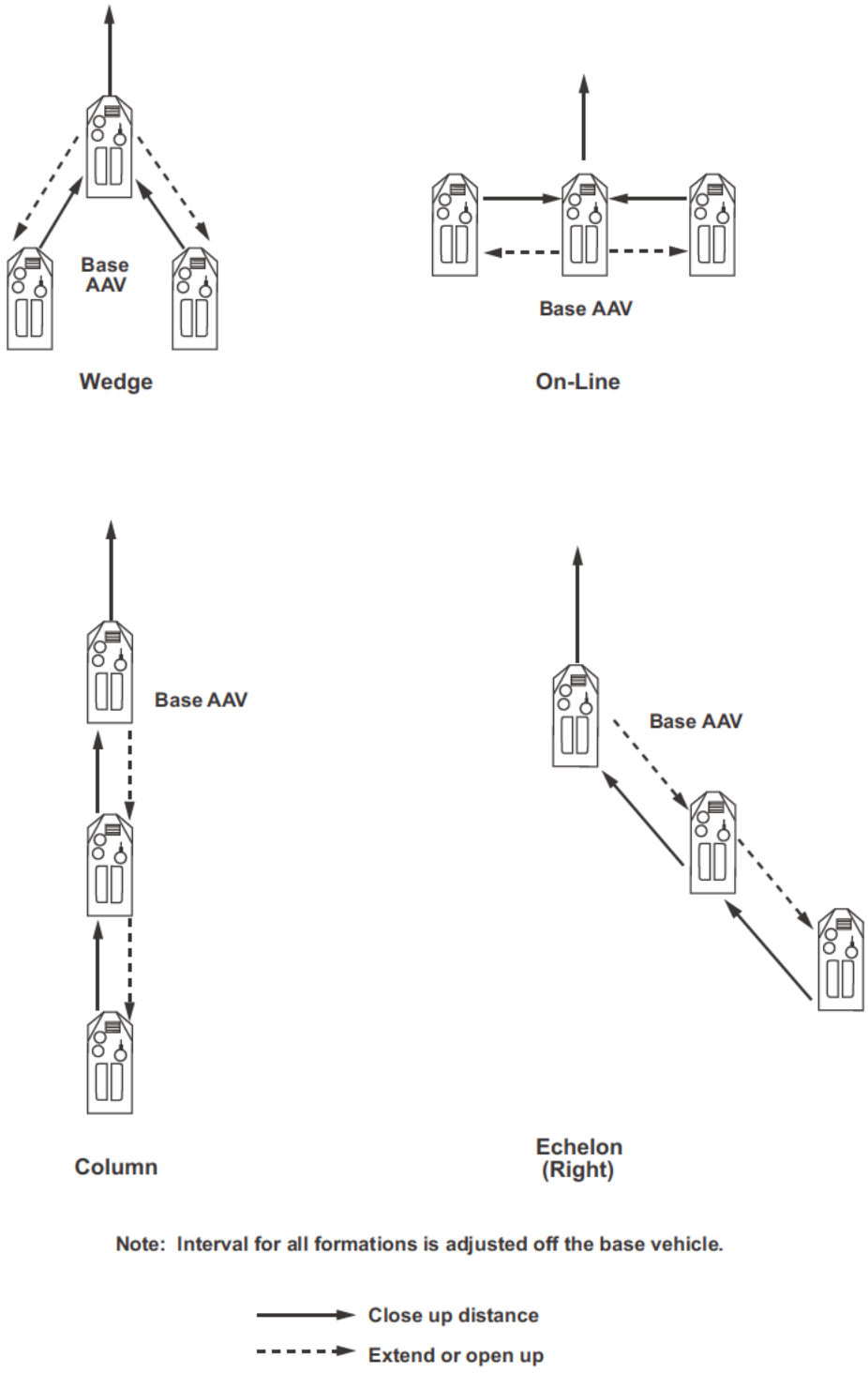


Figure 3-5. AAV Formations.

Table 3-5. RPM/Speed Conversions.

RPM	Miles Per Hour	Knots
1,500	5.7	5
1,700	6.4	5.6
1,900	7.3	6.4
2,000	7.6	6.7
2,300	7.7	6.8
2,500	8.1	7.2
2,800	8.2	7.2

Screening

AAVs are equipped with a smoke generation system. The effective use of this system can afford the assaulting force a means of screening its advance and that of follow-on waves. The system is very effective with an onshore wind. The employment of the AAV smoke generators is normally ordered at the same time as battle speed. Drivers should use magnetic compasses when moving through the smoke screen to maintain proper direction. The vehicle's smoke grenade launchers should be saved for the obscuration of a specific threat once ashore.

Actions on the Beach

Once a wave lands, the wave commander will report touchdown to the boat control group over the boat A net. If the enemy situation permits, the AAVs should continue through the beach inland to make room for subsequent landing craft and to avoid providing a lucrative target for enemy artillery. When AAVs are required to dismount infantry, they should avoid stopping in the open. Upon the infantry's debarkation, AA units will continue to provide fire support as required. Once ashore, the AA unit reestablishes its command relationship with the supported infantry commander.

Shore-to-Objective Maneuver

Shore-to-objective assault operations can be executed from different locations along the coastline, from the mainland to nearby islands, from island to island or anywhere AAVs are employed from land to land.

Planning

The AAV's maximum range in the water, condition of crew and passengers, as well as METT-T are planning considerations for shore-to-objective maneuvers. LCACs can be used to ferry AAVs in shore-to-shore operations. A primary concern of waterborne maneuvers is security, because the force is vulnerable in the water.

Execution

Execution will be similar to a ship-to-shore amphibious assault. The same safety considerations apply as for any waterborne movement.

Operations in Navigable Waters

Because an AAV is considered a ship or boat when afloat, AA unit leaders are expected to follow the international rule of the road when the AAV is waterborne in coastal waters, rivers, and bays. For further information concerning riverine operations, see chapter 9.

Waterway Rules

AAVs involved in waterborne operations in navigable waters are subject to the same international rules of the road as powerboats. However, during combat assaults, crafts in the boat lane are to be avoided if possible, but the execution of the mission takes precedence. The following international rules of the road regulations are applicable:

- When an AAV and a sailboat are approaching in such a direction as to involve risk of collision, the AAV shall avoid the sailboat.

- When AAVs or powered boats are approaching bow to bow, each shall pass on the port side of the other by steering to the starboard.
- When two AAVs or powered boats are on crossing courses that involve risk of collision, the AAV or boat that has the other on starboard shall give way to avoid the other.
- When safe and practical, AAVs in narrow channels shall keep to the right of the channel.
- During night operations, AAVs shall clearly exhibit a searchlight in time to prevent collisions.

Navigational Aids

Various channel markers can be found along local waterways. The local rules of the road and regulations should be clarified before launching and conducting operations. The red-right-returning rule applies in most parts of the world. However, in some parts of the world these rules are reversed. Under the red-right-returning rule, vessels moving up river will keep red channel markers on the right and green markers on the left. When going out to sea, vessels keep red markers on the left and green markers on the right.

Night and Low Visibility Operations

The concept of night and low visibility operations must be simple and provide for the seizure of easily recognizable objectives. A desire to minimize AF vulnerabilities to threat weapons systems, to attain secrecy in landing raid or reconnaissance units, and to achieve tactical surprise are the principal factors motivating the conduct of night and low visibility ship-to-objective operations. Planning for a night or low visibility landing is similar to that for other amphibious operations. However, plans must provide the greatest possible detail on the landing beaches, seaward approaches, terrain, enemy situation, and obstacles to movement. Planners should consider the preparation, night launches, formations and speed, as well as beach markings.

Preparation

AA units should be trained in night operations before the conduct of an operation with embarked troops. Personnel must be thoroughly briefed on the operation to include emergency procedures. Communications and signals for the AAV launch and ship-to-shore movement must be coordinated with the PCO and ship's launch control. If safety boats are used to mark the boat lane, they should stay clear of the landing AAV waves.

Each vehicle should be equipped with night vision equipment. Based on METT-T, vehicle lights or chemical lights may be used to mark each vehicle in the unit. After preoperational checks are made and approximately 30 minutes prior to launch, the lighting in the well deck should be changed to red to enable AAV crews to adjust to the dark. Lights in the well deck should be switched off when the stern gate is lowered to minimize the ship's visual signature during the launch of AAVs.

Night Launches

Appendix J contains the light signals to be employed for the staging of vehicles and subsequent night launch. To avoid a possible collision in the darkness, the launch control officer must ensure that each waterborne AAV clears the ship's wake before launching the next AAV. The last vehicle to enter the water should provide a predetermined signal to the wave commander. Appendix I contains detailed information concerning the launch procedures for each class of ship. These procedures remain largely unchanged for night operations.

Formations and Speed

Depending on the degree of visibility, on-line or wedge formations may be used during a night operation, but the close column is the preferred formation for ease of control at night. The wave can form a close wedge formation before landing. The vehicle interval should be between 30 to 50 meters, depending on the limit of visibility.

Before launch, the WGO should establish the engine RPM setting for the ship-to-shore movement to maintain an established speed and minimize the accordion effect within the column.

Beach Markings

The ATF commander, in coordination with the LF commander, plans the necessary approach and retirement lanes, checkpoints, rendezvous points, and aids to navigation to help control and coordinate ship-to-shore movement. In addition, the ATF commander and staff should consider METT-T when planning for the center and flank markings of the landing beach. Appendix J contains standard light symbols used to indicate various parts of the beach. Infrared (IR) strobe lights or chemical light used to mark the beach will assist the wave in reaching center beach during periods of reduced visibility.

CHAPTER 4. OFFENSIVE OPERATIONS

Offense is the decisive form of war. Success in battle is achieved by offensive action. Even though defensive operations are often necessary, a commander must take every opportunity to seize the initiative by offensive action. The purpose of offensive operations is the destruction of the enemy and his will to fight. The attacker has the initiative and can concentrate enough combat power at a decisive place to overcome the defender.

A mech force is primarily offensive in nature; only in the offense can the commander fully exploit the mobility, firepower, and shock action of mech forces.

The AA unit provides an important component of the requisite armor-protected mobility and firepower to enable the MAGTF commander to conduct offensive mech operations.

AA sections and platoons participate in the offense as part of a team or task force that will be conducting movement to contact, attack, exploitation or pursuit, which are types of offensive operations.

SECTION I. FORMS OF OFFENSIVE MANEUVER

To best accomplish the offensive mission, the AA unit will decide which form of offensive maneuver to use. The decision is based on the mission and METT-T. Frontal attack, flanking attack, envelopment, turning movement, penetration, and infiltration are the forms of offensive maneuver used to accomplish an offensive mission.

Frontal Attack

For explanation of frontal attack, see MCDP 1-0, Chapter 7. The speed and armor protection of combat vehicles may reduce the mech force's exposure to enemy fire. Tank-heavy forces may be able to force a rupture in an enemy's hasty defense, while mech-heavy forces will be required against a deliberate defense. After a rupture is created, mech-heavy forces are best used to hold and widen the gap, while the tank-heavy forces exploit quickly by attacking suitable objectives in the depth of the enemy position.

Flanking Attack

For explanation of flanking attack, see MCDP 1-0, Chapter 7. To exploit advantages of speed and cross-terrain mobility, the majority of a mech force will normally be put in the main effort while less mobile forces are in a supporting role.

Envelopment

For explanation of envelopment, see MCDP 1-0, Chapter 7. The most mobile forces are typically distributed in the main effort, and those forces with less mobility are in the supporting effort. The majority of combat power, usually including most

of the tanks, will be placed in the main effort. Deep envelopments may require the displacement of artillery to provide continuous support.

Turning Movement

For explanation of turning movement, see MCDP 1-0, Chapter 7. Normally, a turning movement is executed by a division-sized force and would involve large mechanized units attacking to deep objectives.

Penetration

For explanation of penetration, see MCDP 1-0, Chapter 7. The shock action and mobility of a mech force, in conjunction with aviation forces, are useful in rupturing the enemy's position and exploiting the rupture. Tank-heavy forces may be able to force the rupture in an enemy's hasty defense, while mech-heavy forces will normally be required against a deliberate defense. After a rupture is created, mech-heavy forces are most suitable to attack.

Infiltration

For explanation of infiltration, see MCDP 1-0, Chapter 7. Mech forces are ideally employed to conduct infiltrations when the enemy is arrayed in defensive positions scattered across a wide frontage. AAVs provide a unique capability to infiltrate by taking advantage of marshlands and bodies of water.

SECTION II. TYPES OF OPERATIONS

Movement to contact, attack, exploitation, and pursuit are the four types of offensive operations. At the small unit level, particularly at the individual AAV level, the crew actions are essentially the same for these operations. The movement techniques and forms of maneuver distinguish crew actions. The AA unit must be trained and organized to pass immediately from one type of operation to another. In a successful battle, the four types of offensive operations should be conducted in sequence.

Movement to Contact

A force conducting a movement to contact is organized in an approach march formation with advance, flank, and rear security elements protecting the main body. The main body contains the bulk of the force's combat power. The advance force, flank, and rear security formations may consist of aviation or ground combat units (one or both as individual elements or as a task-organized combined arms team) and appropriate CSS organizations based on METT-T. For a detailed explanation of movement to contact, see MCDP 1-0, Chapter 7.

Security Elements

The security element protects the unit from surprise by observing and reporting enemy activity. The security force—

- Reports enemy contact to the unit commander.
- Collects and reports information about the enemy.
- Selects tentative fighting positions for oncoming units.
- Attempts to penetrate enemy security elements to reach and identify the enemy main force.
- Performs chemical and engineer reconnaissance.
- Bypasses or breaches (in stride) obstacles.

Main Body

In relatively open terrain, a tank-heavy team augmented by combat engineers permits the greatest amount of flexibility. This force has enough combat power to develop the situation after contact with the enemy. In addition, the team can breach minor obstacles, secure terrain, and clear small villages and wooded areas. Even if the situation is developed properly during a movement to contact, the commander may be faced with a meeting engagement.

Actions on Contact in Meeting Engagement

A combat action that occurs when a moving force, incompletely deployed for combat, engages the enemy at an unexpected time and place. The basic principle of a meeting engagement is seizing or retaining the initiative. To increase the odds of adhering to this principle, the commander utilizes the immediate action or battle drills. The infantry unit commander controls unit movement through the AA unit leader.

Successes in most meeting engagements are determined in the opening moments and depend on the ability of the commander to quickly use available combat power. Reacting immediately, the element first making contact engages the enemy by fire, deploys, reports, and develops the situation. The side that brings effective fire to bear on the enemy first has a significant advantage. Overwatch elements and supporting arms suppress the enemy. When possible, the leading elements fight to eliminate the enemy and continue the advance. When faced with a meeting engagement, the commander may—

- Continue to develop the situation.
- Conduct an ambush.
- Order the lead element to fix the enemy in place and bypass with the rest of the force.
- Conduct a hasty attack.
- Adopt a hasty defense or delay while the next higher commander reacts to the situation.
- Disengage.

Actions on Contact in a Bypass

One of the options available to a commander when contact is made with the enemy is to bypass. This would typically be appropriate if the enemy does not present a meaningful threat and bypass routes are available. Stopping to engage the enemy could result in premature employment of the main body. This can cause the force to slow down the tempo of operations and may cause the loss of initiative. Light enemy resistance should not be allowed to slow momentum. The commander's guidance will normally specify if light enemy resistance may be bypassed. The mech forces with fires may still engage bypassed forces.

For example, if tanks were part of the mech force they would suppress while on the move. The AAVs would likely be directed to suppress also. The infantry normally remain mounted and the mech force commander would call for indirect fire and smoke to screen the unit's movement past the enemy position. Whenever enemy is bypassed, the commander informs higher headquarters so following forces are not surprised.

Attack

For explanation of attack, see MCDP 1-0, Chapter 7.

Deliberate Attack

For explanation of deliberate attack, see MCDP 1-0, Chapter 7.

AA sections and platoons will generally be part of a larger mech force when a deliberate attack is ordered. A deliberate attack is required to destroy or penetrate a well-prepared enemy defense. The longer preparation time allows for more detailed fire planning, including scheduled fires, and more specialized task organization. The purpose of a deliberate attack is to break through the enemy's main defensive zone into his rear area to destroy artillery positions,

command posts (CPs), logistics support areas, air defense artillery positions, and LOC.

When preparing for a deliberate attack, the mech company commander and AA platoon commander must first reconnoiter the area as much as time permits. They try to locate obstacles between the LD and objective area, covered routes into or around enemy positions, and positions from which direct fire weapons can support an assault. The unit commander then develops a scheme of maneuver and a fire support plan based on METT-T in the operations area.

Scheme of Maneuver

The unit commander's scheme of maneuver must—

- Allow rapid closing with the enemy, using terrain to avoid enemy fire.
- Use terrain features and other measures to keep control of maneuver and fires.
- Keep infantry mounted as long as possible to use the mobility and protection of the AAV.
- Strike the enemy flank, rear, or other known weak points.

Fire Support Plan

To achieve the effects of combined arms, the scheme of maneuver and fire support plan are developed concurrently and take advantage of available direct, indirect, and aviation-delivered fires. The unit commander's fire support plan should—

- Designate planned, on-call targets for immediate suppression and for shifting during movement.
- Use priority targets that can be activated/deactivated on order or by event.
- Plan for use of smoke to obscure dismount points (DPs) and/or assault positions.
- Consider the use of series targets for movement/attack.
- Use fires to place the enemy in a dilemma.

Engagement Priorities

The commander of the mech force provides guidance in the form of engagement priorities based on METT-T. Different weapon systems within the mech force have different priorities of engagement based on lethality of the respective weapon system and the scheme of maneuver. Engagement priorities are especially useful in fire control where there are overlapping sectors of fire or when communication is lost. The following are examples of engagement priorities:

- Tanks fire at enemy tanks, AT/crew-served weapon systems, and infantry.
- AAVs fire at AT weapons, crew-served weapons positions, and enemy soldiers.
- Individual small arms and crew-served weapons fire at unarmored AT weapons and exposed enemy soldiers.
- AT weapons fire at tanks, AT, and fortified positions from concealed overwatch positions.
- Artillery and mortars fire to suppress enemy fires, kill enemy AT crews and other exposed soldiers, and conceal friendly movement with smoke.
- Air defense weapons fire at enemy aircraft.

Control Measures

The control measures that apply to a specific AA unit will depend on the scheme of maneuver and fire support plan. See Marine Corps Reference Publication (MCRP) 5-12A, *Operational Terms and Graphics*, for additional information. Normally, control measures include—

- Time of departure from the assembly area.
- Route of advance.
- Location of DP.
- Location of checkpoints and phase lines if applicable.
- Sector of fire for supporting the attack and specific instructions for shifting fires during the assault.
- Consolidation and reorganization instructions.

Preparations

Available time should be used for preparing the AAVs and crews for the attack. Combat trains

should be available for logistic needs (e.g., fuel, ammunition). Operational condition of systems should be checked during the time available. After everyone, down to the last AAV crew, has been briefed, the unit leaders must ensure that everyone understands his/her role. The optimum preparatory measure would be to conduct a rehearsal if the time available and tactical situation permits.

AAV Employment Considerations

Employment considerations are METT-T dependent. Detailed knowledge of the terrain and the enemy will aid in determining how to best employ the AAVs when departing the assembly area. Key decisions involve—

- Formations.
- Movement techniques.
- Terrain driving.
- Method of attack.
- Mounted or dismounted considerations.

Actions in the Attack Position

The purpose of an attack position (AP) is to have a covered and concealed location short of the LD where last minute instructions are issued and final coordination is made. Normally, an AP is planned but may be bypassed if the attacking unit is engaged with the enemy earlier than anticipated, or if no final coordination is required before crossing the LD, which is the area where the infantry normally dismounts when conducting attacks on foot.

Crossing the Line of Departure

An LD is designated to coordinate the departure of attack elements. It is one of the standard control measures used in a deliberate attack. A time is normally attached to the LD that specifies when it is to be crossed. This makes coordination easier with adjacent and supporting units.

Supporting the Attack

AAVs can support the attack through a variety of methods. An example of the standard support role is using AAVs to deceive the enemy. After dismounting the rifle sections, the AAVs should maneuver away from the main point of the attack to make the enemy think that the attack is coming from another direction.

Attacks During Limited Visibility

Limited visibility includes smoke, haze, snow, rain, fog, and darkness. The mech force commander must be prepared to take advantage of limited visibility to continue functions of combat. Not only do attacks during limited visibility require more detailed preparation than attacks during good visibility, objectives are normally smaller and distances to them shorter. Plans must be simple, complete, and understood. If time and the enemy situation permit, leaders should reconnoiter routes and observe the objective area during good visibility. Night attacks, the most common type of limited visibility operation, are conducted to—

- Achieve surprise.
- Avoid heavy losses.
- Exploit success and maintain momentum.
- Keep the pressure on the enemy.
- Exploit the advantage of night vision devices.

The physical and psychological effects of limited visibility reduce individual effectiveness and increase the difficulty in performing most tasks. The mech unit commander must anticipate control, movement, and navigational problems, and must plan additional time to accomplish the mission. Success in night operations depends principally on leadership, training, planning, and surprise.

Leadership. Due to the negative psychological effects and inherent difficulty in control, navigation, and coordination of fires during darkness,

leadership is the most important element in success or failure of night operations. Strong leadership will help compensate for the natural sense of isolation felt during darkness and will contribute to the confidence and esprit that will create a psychological advantage over the enemy.

Training. Training is the tool that leaders must use to develop individual and unit confidence in operating at night. In addition, training will help the individual Marine overcome natural apprehension and stress common during night operations. Individual training standards, training and readiness manuals, and Marine Corps Combat Readiness Evaluation System are the basis for individual and unit training.

Planning. Planning must compensate for the increased difficulty in control and coordination characteristics of night operations. Indirect fire should be planned for suppression and for illumination during darkness. Whether the attack is mounted or dismounted, every Marine should participate in a rehearsal of the plan. For night operations, planners should—

- Detail intelligence.
- Detail control measures.
- Plan target reference points (TRPs) along the route of attack.
- Enforce noise and light discipline.
- Use short count to start AAVs.
- Use GPS.

Surprise. Surprise multiplies combat power far beyond the weapon systems at hand. Darkness and limited visibility provide the concealment that will assist in creating surprise.

Special Equipment Requirements. The nature of night movement will be greatly affected by the amount and types of night vision equipment available to the mech force. Currently, tanks, LAVs, and AAVs are equipped with thermal night vision devices for drivers. Vehicle commanders and personnel assigned to vehicles that are not equipped with organic night viewing devices should be issued night vision goggles. Tanks and LAV gunner stations have a thermal imaging capability that can greatly assist in maneuver and enemy targeting at night. While night vision devices greatly enhance the ability to move at night, they do not eliminate the need for control techniques.

Mounted Formation. The column and wedge formations are the easiest to control. The line formation is the most difficult to control because of the limited flank vision of the driver when using a night vision device. Therefore, the line formation should be limited to moving short distances, as when rapidly crossing a danger area or assaulting a position. The AAV leader should be in a position to best support the mech infantry commander and C2 the unit.

Dismounted Formation. In dismounted formations, infantry units should move closer together for better control. Marines should be close enough to see each other. Leaders should place themselves near the front of the formation for movement control.

Movement Techniques. When visibility is limited by darkness only, the mech unit should be able to use any movement technique. When smoke, fog or falling snow limits visibility, the unit's ability to provide overwatch may be reduced. In limited visibility, the loss of security to the flanks and rear is a major consideration in movement planning.

When using bounding overwatch, the platoon should consider bounding a section instead of one vehicle to increase the security of the bounding element. This would allow one vehicle to observe to the left front and another to the right front, making up for the driver's limited field of view. An AAV platoon or section moving by traveling overwatch keys its movement on the lead AAV. The distance between the lead AAV and the platoon or section is based on the ability of the driver and vehicle commander of the overwatch

vehicles to keep the lead vehicle in sight. When the traveling technique is used, the lack of flank security becomes an even more important consideration. Because a unit traveling in a staggered column is vulnerable, this technique would be used only when the chance of enemy contact is slight and speed of movement is necessary.

Illuminated Attack

Illumination during a night attack makes control easier and allows rapid movement. It also improves the enemy's ability to detect advancing units. Illumination fires are planned and called as needed, normally for the final assault. Smoke can cut down the effectiveness of enemy battlefield illumination and some of his night vision devices. Indirect HE fire may be used to hide the sound of the AAVs as well as to suppress enemy gunners.

If attacking during darkness, the commander may illuminate the battlefield using indirect fire. To take advantage of limited visibility conditions or when illumination is not possible, the commander may order a mounted attack and dismount short of the objective. The commander may also decide to attack dismounted and use stealth to gain surprise.

The commander may decide to attack mounted to maintain momentum against an enemy occupying hastily prepared positions. This allows the infantry to close rapidly on the objective, and to conserve strength. The mech unit moves mounted to the last covered and concealed position short of the objective. Infantry units may then dismount and assault the objective while the AAVs provide covering fire.

During the assault, the AA leader must closely control the direct and indirect fires to avoid endangering the dismounted Marines. A signal, such as a pyrotechnic device, should be prearranged to designate when the AAVs should lift or shift fires from the objective. As soon as the objective is seized, the AAVs should quickly move to the objective area. The infantry should have a prearranged coded signal such as a blinking, filtered flashlight to help AAVs locate and join with the dismounted troops. The rifle unit leader should select positions on the objective for the AAVs and require each rifle squad to provide a ground guide to simplify the AAVs' movement into positions.

Nonilluminated Attack

Even though a nonilluminated attack is planned, the mech unit leader should plan illumination from the LD to the objective so it is available if needed. The mech unit leader also should plan for the use of smoke during the attack. If the enemy fires illumination, the mech unit leader can call for indirect fire smoke or use smoke grenades to screen movement. Smoke also will reduce the effectiveness of some of the enemy's night vision devices.

The main advantage gained by attacking without illumination is surprise. Nonilluminated attacks can be conducted during any condition of reduced visibility. The concept of a dismounted attack without using illumination is to get as close as possible to the enemy's position without a fight, then, before he can react, surprise and overwhelm him. The objective will be relatively close to the LD, usually within range of supporting fires from the AAVs.

AAVs in Limited Visibility Attacks

The mission of the AAVs during limited visibility is usually to support the rifle units by fire or by fire and movement. In the mech unit's operation order (OPORD), the AAVs, tanks, and TOWs are normally assigned firing positions, sectors of fire, and routes to the objective. The firing position may be along the LD or to the rear of the LD.

The OPORD should specify how the AA unit leader plans to control the AAV fire, the route that the dismounted infantry will move, and the portions of the objective to be occupied by the

direct fire units (e.g., AAVs, tanks, TOWs). If the noise of the vehicles will alert the enemy, vehicles move as close as they can to the overwatch position and halt until ordered to occupy overwatch position. From that position, a dismounted observer can be sent forward to observe the sector of fire and assist the direct fire units when they move into the position. The AAVs can then support the dismounted infantry by fire, or by fire and movement, as directed by the mech unit commander. Once the objective is seized, the direct fire units should move as quickly as possible to the objective with dismounted infantry providing guides and occupy hull-down positions. When planning a nonilluminated attack by stealth, the mech force commander normally uses the following control measures:

- The AP should be short of the LD, provide cover and concealment, and permit easy entry and exit. The AP may be occupied only long enough for the unit to receive final instructions and ensure coordination. Normally, the infantry dismounts in this area before the conduct of the attack.
- An LD is designated to coordinate the commitment of attacking units or scouting elements at a specified time of attack.
- Point of departure is assigned to rifle sections for crossing over the LD, because it is critical that movements be closely coordinated.
- Probable line of deployment (PLD) is planned by the company commander before moving forward. If the attack is not discovered at the PLD, the unit advances quietly until discovered or ordered to assault. The PLD is generally along an easily identifiable terrain feature perpendicular to the direction of attack.
- Release points (RPs) are designated points for releasing control. Each company commander releases control of platoons to the platoon commanders at the platoon RP. RPs are far enough back to let units deploy before they reach the squad RPs and the PLD. Platoon/squad RPs are used during dismounted attacks.
- Route is selected by the company commander, who normally picks the route from the company RP to the platoon RP. Platoon leaders pick routes from the platoon RP to the squad RP.
- Objectives are assigned by the company commander to each platoon. The objectives should be easily identifiable terrain features.
- Limit of advance (LOA) is designated by the company commander to keep friendly supporting fires from falling on friendly dismounted troops. The LOA should be a terrain feature that is easy to recognize even during limited visibility. The assaulting elements must not advance beyond this feature. This LOA allows use of supporting fires beyond the objective without endangering friendly troops.
- DP should be a planned point that is either outside the range of effective enemy AT weapons or within range but covered to allow for safe dismount of the infantry.
- Support by fire position (SFP) must be located within the maximum effective range of the UGWS.

When planning a nonilluminated attack by stealth, the mech force commander normally uses the following techniques:

- The speed of march should be maintained at approximately 15 miles per hour, since greater speeds normally result in broken intervals between vehicles.
- Map distances should be converted to tenths of miles and the odometer used to determine distances.
- Units should make extensive use of GPS.
- When possible, routes should be marked with luminous devices or chemical lights.
- Check points located on terrain that are identifiable at night should be used as control measures.
- Guides should be provided along the route to assist the moving force.

- The driver of a vehicle that becomes disabled should immediately notify the vehicle to the rear, allowing it to bypass and continue movement. The driver must then assist with traffic control, directing other following vehicles to bypass the disabled vehicle. The driver awaits the recovery vehicle.

Attacking a Strong Point

A strong point is a key point in a defensive position; a strong point is usually fortified and heavily armed with at least automatic weapons, around which other positions are grouped for its protection. A strong point defense is a defensive system that contains numerous strong points disposed in depth and width in such a manner as to be mutually supporting. The following are principles of attacking a strong point:

- Suppress enemy observation points and frontline units.
- Obscure the enemy with smoke concentration.
- Secure breach point and initial positions.
- Reduce frontline positions, roll flanks, and rear areas.
- Never attack a strong point defense with infantry-mounted armored vehicles.

Once a reconnaissance has provided the commander with sufficient detail of the enemy position, the commander will eventually arrive at a general concept of operations and task-organize the force. The commander's planning sequence is task-organize, isolate, breach, and exploit.

Task-Organize. The task organization for an attack of a strongpoint defense is not just the temporary grouping of forces to accomplish a mission. Companies and platoons are normally assigned the role of breach force, support force, or assault force. Each role implies certain tasks, techniques, and procedures that must be developed and rehearsed regardless of the specific objectives tasked by the completed OPORD. The task organization is done as soon as possible, usually before the completion of the OPORD. This allows units the time to rehearse those general techniques and procedures implied by the following role assignments:

- Breach Force—Normally the main effort, the breach force makes the initial breach and the assault force passes through. The battalion task force normally assigns a mech company as the breach force; the company assigns a mech infantry platoon. Engineers are normally assigned to the battalion breach force, and if available, to the company breach force.
- Support Force—The support force provides supporting fires to the breach force initially, and then to the assault force. The support force usually consists of tank companies or tank-heavy company teams and TOW assets. At the company level, the support force consists of tanks and AAVs providing a base of fire for the maneuver elements.
- Assault Force—The assault force attacks through the breach and destroys the enemy position. The assault force is usually a mech-infantry company. The assault force may be required to breach enemy close-in obstacles and should include infantry and engineers. At the company level, the assault force is one or more mech-infantry platoons. The assault force may provide security for the breaching force. After the obstacle is breached, the assault force moves through the breach and assaults the enemy position. Each squad may be given an objective to assault.

Isolate. The site of penetration is the point of the initial breach of the enemy position. It should be the weakest point. This location is isolated by intense direct and indirect fires, CAS, and smoke to destroy enemy positions and to prevent lateral movement to reinforce the position. Indirect fires and smoke are planned to ensure continuous fires isolate the enemy.

Breach. The main effort is directed toward the breach or penetration of the strong point. Objectives are assigned in the area of the point of penetration forward of the enemy's platoon and company defensive positions. Normally, the infantry and engineers dismount beyond the range of enemy direct fire weapons and move by cover and concealment. The penetration is made on a narrow front. The breach force penetrates the enemy's protective obstacles, gains a foothold in the trench line, and creates a gap in the strong point large enough to pass through the assault force. The gap is then widened and deepened to allow for exploitation.

The tanks and AAVs support by fire during the initial breach. If sufficient obstacle lanes have been cleared, tanks follow and support the dismounted infantry by fire. Tanks move quickly to exploit the initial breach. AAVs should be brought forward only when the antiarmor defenses are destroyed. The AAVs then assist in holding the shoulders of the penetration. Mutual support between attacking elements is maintained so that they are not isolated and defeated. The attacking elements will be subject to counterattacks that attempt to cut off the penetration.

Exploit. The main effort is shifted from the breach force to the assault force following a successful breach. The assault force passes rapidly through the breach, supported by the fires of the support force and the breach force. The task force objective is normally an isolated platoon position. At every level, the envelopment is the preferred form of maneuver. If the task force assault force can get to the rear of the strong point, the remainder of the task force can neutralize the remaining platoon strong points by attacking from positions on the flank or rear.

As subsequent platoon positions are encountered, the task force assault force (company team) may repeat the breaching process. As in the initial breach, AAVs support by fire while the tanks and dismounted infantry complete the reduction of the strong point and associated trench lines. The task force commander may commit the reserve to complete the destruction of the strong point and prepare for a counterattack or continue to attack.

Hasty Attack

For explanation of hasty attack, see MCDP 1-0, Chapter 7. By necessity, hasty attacks do not employ complicated schemes of maneuver and require a minimum of coordination. Habitual support relationships, SOPs, and battle drills contribute to increased tempo and the likelihood of success of the hasty attack.

Actions on Contact

The specific actions in a hasty attack will depend on the enemy's response to the contact. In a hasty attack, there will be little time for preparations. On receipt of an order to attack, actions could include delivering suppressive fires and maneuvering to cover and concealment.

Conduct of the Attack

The attack may be conducted mounted or dismounted. Once the attack has begun and the tactical situation changes, it may be necessary to alter the plan. The commander must place himself in the most advantageous position from which he can C2 the unit. He must go wherever he feels his presence is most needed. The commander should attempt to make maximum use of fire support assets available to support the movement.

Reconnaissance in Force

See MCDP 1-0, Chapter 7 for explanation.

Feint

See MCDP 1-0, Chapter 7 for explanation.

Demonstration

See MCDP 1-0, Chapter 7 for explanation.

Raid

See MCDP 1-0, Chapter 7 for explanation.

Spoiling Attack

See MCDP 1-0, Chapter 7 for explanation.

Counterattack

See MCDP 1-0, Chapter 7 for explanation.

Exploitation

For explanation of exploitation, see MCDP 1-0, Chapter 7.

A mech force is ideally suited for exploitation operations because of its inherent speed, mobility, and shock action. Mech forces may be held in reserve, when working with non-mech forces, and committed to an exploitation operation after a deliberate attack. The purpose of the exploitation is to take advantage of the enemy's loss of a defensive position by continuing the attack, increasing the tempo of operations, restricting his time to react, and destroying his cohesion. An exploitation operation ends when—

- The enemy loses his ability and will to fight and a pursuit operation is initiated.
- Enemy resistance increases requiring a deliberate attack.
- The force conducting the exploitation can no longer be supported or sustained.

Characteristics

The operation is conducted similar to a movement to contact with numerous hasty attacks. The exploitation is normally assigned to no less than a battalion-size unit. Direction is provided by a fragmentary order that emphasizes decentralized execution of orders. Deep objectives are selected. Company-size mech units normally attack on a narrow front with task forces and regiments employing multiple axes. Enemy resistance of insufficient strength to jeopardize the mission is normally suppressed, bypassed, and cleared by follow-on units. The operation is fast paced, continues day and night, and creates extended supply lines. High consumption rates of class III and V are normal.

Planning

Initial planning begins before the deliberate attack and anticipates a successful attack. Planning develops a reconnaissance plan, analyzes terrain suitable for mech operations beyond the objective, and identifies potential deep objectives. Fire support and CSS planning must also be conducted before the deliberate attack. The final plan is completed when the deliberate attack is successfully completed. The planning must be accomplished rapidly to reduce enemy reaction time. METT-T analysis confirms the locations of units, identifies enemy location and intentions, and confirms anticipated objectives and axes of advance.

Pursuit

For explanation of pursuit, see MCDP 1-0, Chapter 7. AAVs as part of a mech force help provide the force with the ability to move rapidly to encircle enemy forces attempting to flee or strike the enemy in his flanks.

SECTION III. MECHANIZED OPERATIONS

Within the Marine Corps, mech forces are task-organized within the structure of the MAGTF. The mech and tank company team is a common ground maneuver element that normally attacks as part of a larger mech force such as a battalion- or regimental-sized task force. The company team can be used to support by fire the movement of another unit, serve as a maneuver element or operate in reserve. To achieve the effects of combined arms, mech forces supporting arms, organic fires, and maneuver must be combined to ensure that any action the enemy takes to avoid one threat makes him more vulnerable to another. While the strengths of the various arms complement and reinforce each other, the weaknesses and vulnerabilities of each arm are protected or offset by the capabilities of the other.

Mutual Support

To best exploit the mech force's offensive capabilities, infantry, tanks, and AAVs must work together in pursuit of a common goal. Each element of the mech force provides a degree of mutual support to the other element.

AA units and tank units support the infantry by—

- Providing mobile protected firepower.
- Neutralizing or destroying hostile weapons by fire and movement.
- Clearing paths for dismounted infantry through wire.
- Neutralizing fortified positions with direct fire.
- Supporting dismounted infantry by direct fire.
- Providing protection against long-range, antiarmor fires.
- Leading the attack whenever possible.
- Assisting in the consolidation of the objective.

Infantry assists AA and tank units by—

- Breaching or removing antiarmor obstacles.
- Assisting in the neutralization or destruction of enemy antiarmor weapons.
- Designating targets for tanks and AAVs.
- Protecting tanks and AAVs from enemy infantry and antiarmor weapons.
- Leading the attack, dismounted when necessary.
- Clearing bridges and fording areas.
- Clearing restrictive terrain such as urban, swamp, or woodland areas.
- Conducting dismounted security patrols.

Based on METT-T, the mech force's combination of tanks, AAVs, and infantry provides the commander with the options of—

- Mounted maneuver with tanks.
- Mounted maneuver with AAVs.
- Mounted maneuver with tanks and AAVs.
- Dismounted maneuver alone.
- Dismounted maneuver combined with mounted maneuver options.

Employment Methods

Tank and mech infantry (mounted or dismounted in AAVs) attack together or support by fire. Based on METT-T, a combination of the two methods may be employed in a multiaxis attack.

Prior planning ensures communication can be maintained between the base of fire element(s) and dismounted infantry during the attack. Prepositioned retransmission sites and preplanned radio relay procedures are examples of techniques that can overcome a potential loss of communications during the attack.

The scheme of maneuver and fire support plan (direct fire, indirect fire, and aviation-delivered fires) must be developed concurrently and understood by elements of the mech force. Primarily used to engage targets on the objective, fires are

also planned to isolate the objective by engaging targets on adjacent positions or likely enemy avenues of approach and to provide illumination and obscuration.

Tanks and Mechanized Infantry Attack Together

This method allows tanks and mech infantry to advance together within mutually supporting distances of each other. Normally, tanks lead the formation, while the infantry remains mounted in AAVs until the forward defensive positions of the enemy have been breached. However, the infantry should only remain mounted in AAVs when enemy resistance is weak or his defensive positions are overextended. Employing tanks and mech infantry to attack together—

- Exploits the mobility, speed, armor-protected firepower, and shock action of the mech force.
- Reduces enemy reaction time.
- Disorganizes the enemy's defense (his positions have normally been breached before the infantry dismounts).
- Conserves the energy of the mech infantry (they are carried by AAVs to DPs short of, on or behind the objective).
- Reduces the amount of time that the infantry is exposed to enemy fires.

When employing tanks and mech infantry to attack together there is a greater potential for casualties among elements of the mech force if enemy antiarmor fires cannot be bypassed or effectively reduced by suppressive fires. AAVs are vulnerable to antiarmor weapons and may be destroyed if employed as a tank. AAV armor can provide protection against hand grenades, shell fragments, and some small arms fire. However, even when EAAK is installed, the AAV can be vulnerable to the fires of tank and AT guns, ATGMs, and rockets.

Tanks and AAVs Support by Fire Only

During planning, the commander of the mech force may decide to attack using the tanks-and-AAVs-support-by-fire-only method. During a mounted assault, if surprise antiarmor fire is received that available fire support resources cannot suppress and if continuing the assault would result in unacceptable casualties, the infantry is dismounted in defilade locations. Tanks and AAVs then adopt the tanks-and-AAVs-support-by-fire-only method. Commanders should devise a plan of action that incorporates the tanks-and-infantry-attack-together method and has the flexibility to incorporate the tanks-and-AAVs-support-by-fire-only method if the situation changes unexpectedly.

The tanks-and-AAVs-support-by-fire-only method should be used when—

- Obstacles prevent mounted movement and cannot be quickly breached or bypassed.
- Enemy antiarmor capability poses significant threat to both tanks and AAVs.
- Terrain canalizes mounted movement into likely enemy ambush sites and minefields.
- Visibility is limited.

The base of fire element can deliver the following types of direct fires to support the dismounted infantry:

- Point fire is directed against a specific identified target (e.g., machine gun position, ATGM position).
- Area fire is distributed over an area when enemy positions are more numerous and less obvious. Fire is distributed in width and depth to keep parts of the target under fire.

Positive control of supporting fires between the dismounted infantry and base of fire element(s) must be maintained throughout the attack. The infantry uses radio communication, prearranged

visual signals (e.g., pyrotechnic), and/or messengers to designate targets and coordinate supporting fires. AAVs, tanks, and other available direct fire support assets normally displace forward to new SFPs as they become available.

Momentum of the dismounted infantry attack is achieved by a sustained, accurate, and heavy volume of fires. Suppressive fire helps compensate for the infantry's lack of armor protection and decreased mobility. Long-range precision fires (e.g., TOWs) are employed against enemy vehicles, protected AT guns and ATGMs, and other priority hard targets.

The base of fire element ideally supports from concealed positions, (hull down, turret defilade). To avoid presenting the enemy with easily acquired stationary targets, units comprising the base of fire element should constantly reposition themselves to different support-by-fire positions.

Dismounted infantry should advance on a route that provides cover and concealment and prevents or minimizes masking of the base of fire element's fires. If available, engineers should accompany the dismounted infantry to breach obstacles and destroy fortified positions.

A disadvantage of the tanks-and-AAVs-support-by-fire only method is that the infantry loses the mobility, shock action, and close support of the tanks and AAVs. The infantry is also unsupported on the objective itself when the tanks and AAVs shift or cease fires. In addition, tanks and AAVs are not initially available on the objective to cover the consolidation.

Multiaxis Attack

A multiaxis attack is a combination of the two general methods of employment based on METT-T. A primary consideration is the availability of suitable avenues of approach for the tanks, AAVs, and the infantry. The multiaxis attack is often used to exploit the amphibious capability of the AAV in crossing streams, rivers, lakes, and marshes. In addition, multiaxis attack may be used when a single avenue of approach is too narrow to accommodate the entire mech force.

Normally, the tanks follow the more open terrain, while the infantry advance follows an axis offering cover and concealment. Tanks initially support the infantry advance by fire and join the infantry as soon as practicable. Movement of the tanks is normally timed so that the tanks assault the objective slightly in advance of the infantry to take maximum advantage of their shock effect. The greatest challenge to employing this method is achieving proper timing among the various elements and coordination of fires during the attack.

Mechanized Movement

Tanks normally lead the mech formation because they have better armor protection and main gun firepower than AAVs. When the situation permits, AAVs can support the mech force by following the tanks close enough to fire around the tanks and deliver suppressive fire against enemy infantry and antiarmor weapons encountered on exposed flanks.

Order of movement is generally based on the following criteria:

- Tanks lead in open areas or when faced with a significant armor threat.
- Mech infantry leads mounted only if mech infantry is pure with no other antiarmor reinforcements or capabilities.

The desired distance between tanks and AAVs should be determined before starting the attack based on the following METT-T situations:

- Mission—If the mission requires rapid, closely controlled movement and closely coordinated dismounted infantry action, the AAVs may closely follow the tanks.

- Enemy—The capabilities of the enemy force influence the location of the tanks and AAVs in the assault. If the enemy force possesses a substantial antiarmor capability, both the tanks and AAVs may be better employed in providing direct fire support to dismounted infantry.
- Terrain and weather—When visibility is poor and/or terrain provides numerous defilade positions and short fields of fire, AAVs may closely follow tanks. However, there are situations where mech infantry mounted in AAVs may lead tanks. For example, mech infantry mounted AAVs may lead while crossing an unfordable body of water or a marshy area that tanks cannot ford to seize an objective from a more favorable direction (e.g. bridge, other key terrain). In addition, when the mech force is confronted with close terrain (e.g., woodland, urban areas), dismounted infantry should clear this terrain before AAVs and tanks move through it. This clearing facilitates frequent and rapid dismounting and protects the AAVs and tanks from enemy infantry and antiarmor fires.
- Troops and support available—Task organization will also influence the formations and relative positions of the AAVs. Few or no tanks, other available direct fire weapons, and supporting arms may require that AAVs lead the assault.
- Time available—The less time there is, the closer the AAVs normally are to the tanks. This cuts down reaction time and response time but may permit faster reorganization.

Maneuver Considerations

In mech attacks, speed is essential and maintained to the greatest degree possible. The critical decision of whether the infantry attacks mounted or dismounted is based on METT-T.

Tanks Lead

When tanks lead, they and mech infantry maneuver together, supported by the base of fire element and available supporting arms. The AAV-mounted or dismounted infantry normally follows tanks. Normally, tanks lead and infantry stays mounted when—

- Enemy antiarmor fires can be effectively bypassed or suppressed by fire.
- Terrain is relatively open or manmade and natural obstacles can be easily overcome.
- Terrain and weather affords good trafficability and visibility.

Infantry Mounted

The mobility and limited armor protection of AAVs help the infantry cross the battlefield quickly. Normally, the mech infantry remains mounted when—

- Enemy resistance is extremely light.
- Enemy is in hasty positions.
- Suppressive fires have reduced enemy antiarmor fires.
- Terrain near the objective allows rapid movement onto and across the objective.

Infantry Dismounted

Dismounted infantry may designate targets for the overwatching AAVs and tanks. Dismounted infantry cover the flanks and rear of the mech force by employing organic fires, directing fires from the base of fire element, and providing supporting arms against enemy positions. Infantry normally moves far enough behind tanks to avoid being hit by enemy fire directed at the tanks. This technique permits close coordination and maximum mutual support but sacrifices the speed and mobility of the AAVs and tanks. Infantry leads dismounted when—

- Terrain and vegetation are restrictive. For example, when terrain and vegetation canalize movement into likely enemy ambush sites and minefield (e.g. urban areas, woodland terrain).
- Visibility is limited.

- Antiarmor fire can't be bypassed or suppressed by fire.
- Significant obstacles or fortified positions are encountered that may prevent mounted movement and cannot be bypassed.

Dismount Points

The mech force commander must decide to dismount the infantry before being committed to the final assault. After the decision is made, the mech force commander chooses when and where the infantry dismounts. Commanders normally stay well forward to judge the situation and make an appropriate decision of whether or not to change the DP. Timing is critical; dismounting too early will slow down the force's momentum and unnecessarily expose the infantry to hostile fire. Speed can provide for the security of a mech force already committed to the final assault.

Ideally, the infantry is dismounted after forward defensive positions have been breached. The DP should provide good cover and concealment, yet be as near the objective as possible. AA unit leaders must ensure that their vehicles do not halt in the open and are properly dispersed. This reduces the amount of time that the dismounted infantry is exposed to fires while closing with the enemy.

Rapid dismount and good vehicle dispersion reduces the mech force's vulnerability to enemy fires. Well-understood SOPs and well-rehearsed battle drills provide a foundation for rapid dismount and good vehicle dispersion. DPs may be short of the objective, on the objective, or after passing through the objective.

Short of the Objective

Tactical conditions may require seeking a DP short of the objective that is usually not within range of small arms and handheld antiarmor weapons. Ideally, the DP should be located on easily recognizable terrain that provides cover from enemy direct fires.

Advantages

- Dismounted infantry are protected from small arms and observed indirect fires while dismounting.
- Infantry can be oriented as they approach the objective.
- Control can be established in the DP.
- Organic and supporting fires can suppress the enemy while the infantry is dismounting.

Disadvantages

- Dismounted infantry are exposed longer to enemy small arms and indirect fire as they move forward in the assault.
- Suitable DPs forward of enemy positions may be targeted by enemy direct and indirect fires.

On the Objective

This DP is used when the mech force has achieved surprise or the enemy antiarmor defense is weak.

Advantages

- Greater speed and shock effect are achieved.
- Mech infantry remains protected longer by AAV light armor from the fires of enemy small arms.
- Supporting fires can continue while the mech force approaches its objective since mounted infantry have greater protection against shell fragments and other small projectiles.

Disadvantages

- Mech infantry is difficult to orient to specific objectives.
- Control is difficult to establish at the DP due to potentially close enemy fires.

- Supporting fires are difficult to direct against enemy positions in close proximity to friendly dismounted infantry.
- AAVs are vulnerable to short-range antiarmor weapons.
- High volume of suppressive fire is required to support dismounted infantry.

After Passing Through the Objective

Dismount after passing through the objective is employed when a mounted attack is more effective. The capabilities of the enemy antiarmor defense will dictate whether this is feasible.

Advantages

- Dismounted infantry fights from an area and direction unexpected by the enemy.
- Control is usually more easily established when not on the objective.
- Shock effect on the enemy caused by a mech force moving through its position is likely to be considerable.

Disadvantages

- This method may conflict with enemy positions in depth.
- Enemy indirect and direct fires may target suitable DPs.
- Turning AAVs around in close proximity to enemy fires can make the AAVs more vulnerable to flank shots and may reverse the relative positions of the tanks, AAVs, and infantry.

Base of Fire and Maneuver

Fires are primarily employed to suppress, neutralize, destroy, and demoralize enemy forces. As movement supported by fire, maneuver brings firepower into positions from which it extends and completes the destruction. To facilitate fire and maneuver attacks, mech forces normally organize into base of fire element(s) and maneuver element(s).

Elements

The composition of base of fire and maneuver elements is determined by the commander's task organization of the mech force.

Base of Fire

The base of fire element covers the maneuver element's advance toward the enemy position by engaging known or suspected targets. Upon opening fire, the base of fire element seeks to gain fire superiority over the enemy. Fire superiority is gained by subjecting the enemy to fire of such accuracy and volume that the enemy fire ceases or becomes ineffective.

Maneuver

The mission of the maneuver element is to close with and destroy or capture the enemy. The maneuver element advances and assaults under maximum concealment and covering fire of the base of fire element. Fire superiority is maintained throughout the attack to ensure the success of any maneuver.

Attacks

When maneuvering to close range of the enemy is not required, attack by fire is employed to destroy the enemy from a distance. This task is usually given to the supporting element during the offensive and as a counterattack option for the reserve during defensive operations. An attack by fire is not done in conjunction with a maneuvering force. When assigning this task, the commander of the mech force specifies the intent of fires, to destroy, fix or suppress. Attacks consist of fire and maneuver and fire and movement.

Fire and Maneuver

Fire and maneuver is the process of one or more elements establishing a base of fire to engage the enemy, while the other element(s) maneuver to an advantageous position from which to close with and destroy or capture the enemy. Supporting fires from weapons not organic to the maneuver unit may be provided. Supporting fires may consist of direct, indirect, and aviation-delivered fires, which are integrated to achieve the effects of combined arms. Supporting fires should be followed closely by the maneuver element so that the shock effect of fire upon the enemy will not be lost.

Fire and Movement

Once the maneuver element meets enemy opposition and can no longer advance under the cover of the base of fire, it employs fire and movement to continue its forward movement to a position from which it can assault the enemy position. Fire and movement is primarily used in the assault where a unit or element advances by bounds or rushes, with subelements alternatively moving and providing covering fire for other moving subelements. Individuals (personnel or vehicles) or units may conduct fire and movement attacks.

Assault

The purpose of the assault is to place violent and intensive firepower on the objective and move rapidly across it to destroy or capture the enemy as quickly as possible. The term assault refers to that phase of an attack when the attacking force actually closes with the enemy. Mech forces can assault the objective mounted or dismounted.

Mounted

The decision to make a mounted assault is based on METT-T. A mounted assault is best used when the enemy is occupying hasty fighting positions, antiarmor fires can be suppressed, and terrain near the objective allows for rapid movement onto and across the objective. The assault must be carried out rapidly. Normally, tanks lead followed closely by AAVs. As the assault force approaches the objective, the AAVs should move closer to the tanks for added protection from enemy short-range antiarmor weapons.

Movement across the objective must be fast and continuous. A heavy volume of suppressive fires is maintained to keep enemy soldiers down in their positions. Stabilized turrets allow tanks to continue moving while conducting fire and movement. AAVs normally stay as close to the tanks as possible to provide protection to the flanks and rear of the tank.

Once the tanks and AAVs reach the far side of the objective, they occupy hull-down positions if possible. From support-by-fire positions, the tanks and AAVs can engage retreating enemy forces, continue the attack or defend against counterattack. If it is necessary to seize the objective, the dismounted infantry is used to clear remaining pockets of enemy resistance and to secure prisoners.

Dismounted

The assault is normally conducted dismounted if the enemy is in well-prepared defensive positions, antiarmor fires cannot be suppressed or the terrain restricts vehicle movement onto the objective. If the attack starts initially mounted, the infantry should be dismounted in a covered and concealed position that is as close to the objective as possible. The base of fire element(s) delivers supporting fires, while the dismounted infantry deploys. The dismounted infantry uses radio, prearranged visual signals (e.g. pyrotechnic), and/or messengers to direct the base of fire element(s) to shift and cease supporting fires. The dismounted infantry then employs fire and movement through the objective. Elements of the base of fire element normally displace to subsequent support-by-fire positions. When the tanks and

AAVs from the base of fire element rejoin the dismounted infantry, the infantry—

- Suppresses any remaining enemy position as the tanks and AAVs move to the objective.
- Reconnoiters initial SFPs and guides tanks and AAVs into the positions when necessary.
- Provides flank and rear security for the AAVs and tanks.

Based on METT-T, tanks may continue through the objective to engage resistance and pursue by fire until the infantry has consolidated the position.

Consolidation and Reorganization

The mech unit should consolidate and reorganize as soon as it takes an objective. An objective is held until the commander orders other action. At times, the attack may be continued with little or no hesitation to exploit success. In this case, only required reorganization is done, and consolidation is unnecessary.

Consolidation consists of actions taken to secure an objective and prepare to repel an enemy counterattack. In the order, the commander normally designates rifle platoon and AA unit positions and actions to be taken. The AA platoon consolidates an objective by—

- Occupying the position designated in the attack order (AAVs are moved into hull-down positions, if available, and assigned specific sectors of fire).
- Establishing local security and mutual support between AAVs and adjacent infantry units.
- Eliminating remaining pockets of enemy resistance and securing enemy prisoners of war.
- Preparing hasty fighting positions as quickly as possible.

Reorganization includes actions stated in the SOP that are taken to prepare to continue fighting.

The AA section leader has the following reorganization responsibilities:

- Replaces key personnel (e.g., vehicle commanders, drivers).
- Assesses damage to AAVs and reports to the AA platoon commander if assistance is needed.
- Conducts vehicle maintenance and ammunition redistribution as required.

The AA platoon commander has the following reorganization responsibilities:

- Replaces key personnel (e.g., platoon sergeant, squad leaders) who were lost.
- Informs the AA company and/or infantry company commander of the platoon's status.
- Oversees evacuation of casualties.
- Requests needed resupply.
- Sends prisoners of war (POWs) under guard to the POW collection point.

SECTION IV. ROLE OF THE RESERVE

See MCDP 1-0, Chapter 6, for definition of reserve.

The mobility of the AAV allows the reserve to react to troubled spots in the area quickly or to exploit an unexpected gap in the enemy's position. The AAV's speed allows it to exploit this gap from greater distances and over rugged terrain that other types of vehicles might not be able to negotiate. In addition, bodies of water that are normally viewed as obstacles are avenues of approach for AA units. The commander can plan the use of the reserve along the avenues that the enemy would not normally expect a unit to maneuver through.

SECTION V. CONDUCT OF PASSAGE OF LINES

See MCDP 1-0, Chapter 9, for definition of passage of lines.

Planning

The time or event at which responsibility for the zone of action transfers from the stationary force to the moving force must be agreed upon by the two commanders or specified by higher headquarters. The passage of lines must facilitate rapid transition to the subsequent missions of the moving and stationary units.

Unit Responsibilities

Upon receipt of a warning order that directs an operation requiring a passage of lines, the commander will make contact as soon as possible with the stationary unit. The passing unit commander's CP should collocate with the stationary unit CP to facilitate a smooth passage. Normally, the stationary unit would designate contact points, passage points, and routes.

Command and Control

Collocated tactical units should—

- Coordinate security measures during the passage.
- Coordinate time or circumstances when responsibility for the control of the area of operations (AO) is transferred.
- Exchange intelligence, tactical plans, and recognition signals.
- Exchange SOPs.
- Arrange for reconnaissance.
- Select passage areas and provide guides.
- Prioritize the use of routes and facilities, including provisions for movement control.
- Coordinate fire and other combat support to be provided by the stationary unit.
- Coordinate service support to be provided by the stationary unit to include medical, maintenance, and recovery assistance.
- Exchange liaison personnel.
- Exchange information on minefields and other obstacles.
- Coordinate command relationships between the passing unit's combat support and CSS assets and the stationary unit.
- Coordinate tactical cover and deception plans.

Rearward Passage of Lines

The rearward passage of lines is conducted to withdraw security forces or to hand the battle over to another unit when a main battle force is withdrawing. The stationary and moving forces coordinate positions forward of the battle handover line (BHL) to be occupied by the stationary unit's security force. Fires are planned to support the disengagement of the moving force, to support the obstacle/barrier plan, and to support the deception plan. Fires on the passage points should be planned for after the moving force passes through. Stationary force guides should make contact with the moving force at each passage point. Lanes through obstacles are marked and provisions made to close them quickly. The moving force normally sends the CSS elements first. The stationary force must have positive enemy identification before engaging any target.

CHAPTER 5. DEFENSIVE OPERATIONS

The defense is the employment of means and methods available to prevent, resist or destroy an enemy attack. Compared to the offense, the defense is generally the less decisive form of war. It can deny success to the enemy but rarely can it assure victory. As stated in Marine Corps Doctrinal Publication (MCDP) 1, "An effective defense must assume an offensive character, striking at the moment of the enemy's greatest vulnerability."

Defensive operations are conducted to—

- Counter surprise action by the enemy.
- Cause an enemy attack to fail.
- Gain time.
- Concentrate combat power elsewhere.
- Increase the enemy's vulnerability by forcing him to concentrate his forces.
- Attrite or fix the enemy as a prelude to offensive operations.
- Retain decisive terrain or deny a vital area to the enemy.
- Prepare to resume the offensive.

Defense Fundamentals

The basic defense fundamentals that must be considered include maneuver, preparation, concentration of combat power, flexibility, offensive actions, use of terrain, security, mutual support, defense in depth, as well as fire support and obstacle plans.

Maneuver

See MCDP 1-0, Chapter 8. AA units maneuver in depth, taking advantage of terrain and tactical developments, to concentrate, disperse, and occupy positions to bring effective fire on the enemy.

Preparation

See MCDP 1-0, Chapter 8 for explanation.

Concentration of Combat Power

See MCDP 1-0, Chapter 8. The commander may employ AAVs as part of a mech force to reinforce threatened sectors or counterattacks.

Flexibility

The commander's plan must be flexible enough to deal with different enemy courses of action. Flexibility is created by—

- Detailed planning for contingencies.
- Designating supplementary and alternate positions.
- Properly locating, task-organizing, and planning use of the reserve.
- Designing a counterattack plan.
- Preparing to assume the offense.
- Planning on-call fire support.

Offensive Actions

Since the offense is the decisive form of combat, the commander seeks every opportunity to take offensive action while defending. The commander may employ AAVs as part of a mech force to—

- Launch spoiling attacks while the enemy is preparing or assembling for an attack.
- Attack with security forces to harass, distract, deceive, and damage the enemy before he reaches the main battle position (BP).
- Counterattack to destroy or repulse enemy penetrations.

Use of Terrain

When making an estimate of the situation, the defending commander takes account of key terrain and visualizes possible enemy avenues of approach. The defender seeks to defend on terrain

that maximizes effective fire, cover, concealment, movement, and surprise.

Security

Using active and passive measures, security forces are assigned screen, cover, and guard missions based on METT-T. The commander may employ AAVs as an element of security forces to exploit the vehicle's mobility and firepower.

Mutual Support

Mutual support is achieved when defensive positions are located so the enemy cannot attack one position without coming under fire from another position. The degree of mutual support obtained depends on the terrain, range of weapons, and visibility. AAVs are usually employed by sections to achieve mutual support.

Defense in Depth

See MCDP 1-0, Chapter 8 for explanation. Defense in depth is necessary to—

- Disrupt the momentum of the attack and prevent a breakthrough.
- Force the enemy into engagement areas (EAs).
- Allow the defender time to determine the enemy's main effort and to counter it.
- Force the enemy to commit his reserves at a nondecisive point.
- Disperse the effects of enemy fires.

Fire Support and Obstacle Plans

Organic direct fires and fires from available supporting arms are integrated with maneuver and obstacle plans. Natural and manmade obstacles enhance the effects of firepower by increasing target acquisition time and creating exploitable vulnerabilities.

Defensive Position Variations

Two defensive position variations are the reverse-slope defense and the perimeter defense.

Reverse-Slope Defense

A reverse-slope defense is organized on that part of a slope that is masked by the topographical crest from enemy direct fire and observation. The defender can deliver surprise fires on the enemy when he crosses the crest of the forward slope or when significant enemy forces are exposed on the reverse slope.

Perimeter Defense

A perimeter defense is designed to defeat attacks from any direction. The majority of the force forms the perimeter and a reserve is established to provide depth. The perimeter consists of a series of mutually supporting positions that take advantage of observation and fields of fire afforded by dominating terrain.

Organization of the Battlespace

An AAV-equipped force can be employed in security, main battle, and rear areas of the battlespace. See MCDP 1-0, Chapter 8 for organization of the battlespace.

Organization of the Force

The commander organizes the force into security, main battle, and rear area forces for defensive operations.

Security Forces

See MCDP 1-0, Chapter 8 for explanation of security forces. Normally, LAR and aviation units are tasked as the security force within a MAGTF; however, mech force units containing AAVs may also be assigned this mission. Leaders post local security to provide early warning. Counterreconnaissance inhibits the enemy's intelligence gathering capabilities and deceives the enemy to the exact location of the main defenses.

Main Battle Forces

See MCDP 1-0, Chapter 8 for explanation of main battle forces. The defender reacts to the enemy's main effort by reinforcing the threatened sector or allowing the enemy's main effort to penetrate into EAs within the main battle area (MBA) to cut him off and destroy him by counterattack. AAVs are suited to transport reinforcements to threatened sectors or conduct a counterattack as part of a mech force.

Rear Area Forces

See MCDP 1-0, Chapter 8 for explanation of rear area forces. Normally, a mech force does not have a rear area mission within the MAGTF. However, the mech force may be assigned offensive missions against penetrations of enemy conventional or unconventional forces.

Types of Missions

In the defense, mech forces are normally assigned to security, defend in sector, defend a BP, defend a strong point, reserve, and counterattack missions.

Security

The screen, guard, and cover security missions are ideally suited to mech force's mobility and firepower. See MCDP 1-0, Appendix D for screen guard and cover discussions.

Screen

See MCDP 1-0, Appendix D.

Guard

See MCDP 1-0, Appendix D.

Cover

See MCDP 1-0, Appendix D.

Defend in Sector

Assignment of defensive sectors to subordinate units provides those commanders with maximum latitude to accomplish assigned tasks. Within the sector, the commander of the mech force may assign subordinate sectors, BPs, strong points or any combination of these. See figure 5-1 on page 5-4. Commanders usually defend in sector when—

- Avenues of approach are not easily defined.
- Dominating terrain is not available.
- AO is wide or large.
- Mutual support is not easily achieved.
- Commander's ability to control is degraded.

Defend a Battle Position

Defense from a BP or blocking position requires the mech force to occupy a general location where it can block an avenue of approach, fire into an assigned area, retain key terrain or perform other tasks. Usually BPs are hastily occupied but continuously improved. A blocking position is a BP suited to deny the enemy access to a given area or prevent his advance in a given direction. Commanders defend in BP and blocking position when—

- Avenues of approach are well defined, and the enemy can be canalized.
- Key terrain dominates avenues of approach.
- AO is narrow or small.
- Mutual support is achievable.
- Commander's ability to control is good.

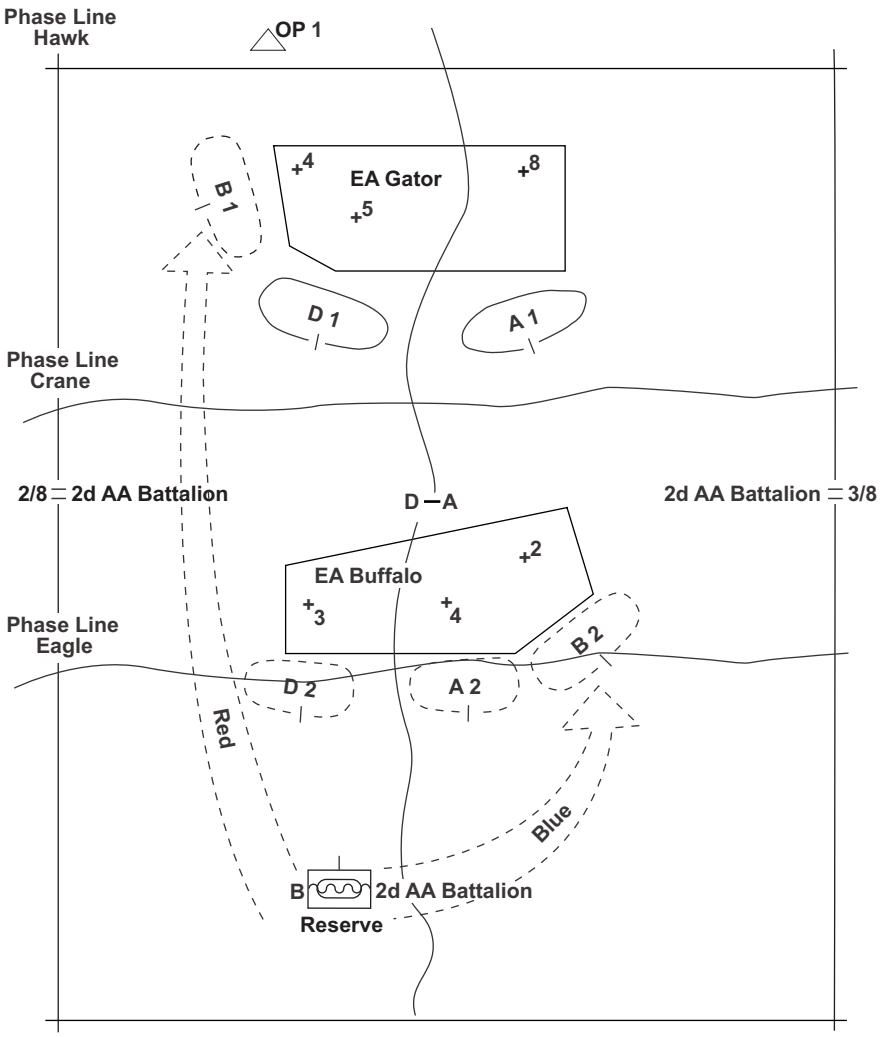


Figure 5-1. Defense-in-Sector Plan.

Defend a Strong Point

Defense from a strong point implies the defense of a heavily fortified position that holds or controls key terrain or blocks an avenue of approach. A key point in a defensive position, a strong point is usually fortified and often designed to defeat enemy armor and mech attacks. Located on a terrain feature that is critical to the overall defense, a strong point is intended for permanent or extended occupation.

Defending a strong point is the most labor-intensive mission a mech force may execute. While the defense is static, there has to be built-in flexibility using direct and indirect fire plans and properly constructed positions.

If infantry is positioned in front of tanks, the infantry should have overhead cover and hearing protection to protect them from blast, over pressure, and discarding sabot from the tanks. If infantry is positioned in front of AAVs, the AA unit leader must ensure that the infantry have a route back to the AAVs while ensuring that the infantry do not get in the UGWS's fields of fire.

Terrain should be used to ensure optimum shots for direct fire weapons systems; dead space and

infiltration routes should be minimized or made inaccessible. Mobility within the strong point should be enhanced using terrain and trenches. Innovation must be used to prevent the enemy from anticipating the defender's next move.

When conditions permit, mobile assets like mech infantry may remain outside the defensive perimeter to provide early warning and to delay or confuse the enemy. Once these mobile assets are inside the strong point, the mission becomes holding the defensive perimeter against the enemy. Interlocking direct fires must be planned over the entire strong point along with counterattack by fire positions and external direct-fire control measures.

The enemy will probably not want the strong point unless it is key terrain. If it is, he will throw overwhelming forces against the strong point. Preceding a ground attack may be a massive artillery preparation that will destroy or damage anything that is not protected. Enemy maneuver units will accompany enemy artillery moving toward the strong point. At this point, stay-behind reconnaissance units can call in fires to disrupt the enemy's formations. Aviation assets, naval surface fire support, and artillery should be called in to prevent the enemy from reaching the strong point.

As the enemy nears the strong point, direct fires will engage them in accordance with the fire support and obstacle plan. If the enemy is not stopped at the main EA, the commander must be able to direct fires against enemy penetration. If the enemy manages to make a penetration, forces will have to seal off and isolate this penetration. Repositioning forces to supplementary positions near the penetration will save the unit's reserve for other tasks later.

Reserve

Missions assigned to the reserve normally consist of counterattacks, reinforcement of the main effort, protection for the flanks, and support of committed units by fire. In a reserve mission, the commander holds part of the force to influence the course of the battle at the critical time and place and to exploit opportunities.

Normally the less that is known of the enemy or his intention, the greater the proportion of combat power that must be held in reserve. The reserve is usually located in assembly areas or forward operating bases in the MBA. Once the reserve is committed, a new reserve must be created or obtained. Reserves are organized based on the factors of METT-T. The tactical mobility of mech and helicopterborne forces make them well suited for use as the reserve.

AAVs in Mobile Reserve

While most units assigned to defend from BPs have similar mobility, some task-organized units may not be mounted in AAVs. Some may have been trucked while others lifted by helicopters or MV-22s. In this case, the commander should use AAVs in the mobile reserve role to maximize their inherent mobility and firepower and therefore use the AAVs as a combat multiplier.

Reserve In a Strong Point

In a strong point defense, a reserve must be designated to conduct the following missions:

- Block a threat penetration against the perimeter.
- Reinforce success or a section of the defense.
- Counterattack to restore a portion of the defense.

The reserve could be mounted and/or dismounted, and formed from combat support and CSS units if infantry and armor units are employed. Ideally, the reserve should be near the CP to provide protection and to minimize employment delays. AAVs should be used in this role within a strong point along with tanks to give the commander flexibility and mobility.

The reserve is usually tasked with conducting the counterattack in a strong point defense. Ideally, the reserve force should hit the enemy at a flank,

isolate the penetration force, and seal the gap in the position. This action should be rehearsed and synchronized with the fire support and obstacle plan over the main enemy avenue of approach to determine the most probable penetration points.

If the reserve is unable to conduct the counterattack, the commander must use available units to conduct the counterattack against the penetration. The attacker is most vulnerable after he takes the objective and before he consolidates his position. Integration and synchronization with the fire support and obstacle plans are key elements to the success of a hasty counterattack. If possible, the commander should designate combat support and CSS units as a reserve counterattack force.

Normally counterattacks in a strong point will use fire and maneuver to seal the gap created by the enemy. The enemy must be destroyed, and the lines must be restored to maintain the integrity of the position.

Counterattacks

A counterattack is an attack by a defending force against an attacking enemy force. A counterattack is launched to regain ground lost, cut off and destroy enemy advance units, and deny the enemy the attainment of his purpose for attacking. In many cases, the counterattack is the decisive action in defensive operations. A separate counterattack force may be established by the commander to conduct planned counterattacks and can be made up of uncommitted or lightly engaged forces and the reserve. Counterattacks can be made by fire or by fire and maneuver. Counterattack by fire exploits weapons standoff and/or cover to full advantage. All available fires destroy the enemy. Counterattack by fire and maneuver can either seize terrain that the enemy has occupied or destroy the enemy.

Planning

Planning for the defense begins when the commander receives a mission/warning or anticipates a need to defend. Concurrent planning is essential to facilitate preparation. The defensive plan should take advantage of the natural strengths of the terrain and the defending force.

Intelligence

In defensive operations, planners use the intelligence preparation of the battlespace (IPB) to prepare the reconnaissance and surveillance (R&S) plan, deception plans, and key intelligence requirements.

Intelligence Preparation of the Battlespace

The IPB is employed during operations to identify, assess, and reduce the effects of enemy, environment, and terrain uncertainties on friendly and enemy forces. See Army Field Manual (FM) 34-130, *Intelligence Preparation of the Battlefield,* for additional information.

Reconnaissance and Surveillance Plan

The R&S plan must be coordinated with higher headquarters to avoid duplication of efforts, exploit available R&S assets, and reduce risk of potential fratricide (friendly fire) among forces employed in the security area. AAVs can be used as assets in the R&S plan if better suited mobility assets are not available. As the enemy reconnaissance elements are identified and destroyed, the S-2 should start piecing together the enemy's plan to support the commander's defensive and counterattack planning.

Deception Plan

Deception plans take on added importance in positional defenses since the static nature of these

defenses lends itself to enemy targeting. AAVs can be used to highlight a deception BP by having them occupy a terrain feature, set up dummy positions, and then leave at night.

Intelligence Requirements

Key intelligence requirements for planning a defense include—

- Enemy avenues of approach (mounted and dismounted) and mobility corridors into the defensive area.
- Location of potential assembly areas and firing positions for enemy supporting arms.
- Size, composition, organization, rate of movement, capabilities, limitations, and tactics of the enemy force.
- Locations of enemy reserves, fire support, and CSS.
- Enemy C2 systems.
- Enemy intelligence capabilities, with emphasis on enemy reconnaissance capabilities.

Maneuver

The scheme of maneuver plan for the defense includes—

- Counterreconnaissance and other force protection measures.
- Initial positions to be occupied, prepared, and reconnoitered.
- Withdrawal routes and passage points for the security force.
- Primary, alternate, and supplementary positions for the main battle forces.
- Counterattack plans.
- Contingency plans to block penetrations or reinforce threatened areas.
- Dummy positions designed to deceive the enemy.
- Obstacles and barriers (integrated with the fire support plan).
- Plans to draw the enemy into EAs.

Fires

The commander must plan to mass fires of available weapons in EAs to contain, delay, disrupt or destroy the enemy. EAs are—

- Used as a tool to concentrate fires and optimize their effects.
- Used most effectively with combined arms.
- Identified by TRPs on the corners of the EA or by easily recognizable terrain features around the EA.

Direct fire

Commanders and staff must plan for direct fire of each AAV and determine the number and type of weapons available to defeat the enemy at a designated EA. The AA unit leader must ensure that the supported commander is aware of the capabilities and limitations of the UGWS, because the commander makes decisions about designating an EA. The following key planning factors must be considered when using AAVs:

- Range to the EA's kill zone.
- Rate of fire.
- Hit/kill probability.

Positioning

When planning positioning, the commander and staff should consider the following:

- Cover and concealment (hide position, hull defilade, and turret defilade).
- Dispersion (laterally and in depth with maneuver space between primary, alternate, and supplementary positions).
- Mutual support (AAVs normally employed by sections).
- Standoff range (minimize exposure time to enemy fires).
- Flank shots available.

Methods of Engagement

The commander and staff should plan for concentric fires and massed surprise fires, which are general methods of antiarmor engagements.

Concentric Fires

This method of engagement involves increasing the volume of fires from heavy, medium, and light antiarmor weapons and supporting arms that engage enemy targets at their maximum effective ranges. Normally employed against large mech formations, concentric fires are planned to destroy enemy mech as far forward of the friendly positions as possible. Major disadvantages of concentric fires are an increased likelihood of early detection of friendly positions and longer exposure to enemy direct and indirect fires.

Massed Surprise Fires

Planning for this method of engagement involves visualizing all direct fire weapons engaging the enemy simultaneously. Massed surprise fires are ideal in the ambush of individual or small mech formations. While this technique will result in more initial kills at much closer range, the mass and momentum of the enemy's attack may carry the force into friendly positions.

Fire Control

The defender engages the enemy with long-range fires as early as possible unless fires are withheld to prevent the loss of surprise. Commanders make maximum use of fire support to destroy and disrupt enemy formations as they approach the MBA. As the enemy closes, he is subjected to an ever-increasing volume of fires from the MBA forces and supporting arms. Obstacles and barriers are located to delay and canalize the enemy and are covered by fire to destroy him while he is halted or slowed and focused on the process of breaching. Combat power that can be concentrated most quickly, such as offensive air support and artillery is brought to bear while mech forces move into position. The defender reacts to the enemy's main effort by reinforcing the threatened sector or allowing the enemy's main effort to penetrate into EAs within the MBA, then cutting him off and destroying him by counterattack. When the enemy attack has been broken, the commander looks to exploit any advantageous situations.

AA units normally support with fires from their MK-l9 40-millimeter grenade launcher and M2 HB .50 caliber machine guns. AAVs can be a considerable distance away from infantry, as long as the AAVs can support the infantry by fire and rapidly rejoin the infantry by covered and concealed routes. AAVs are positioned to provide the best fire on the enemy. For example, AAVs may first be forward of the infantry to engage the approaching enemy. Then, as the enemy closes, AAVs move to alternate positions to support dismounted infantry.

Commanders should plan to position their units to provide the most effective fire without adjusting their locations by considering sectors of fire, TRPs, priority of engagement, methods of initiating engagement, disengagement break lines, the fire support plan, and control procedures.

Sectors of Fire

A sector of fire is an area that is covered by fire by an individual, a weapon or a unit. The commander designates a sector of fire for each unit. Sectors of fire ensure adequate distribution of massed fires within the EA. Assigning primary and secondary sectors of fire enhances mutual support. Primary, alternate, and supplementary positions are normally planned for each weapon system.

Target Reference Points

The commander delineates sector of fire orientations with TRPs. The TRP is an easily recognizable

point that is natural or manmade used for identifying enemy targets, controlling fires, and distributing or converging fires.

Priority of Engagement

Commanders should establish the precedence of targets to be attacked. This priority of engagements is general guidance to a unit. For example, this guidance may include the following:

- Tanks fire at enemy tanks.
- AAVs fire at AT weapons, crew-served weapon positions, and enemy troops.
- Individual small arm and crew-served weapons fire at unarmored AT weapons and exposed enemy troops.
- AT weapons fire at tanks, ATs, and fortified positions from concealed overwatch positions.
- Artillery and mortars fire to suppress enemy fires, kill exposed enemy AT crews and exposed troops, and conceal friendly movement with smoke.
- Air defense weapons fire at enemy aircraft.

Methods of Initiating Engagement

On-order fire control and event-oriented fire control are general methods of initiating engagement that may be used with the concentric or massed surprised fires.

On-Order Fire Control. This method of initiating engagement is used when the commander gives the command to begin engaging the enemy. The commander must have reliable communications and be in a position to see the entire EA or sector.

Event-Oriented Fire Control. In this method of initiating engagement, the commander gives gunners guidance about what enemy action or event should occur before firing. The maximum engagement line and trigger point or line are fire control measures related to the methods of initiating engagements. The maximum engagement line is a line where targets can be engaged. This line will normally be the range limit of the sector of fire. Trigger points or lines are selected along identifiable terrain that crosses the EA. This ground location is where the enemy comes within the effective range of a given system. An example of event-oriented fire control guidance is "Commence fire after 10 tanks cross the trigger line."

Disengagement

The commander designates disengagement break lines to prevent decisive engagement. Units are told how much damage to inflict in a given EA and the order of weapon system disengagement. If the enemy continues, units can displace/move to subsequent positions with little or no communications based on disengagement break lines and commander-designated or event-oriented criteria (e.g., "Move to secondary positions once three enemy vehicles breach the minefield.")

Fire Support Plan

The fire support plan must support the scheme of maneuver. It is normally designed to place the enemy under increasing volumes of fire as he approaches a defensive position or the fire is withheld initially to allow for massed surprise fires. Fires are planned along expected enemy avenues of approach and in EAs. In addition, fires are integrated with obstacles, barriers, and defensive positions to support delay and counterattack plans. Indirect and aviation-delivered fires are closely integrated with infantry, tank, AAV, and antiarmor direct fire weapons. The FSC normally develops at least a fire support plan for the defense and plan for counterattack.

Control Procedures

When planning for effective fire control, commanders and staff should consider the following procedures:

- Use each weapon in its best role.
- Engage the enemy as rapidly as possible to minimize friendly exposure.
- Expose only those weapons needed to fire.
- Distribute fires to ensure complete coverage of enemy targets.

- Engage the most dangerous threat first.
- Maximize integration of direct and indirect fires with natural and manmade obstacles.
- Fire first. (The weapon that fires first has the advantage.)
- Engage one target with one weapon. (Avoid overkill.)
- Establish simple and complete fire control procedures.
- Centralize the control of antiarmor fires.
- Centralize and mass indirect fires.
- Designate responsibility for an EA to one individual (e.g., commander of the mech company team or MTF).

Preparations for the Defense

When not engaged in the attack, the commander must initiate preparations for the defense. The type of defense depends on preparation time and is considered either deliberate or hasty.

A deliberate defense is normally organized when out of contact with the enemy or when contact with the enemy is imminent and time for organization is available. A deliberate defense includes fortifications, strong points, extensive use of obstacles, and fully integrated fires. The commander is normally free to make a detailed reconnaissance of the sector, select terrain to defend, and decide the best tactical deployment of forces.

A hasty defense is a defense normally organized while in contact with the enemy or when contact with the enemy is imminent and time for organization is limited. Reconnaissance of the sector may or may not be detailed and the defense may be assumed directly from the current positions of units. Depending on the situation, the commander may initiate a hasty attack to seize terrain suitable to the defense. The commander may employ a security force to delay the enemy while deploying the bulk of the force to more suitable defensive terrain. A hasty defense is improved continuously as the situation permits and may eventually become a deliberate defense.

Commands must prepare simultaneously, and priorities of work must be established to comprehensively provide a strong defense. Priority of work for AAV units includes the following:

- Post security (turret watch for AAVs).
- Plan and develop fire control measures (sectors, TRP orientations, EAs). (AA unit leaders ensure that range cards are made and then integrated with the unit fire plan.)
- Designate alternate positions. (Ensure ability to engage the primary avenue of approach.)
- Designate supplementary positions. (Ensure ability to engage the secondary avenue of approach.)
- Designate hide positions. (May be dug in if needed; ensure that resources and time are available.)
- Dig primary fighting positions for anticipated fighting conditions. (AA unit leader must have AAVs dug in before assets are allocated.)
- Achieve mutual support/concentration of fires. (Combine UGWS with mortars, AT weapons, and tanks.)
- Emplace obstacles.
- Clear fields of fire.
- Establish coordination or contact points.
- Emplace wire for communications. (Use gun loop for AAVs if the position will be occupied for more than 30 minutes.)
- Prestock or dig in ammunitions and other supplies. (Ensure batteries are recharged, fuel is topped off, and ammunition is replenished in the AAVs.)
- Designate observation posts (OPs)/listening posts and patrol routes. (Ensure crewmen are aware of the obstacle plan if AAVs will be used for patrols.)
- Mark and prepare routes. (Coordinate with engineers to plan alternate routes if possible.)

- Rehearse movement back to and into the position. (AAVs must practice getting to their firing positions during all visibility conditions with or without ground guides. To prevent accidents, ensure that the infantry does not get in the way.)
- Use back briefs to ensure mission intent is understood.
- Install chemical agent detectors; prepare the appropriate mission-oriented protective posture (MOPP).
- Install intrusion-sensing devices. (Ensure friendly vehicles do not set off devices.)
- Install camouflage and concealment measures continuously.

Engineering

The four functional areas of engineer effort are mobility, countermobility, survivability, and general engineering. While the functional areas may be applicable to the defense effort, survivability and countermobility are the primary engineering tasks associated with the development of the EA. Commanders should involve engineers as early as possible during the planning of the EA, because preparation of fighting positions for large equipment (e.g., AAVs, tanks) or the creation of obstacles (e.g., mines, ditches, hedgehogs) requires lead time and planning for engineers to mobilize equipment, supplies, and personnel to provide support.

Obstacle Employment

Obstacles are employed in depth to support the scheme of maneuver and are integrated with the fire support plan to maximize the effects of fires. AAVs may be used to assist engineers in performing these missions because of their mobility and ability to carry large amounts of demolitions, mines, and engineer materials. The following are some key countermobility measures:

- Prepare obstacles to prevent overrun by enemy tanks.
- Prepare hull down positions for vehicular assets.
- Emplace obstacles at optimum weapons range.
- Construct protected routes between positions.
- Plan and coordinate for scatterable mines.
- Assist in building infantry fighting positions and CPs.
- Prepare and booby trap dummy positions.
- Prepare disabled vehicles for destruction.
- Place sandbags around, on top, and on the side of AAV positions to enhance survivability.

Obstacle Effects

AA unit leaders must consider AAV capabilities and limitations when integrating obstacle effects (i.e., disrupt, turn, fix or block) in fire planning and the obstacle plan.

Disrupt. The disrupt effect is used to break apart an enemy's formation and tempo, interrupt the enemy's timetable, cause premature commitment of enemy forces or force his piecemeal attack. Obstacles are used to disrupt the enemy's march and assault formations, force the enemy to commit breaching assets prematurely, and separate the enemy's forward combat elements from his supply trains.

Turn. A turn effect is used to divert an enemy formation off one avenue of approach to an adjacent avenue of approach or into an EA. Turning obstacles entice or force the enemy to move in a desired direction, splitting his formation, canalizing him or exposing his flank.

Fix. A fix effect is used to slow an attacker in a specified area, normally an EA. In delaying operations, the use of fixed obstacles allows the delaying force time to break contact and disengage or move to subsequent positions.

Block. A block effect is used to stop an attacker on a specified avenue of approach or to prevent an enemy from exiting an EA. Always integrated with fires, blocking obstacles are employed in depth to prevent the enemy from proceeding.

Logistics

When planning for logistics in defensive operations, the commander positions the CSS elements away from locations that will be targeted by the enemy. However, the elements should be close enough to ensure rapid resupply of the mech force's assets. A CSS traffic control plan must be developed to ensure that supplies and personnel are transported and casualties are delivered to the aid station.

Combat trains and contact teams normally plan multiple routes to defensive positions and rehearse their movement to minimize confusion during the actual battle. Defenders often employ preplanned contact teams to conduct emergency resupply or repair as far forward as possible to reduce turnaround time. Prestocked ammunition and other classes of supply reduce reliance on emergency resupply and minimize movement within defensive positions that might be observed by the enemy.

AAVs may be used to supplement the vehicles of the combat trains. AAVs assigned to support CSS units may be used to carry fuel bladders, prepackaged ammunition, and other supplies or as an ambulance when fitted with litter carriers. Because AAVs can travel rough terrain, they are used to provide CSS in a large strong point.

Command and Control

The commander, with key staff, normally fights the defensive battle from the forward tactical echelon. This position allows the commander to remain near major actions or critical events. Located to the rear of the frontline units, the main echelon maintains contact with subordinate units and the tactical echelon. The main echelon focuses on monitoring the progress of the battle, forwarding information and support requests, and coordinating the activity of supporting units. The commander controls forces in the sector through redundant and secure communications usually from the AAVC7A1.

Types of Defense

Every defense contains a dynamic or mobile element that generates combat power through maneuver and concentration of forces and a static or positional element that is anchored in key terrain. Mobile defense is characterized by offensive action, supplementary positions, shifting of forces, and commitment of the reserves. Positional defense is characterized by the use of BPs, strong points, fortifications, and barriers to halt enemy advance. Marine commanders use mobile and positional type defenses simultaneously and rarely use one type exclusively. Mech units are ideally suited for the mobile defense.

Mobile and Position Defense

See MCDP 1-0, Chapter 8 for discussions.

Deployment Methods in Position Defense

AAVs employed in the defense of a BP can be deployed with infantry mounted, infantry and AAVs on the same BP, and infantry and AAVs on a separate BP.

Infantry Mounted

The infantry mounted method of deploying infantry in defense of BP is used when the BP is only temporarily occupied, and the unit may be required to quickly relocate. Although this technique simplifies the control and coordination between the infantry commander and supporting AAVs and improves the unit's ability to react and move fast, the unit has less firepower than it would if its Marines were dismounted. Normally, this deployment method is used when—

- Enough firepower can be employed from the AAVs.

- Increased local security or observation is not needed.
- A short-notice move may be required.

Infantry and AAVs on the Same Battle Position

Decentralized and centralized control methods are used when the infantry and AA unit deploys on the same BP.

Decentralized Control of AAVs. In this method, some or all of the infantry dismount under control of their platoon commanders who also retain control of their respective AA section. The platoon commander gives orders to the AA section leader, who instructs respective AAV crews. This method is used when the infantry cannot stay mounted but must temporarily occupy a BP and be ready to quickly relocate.

Centralized Control of AAVs. This method of control is used when the mech company must occupy a BP and be prepared to repel an attack. The infantry dismounts and positions away from the AA platoon. The infantry company commander controls the AAVs through the AA platoon commander. This deployment is effective when the company BP has multiple avenues of approach with both long- and short-range fields of fire. Centralized control enables each AAV and infantry element to be positioned on terrain suited to its own capabilities.

The infantry is usually positioned in close terrain that limits vehicle movement and firing positions. The AA sections take up positions on terrain that offers AAV movement and good AAV firing positions with long fields of fire. AAVs may be positioned forward of, flanking or behind the infantry.

The positions of the units must allow the infantry to quickly remount. To do this, the AA platoon commander will plan assembly areas where the AAV sections will rejoin the infantry platoons. In addition, the AA platoon commander will designate routes that allow covered but fast movement to the assembly areas.

Infantry and AAVs on Separate Battle Positions

This deployment is used when the supported infantry commander needs dismounted infantry in one location and AAVs in another. The AA platoon commander will control fires and maneuver as required by the company commander. AAV and infantry units may be separated if the infantry is ordered to occupy positions in heavily wooded or rugged terrain where AAVs cannot go. At this time, the AA unit is located in a concealed assembly area near the infantry or is assigned a BP in suitable terrain.

In the reserve, AAVs may be called upon to conduct a counterattack from BPs. Counterattack planning for defense of a BP is similar to that in defending a sector. Both counterattack by fire and counterattack by fire and maneuver need to be considered and rehearsed. Control measures for maneuver and fire control ensure that the counterattack force does not overrun its fire support and that it does not become a victim of friendly fires. Mech forces should be used for counterattacks because of their inherent mobility. Ideally, the counterattack force is not committed until the commander is certain that the enemy's second-echelon forces have been slowed or stopped by deep fires and/or obstacles. This will ensure that the force does not get trapped between two enemy forces. Obstacles should be used to reduce the enemy's ability to maneuver against the counterattack force.

The counterattack force should recommend and prepare several BPs in case the first BP comes under heavy enemy attacks. Alternate BPs will ensure that the force is not reduced before it is committed in a counterattack. If the counterattack force is pinned down in its BP, the MTF commander may assign the counterattack mission to another force.

CHAPTER 6. LOGISTICS OPERATIONS

Logistics is the science of planning and carrying out the movement and maintenance of forces. At the AA battalion level, logistics is defined as the science of planning and effecting the development, deployment, and sustainability of the battalion's resources in support of the mission. Sustainability is the ability to maintain the necessary level and duration of operational activity to achieve military objectives by providing for and maintaining levels of ready forces, material, and consumables necessary to support the military effort. At the AA battalion level, sustainability means accurately using organic assets and coordinating logistic support with higher combat service support elements (CSSEs) to accomplish the mission.

At the battalion level, logistics are directed by the battalion logistics staff officer (S-4). AA battalion logistics support forward deployed AA units with AAV-unique sustainment of parts, materials, and limited third echelon maintenance. The AA battalion, because of its extensive organic maintenance capability, generally creates maintenance contact teams (MCTs) to operate in DS of forward units. Normally, an MCT supports a company but may be created to support a reinforced platoon operating independently. The battalion should maintain close liaison with the supported unit (regiment) and the supporting CSSE. The AA battalion is the focal point for AAV support and sustainment.

Responsibility for logistical support is dependent on the AAV unit's mission. AAVs can be attached to another MAGTF element or be assigned a DS or GS mission. If attached, the attached unit commander is responsible for the logistics of the supporting AA unit. In the DS role, the responsibility for logistical support rests on the parent unit. The attached unit commander has TACON/OPCON of the supporting AA unit (i.e., the vehicle unit is under the command of its parent unit, but supports another specific unit). For GS missions, the responsibility for logistical support rests with the AA battalion (i.e., employment of AA assets to support requests from subordinate elements of the force, not assigning priority to any given element, therefore allowing C2 to be maintained by the AA unit).

Logistic Trains

The CSSE provides sustained CSS. Task-organized CSS units will replenish the AAV unit/battalion trains, which will replenish their companies or separate detachments using combat and field trains.

Types of Trains

Regimental, unit, battalion, and company trains provide logistics and link forward tactical elements and the supporting CSSE.

Regimental Trains

The regimental train consists of CSS to sustain the regimental headquarters and organic or attached units under the direct control of the regiment. The regimental commander may choose to consolidate the battalion field trains in one location for security, control, and resource pooling. CSS that is of immediate need to combat units should be allocated to the battalion trains, but CSS not of a time-critical nature can often be consolidated at regimental level. The MCT may collocate with the regimental train.

Unit Trains

Unit trains centralize organic CSS assets of the supported unit in a single location under the direct control of the unit commander. Unit trains are most appropriate in defensive, slow moving or static situations.

Battalion Trains

Battalion trains operate under the control of the battalion S-4 and are normally echeloned into combat and field trains. Battalion trains should provide their own security while effecting simultaneous resupply of each maneuver element. Combat trains must be located far enough forward to remain responsive, normally not more than 3 to 5 kilometers behind the tactical units. Field trains must be readily accessible to the combat service support detachment (CSSD) to improve coordination.

Combat trains are organic assets that usually include—

- Rations, POL, ammunition (classes I, III, and V), and selected medical and maintenance items to last for a specified period (usually not more than 24 hours).
- The forward BAS with supporting ambulance teams.
- MCTs with a limited number of maintenance and recovery vehicles.
- Other anticipated critical CSS.
- Organic or attached firepower for local and antiair/antiarmor security as required (Stinger, TOW, AT-4, and heavy machine guns).

Field trains consist of the organic CSS capability not located in the combat trains. The field trains usually include—

- Remainder of the BAS.
- Supply section, minus organic or attached motor transport (less supply vehicles in the combat train).
- Remaining CSS not in the combat train.

The field trains can also include—

- Nuclear, biological, and chemical (NBC) MOPP exchange/decontamination.
- Ammunition.
- Additional water and fuel.

Company Trains

Company trains consist of the immediate support that the company commander requires in a combat situation to distribute critical supplies or evacuate casualties. These trains include the company recovery vehicle, the company medical section, and attached CSS support. A company operating independently or at some distance from the battalion will have a portion of the battalion's organic CSS attached, including vehicles for resupply. Company trains, normally no more than a few vehicles, move with the company under the control of the company gunnery sergeant or AAV leader, gaining security from its proximity to the platoons. The company trains move one terrain feature in trace of the company. Organic or attached CSS of a less time-critical nature is normally located with the battalion trains.

Command and Control

METT-T, the seven principles of CSS, and the six functional areas of CSS drive the positioning and employment of supply trains through the chain of command.

S-4

The S-4 controls battalion combat trains but must coordinate with the S-3 in selecting train locations. To best control the train, the S-4 travels or operates with an appropriate communications platform that allows monitoring of multiple nets. CSSD trains will normally monitor the battalion tactical radio frequency.

Company Commander or Supply Officer

Normally, the H&S company commander or supply officer controls battalion field trains. The battalion S-4 may direct the field train if it is collocated with the regiment or battalion.

Tactical Logistics Operation Center

The tactical logistics operation center (TLOC) may be collocated with regiment and/or battalion

field trains. The TLOC monitors designated nets when coordinating DS missions, i.e., transporting supplies directly to the combat train.

The TLOC should provide liaison to supported units, i.e., regiment and/or battalion. The liaison officer should arrive with communication assets and pass coordinating traffic from the CSSD to the supported unit on the CSS request net. Additionally, the mission may require the AA battalion to request a liaison team from the CSSE.

Battalion Support Area

MCTs and supply trains must be protected to maintain the sustainability of forward units. The location of the battalion support area depends on the situation. MCTs in DS may be collocated in battalion support areas or where most responsive yet survivable. MCTs can be collocated with the battalion field trains or regimental trains except when providing DS to maneuver units.

Positioning Considerations

To satisfy the CSS principles of responsiveness and survivability, the unit/battalion trains or MCTs in DS should be located—

- On defensible terrain and outside enemy artillery range.
- In an area with enough space to permit dispersion of both vehicles and activities.
- Where there is good cover and concealment from air and ground observation.
- On firm ground that supports continuous vehicle traffic.
- Near a suitable helicopter LZ for medical evacuation and helicopter resupply.
- Close to main supply routes (MSRs) forward and rearward.
- Near good communications with forward elements and supporting CSSD.

Security of Positions. Security of the battalion support area is a joint effort between the CSS commander and the AAV units. Security considerations include—

- Using OPs to provide early warning.
- Establishing a perimeter defense if expecting to be stationary for an extended period.
- Establishing reaction teams and assignment of positions and sectors of fire.
- Using vehicles with heavy machine guns to cover likely avenues of approach.
- Establishing internal communications by wire.
- Plotting on-call targets for point defense.
- Seeking positions that offer overhead concealment.
- Positioning near the reserve.

Displacement of Positions. When repositioning the trains, the S-4 or commanding officer selects the displacement technique that best complements the supported unit's concept of operations. The trains may displace as a whole or by echelon. Displacement by echelon permits continuous CSS and enhances survivability.

Replenishment Methods

The service station and tailgate issue methods are the two most common methods used to replenish unit trains.

Service Station Method

When using the service station method (see figure 6-1 on page 6-4) of replenishment—

- Tactical vehicles enter the resupply point following a one-way traffic flow.
- Only those vehicles requiring immediate unit or higher maintenance will stop in the maintenance holding area before conducting resupply.
- Personnel rotate individually to eat, pick up mail and supplies, and refill or exchange water cans.
- Vehicles that complete resupply move to the holding area where precombat inspections are completed.
- AAVs pull out of their positions in rotation, resupply, and return.

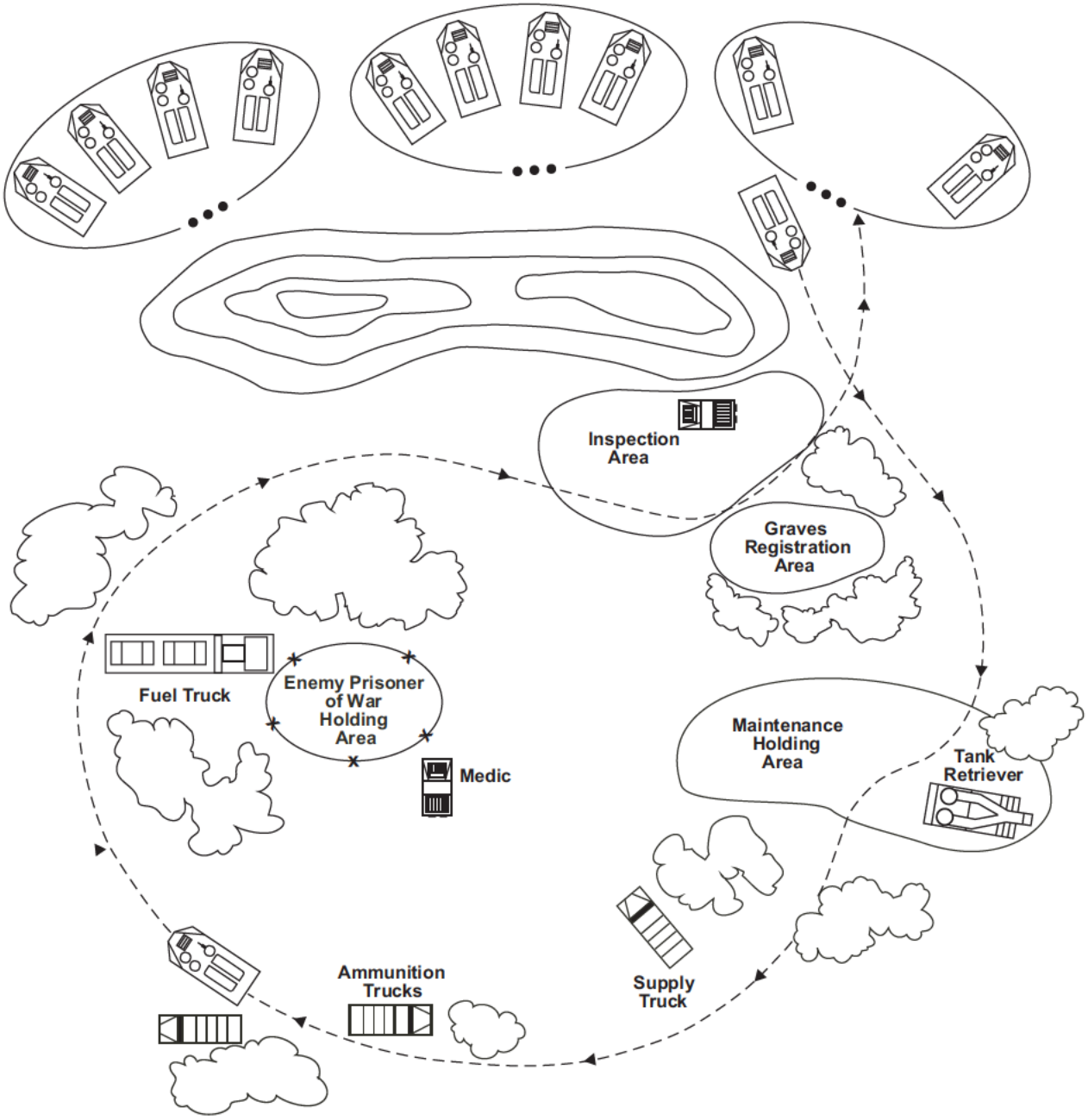


Figure 6-1. Service Station Method.

Tailgate Issue Method

The tailgate issue method (see figure 6-2) is normally conducted only in an assembly area. If it is employed in forward positions, the terrain must mask resupply. This procedure takes much longer than the service station method and places the resupply vehicles at greater risk. When using the tailgate method of replenishment—

- Combat vehicles remain in place while POL and ammunition trucks go to each vehicle position in turn.
- Personnel rotate through the feeding area and pick up supplies, water, and mail individually.

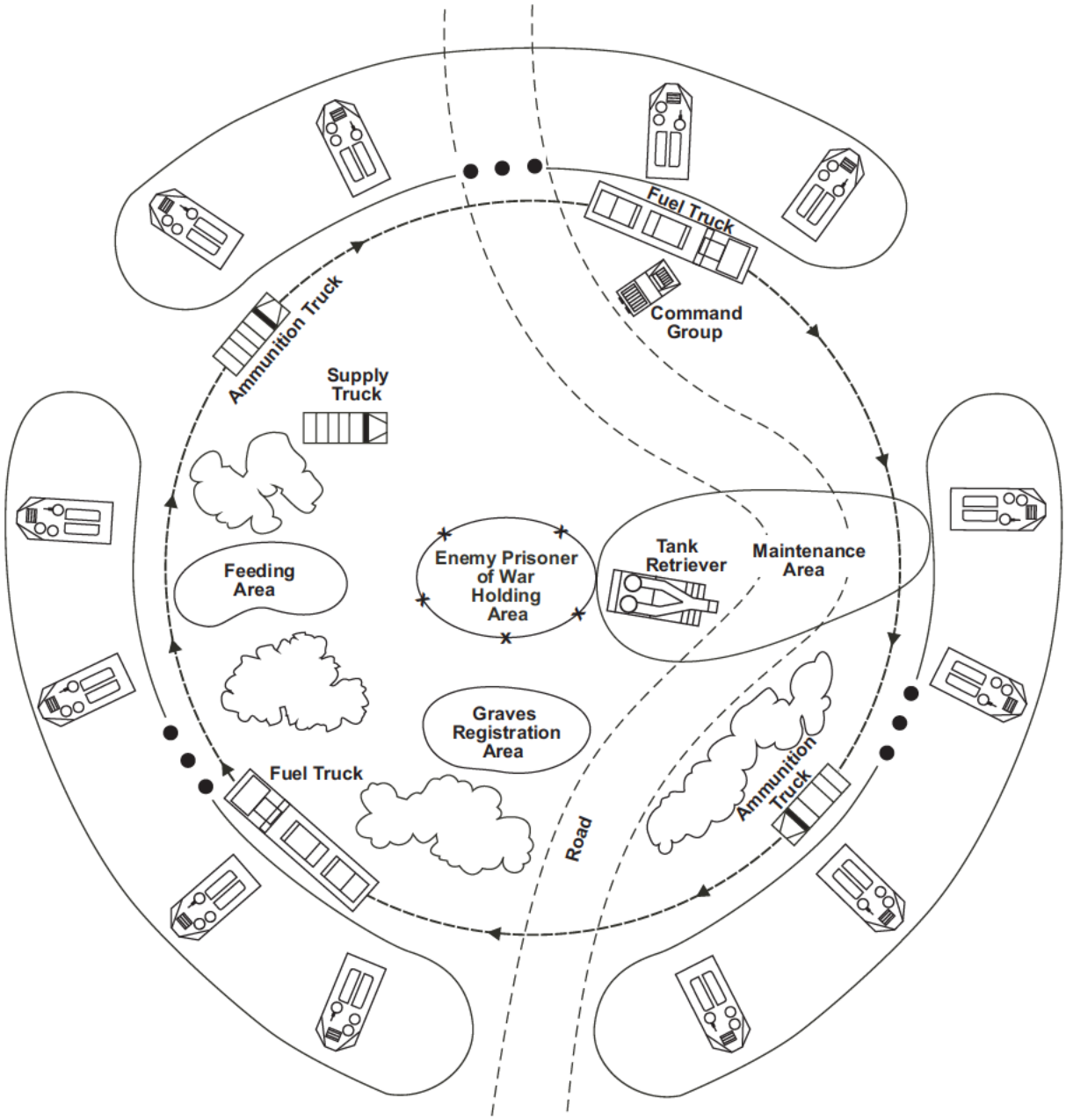


Figure 6-2. Tailgate Issue Method.

- Platoon personnel deliver troops killed in action and personal effects to the holding area.
- Enemy prisoners of war are centralized and guarded.
- Vehicles requiring maintenance are brought to the maintenance area.
- Precombat inspections are completed at each vehicle position.

Recovery and Repair

Recovery and repair are accomplished as far forward as possible, at the lowest capable echelon. When equipment cannot be repaired on site, it is moved only as far as necessary for repair. When the maintenance requirements of the force cannot be met, the commander

determines maintenance support priorities for subordinate units based on recommendations of the S-4 and on tactical requirements.

It may be necessary to selectively interchange or cannibalize parts from damaged vehicles that cannot be immediately repaired to return other equipment to combat. The commander should establish guidelines to prevent uncontrolled, selective interchange and cannibalization.

Commanders with organic or attached maintenance sections should task-organize MCTs to inspect, diagnose, assist with recovery, and repair equipment at forward sites. Contact teams typically operate with combat trains. Based on guidance from the commander, the S-4 task-organizes the contact teams to meet each specific requirement. Based on the tactical situation, contact teams determine whether the damaged item is repairable at the recovery site. If the item is repairable, MCTs fix it or obtain parts, additional tools, and personnel from the rear. If the item is not repairable at the recovery site, MCTs supervise evacuation of the equipment to a designated maintenance collection point.

Company maintenance personnel will recover disabled vehicles and attempt to repair them on site. If company personnel cannot repair the vehicle, it is repaired on site by battalion maintenance personnel or moved by company personnel to a unit maintenance collection point to await repairs. If battalion personnel cannot repair the vehicle, it is repaired on site by an MCT (third echelon) from the supporting CSS unit or moved to a repair replenishment point operated by the CSSE.

Based on the situation, crewmen may remain with the vehicle being evacuated to return it or a replacement to the unit. Crewmen's personal equipment, rations, water, ammunition, and other equipment not installed on the vehicle should be transferred to other vehicles before evacuation.

During fast moving operations, rather than establishing specific collection points, the commander may direct that vehicles be towed to the MSR and secured to await maintenance support from MCTs advancing along the MSR. If vehicles cannot be repaired or evacuated quickly during retrograde operations, they must be destroyed in place to prevent their falling into enemy hands.

AA Battalion Organic Logistic Support

The AA battalion has a large organic logistic capability with robust supply and maintenance units. In addition, the battalion has a large transportation unit for transporting its logistic needs and can provide some of its own engineering, health services, and services requirements. These capabilities ensure the battalion can operate continually.

Supply

The AA battalion supply section (located within the H&S company of the battalion) uses a combination of unit distribution and supply point methods to support the battalion and its subordinate units. The battalion supply section is capable of providing organic supply support for the battalion.

The AA company may maintain operating and training repair parts if requested and authorized. The company may also maintain a 30-day stock of mount-out repair parts. The company is organized to handle the internal distribution of supplies and to carry a basic load. Additional supplies are provided by the battalion or supported unit.

The following are the nine classifications of logistical supplies relating to mech operations:

- Class I—Subsistence (food).
- Class II—Clothing, individual equipment, tools, and administrative supplies.
- Class III—POL.
- Class IV—Construction/barrier materials.
- Class V—Ammunition and explosives.
- Class VI—Personal demand items (cigarettes, razor blades, and post exchange items).

- Class VII—Major end items (equipment such as a rifle or a replacement AAV).
- Class VIII—Medical supplies.
- Class IX—Repair parts.

Maintenance

The AA company is capable of organizational (first and second echelon) maintenance on AAVs, assigned table of equipment (T/E) weapons, motor transport assets, and communications-electronics assets. The company is provided with sufficient tools and test equipment to troubleshoot and diagnose mechanical, electrical systems faults to the repairable component level on organic equipment. Limited third echelon maintenance may be authorized by higher headquarters to support mission requirements.

The AA platoon is task-organized by organic assets and personnel. At a minimum, the platoon is capable of first and second echelon maintenance on AAVs. The platoon may be staffed with a company armorer, motor transport mechanics, communications-electronics technicians or a welder. Maintenance capability on other equipment depends on attachment of Marines with the appropriate MOS and equipment. Limited third echelon maintenance may be authorized by higher headquarters to support mission requirements.

Recovery and battle damage assessment and repair (BDAR) are separate subsets of the maintenance effort. The owning unit is responsible for these maintenance efforts to return combat assets to the battlefield as quickly as possible.

Recovery

Recovery is retrieving or freeing immobile, inoperative or abandoned material from its current position and returning it to operation or to a maintenance site for repair. These actions typically involve towing, lifting, and winching. Towing is typically limited to moving vehicles to the nearest collection point.

Recovery consists of self-recovery, like-recovery, and dedicated-recovery actions. Self-recovery actions use only the equipment's assets. Like-recovery actions involve the assistance of a second, similar vehicle. Dedicated-recovery actions require the assistance of a vehicle that is specifically designed and dedicated to recovery operations. AAV operators are specifically trained in self-recovery and like-recovery actions. Each AA company and each deployed AA platoon, Marine expeditionary unit (special operations capable) (MEU[SOC]), has one AAVR7A1.

Battle Damage Assessment and Repair

BDAR is the procedure used to rapidly return disabled equipment to the operational commander by expediently fixing, bypassing or replacing components. BDAR restores the minimum essential combat capabilities necessary to support a specific combat mission or to enable the equipment to self-recover. Depending on the repairs required and the amount of time available, these repairs are temporary and may or may not restore the vehicle to full mission-capable status. Performed by the crew, maintenance teams, maintenance support teams (MSTs) or recovery teams, BDAR repairs are usually not permanent and should be replaced with permanent repairs as soon as possible. See MCRP 4-11.4A, *Battlefield Damage Assessment and Repair*, for comprehensive recovery and BDAR information.

Transportation

The battalion possesses Logistics Vehicle System container haulers, 5-ton series trucks, and HMMWVs and provides transportation for supported units, equipment, weapons, as well as administrative and logistical functions. Based on METT-T, AA companies can receive

a limited number of motor transport vehicles from the AA battalion.

Engineering

The battalion possesses limited quantities of engineering equipment such as generators, decontaminating systems, air conditioners, fuel and water modules, and a rough terrain forklift. These assets are designed to support battalion-level operations and are not generally deployed below that level.

Health Services

The AA battalion possesses a BAS that requires several AAVs with litter kits to mechanize.

Services

Services available at the AA battalion include personnel administration; religious ministry; billeting; financial management; morale, welfare, and recreation; and messing. During combat operations, food service resources may be centralized within the MAGTF.

Logistic Support Requirements

AAV employment at the company and platoon level focuses on the ability to displace and travel quickly. The AA element will only carry minimum levels of consumable POL and supplies. The CSSE must plan to resupply the AA unit element, normally using logistic trains. The AA unit leader must coordinate frequently with the CSSE to identify changes in supply, maintenance, and transportation requirements.

Supply

The CSSE commander establishes issue points for classes of supply. Ideally, repair parts issue points will be located near intermediate maintenance sites. AA commanders should tailor repair part blocks to the anticipated need of the AA unit. Supply point and unit are the two normal methods of distributing supplies. Under these methods, the using unit is responsible for internal distribution.

Supply Point Distribution

In this distribution method, the using unit is issued supplies at a supply point established by the CSSE. The advantage of supply point distribution is that while it requires the use of organic transportation, the AA unit can request a desired time to make the supply run, even if the run is only for a single, critical repair part.

Unit Distribution

Because the CSSE delivers supplies to the using unit, these deliveries will be prioritized based on the MAGTF mission; however, the unit requiring supplies may not receive them at the desired time. The advantage of unit distribution is that AA units do not allocate organic transportation assets except to distribute supplies internally.

Distribution Considerations

While unit distribution is preferred, frequently the commander must use a combination of methods. In most cases, the main and supporting efforts should be on unit distribution, but if that is not possible, the commander should—

- Consider the main effort for unit distribution.
- Ensure that supplies are delivered forward to the combat units to maintain momentum.
- Avoid combat units having to move rearward to be replenished.
- Prioritize engaged units with limited organic transportation first for unit distribution.
- Prioritize units not in contact with the enemy last for unit distribution.
- Provide sufficient trucks and tankers to units for internal resupply.

Combat Load

Because AAVs rely heavily on class III and class V supplies to complete their missions, CLs are prescribed by the AAV commander in concert with the supported unit's SOP and METT-T. The Marine Corps Technical Manual (TM) 09674A-10/3A, *Assault Amphibious Vehicle*, lists the AAV CL. Generally, each AAV will carry the following:

- 200 ready rounds for the M2 (1,000 rounds stowed in 10 ammunition boxes).
- 96 ready rounds for the MK-19 (768 rounds stowed in 24 ammunition boxes).
- 8 smoke grenades loaded in 2 M257 launchers.
- 1 5-gallon can of lubrication oil.
- 2 5-gallon cans of potable water.
- 1 5-gallon can of coolant.
- 4 1-quart cans of hydraulic fluid.

Maintenance

The CSSE is responsible for intermediate (third and fourth echelon) maintenance. The focus of effort is timely repair as far forward as possible. Intermediate maintenance includes diagnosis, adjustment, direct exchange, and technical assistance. CSS intermediate maintenance elements augment the capabilities of MCTs from the AA unit. The CSS MSTs operate in a GS role while the AAV MCTs operate as a function of their organic maintenance responsibility.

MSTs normally work on equipment in the combat service support area (CSSA) until called forward for a specific repair. This permits better use of maintenance and transportation assets and allows the MST to draw and bring needed parts when called forward. The CSS commander may position MSTs forward if enough work is anticipated to justify the move. When moved forward, the MST should carry a repair parts block and only remain forward for as long as the workload demands.

Maintenance During Amphibious Assault

Assault elements of the LF are either in scheduled or on-call waves. AAVs in the assault element land with limited organizational maintenance personnel. Initially, the CSSE of the landing force support party (LFSP) has limited recovery, evacuation, and repair capabilities, with the majority of CSS maintenance capability going ashore in nonscheduled waves. The LFSP replaces components and assemblies rather than repairing them and uses selective interchange and cannibalization as authorized to offset the limited repair parts ashore.

Maintenance During Transition Periods

When the tactical situation ashore has stabilized, nonscheduled units are landed. These include the CSS trains and the remainder of their maintenance capability. Then the CSS expands its intermediate maintenance effort and establishes MSTs.

Maintenance During Subsequent Operations

When the situation ashore stabilizes further, the CSS becomes fully established and the LFSP disbands. At this time, the CSS reaches full capability for providing maintenance and supply support.

Transportation

CSS transportation assets provide support at the proper locations and times to initiate and maintain operations. The AA element should develop a requirements list identifying personnel, supplies, and equipment that must be moved; requirements that can be supported with organic assets; and requirements that must be requested from the CSS transportation element.

AAV-Unique Planning Considerations

Planners must consider unique refueling, preventive maintenance (PM), and environmental factors when employing AAVs in logistic operations.

Refueling

Refueling an AA unit can be a time consuming task and should be planned carefully to avoid unplanned operational pauses. AA units consume a large amount of fuel in combat operations because they have large mech vehicles. Logistic planners should be familiar with normal fuel requirements before the start of operations. AAVs can be refueled while aboard ship, from ground CSS units once ashore or by air-dropped fuel at a predetermined location.

Fuel Requirements

The AA unit fuel cell (AAV7A1) holds 171 gallons of diesel fuel. Nominal range with a full tank is about 300 miles at 25 miles per hour on land or 7 hours at 2,600 RPM in the water. While the AA unit fuel cell (RAM/RS) also holds 171 gallons of diesel fuel, the nominal range with a full tank is about 280 miles at 25 miles per hour on land or 6.5 hours at 2,600 RPM in the water. Water speed and distance traveled in water depends on currents and sea state. For planning purposes, the AAV7A1 will consume 25 gallons per hour on the water and average 1.7 miles per gallon on land. The RAM/RS will consume 26.5 gallons per hour on the water and average 1.6 miles per gallon on land. Refer to Technical Instruction (TI) 10340-15/1D, *Fuel Requirements Authorized Fuels for Engines*, for detailed information regarding AAV fuel types.

Ground

AA units can refuel from various fuel platforms, including fuel modules, fixed-bulk fuel facilities or an AA unit equipped with two 500-gallon fuel bladders. Time-consuming refueling methods are gravity feed, hand pumps or fuel cans.

Shipboard

The ship's crew supervises shipboard fueling operations. AA unit leaders order fuel and prepare spare fuel filters to guard against possible fuel contamination.

Air

AA units are capable of receiving fuel via rapid ground refueling from the KC-130 and CH-53E.

Preventive Maintenance

To prevent corrosion damage, first echelon PM must be performed on AAVs, especially after saltwater operations. The primary concern is corrosion of electrical leads, components, and communication connectors. Approximately1 hour of supervised PM time should be allocated for every 7 hours of operation under normal conditions. In adverse climates or after water operations, this ratio will decrease slightly.

Environmental Effects

When planning AAV employment in jungle, desert, and cold weather operations, environmental effects must be considered.

Jungle

In jungle operations, the following environmental effects should be considered:

- Troops require more water, placing a greater demand on water purification equipment and transportation.
- Metal parts rust and corrode more quickly.
- Seals deteriorate faster.
- Battery life is shorter than normal.

- Electrical connections corrode more quickly.
- Lenses and dials become fogged because of internal moisture.
- Maintenance requirements, especially first echelon PM, increase.
- Lubrication of working parts must be done daily.
- Onsite maintenance and repair are essential because evacuation is often difficult or impossible.
- Critical repair parts should be positioned as far forward as feasible.

Desert

In desert operations, the following environmental effects should be considered:

- Troops require more water, placing a greater demand on water purification equipment and transportation.
- Dust and sand damage equipment mechanisms.
- Vehicles require more oils and lubricants.
- Batteries do not hold their charge because of the intense heat.
- Blowing sand can damage optical equipment (i.e., vision blocks and sight glass).
- Maintenance requirements and first echelon PM requirements increase.
- Air filter and precleaner must be frequently inspected and cleaned with compressed air.
- Fuel filters must be used when refueling and the fuel inlet should be covered.
- Oil filters will require frequent replacement.
- Oil filler cans and extensions should be cleaned of sand before filling reservoirs.
- Evacuation is usually difficult and onsite maintenance is essential.
- Critical repair parts (e.g., water pumps, belts, hoses, clamps, replacement filter elements) should be positioned forward.

Cold Weather

In cold weather operations, the following environmental effects should be considered:

- Troops require special clothing and higher daily caloric intake.
- Bare hands will stick to cold metal.
- Fuel contacting bare skin will evaporate and result in super cooling.
- Skin and hands can be frozen in a matter of seconds.
- Engines can be much harder to start; warmup time can approach 2 hours at –50 degrees Fahrenheit.
- Batteries can be destroyed if they freeze.
- Mechanical parts are more susceptible to breakage in extreme cold.
- Maintenance can be exceptionally difficult because protective clothing encumbers personnel.

CHAPTER 7. SPECIAL OPERATIONS

AA units are often assigned unique missions classified as special operations. These missions are usually conducted as part of a MEU(SOC). In addition to MEU(SOC) missions, other missions are conducted that may be part of larger offensive or defensive operations. These operations include NBC defense, tactical road marches, breaching operations, and MOOTW.

Marine Expeditionary Unit Operations

The AAV offers the MEU and BLT commanders a rapid and intimidating method of power projection ashore. Amphibious mech company personnel are organized and trained to perform or support MEU(SOC) missions.

Organization

The AA platoon is reinforced with maintenance personnel, communication technicians, and a cook before the platoon is attached to the MEU. The total strength is approximately 1 officer, 50 enlisted, and 1 corpsman to support the platoon while deployed. The platoon will have 13 AAVP7A1s, 1 AAVC7A1, and may have 1 AAVR7A1 attached to it in DS from the MEU service support group. The AA platoon attaches to the BLT and is often placed in DS of the mech company. When attached, the BLT accepts full responsibility for logistical and administrative support and exercises OPCON of the platoon. The AA platoon commander reports to the BLT commander and staff to establish a relationship early and to support the mission of the infantry company.

Training

During the predeployment phase, relationships are more complex and vary from phase to phase. Joint limited technical inspections are conducted before the AA platoon attaches to the BLT. Normally, 6 months before deployment, the AA platoon attaches to the BLT. Once attached, the platoon uses the following D-day and R-day timeline to conduct training and maintenance:

- D-160—Initial support logistic administrative and personnel inspection.
- D-120—Special operations training group raid week.
- D-70—Final support logistic administrative and personnel inspection.
- D-65—MEU exercise.
- D-40—Special operations capable (SOC) exercise/joint task force exercise.
- D-25 to D-day—Block leave/final inspections.
- R+10—Post support logistic, administrative, and personnel inspection and joint limited technical inspections.
- R+15—Final gear inspection/block leave.
- R+30—Return under AA battalion ADCON and OPCON.

Missions

Shock, firepower, and troop and equipment-lift capabilities enable AAVs to conduct amphibious raid, NEO, FHA, and embassy or airfield security missions. For the majority of SOC missions, the AAV offers similar capabilities and limitations.

Amphibious Raid

The AA platoons are used primarily against heavily defended targets near coastlines.

Capabilities. AAVs and the mech company have superior firepower, armor, and mobility. They also have better immediate sustainability than helicopter and boat companies. In addition, AAVs have a larger troop-carrying capacity than helicopters and boats. AAVs can operate in

poor weather conditions that would ground helicopters. The vehicles' psychological and political impact on an opposing force may deter future violence.

Limitations. AAVs are relatively slow in the water. Troop fatigue in the water should be considered as a METT-T limitation. The vehicles are loud and have a large footprint ashore thus reducing the chances of a surprise attack. AAVs may require a major maintenance/logistical effort. In addition, AAVs are vulnerable to AT weapons. The use of AAVs may have a psychological and political impact on the American public and may signal a need for a major commitment of forces.

NEO, FHA, and Embassy or Airfield Security

The versatility of AAVs enables them to sustain these sometimes prolonged missions.

Capabilities. AAVs can serve as static or mobile checkpoints and protect LOC or installations. They also provide a significant logistical and mobility capability for NEOs and FHA missions. In addition, AAVs provide an armored and protective firepower platform for infantry operating out of a mobile bunker.

Infantry can patrol from AAVs by using them as patrol and/or fire bases. The shock and intimidation factor that an AAV possesses can be a force multiplier. AAVs also offer armor protection for noncombatants and troop carrying capacity with immediate sustainability. In an amphibious assault, AAVs can leave last and cover a withdrawal.

Limitations. AAVs can require substantial logistical support for maintenance. AAVs also give a psychological/political impression that may not be consistent with the desires of the commander. For example, AAVs can present a large, intimidating presence when ashore that may have a negative impact on the host country. AAVs have a limited capability to operate in military operations on urbanized terrain (MOUT). Infantry may have trouble fighting from the vehicle because it is not an IFV. Vulnerable to AT fire, AAVs make good targets if employed improperly.

Nuclear, Biological, and Chemical Defense Operations

In many operations that AA units conduct, there is an increasing possibility that the enemy may employ NBC warfare agents against Marines. NBC employment can have devastating environmental effects. AA unit operations in such an environment require constant training to properly defend against NBC attacks and decontamination procedures to complete the mission assigned.

Organization

From organic resources, each AA company organizes NBC defense teams to fulfill the mission of decontamination, monitoring, and survey. An additional duty NBC officer and NBC NCO head the AA company NBC team.

These personnel will be designated and school trained to operate assigned NBC equipment and to assist during decontamination operations as well as monitoring and survey operations when directed. The NBC officer and NBC NCO are responsible for ensuring company Marines, NBC teams, and other command personnel are trained according to MCWP 3-37, *MAGTF Nuclear, Biological and Chemical Defense Operations.*

The NBC NCO will advise and assist in the NBC defense activities of the company and in training the different NBC teams and operators of NBC defense equipment.

The NBC officer and NBC NCO will advise the commander on NBC defense operations and ensure that aspects of NBC defense are included in operational planning. Along with the company medical personnel, the NBC officer and NCO also advise the commander on operational exposure guidance and decontamination operations. In addition, the NBC officer and NCO coordinate

radiological monitoring as well as survey and decontamination operations.

Nuclear, Biological, and Chemical Environmental Effects

An NBC environment can affect offensive and defensive AA operations.

Offensive Operations

The risk of exposing protected infantrymen by dismounting them in contaminated areas may outweigh the risk of attacking mounted. Ultimately, the pattern of contamination, risk, and duration of the combat operation must be considered when making the decision to attack dismounted or mounted.

MOPP 4 degrades the AA crewmen and embarked infantrymen's ability to maintain orientation in the battle by fatiguing crew members due to the heat and limited visibility/communication provided by the M40 field protective masks. Locations of chemical mines as part of enemy obstacles pose a serious threat to infantrymen and force them into MOPP 4. This posture produces the following effects on movement and breaching efforts:

- Movement rates of dismounted infantry are reduced.
- Target acquisition for AAVs and infantry is hindered.
- Synchronization of combat assets on the battlefield is more difficult.
- Platoons move more slowly and less often.
- Combat support arrives later.
- CSS lines become longer and have the added problems of contaminated supplies.

Defensive Operations

Since MOPP gear prevents personnel recognition at a distance and increases the physical effort needed to move from position to position, division of authority is critical. Commanders must anticipate being hit by chemical agents while conducting a defensive mission. To prepare the initial BP, the NBC NCO should analyze the terrain to identify those areas where agents are less likely to accumulate. This information will help identify alternate platoon positions.

Nuclear Defense

The ease with which many countries are able to obtain nuclear materials and production information makes a nuclear threat more likely. A nuclear detonation produces its damaging effects through blast, thermal energy, radiation, and electromagnetic pulse (EMP). The use of armored vehicles for protection of crews and mounted infantry will help minimize these effects.

Electromagnetic Pulse

An EMP is the high-energy, short duration pulse generated by the nuclear detonation. The pulse is similar to a bolt of lightning. As with a close lightning strike, the EMP can affect electronic equipment by inducing a current in an electrical conductor that can disrupt, overload, and damage unprotected equipment (e.g., radios, computers).

Use of Armored Vehicles for Protection

The AAV gives reasonable protection from the effects of a nuclear attack. Though the armor and weight of the vehicle provide the majority of the protection, personnel should take the following steps to enhance protection:

- Get as low as possible inside the AAV. Marines in the vehicle should get to the floor. This includes the driver, gunner, and TC. Assuming a low position on the floor reduces the radiation received by a factor of four.
- Keep hatches shut. An open hatch will unnecessarily expose the crew to blast effects and radiation.
- Secure loose equipment inside the vehicle to prevent injury. The blast wave will throw Marines and unsecured equipment inside the vehicles.

- Dig in AAVs (hull defilade) or place them in trenches or cuts in the road. This will provide limited line of sight radiation protection and considerable blast protection. A hull defilade fighting position or trench that allows half of the vehicle to be covered can reduce gamma radiation by a factor of two.
- Use sandbags as radiation shielding. A single layer of sandbags placed on the top of an AAV provides valuable overhead gamma shielding. Each layer of sandbags reduces gamma radiation by a factor of two. Wetting the sandbags enhances the neutron radiation shielding and protects the sandbags from the heat.
- Place the AAV bow into the blast. This places the mass of the vehicle's engine between the potential radiation source and the crew. This head-on orientation can reduce potential radiation exposure to the crew by half of that of a broadside exposure. In addition, closing the plenums will reduce radiation exposure.

Chemical/Biological Defense

Chemical/biological defense in an AAV is not much more complicated than for the infantry on the ground. The AAV does not have an NBC overpressure capability or any system for protecting those embarked in the passenger compartment. Because the AAV is not airtight, aerosols are a distinct danger. Marines in the AAV during a chemical or biological attack will need to wear their NBC individual protective equipment (i.e., M40 field protective mask and chemical protective overgarment). When closed up, the vehicle will only provide cover from direct contact with liquid agents.

Chemical/biological defense procedures in an AAV are no different than for an individual with the exception that the personnel vent fan on the AAV should be shut off. Transition to various levels of MOPP gear should be determined by the commanding officer based on the threat assessment of possible contamination or attack. When an attack is detected, personnel not in MOPP 4 should don the protective gear as quickly as possible. The AA unit commander who detected the attack should send an NBC 1 report to higher headquarters. Once the all clear is sounded or the unit has moved into an uncontaminated area, the MOPP gear should be exchanged as quickly as possible. See MCWP 3-37; MCWP 3-37.3, *NBC Decontamination*; and MCRP 3-37A, *NBC Field Handbook*, for additional information on NBC threat assessment, NBC reports, as well as decontamination procedures and MOPP gear exchange.

Decontamination Procedures

Before conducting decontamination procedures, the commander must obtain approval from higher headquarters. Decontamination of AAVs can be easier than other Marine Corps vehicles because AAVs are designed to operate in water and resist water damage. The AA unit commander should ensure AAV decontamination should be completed as quickly as possible after an NBC attack to prevent the spread of contamination by the vehicles. This can occur when troops climb in and out of a contaminated vehicle and spread the agent from the outside to the inside of the AAV and to areas around the AAV. The AA unit has organic NBC decontamination equipment. This equipment can be used to conduct immediate and operational decontamination to continue the mission, or thorough decontamination is conducted away from contaminated areas as part of a reconstitution effort.

Equipment

The M11 decontamination apparatus (DAP), M13 DAP, M17 lightweight decontamination system (LDS), and M100 sorbent decontamination system (SDS) are used for vehicle decontamination.

M11 DAP. The M11 DAP is used to perform spot decontamination on small areas of vehicles (e.g., steering wheels, crew compartments that Marines will have to touch in the accomplishment of the mission) and other large pieces of equipment. See figure 7-1. The M11 DAP is a small container the size of a fire extinguisher. It holds 1 1/3 quarts of decontamination agent (DS2) and a nitrogen

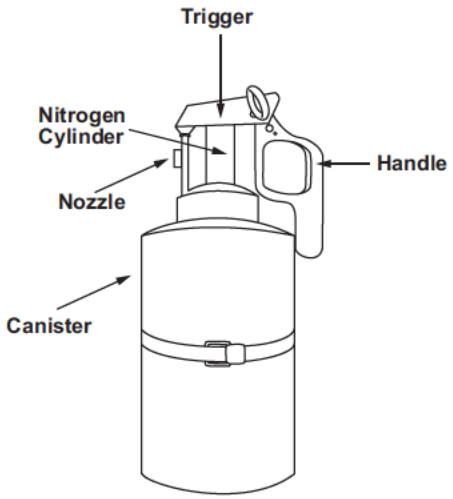


Figure 7-1. M11 DAP.

cylinder that provides pressure. The M11 can decontaminate an area of 135 square feet and spray effectively 6 to 8 feet out. After each use, the M11 DAP is refilled with DS2 and a new nitrogen cylinder. For further information, see TM 3-4230-204-12&P, *Operator's & Unit Maintenance Manual for Decontaminating Apparatus, Portable, ABC-M11*.

CAUTION

When handling DS2, use extreme caution. DS2 can produce chemical burns and severe illness if inhaled. DS2 is highly corrosive and will damage or corrode nonmetals if allowed to sit and soak into the material. Do not use DS2 in areas where super tropical bleach (STB) is also being used. DS2 and STB are highly reactive and produce extreme heat and possibly fire if allowed to mix.

M13 DAP. The M13 DAP is used to decontaminate vehicles and other large equipment. See figure 7-2. The M13 DAP is about the size of a 5-gallon gasoline can and comes prefilled with 14 liters of DS2. The M13 DAP can decontaminate an area of 1,200 square feet. A hose assembly, pump assembly, wand assembly, and brush are attached to the fluid container to apply the

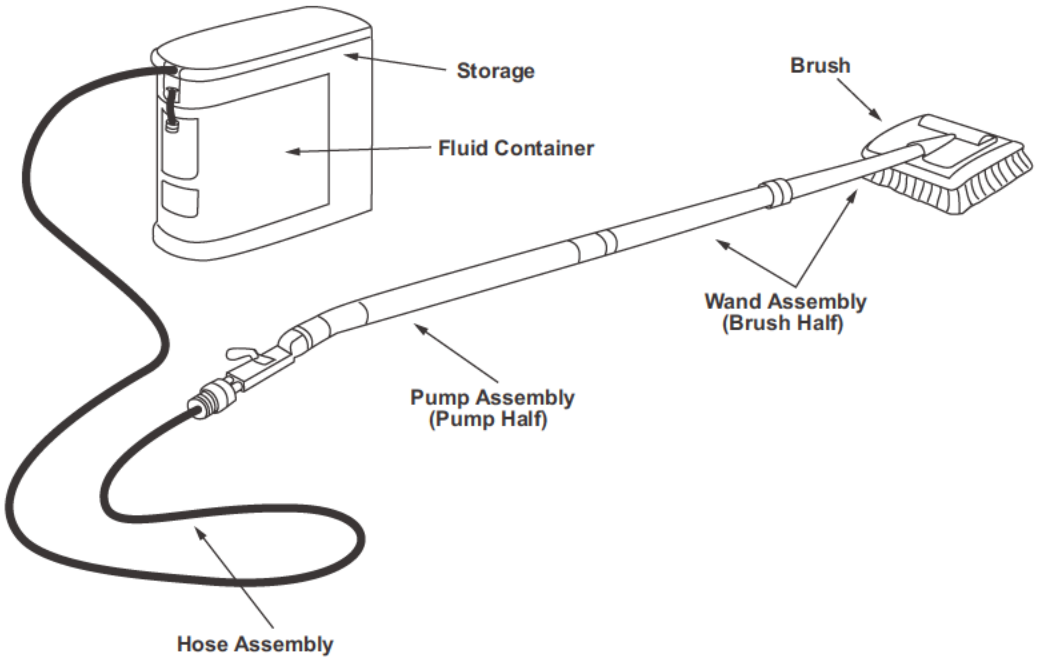


Figure 7-2. M13 DAP.

DS2. The brush allows for removal of thickened agents, mud, grease or other material from the surfaces being decontaminated. For further information, see TM 3-4230-214-12&P, *Decontamination Apparatus, Portable, 14 Liter*.

M17 LDS. The M17 LDS is used to decontaminate vehicles and other large pieces of equipment. See figure 7-3. A battalion NBC section usually stores the M17 LDS. The M17 LDS may be used for company and battalion-sized operational and thorough decontamination operations. A hose and wand assembly is attached to the M17 LDS to release a high-pressure stream of hot water for removal of thickened agents, mud, grease or other material from equipment surfaces. An attachment also allows the operator to add detergents to the water stream and use hot soapy water in the decontamination effort. For additional information, see TM 3-4230-228-10, *Decontaminating Apparatus: Power Driven, Lightweight, M17*.

M100 SDS. The M100 SDS allows the user to conduct the operator's wipedown portion of immediate decontamination. See figure 7-4. The system consists of one case, two decontamination kits, and two straps. Each decontamination kit contains one applicator mitt and one pack filled with sorbent powder. To conduct the operator's wipedown, the user opens one of the decontamination kits and extracts the mitt and sorbent pack. While wearing the mitt, a user pours a generous portion of the sorbent onto the mitt. The user then rubs the sorbent filled mitt

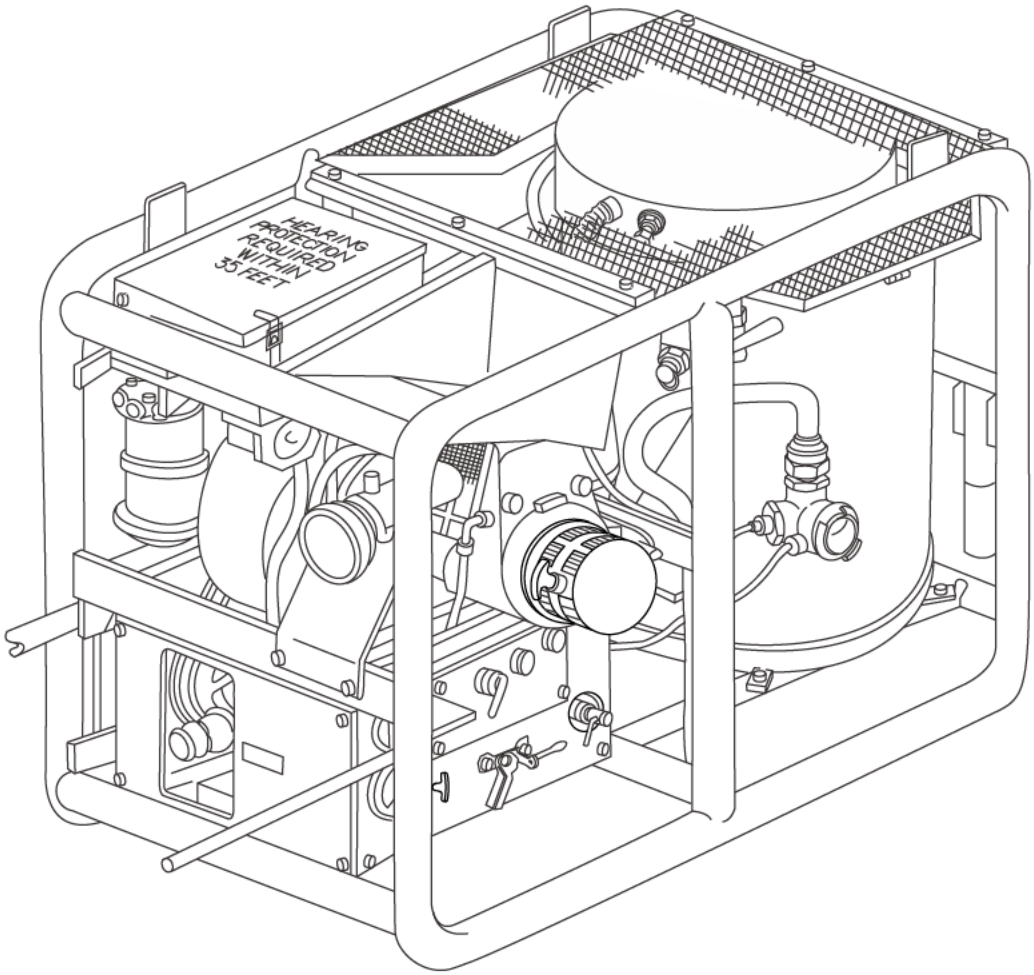


Figure 7-3. M17 LDS.

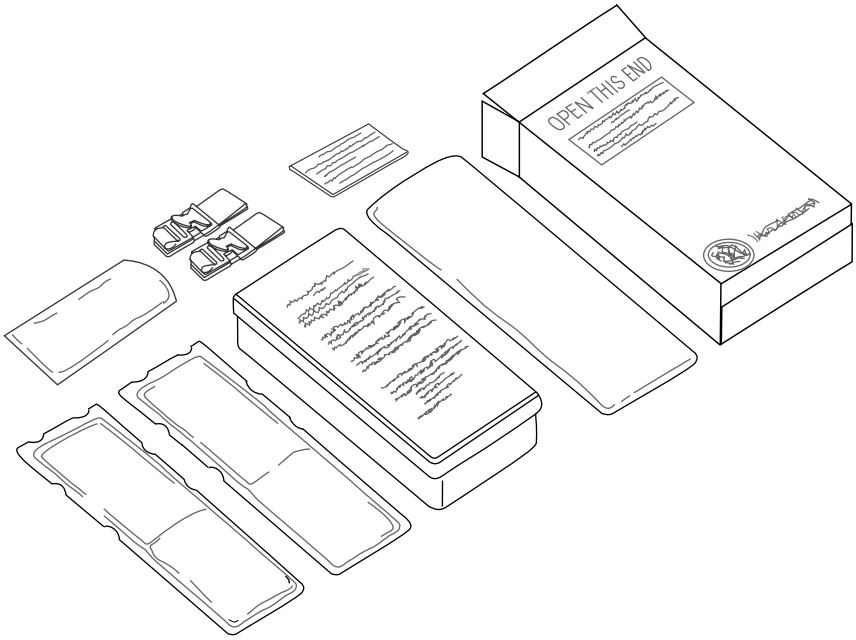


Figure 7-4. M100 SDS.

on the contaminated surface until the surface appears dry. Sorbent powder may be added to the mitt as needed.

Methods

The three levels of decontamination are immediate, operational, and thorough. The AA company will use these doctrinally established methods to decontaminate their vehicles as defined in MCWP 3-37.3. Whenever possible, DS2 and hot soapy water/hot rinse water will be used to decontaminate the vehicles in a chemically or biologically contaminated environment, while hot soapy water and hot rinse water will be used to decontaminate vehicles in a radiologically contaminated environment.

Immediate Decontamination. For vehicles and equipment, immediate decontamination is known as the operator's spraydown/wipedown technique. This method is conducted as soon as possible after an attack and is most effective when done within 15 minutes of contamination (following completion of personal wipedown).

Chemical—Whenever possible, a chemical agent monitor and/or M8/M9 detector paper is used to determine what surfaces require decontamination. Those surfaces that must be touched on the exterior of the vehicle or mission essential equipment should be decontaminated with the M100 SDS. The M11 DAP/M13 DAP may be used in conjunction with or in lieu of the M100 SDS to decontaminate those surfaces (e.g., crew seats, operator's pedals, steering wheels, door handles). The M100 SDS must be used to decontaminate equipment that DS2 may corrode. When using the M11/M13 DAP, decontamination personnel use the following procedures:

- Spray/brush DS2 on surfaces (do not spray surfaces that DS2 may corrode).
- Allow the DS2 to sit on the surface for approximately 30 minutes (contact time).
- Rinse the surface thoroughly with water.

- Recheck surfaces with a chemical agent monitor and/or M8/M9 paper to ensure equipment is contamination free before operation/use.

Biological—A bleach solution is first used for biological contamination; however, if bleach is not available, hot soapy water may be used. Decontamination personnel use scrub brushes to apply the solution, scrub thoroughly, and rinse completely with water the exterior areas of the vehicle that must be touched or mission essential equipment. In the absence of bleach and hot soapy water, DS2 (M11/M13 DAP) and STB may be used but, due to their corrosive nature, they are not the preferred decontaminates.

Radiological—If vehicles and equipment are contaminated by fallout, decontamination personnel use monitoring equipment (i.e., AN/VDR-2) to locate contamination. Radiological contamination can be removed from areas of vehicles that must be touched and mission essential equipment by brushing or scraping. Water is also effective for flushing away radiological contamination; however, the runoff will be contaminated and must be treated accordingly. Equipment and vehicle parts must be rechecked with monitoring equipment after decontamination and before operation/use.

Operational Decontamination. For equipment and vehicles, operational decontamination limits the spread of contamination and facilitates additional decontamination requirements by speeding up the weathering process, thereby possibly eliminating the need for thorough decontamination of vehicles and equipment. Vehicle washdown is the procedure through which this is accomplished. This procedure is covered in detail in MCWP 3-37.3. The procedure consists of using the M17 LDS and hot soapy water to washdown/decontaminate vehicles and equipment. The following steps apply:

- Step 1: Button up vehicle and equipment—close access doors, hatches windows, and other openings.
- Step 2: Perform washdown—use M17 LDS and hot soapy water to wash vehicles and equipment from top to bottom.

Thorough Decontamination. For equipment and vehicles, thorough decontamination reduces and sometimes eliminates contamination. Normally, this procedure is part of a reconstitution effort and will always require logistical support from elements of the FSSG. AA company NBC-trained personnel will be tasked to augment FSSG personnel in accomplishing thorough decontamination tasks. To perform thorough decontamination, AAVs will move to a detailed equipment decontamination site based on the type of contamination (chemical and biological decontamination is a five-step process, whereas radiological contamination is only a four-step process). See figure 7-5. This procedure is covered in detail in MCWP 3-37.3. The following steps apply:

- Station 1: Primary Wash—Vehicle is washed using the M17 LDS and hot soapy water.
- Station 2: DS2 Application—DS2 is applied from the top to the bottom of the vehicle. (This station is not used for radiological contamination.)
- Station 3: Contact Time/Interior Decontamination—Wait time for DS2 neutralization of contamination is observed; M8/M9 paper (chemical contamination) and the AN/VDR-2 (radiological contamination) are used to locate contamination within the vehicle. The interior of the vehicle is then decontaminated using the M100 SDS or a rag soaked in a high test hypochlorite (HTH) or STB solution. HTH should only be used if STB is not available.

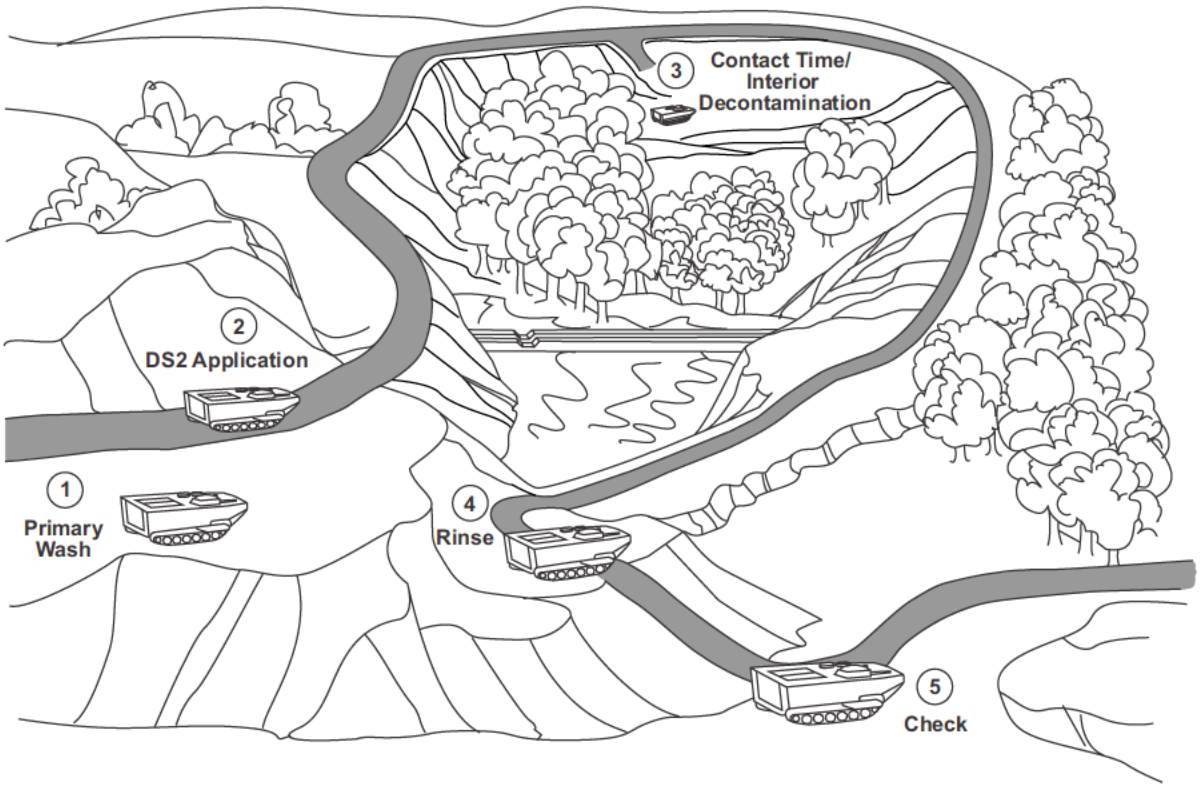


Figure 7-5. Thorough Decontamination Site.

CAUTION

When handling STB or HTH, use extreme caution. STB and HTH can produce chemical burns and severe illness if inhaled. STB mixed with DS2 and HTH mixed with DS2 are highly reactive and produce extreme heat and possibly fire.

- Station 4: Rinse station—DS2 is rinsed off of the vehicle.
- Station 5: Check—Vehicle/equipment is checked for residual contamination.

Road March Operations

When not in enemy contact, the mech company team may have to move long distances to position for future operations. These movements, called road marches, are planned at the battalion, company, and platoon level. The purpose of a road march is relocation, not to gain contact with the enemy. The road march is planned and conducted at a prescribed rate of speed with a prescribed interval maintained between vehicles. The primary consideration for this operation is the rapid movement of units from one area to another. The AA unit leader should plan and control the movement of the unit conducting a road march. The success of a road march depends on the method of movement, organization, understanding of concepts, preparation, and thorough planning. See MCWP 4-11.3, *Convoy Operations*, for detailed discussion of road march operations.

Military Operations Other Than War

See MCDP 1-0, Appendix E. Although the intensity of fighting may be less in many cases, the restrictiveness and variance of MOOTW on mech

forces makes the training, planning, and execution infinitely more difficult on the military.

Types

An AA unit may be called upon to support any of the 16 MOOTW missions/operations listed in JP 3-07, *Joint Doctrine for Military Operations Other than War*, but most likely, the unit will be involved in the following:

- Enforcing exclusion zones.
- FHA.
- Military support to civil authorities.
- NEO.
- Peace operations.
- Recovery operations.
- Combating terrorism.
- Enforcing sanctions.
- Strikes and raids.

Employment Advantages

AAVs are employed in MOOTW missions for their distinct logistical capability; mobility, firepower, and armor protection; amphibious capability; and shock/intimidation value.

Logistical Capability

When employed in a logistical role, the AAV provides the following advantages:

- Armor protection—The AAV has a large personnel carrying capacity while providing armor protection. This is especially important when carrying noncombatants, critical supplies or nongovernmental organization workers though potentially hostile terrain.
- Armored ambulance capability—The AAV with a litter kit can transport up to six personnel on stretchers under armor protection.
- Large logistical capacity—The AAV can carry large quantities of food, water or supplies over varied terrain and under armor protection.

Mobility, Firepower, and Armor Protection

When conducting convoy, convoy security, and checkpoint operations, the AAV's mobility, firepower, and armor protection are important. The AAV can provide fire support from the UGWS, armor protection to the embarked infantry, and infantry mobility in diverse and difficult terrain.

Amphibious Capability

The AAV can provide NEOs' or combat operations' logistical support from ship to shore.

Shock/Intimidation Value

When employed in crowd control, patrolling, convoy or checkpoint operations, the AAV's size and appearance can intimidate combatants and noncombatants.

Employment Disadvantages

While the AAV's shock and intimidation value can be useful in MOOTW, it can be a detractor in a volatile situation. The appearance of AAVs or other armored vehicles may incite violence or destabilize a situation. The commander must weigh this consideration. In addition, the commander must plan for the AAV's large logistical requirements.

Breaching Operations

In battle, Marine Corps forces can expect to encounter numerous manmade and natural countermobility obstacles. When such obstacles cannot be bypassed, they must be overcome. The Marine Corps has equipment and forces to deal quickly and efficiently with these obstacles to maintain the momentum and shock of the attack. Within the AA battalion, this mission belongs to the M/CM platoon. The primary mission of the M/CM platoon is to provide support in the clearing of lanes through minefields and other obstacles during amphibious

operations and in support of subsequent operations ashore. Because of this specialized mission, the M/CM platoon is considered a division asset and has established a special working relationship with the division combat engineer battalion. Operational proficiency in the employment of M/CM assets requires an understanding of the MK-154 LMC system used to clear obstacles, the organization of M/CM assets, M/CM precepts, and amphibious breaching operations. See MCWP 3-17.3, *MAGTF Breaching Operations,* for an indepth analysis of tactics, techniques, and procedures for breaching operations. For information involving types of breaching equipment, see FM 5-100, *Engineer Operations*. For information involving types of obstacles, see FM 5-100; FM 5-102, *Countermobility*; and FM 20-32, *Mine/Countermine Operations.*

MK-154 Linear Mine Clearing System

The MK-154 LMC system is a special mission kit specifically designed for use on the AAVP7A1. When not installed on the AAV, the kit is stored in its own shipping container. A trained crew can mount the MK-154 in 2 hours. The use of the AAVR7A1 boom or another heavy-lift asset is required to mount the kit on top of the AAVP7A1. See figure 7-6.

The MK-154 ammunition load occupies the entire troop compartment of the AAV. A full reload of the system, three line charges and rockets, requires approximately 45 minutes. Each line charge consists of a rocket, a line charge of 100 meters of C-4 explosive, and 66 meters of safety line. The crew remains inside the AAV when using the hydraulically deployed rocket launcher.

Characteristics

The MK-154 LMC has the following characteristics:

- Launching device weighs 3,040 pounds.
- Container and device weighs 8,790 pounds.
- Container dimensions are 175.75 by 96.88 by 60.5 inches.

The MK-154 ammunition has the following characteristics:

- Linear demolition charge with tub (ML25) weighs 2,550 pounds.

Figure 7-6. MK-154 LMC.

- C-4 charge weighs 1,750 pounds.
- Three MK22 model rockets weigh 115 pounds each.
- Four MK22 model rockets weigh 128 pounds each.
- LMC and combat-equipped AAV with EAAK weigh 65,600 pounds.

Capabilities

- The MK-154 LMC system is specifically designed for defeating manmade obstacles intended to hinder and delay military operations. The following are capabilities of the MK-154 LMC system:
- Can be mounted on any AAVP7A1 hull without additional modification to the AAV.
- Is capable of firing three line charges consecutively without reloading the system.
- Permits the breaching of a minefield up to 260 meters in depth with proper overlap of each charge.
- Creates a line charge explosion blast area 16 meters wide and 100 meters in length that is 95 percent clear of mines (with the exception of double impulse and magnetic impulse mines).
- Reduces wire obstacles and trip wires with the line charge blast.

Limitations

Environmental factors may restrict the ability of the MK-154 LMC system. When the vehicle is on a slope in excess of 53 percent bow up, the MK-154 LMC system is unable to fire using its electrical system. However, the system can be fired manually with the vehicle on a slope up to 60 percent bow up. In addition, waves over 3 feet in the surf zone may swamp the vehicle when the system is raised and preparing to fire.

Employment Techniques

The operational employment techniques for the MK-154 are as follows:

- AAVP7A1 with MK-154 approaches the minefield/obstacle belt.
- AAVP7A1 with MK-154 stops approximately 70 meters before the minefield boundary.
- MK-154 launcher is deployed.
- MK-154 is aimed by pointing the entire vehicle in the direction of intended rocket flight.
- MK-154 is launched. When fired, the rocket pulls the line charge from the troop compartment of the AAVP7A1.
- Rocket reaches the end of the 166-meter line (62.5 meters of safety line and 103.5 meters of explosive), rocket pulls the line charge taut, and line falls to the ground. The 62.5-meter safety line provides the maximum distance between the launch vehicle and the explosion.
- AAV crew detonates the line charge from within the AAV. The explosion creates a lane approximately 100 meters long by 16 meters wide.
- AAV moves to execute additional firings to accomplish the mission if additional lanes are required or if the minefield is of such a depth to require multiple charges.

Organization of Mobility, Countermobility Assets

The M/CM platoon is located in the H&S company, AA battalion, and consists of 24 AAVs with 12 MK-154 line charge kits. Normally, the smallest unit used for breaching operations is the breach team, consisting of four AAVs and two MK-154 kits. Table 7-1 shows the M/CM organization.

Table 7-1. M/CM Organization.

M/CM Unit	Equipment
Platoon	12 AAVP7A1 equipped with 12 MK-154 LMC systems 12 AAVP7A1 support vehicles
Section	6 AAVP7A1 equipped with 6 MK-154 LMC systems 6 AAVP7A1 support vehicles
Breach Team	2 AAVP7A1 equipped with 2 MK-154 LMC systems 2 AAVP7A1 support vehicles
Breach Element	1 AAVP7A1 equipped with 1 MK-154 LMC system 1 AAVP7A1 support vehicle

Mobility, Countermobility Precepts

The commander should consider the following precepts when planning for M/CM platoon employment:

- MK-154 vehicles never operate alone and require the security of the supported unit.
- The smallest M/CM unit to be employed for an operation will be a breach team consisting of two MK-154 vehicles and two AAVP7A1 security vehicles. This is done to maintain 100 percent redundancy that is essential at the breach site. Breaching doctrine anticipates 50 percent losses during obstacle reduction operations.
- Breach AAVs are not amphibious tanks or mine plows and are susceptible to antiarmor weapons and mines.
- High speed underway launches with breach AAVs are similar to AAVP7A1 high speed underway launches.
- MK-154-equipped AAVs are sophisticated ordnance items that should not be used to transport troops or equipment.

Preparations for Amphibious Operations

When planning to employ the MK-154 in amphibious breaching operations, the commander should consider embarkation factors and develop a launch plan.

Embarkation Planning Factors

When planning for embarkation of the MK-154 vehicles, the commander should consider the following factors:

- Because of the size of the MK-154 shipping container and the difficulty of installation, the AAV should embark either pier side or offshore with the MK-154 launcher installed.
- The breaching element equipment should be embarked to ensure the element is in the first assault wave. Extra space is needed for loading ordnance aboard the MK-154 LMC vehicles and at least 10 feet of overhead clearance for elevating of the launcher platform. MK-154 vehicles need to be staged on a flat level surface to conduct operational checks of the MK-154 electrical system. (Ordnance will not be loaded aboard the MK-154 LMC vehicle during operational tests.)
- The vessel must have adequate magazine storage, including ammunition capability issues, for the ordnance. An arming plan must be developed so the MK-154 can be armed onboard ship before deployment.

Launch Plan

Underway launches for the MK-154 LMC vehicles are the same as standard AAVs. When developing the launch plan, the commander must consider that fuel usage of the MK-154 LMC vehicle is approximately twice the rate of the standard AAV in the water and on land.

CHAPTER 8. AAV GUNNERY AND FIRE CONTROL

The AA unit possesses a significant firepower potential that increases the combat power of the supported infantry unit. The UGWS of the AAVP7A1 combines the infantry support capabilities of the M2 HB .50-caliber machine gun and the MK-19, 40-millimeter automatic grenade launcher into a single, nonstabilized turret operated by the vehicle commander. The UGWS was designed for the primary mission of infantry fire support during the conduct of offensive and defensive operations. The secondary mission is for vehicle self-defense, which is the protection of the flanks and rear of mech forces from the fires of AT teams and ATGMs. The third firepower mission is the local air defense of the mech force in extreme circumstances. Additional information and details pertaining to AAV gunnery and fire control can be found in FM 23-27, *MK-19 40 mm Grenade Machine Gun Mod 3*; FM 23-65, *Browning Machine Gun Caliber .50 HB, M2*; and MCWP 3-15.1, *Machine Guns and Machine Gun Gunnery*. The proper employment of the AAV's weapons systems and smoke capabilities greatly increases mission success and enhances the survivability of both the AAVs and the supported infantry.

Weapons System Employment

To employ the AAV's weapons station safely and effectively, the AA unit personnel must have a sound understanding of fire control responsibilities, weapons effectiveness, water gunnery, classes of fire, principles of fire distribution, UGWS capabilities, techniques of employment, and fire control.

Fire Control Responsibilities

Fire control of AAVs includes operations connected with the preparation and application of the selected targets. It implies the ability of the AA unit leader to correctly identify the target, open fire when desired, adjust the unit's fire upon multiple targets, regulate the rate of fire, shift fire from one target to another, coordinate the fire with the movement of dismounted infantry, and cease firing. The ability to exercise correct fire control depends primarily on the discipline, knowledge, and training of the AAV crews and leaders. The AAV UGWS is a nonstabilized platform that requires intensive sustainment training for accurate delivery of fires. Failure to exercise correct fire control results in danger to friendly troops, loss of surprise, premature disclosure of vehicle positions, misapplication of fire on important targets, loss of time in securing target adjustments, and waste of ammunition. The responsibilities for AAV fire control follow the chain of command for the AAV unit. The AA platoon commander, section leader, and crew chief execute fire control.

AA Platoon Commander

The AA platoon commander is responsible to the supported unit commander for the effective employment of AAV firepower in support of combat operations. To maximize fire support and ensure proper control of fires to prevent friendly casualties, the AA platoon commander must clearly understand the location of adjacent unit boundaries to preclude firing outside the unit's zone of action and must maintain positive communications with the supported infantry. Normally, the AA platoon commander—

- Assigns fire missions and firing positions to the section leaders.
- Selects weapon to fire (either .50 caliber or 40 millimeter).
- Designates sectors of fire.
- Makes target assignments.
- Identifies locations of friendly troops that may be endangered by section fire.

AA Section Leader

The AA section leader is responsible for the tactical and technical employment of the section's firepower. When the AA platoon is operating under decentralized control, the AA section leader will receive requests for fire and direction from the supported infantry platoon commander. The AA section leader is responsible for passing information to the AAV crew chief regarding—

- Firing positions.
- Targets to be engaged and estimated range.
- Sector of fire.
- Fire adjustment of the section.

AAV Crew Chief

Responsible for the fire control and tactical employment of the AAV, the crew chief carries out the orders of the AA section leader and platoon commander. The crew chief/gunner also directs the AAV driver to—

- Position the vehicle for maximum effectiveness of its fire.
- Move to assigned firing positions.
- Provide cover during reload. (Together with the third crewman/assistant driver, the crew chief/gunner reloads the turret.)

Classes of Fire

To properly employ the UGWS-mounted machine gun and MK-19, AAV gunners must understand and correctly apply plunging, grazing, frontal, flanking, oblique, and enfilade fires.

Plunging

In a plunging fire, the danger space created by the angle of falling rounds in relation to the ground slope is confined to the shortened beaten zone. Plunging fire is obtained when firing from high ground into low ground, low to high ground, and at long ranges.

Grazing

Grazing fire is fire approximately parallel to ground where the center cone of fire does not rise above 1 meter. When firing over level or uniformly sloping terrain, the maximum extent of grazing fire is approximately 1,000 meters for a .50 caliber machine gun.

Frontal

In a frontal fire, the long axis of the beaten zone is at a right angle to the long axis of the target.

Flanking

This fire is delivered against the flank of a target.

Oblique

In an oblique fire, the long axis of the beaten zone is at an angle, but not a right angle to the long axis of the target.

Enfilade

In an enfilade fire, the long axis of the beaten zone coincides or nearly coincides with the long axis of the target. This class of fire is either frontal or flanking with respect to the target, because it makes maximum use of the beaten zone

Weapons Effectiveness

To properly engage a target, the AA unit leader must understand the weapons' effects of the UGWS. Unit leaders must select the weapon to be fired and decide whether to mass fires. Destruction of point targets will require firing from the halt because the AAV's UGWS is not stabilized. Firing on the move may at best provide area suppression or at worst, waste ammunition. Overhead fire support of dismounted infantry must be fired from the halt and carefully thought out.

Up-Gunned Weapons Station

The UGWS is composed of weapons, sight, and fire controls. The M36E3 sight provides the gunner with a 7-power sight with a reticle calibrated for the M2 and MK-19. The sight is laser protected against enemy lasers. A properly boresighted UGWS in the hands of a trained gunner can provide first round hits on targets within maximum effective range. However, the sight does not take into account dynamic cant of the vehicle. That is the off-level attitude of the vehicle that may arise from being on a front, rear or side slope. This is when the art of gunnery is required to manipulate the weapons on target using intuitive adjustment of the reticle in relation to the target.

M2 .50-Caliber, Heavy-Barreled Machine Gun

The M2 .50-caliber machine gun of the AAV normally fires armor piercing incendiary and armor piercing incendiary tracer ammunition at a maximum effective range of 1,830 meters and a maximum range of 6,800 meters. Capable of penetrating 1 inch of rolled homogeneous [steel] armor (RHA) at 200 meters and 0.7 inch of RHA at 600 meters, the M2 can be effectively employed against lightly armored vehicles, material, and infantry. The sabot light armor penetrator (SLAP) round is highly effective against light armor targets out to ranges up to 1,500 meters. At that range, the SLAP round will penetrate ¾-inch steel armor at 0 degrees obliquity. The M2 is not effective against tanks or the frontal armor of the Russian-made, BMP infantry combat vehicle. Compared to the MK-19, the .50-caliber machine gun is the weapon of choice for immediate suppression of ATGM launchers because of its fast flight time and high fire rate. The M2 can also be employed to range targets for the MK-19 using the burst-on target method. The section leader uses the burst-on-target method to effectively mark and suppress the target and pass the correct range for the MK-19.

MK-19 40-Millimeter Grenade Launcher

The MK-19 is an area weapon principally designed for the destruction of infantry, material, and lightly armored vehicles. The AAV-mounted MK-19 normally fires the high explosive dual purpose (HEDP) ammunition that provides excellent fragmentation and blast effect against infantry (up to a 15-meter effective casualty radius), while possessing a shaped charge capable of penetrating 2 inches of RHA. The ballistic qualities of the MK-19 can be characterized as relatively straight trajectory out to 1,000 meters with plunging characteristics past 1,000 meters to its maximum range of 2,200 meters. Table 8-1 shows the time of flight for each of the three MK-19 rounds fired from the UGWS. This table can be used to judge when rounds will impact the target after firing.

Table 8-1. MK-19 Time of Flight Table.

Range (meters)	B542/M430 HEDP (seconds)	B480/M385 HE (seconds)
500	2.40	2.43
1,000	5.63	5.74
1,500	10.17	10.53
2,000	18.97	17.44

As the primary weapon for the destruction or suppression of enemy infantry, the MK-19 can be used to engage troops located in the open, dug-in on reverse slopes or behind hills by employing high-angle fire techniques like a light infantry mortar. When firing the MK-19 from a defilade position, the gunner must be able to communicate with a spotter to make adjustments.

The 40-millimeter HEDP round can penetrate the armor of fielded IFVs. Despite the degree of adjustment at longer ranges and long time of flight, the MK-19 is the AAV's weapon of choice for the frontal engagement of light armored IFVs at ranges up to 1,000 meters. Although not designed as an AT weapon, the MK-19 fire of an

AAV unit can be massed to engage tanks with high-angle plunging fires at ranges exceeding 1,000 meters to achieve penetrations of the turret or engine compartment roof. Under extreme circumstances, the MK-19 may be effective against the rear armor of older tanks. The AAV should only be employed as an AT weapon for its own defense or in extreme circumstances.

Water Gunnery

Water gunnery encompasses a higher level of gunnery skill. To effectively employ the weapons, the AAV gunner must be able to adjust the azimuth, traverse the elevation, and fire the weapon while remaining focused on the target. At the same time, the driver must minimize steerage and maintain a constant speed during firing. Water gunnery requires more ammunition than land gunnery and requires training to familiarize the crews with the intricacies of firing from a moving platform.

Crews with solid land gunnery performance should practice water gunnery skills on a body of water with a smooth surface. After practicing dry firings while looking through the sight, the gunner begins with live fire and builds toward live firing on an amphibious landing. AAV crews familiar with water gunnery skills will be better prepared for amphibious landings or riverine operations.

Amphibious Landings

During an amphibious landing, a multitude of factors can affect the position of the vehicle. Waves and swells create a constant state of various motions to the vehicle. The driver also creates motion by steering in the direction to the beach. These motions have an effect on the gunner's ability to track the target. On average, only one-third of the ammunition fired is near or on target. When firing during an amphibious landing, the gunner must continually range the target while the driver must keep the vehicle headed straight without steering.

Riverine Operations

Gunnery in riverine operations is similar to gunnery in amphibious landings. In riverine operation, most targets will be to the port or starboard side of the vehicle and will require constant azimuth adjustments to the target while firing from a moving vehicle. Currents, tides, and the bottom hydrography will affect the vehicle and the UGWS. The driver must minimize steering and maintain a constant speed while the gunner engages the target.

Range Determination Methods

Methods for determining range include estimating by naked eye, observing the size of targets through a sight, firing the gun for observed impacts when on level ground, measuring from a map, stepping off the distance with a pace count or securing information from other units such as an adjacent vehicle with a laser range finder. Ranges are determined to the nearest 100 meters for machine gun firing. In combat, the most commonly used methods are observing by eye and observing by fire.

Observing by Eye

When determining distance by eye using the 100-meter unit of measure method, the gunner must visualize 100 meters on the ground and determine how many 100-meter units to the target. If the distance is over 500 meters, the gunner should calculate half the distance to the target and multiply that distance by two. Certain conditions affect the appearance of objects when they are observed by eye. Light and terrain can make objects appear closer.

Objects seem closer—

- In bright light.
- When the color of the object contrasts sharply with the background color.
- When observed over water, snow or a uniform surface (e.g., wheat field, flat open desert).
- When observed from a height downward.

- In clear atmosphere at high altitudes.
- When observed over a partially hidden depression.
- When observed straight down a road or railroad track.

Objects seem more distant—

- When observed over a visible depression.
- In poor light or fog.
- When only a small part of the object can be seen.
- When observed from low ground to high ground.

Observing by Fire

The only accurate method of determining range by observing fire is through the M-36 sight when on level ground. When receiving range information from another AAV, the gunner must consider the frontal or downward slope from that vehicle.

Principles of Fire Distribution

Survival of the AA unit often depends on how quickly and effectively its fires can be distributed on the enemy. If the AA unit's fires are not controlled, ammunition will be wasted and targets will not be effectively engaged. SOPs must be established for distributing fires, because the AA unit commander may not have to give subordinates detailed fire missions when fighting in a surprise meeting engagement. The following fire distribution principles and the initiative of the AAV section leaders and crew chiefs must be relied on during the first minutes of contact.

Cover Enemy Targets

Fires from each AA section should be distributed so that enemy targets are completely covered. Proper distribution saves ammunition and increases the number of kills by AAV gunnery.

Avoid Target Overkill

A unit fighting outnumbered or at close quarters cannot afford killing a target more than once. Each AAV should strive to engage a single target unless the mass fire of the section is required to ensure the destruction of large targets or more heavily armored vehicles.

Fire First and Fast

Firing first with accurate fire greatly increases chances of winning the engagement. If the initial burst misses, the first to fire can probably shoot again and hit the target before receiving return fire. If surprised by the enemy and unable to fire first, the AA unit should return fire as quickly as possible. The AA unit should continue to engage the enemy as fast as possible, because fire placed in the enemy's area will lessen his effectiveness and give friendly weapons time to adjust. A wasted opportunity to engage a target may never be regained.

Optimize Each Weapon

AA unit commanders must be able to effectively coordinate available firepower to maximize fire support for the supported infantry. The effective use of each weapon will depend on their capabilities, limitations, and availability. When a mix of weapons (MK-19 and M2) is desired, the AA unit commander should designate which AAV within the section should employ what gun. Accuracy decreases as range increases, so it may be necessary to mass fires on a distant target. Normally, the section leader suppresses, marks, and confirms range with the M2 as the rest of the section kills with the MK-19. When engaging IFVs, two AAVs of a section should mass their fires on one enemy vehicle while the third AAV destroys its dismounted infantry or ranges and/or suppresses the next vehicle for section engagement. This technique should be used in long-range engagements, normally past 1,000 meters, where the accuracy and lethality of the AAV's UGWS may not allow effective one-on-one engagements.

Destroy Dangerous Targets

Target danger varies with range, terrain, and target type. For example, at a range of 600 meters, an APC may be more dangerous with its dismounted infantry than tanks at a greater range. A target should be destroyed based on the degree of danger it presents.

Most Dangerous. An enemy weapon that can destroy a friendly element and is engaging or preparing to engage is classified as most dangerous and should be engaged first. If there is more than one such target, the closest is engaged first.

Dangerous. A dangerous target is an enemy weapon that could engage and destroy a friendly element but has not seen friendly units yet. This target is engaged after the most dangerous targets are destroyed.

Least Dangerous. The least dangerous enemy target cannot engage or is not powerful enough to destroy a friendly element, but the target can report the friendly element's location to another enemy unit capable of engagement. This target is engaged after the most dangerous and dangerous targets are destroyed.

Redistribute Fires

If needed, fires can be redistributed when time permits.

Fire Control Techniques

In the offense and during the conduct of a mobile defense, there is usually little time for planning AAV fire control and distribution. Often the initial area of coverage is hurriedly assigned to an AA section. Infantry and AA unit commanders must use simple fire control measures that can be clearly understood by leaders and crews. Fire control measures must be used routinely, without detailed instruction. The TRP, nearest-half, sector of fire, and EA techniques can be used to control fires.

Target Reference Point

The TRP is used for identifying enemy targets and for controlling fires. The TRP can be an easily recognizable natural object (e.g., rock outcrop, unique tree) or a manmade object (e.g., engineer stake, chemical light behind a tree). TRPs can be used to designate targets for the infantry company, AA platoon, section or individual AAV. In addition, TRPs can designate the center of an area where a commander plans to distribute or converge fires in a surprise engagement.

The supported company commander or AA platoon commander usually designates TRPs. The TRPs should be planned on likely avenues of approach during defensive operations and in likely enemy locations during offensive operations. Compass points (e.g., north, east) are used when giving directions centered on a TRP because AAVs will be engaging from different directions.

Nearest-Half

The nearest-half technique is a method for rapid distribution of initial fire and coordination of the initial volley. Each section leader estimates how much of a target can be seen and then directs fires into the closest half of the target area. The section leader distributes fires in half of the target area using variations of the frontal fire, crossfire, and depth fire engagement patterns.

Frontal Fire. The frontal fire engagement pattern is used when targets present themselves laterally and friendly weapons can fire to the front. Each gunner engages targets directly to the front and then shifts to the inside of the target area. The center gunner engages the center target and then shifts to either side.

Crossfire. The crossfire pattern is also used when targets present themselves laterally. Each gunner engages targets on the enemy flank diagonally and then shifts to the inside. This technique is effective against armored fighting vehicles because it enables target engagement on vulnerable side armor.

Depth Fire. The depth-fire engagement pattern is used when targets present themselves in depth. One section engages close targets while another section engages deep targets.

Sector of Fire

In this fire control technique, a specific area is assigned to a unit or an AAV to cover by fire. Sectors of fire are assigned to ensure adequate

target coverage by fire and observation not to restrict a section to firing only in its assigned section. Each section or AAV should be assigned one primary and one secondary sector of fire. If no targets appear in the primary sector, the AAV is free to engage targets in the secondary sector.

Engagement Area

An EA is an area where the supported unit commander intends to contain and destroy an enemy force with combined arms and massed fires of available weapons. The EA may also be divided into sectors to concentrate fire and to optimize fire distribution on the battlefield. EAs can be identified by multiple TRPs, depending on the size and complexity of the EA.

Range Cards

A range card is a rough sketch or drawing that serves as a record of firing data and a document for defensive fire planning. No matter how long an AA unit plans to occupy a position, it immediately prepares a complete range card for primary positions and a partially complete range card for alternate or supplementary positions. Each AAV makes a range card in duplicate using the available standard range card modified for AAVs and the UGWS. One copy is passed up the chain of command to the AA section leader for organizing the defense and preparing a fire plan sketch. The other copy stays with the AAV. The gunner uses the card to recall the data to fire at predetermined targets and as an aid in estimating ranges to other targets. When making a range card, the gunner should include as much information as necessary for another gunner to man the turret. A third card may be necessary if the AAV is directly supporting an infantry squad. Revisions and improvements are made on the range card when necessary. Each AAV crewman should understand the range card and should know the location of the range card. MCWP 3-15.1, FM 23-27, and FM 23-65 contain details on the construction of range cards.

Orientation

The range card provides spaces for the vehicle's tactical number, section, and platoon, supported unit, the GPS grid for the AAV, and the magnetic vehicle azimuth of the AAV. The dot represents the AAV. These cards are clearly marked indicating primary, alternate or supplementary position. The elevations for the .50-caliber M2 and 40-millimeter MK-19 are separated to allow the gunner to place the range from the sight in each block and to place the range from the AAV to the target in the range block. For example, an AAV that is in a defilade position may be positioned with its nose canted at 10 degrees. This creates dynamic cant in an upward angle and provides an additional angle of elevation for the UGWS.

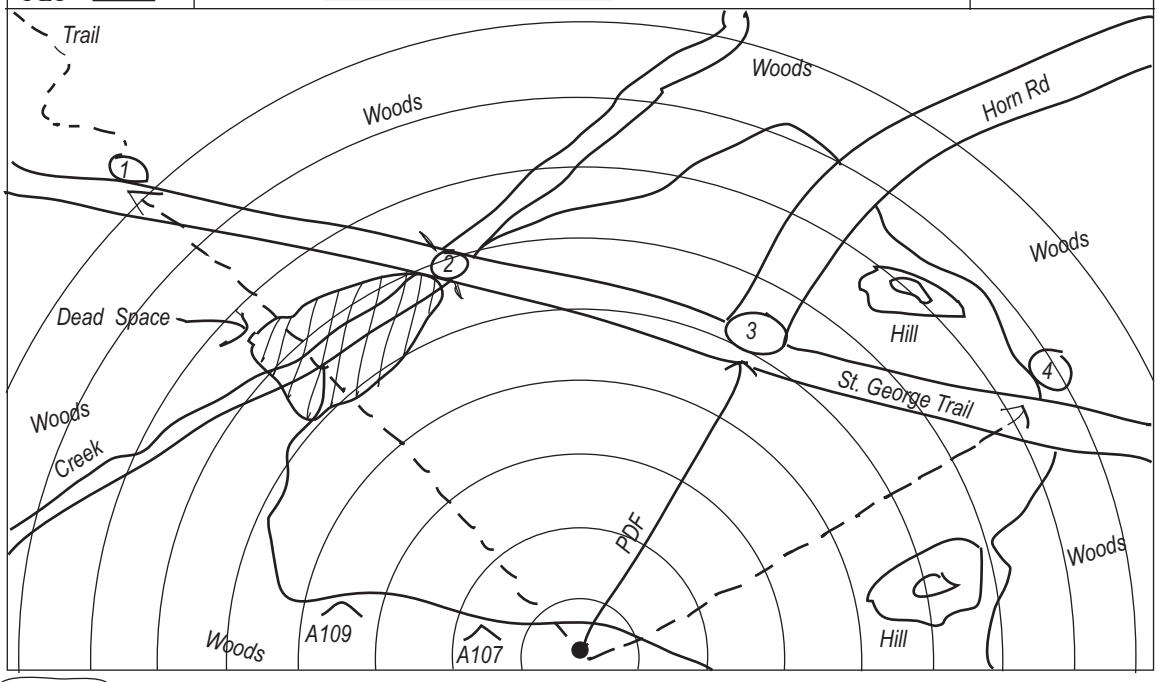
Figure 8-1 on page 8-8, the sample range card, depicts an AAV with 10 degrees nose-up cant. The target at TRP 1 is physically 1,000 meters from the vehicle. Because of the added angle to the AAV and the UGWS, the range to the target when looking through the reticle of the sight for the M2 is 800 meters to the target. If the AAV gunner looks through the sight and elevates to 1,000 meters on the reticle, the gunner would shoot over the target. From experience and training, the AAV gunner can look at the elevation of the barrel and see that it is too high to hit the target. However, since the ballistics are different for the MK-19, the gunner sets the MK-19 on 950 meters on the range memory drum. If the gunner fires at these targets, the gunner would see the exact range.

Experience and training give the AAV gunner the knowledge required to estimate the angle of the barrel relative to the target and to calculate the trajectory of the round. When targets of greater or lesser elevation are engaged, the AAV gunner should shoot low on a target, because low rounds can be observed and walked on target. High rounds are more commonly not seen and therefore cannot be adjusted quickly.

STANDARD RANGE CARD

For use of this form see FM 7-7. The proponent agency for TRADOC.

TAC# A108	Supported Unit 1st Sqd., 3d Plt E Co	138
SECT 3d	May be used for all types of direct fire weapons	MAGNETIC VEHICLE AZIMUTH
PLT 1st	GPS Grid 21876150	



Primary
Alternate
Supplementary

DATA SECTION

POSITION IDENTIFICATION Primary BP-12	**DATE** 15 Feb 2002
WEAPON M2/MK-19 UGWS	**EACH CIRCLE EQUALS** 100 **METERS**

TRP/TARGET	TURRET AZIMUTH	MAGNETIC AZIMUTH	ELEVATION .50	ELEVATION 40mm	RANGE	DESCRIPTION
TRP 1	310⁰	88⁰	800	950	1000	Intersection Road/Trail
2	325⁰	103⁰	550	650	650	Bridge
3	17⁰	155⁰	500	550	550	Intersection PDF
4	53⁰	191⁰	700	800	850	Intersection Road/Woods

REMARKS AAV is on a 10⁰ degree nose up cant behind a small berm.

DA Form 5517-R, Feb 96 (Revised for use with AAV UGWS)

Figure 8-1. Range Card Example.

Recording Information

The vehicle commander records firing data on the range card to include the final protective line (FPL) or the principal direction of fire (PDF). This is the single most important piece of information of concern to superiors.

FPL. When choosing an AAV position and making a range card, the commander should consider the following principles:

- FPLs should provide as much grazing fire as possible.
- Terrain and obstacles should be used to force enemy formations into positions where the fires of the FPL will be flanking and enfilade.
- FPLs should be interlocking, which adds to the effectiveness of the fire plan by eliminating gaps in the FPLs and maximizing the coverage by fire across as much of the frontage as possible.
- Machine gun FPLs are usually fired at a rapid rate for the first 2 minutes and a sustained rate thereafter.

An FPL is drawn as a heavy line, shaded to signify grazing fire with the M2. Gaps are left in the heavy line to indicate dead space that can be covered by the MK-19. The range is recorded to the near and far ends of the dead space and to the maximum extent of graze along the FPL. The firing data needed to engage the target is recorded on the range card. Firing data is taken from the turret ring azimuth indicator and memory range drum of the UGWS. A magnetic azimuth reading should also be placed on the card so unit leaders will know the direction from the position.

PDF. The PDF is drawn as a solid line with an arrow, and the range is recorded to the near end of the avenue of approach. The firing data and magnetic azimuth are also recorded on the data section at the bottom of the form. Dashed lines designate sector limits. The data for these are recorded on the range card sketch. Other targets of tactical significance are predetermined, sketched, and recorded on the range card sketch. The targets are numbered consecutively from the FPL. The FPL is always target number 1. When a PDF is assigned, targets are numbered starting from either side.

Fire Commands

Within the AA platoon, fire control is exercised by using fire commands that are instructions issued to the AAV gunners, which enable them to properly engage the desired targets. The AA platoon commander or section leader will determine which elements to include in the fire command. Although the fire command should be as brief as clarity will permit, some targets may require all elements. The fire command elements can be remembered by using the brevity code for alert, direction, description, range, assignment, and control (ADDRAC). The following are examples of fire command elements:

- **A**lert—“First section fire mission.”
- **D**irection—**“**Left front.”
- **D**escription—“BRDM.”
- **R**ange—“1100.”
- **A**ssignment—“A101 and 103 use MK-19. I will mark and suppress with M2.”
- **C**ontrol—“Fire.”

Initial Fire Commands

Fire commands must be as brief and concise as possible, but initial fire commands must at least contain the elements of **A**lert, **R**ange, and **C**ontrol.

Subsequent Fire Commands

During and upon conclusion of firing, the AAV unit commander must maintain control over the engagement and cease fire or shift fire once targets are destroyed. When dismounted infantry are closing upon an objective engaged with supporting fire, the AAV unit commander ensures that fires are being shifted correctly. The AAV unit commander should not assume that the gunners in a section have the same vision of the battlefield as other sections. When adjusting fire, the AAV unit commander should give the deflection of fire first.

Infantry Calls for Fire

One of the primary missions of the AA unit is to provide fires in support of its embarked infantry. AA unit commanders should plan and coordinate the employment of their weapons with the supported infantry commander before the conduct of operations. Aspects of fire control and support, in conjunction with the overall concept of operations, are important to the effective planning and execution of the mission. SOPs should be established to coordinate and control AAV fires with the dismounted infantry to maximize effect and ensure safety.

Infantry calls for fire are generally made over the infantry company tactical net or the AAV command net. When AA sections are operating in support of infantry platoons under decentralized control, the AA section leader may monitor the infantry platoon net for calls for fire. However, under most circumstances, calls for fire should be made to the AA platoon commander to ensure proper control and distribution of fires.

Antiaircraft Gunnery

Individual M2 .50-caliber machine guns can provide AA units with a self-defense capability against hostile, low flying, low performance aircraft. These guns are employed in the air defense role as part of the unit's local defense. Although machine guns are not components of an integrated and coordinated air defense system, they should be used to engage hostile aircraft within maximum effective range of the gun unless otherwise directed. Surveillance, reconnaissance, and liaison aircraft; troop carriers; helicopters; and drones are typical targets. See FM 44-80, *Visual Aircraft Recognition*, for aircraft recognition and identification information.

Engagement Rules

Normally the following rules for engagement apply:

- Attack aircraft identified as hostile.
- Attack aircraft committing a hostile act.

Requirements for a Hit

To engage enemy aircraft effectively, the AAV gunner must accurately estimate the future position of the target and point the gun in such a manner that the fired rounds and the aircraft will arrive at the estimated point at the same time. The gunner must fulfill the following requirements to hit the target:

- The line requirement demands that the gunner cause the round to intersect at the target course line. (The vertical size of the target provides the gunner a small angle of tolerance.)
- The lead requirement demands that the gunner cause the round to intersect the target. (The length of the aircraft provides some angular error.)

Smoke Generation

Smoke generation aboard AAVs is one of the primary methods to mask tactical movements of AAVs or supported infantry from being observed by the enemy. When smoke is being used to designate targets for CAS or other fire support coordination, the AA platoon commander must coordinate through the same fire control procedures as gunnery to obtain authorization before using smoke on a battlefield. The use of smoke must be carefully planned and should be used as part of defensive efforts against ATGMs. The AAVP7A1 is capable of generating smoke for obscuration through either an onboard engine generating system or by using the M-257 smoke grenade launchers.

Engine Generating System

The AAV has the capability to generate white smoke for visual obscuration. The vehicle injects raw fuel onto the hot exhaust manifolds producing smoke from the vehicle's top exhaust. Usually this requires the engine to be operated at high RPM to produce a reasonable volume of smoke. Wind direction is a key factor in using vehicle-generated smoke. For example, if the smoke is used for an amphibious landing, the

wind should be blowing towards land. In a land environment with no wind, the smoke will plume over the vehicle.

M-257 Smoke Grenade Launcher

Located on the back of the turret, the M-257 smoke grenade launcher has a left bank and a right bank of four grenade tubes each. The grenades can be fired as a left bank of four, a right bank of four or both banks simultaneously. The turret should be facing the threat so the grenades will provide 105 degrees of coverage for the AAV. The grenades are propelled into the air, detonate at approximately 30 feet, and provide coverage 20 to 50 feet from the AAV.

A critical element in firing the smoke grenades, wind will affect the burst distance from the vehicle, persistence of the screening agent, direction of travel of the screen, and adverse effects of the screening agent on the vehicle. For example, the L8 red phosphorous grenade will produce a smoke screen that persists for several minutes in very light wind. However, a wind coming towards the AAV can blow red phosphorous particles on the AAV, which can be dangerous to personnel. For this reason, hatches must be closed before firing. The M-257 can fire several different types of grenades, to include those fired by the M1A1 tank. The type of grenade load depends upon the threat environment. Table 8-2 provides capabilities of available AAV M-257 grenades.

Table 8-2. Grenades for the AAV M-257 Grenade Launcher.

Grenade	Spectrum Screened	Fill Material	Time to Effective Cloud	Obscuration Duration
L8A3	Visual	Red phosphorous	8 seconds	3 to 4 minutes
M76	Visual plus IR	Brass flake	2 seconds	45 seconds
M82 (training)	Visual	Titanium dioxide (smoke agent)	2 seconds	45 seconds
M81	IR plus radar	Brass flake and graphite	2 seconds	20 seconds

CHAPTER 9. OPERATIONS IN SPECIAL TERRAIN

Special terrain is geography or an environment (e.g., jungle, riverine, river crossing, urban, desert, mountain areas, and cold weather) that requires peculiar or unique operational and logistical considerations. In planning for operations in special terrain, the commander must consider the mobility limitations and maintenance requirements when employing the AAV. This chapter will focus on these special requirements and offer ways to compensate for expected limitations.

Jungle Operations

Jungle operations limit the mobility of AAVs and other armor assets. The terrain and topography of jungle areas can radically change from flat rice paddies to a steep-sided, triple-canopy jungle in only a few miles. Many jungles have rivers and tributaries that are the primary means of transportation for much of the population. These avenues of approach are a major consideration in tactical operations and are a viable mission for AAVs. Jungle areas traditionally have two wet seasons throughout the year. During these periods, vehicular mobility may be constrained if roads and trails wash out. During the dry seasons, armor will be confined to established roads and trails or armor-created paths. These changes in the jungle environment provide intelligence, CSS, tactical planning, fire support, engineer, and communications challenges to the AAV unit.

Intelligence

The AA battalion S-2 will provide the following information to the commanding officer, S-3, and S-4 for planning operations in a jungle environment:

- Weather, type of vegetation, and topography in the operational area.
- Avenues of approach and their trafficability during wet and dry seasons.
- Enemy's ATGM and recoilless rifle capability. (Wire-guided missiles are generally ineffective in a jungle, but rocket-propelled grenades and recoilless rifles can be devastating when armor contact ranges are 15 to 25 meters.)
- Enemy's engineering capability. (Mines, particularly command-detonated and off-road, can halt an operation in areas where roads/trails are only one-vehicle wide.
- Additional stocks of maps. (One map of the area of operation should be maintained in each vehicle.)

Combat Service Support

Units moving in a jungle environment present to the supporting unit staff numerous CSS challenges that include but are not limited to the following:

- The AA battalion S-4, in conjunction with the battalion motor transport officer, should formulate plans to push supplies forward as rapidly as possible because class III/V/IX resupply is essential to maintaining combat momentum. Concurrent plans should be made, to include the transfer of supplies from wheeled vehicles to tracked vehicles when terrain becomes impassable during the wet season.
- The AA battalion S-4 makes plans based on availability of aerial resupply for supported units and trained personnel to operate LZs.
- The AA battalion S-4, working with supported unit commanders and the AA H&S company commanding officer, should plan for all-around security for supply columns sent forward to conduct resupply and recovery of disabled vehicles.
- The AA battalion S-4 develops criteria for the destruction of battle-damaged equipment due to restriction on battlefield vehicle evacuation from the jungle.
- The AA battalion commander and S-4 place special emphasis on equipment and weapons maintenance.

Tactical Planning

Due to the close nature of jungle operations, AAVs and their embarked infantry should modify their tactics and equipment to facilitate close combat. Generally, AA units will be cross-attached to support sustained infantry operations at the platoon and company levels. The following tactical considerations should be addressed when planning for jungle operations:

- Issue additional hand-held munitions (AT-4, hand grenades) as well as M-203s to vehicle crews and embarked personnel.
- Ensure embarked personnel maintain watches from open cargo hatches and the open rear personnel door of a moving AAV, which will allow for 360-degree security. The open rear personnel door and cargo hatches will also limit the effects of high explosive antitank warheads/mine blast if the vehicle is hit.
- Use mounted infantry patrols where the shock and mobility of the AAV can be used to close with known or suspected enemy positions before dismounting embarked infantry.
- Close vehicle intervals to allow for the massing of vehicle and embarked infantry fires.
- Use the inherent weight of the AAV to overrun and crush enemy bunkers and trench systems.
- Equip augmented AA units with additional night vision devices. Be aware that high humidity and rainfall in jungles may reduce the effectiveness of IR and thermal capabilities.
- Employ dismounted patrols and OPs when halted, ensuring that enemy infiltration routes are targeted.
- Prepare to use infantry where the enemy situation is unclear.
- Employ early warning sensors to provide a more integrated defense.
- Do not use AAVs in a static position for an extended length of time. This will be an invitation to infiltrating enemy infantry to single out the AAV(s) for attack/destruction.

Fire Support

For fire support coordination within a jungle environment, the embarked FO and the forward air controller (FAC)/FAC (airborne) should consider the following aspects of their mission:

- Using creeping fires to support the unit's mission.
- Adjusting fire by sound.
- Following a white phosphorous first round with an HE delayed fuse.
- During CAS sorties, ensuring that pyrotechnic marking criteria for the enemy does not duplicate marking criteria for friendly units.

Engineer

Engineers attached to an AA unit in a jungle environment are an invaluable asset to offensive, defensive, and support operations. If properly equipped, engineers will be able to improve existing roads and trails and construct or improve LZs to support operations. While the jungle traditionally provides excellent concealment, engineers will enhance that concealment by creating semipermanent and permanent covered positions (e.g., bunkers, trench works) for the AA unit.

Communications

Communications in a jungle environment will vary depending on the terrain in the AO. The AA battalion communications officer must accomplish the following before conducting operations in a jungle area:

- Secure additional GPS/PLRS assets to support units that may be widely separated.
- Prepare to operate, man, and support communication retransmission sites within the operational area.
- Elevate antennas above the jungle canopy or use directional antennas if possible.

Riverine Operations

Riverine operations are conducted to control the military aspects of an area dominated by inland bodies of water. These military aspects include communications, traffic, and commerce. The objective of riverine operations is to prevent an opposing force from using the river for its own purposes while permitting the use of the river by friendly forces.

Although it applies in varying degrees to operations conducted in mid- and high-intensity warfare, this section is principally written toward the conduct of operations against guerrilla-type forces in a low intensity warfare environment. Many of the techniques applicable to amphibious assault operations are applicable to the riverine environment. Forces to conduct riverine operations may be introduced through an amphibious assault. Riverine operations may be initiated from amphibious ships or be conducted as an adjunct to amphibious operations. The tactics and techniques set forth in this section apply to riverine operations conducted under any circumstances. Riverine operations require a tailored organizational structure and selection of equipment particularly suited for the environment. Riverine operations may be conducted in conjunction with other Service forces or as combined operations with allied forces.

The basic tactics and techniques governing riverine operations are set forth in MCWP 3-35.4, *Doctrine For Navy/Marine Corps Joint Riverine Operations;* JP 3-02, *Joint Doctrine for Amphibious Operations;* and JP 3-02.1, *Joint Doctrine for Landing Force Operations*. This section supplements these publications by emphasizing the unique capabilities of AAV employment in support of MAGTF riverine operations.

Environment

The general and physical environment assumes vital importance in planning and conducting riverine operations, because sharply contrasting riverine environments are found throughout the world, and their impact on riverine ground force techniques varies. Major drainage areas that can affect riverine operations are generally divided into three longitudinal sectors.

Longitudinal Sectors

These three longitudinal sectors are the upper sector or headwaters, the middle sector or central valley, and the lower sector or delta.

Upper Sector or Headwaters. The upper sector or headwaters is often a mountainous region drained by numerous large and small tributaries that merge to form a river system. Navigation is difficult or impossible, because headwaters are characterized by waterfalls, rapids, high banks, steep gradients, and local variations in water depth that complicate the design of watercraft for use in this sector.

Middle Sector or Central Valley. The middle sector or central valley is generally a broad river valley fed by numerous smaller tributaries. The middle sector is wider and slower than the upper sector and is often interspersed with obstacles.

In the upper part of the middle sector, the erosion process is dominant, but downstream the deposition process becomes progressively more active. Navigation is influenced in the upper part by river-bedrock formations and often approaches conditions similar to those of the headwaters.

In some parts of the middle sector, braiding or multiple channeling can occur, making successful navigation dependant on determining the principal channel. Deep channels are usually scarce in braided middle sectors; consequently, navigation is often a severe problem. In addition, braided channels constantly change their course and characteristics.

In the meandering part of the middle sector, river channels change gradually and are more predictable than channels in braided streams. At low to average river stages, the location of maximum

water depth is usually close to the location of the maximum current.

Lower Sector or Delta. The lower sector is generally the widest of the sectors, and the speed of the current may change or even reverse with the tide. The lower sector is usually navigable by ships in natural or manmade channels. When a delta is formed, it is usually characterized by a flat deposition plain formed by a number of river tributaries disbursing sediment and water into a gulf, bay or ocean. When planning riverine operations, the commander should consider the following delta characteristics:

- Dominant watercourses in the delta are relatively straight tributaries, assisting in the identification of navigable channels.
- Bottoms of tributaries normally slope up to a crest at river mouths and form a critical dimension that requires the use of high tides for watercraft of marginal drafts.
- Water depth throughout the delta area is often predictable at various river and tidal stages.
- Tidal activity can influence velocity and direction of currents radically. Tidal activity frequently results in saline invasion, so that the water in rivers and canals is too brackish for human consumption. This saline invasion may extend inland up to 30 miles or more from the seacoast.
- Delta areas located in favorable climates are extremely productive agricultural areas. Natural levees, river flood plains, flat terrace land, and distributary levees are converted to productive cropland in many of the world's major river deltas. In addition, large areas of land are reclaimed from natural swamp or marsh conditions and converted into productive wet and dry crop fields.

Classification

Because of the broad spectrum of environmental conditions, a classification of riverine environments is necessary to provide a basis for planning operations and facilitating discussion. The spectrum has been divided into Type I, Type II, and Type III environment categories. These environments generally affect the extent of waterborne operations in riverine operations, with waterborne operations increasing in significance as the categories progress from Type I to Type III.

Type I. This is the least significant type of riverine environment. Operations are conducted according to established procedures with only minor modifications. To obtain intelligence and deny the enemy use of the waterways, watercraft will be required for extensive patrolling of rivers.

Waterways—A Type I environment contains only minor rivers, usually not navigable by medium or deep draft boats except in their lower reaches, but too deep to be forded without difficulty. As a result, the waterways are primarily obstacles as opposed to LOC.

Watercraft—Only small, shallow draft boats can be used in the Type I environment. The rigid raiding craft and combat rubber raiding craft organic to the MEU(SOC) are ideal boats for use in this environment. The MAGTF's AAVs can be used extensively where conditions permit. In addition, small boats can be procured locally for use in this environment.

Type II. Riverine operations will be essentially normal, but the waterways will be exploited significantly. Waterborne operations will augment or support land operations whenever advantageous. Major waterways permit the use of larger watercraft that can be employed in tactical and logistical operations. Sufficient dry land areas exist to permit normal siting of ground force installations.

Waterways—A Type II environment contains one or more major rivers and may have numerous smaller streams, canals, and paddies. These waterways may present serious obstacles, but may also be useful as LOC.

Watercraft—This environment permits extensive use of AAVs. Typically, amphibious landing craft and modified local craft that are larger than craft organic to the MAGTF are

used for operational support. Normally, these boats will not be manned by Marines, but will require crews and support from the Navy or indigenous sources.

Type III. This environment will affect MAGTF operations significantly. Waterways must be exploited to exercise control over the area of responsibility. Extensive support by Navy elements will be required. The unavailability of land sites for installations and the possible limitations of wheeled and tracked vehicles are major considerations in planning operations in this environment. Facilities for C2, combat support, and CSS must be waterborne. Helicopters will play a major role in transport of personnel and logistics.

Waterways—A Type III environment is dominated by water. There may be several major waterways in the area in addition to an extensive network of lesser waterways, canals, and irrigation ditches. In tropical and subtropical areas, the banks may be covered with a dense growth that precludes visibility inland from the water. The generally flat terrain and lush vegetation severely limit ground observation. Waterways are the predominant LOC and usable roads are scarce. Cross-country mobility is drastically curtailed, and suitable land area for command, control, fire support, logistics, and air installations frequently is not available.

Watercraft—This environment will accommodate watercraft from small local craft to ships the size of an LSD or LST. Barges can be used as floating helicopter pads. AAVs can be used selectively; however, they are not suited to long-distance water movement against the currents and have limited mobility through soft paddies and swamps.

Effects on Operations

Each riverine area is different. Even within a given riverine area, the effect of the environment on operations will vary with seasonal changes in rainfall, temperature, and other climatic conditions. An area trafficable to tracked and even wheeled vehicles in the dry season may be nearly impassable to foot troops in the wet season. Tactics to be employed will vary according to the nature, armament, and effectiveness of the enemy. Nevertheless, the C2, command relationships, intelligence, logistics, and mobility principles for the conduct of successful riverine operations will remain valid in all riverine areas.

Command and Control. Maximum use of ship-based command facilities and AAV command vehicles will be essential in a riverine environment. The lack of adequate hardstand and the general absence of roads will limit the use of wheeled vehicles containing CP equipment and communications facilities. CP displacements will normally be by helicopter or boat. Ground OPs will be of little use and FACs, NGF spotters, and artillery FOs will frequently be unable to control fire missions from the ground because flat terrain and lush vegetation will severely restrict ground observation. Commanders at battalion level and above must consider the employment of alternative platforms to observe and control maneuver and employment of supporting arms.

Command Relationships. Task organization within the MAGTF for riverine operations will emphasize the use of attachment and DS.

Intelligence. Waterways assume great importance in intelligence planning. Since the enemy will normally use the waterways as natural highways and LOC, the study of waterway traffic patterns will frequently reveal enemy troop movements, logistic routes and installations, and communications systems. In areas subject to saline invasion, the location of fresh water springs becomes important. Accurate intelligence of hydrographic conditions must include—

- Width and depth of waterways at high and low tides.
- Shape and composition of river and canal banks.
- Direction and velocity of currents and effects of tide on currents.
- Presence of sandbars or manmade obstacles in waterways.

- Under-bridge clearance for boat traffic at high and low tides.
- Points of ingress and egress suitable for use by AAVs.
- Accurate tidetables.

Logistics. Land suitable for logistic installations will be virtually nonexistent, because the civil populace will normally use such dry land as exists. Because of the constraints on positioning logistic support forward, maximum use of ship-based logistic installations and/or helicopter support may be mandatory to minimize the adverse effects of environment on the sustainability of the MAGTF. The lack of adequate road networks will require dependence on a combination of helicopter and watercraft transportation for most logistic movements. While transportation over waterways will normally be more economical and efficient for movement of large quantities of supplies, helicopter support must be maintained for support of units operating in areas difficult to reach by watercraft. These challenges must be adequately addressed since AAVs are maintenance and supply intensive assets that will not operate effectively for long periods without the required logistic support.

Mobility. Foot mobility is impeded by the unstable soils, the generally soggy nature of the terrain, and the presence of numerous waterways that are obstacles to infantry. In addition, high temperatures and humidity can limit the load-carrying capability of the individual Marine and cause slow movement rates. The lack of an adequate road network and the poor trafficability of soils also severely limit the use of wheeled and tracked vehicles. AAVs will be less susceptible to running aground than conventional watercraft. Sandbars and shallow water with a firm bottom may enable AAVs to move along the riverbed at relatively high speed.

Concept of Operations

Operations in a riverine environment require the employment of tactics and techniques that depart from standard operating procedures. The concept of operations for riverine operations are derived from joint doctrine for riverine operations, consideration of environmental effects, and lessons learned from combat experience. AAVs provide the mission commander with an excellent platform to conduct riverine operations. Because the AAV is amphibious, it provides flexibility and mobility in the riverine environment.

Flexibility

The AAV provides the MAGTF with an organic, armor-protected vehicle capable of a protracted riverine operation. The design characteristics allow the vehicle's effective operation on the open sea, in rough surf, and in riverine environments. The AAV provides the commander the flexibility to exploit the water or land. By moving the vehicle from solid land, to the riverbed, to the channel and back, the AAV can operate in a range of terrain, optimize speed, and increase endurance.

Mobility

The track, water-jet drive, and armor of the AAV are less vulnerable to underwater obstructions and debris than the traditional propellers, rudders, and light construction of most watercraft. The AAV's speed and range are significantly affected by the river current, water depth, and condition of the riverbed. Speed and range will increase when the AAV is swimming with the current but decrease when swimming against the current. In shallow water, the AAV may be able to operate at high speed in the water-tracks mode, which increases the vehicle's range of operation.

Missions

Depending on the elements of METT-T, AA units may conduct assault troop movement; direct fire support; riverine control, waterway patrol, interdiction, and surveillance; blocking force; resupply and evacuation; C2 support; and obstacle and mine clearance missions.

Assault Troop Movement

To ensure surprise, assault troop movements should be conducted at night and should take advantage of trafficable riverbeds and road networks along the axis of advance to maximize speed and shock and to conserve fuel. Vehicle ingress/egress points, potential obstacles, and mines along the river should be identified. If suitable exits from the river cannot be located, the embarked Marines can be off loaded along the bank in shallow water or over the bow onto the bank if conditions permit.

Direct Fire Support

The firepower of the AAV's MK-l9 and M2 machine guns, along with its smoke-generating capabilities and low silhouette in the water, enable AAV units to provide effective direct fire in support of assault operations ashore, other elements of the MAGTF or riverine assault squadron afloat. The MK-19 is extremely effective against ground forces. The MK-19 provides an excellent overhead burst effect in forested areas around rivers. However, close coordination of supporting fires is critical to preclude friendly casualties, because visibility on the shore can be severely limited due to vegetation.

Riverine Control, Waterway Patrol, Interdiction, and Surveillance

AA units operating with or without supporting infantry may be employed to destroy enemy naval and land forces operating in their assigned zone of action. Working in cooperation with air/land forces and the riverine assault squadron, AA units can suppress enemy commerce, protect vital river and sea LOC, and assist in establishing local military or civil authority. AAVs can be effectively employed from ships and shore patrol bases and can actively participate in the security and defense of land and floating bases.

Blocking Force

AAVs operating afloat in shallow water or ashore may provide a significant capability to prevent the escape of hostile forces along waterways. AAVs may be employed as a blocking force in waters too narrow or shallow for the employment of naval craft.

Resupply and Evacuation

With the AAVP7A1's 10,000-pound cargo capacity or ability to carry two 500-gallon fuel bladders and associated pump and hoses, AA units can support many of the MAGTF's CSS efforts. Outfitted with the litter kit, the AAV can transport six litter cases and a corpsman. AAVR7A1s can recover mired AAVs, other wheeled and track vehicles, and beached or grounded watercraft.

Command and Control Support

The AAVC7Al is capable of providing a highly mobile C2 asset in support of the MAGTF. The vehicle, along with other AAVs, can provide direct communication and retransmit capabilities.

Obstacles and Mine Clearance

The AAVP7Al, equipped with the MK-154 line charge, is the primary asset organic to the AA battalion for mine clearance ashore and afloat. AAVs can also support the removal of obstacles using grappling hooks, towropes or the recovery winch on the AAVR7A1.

Command Relationships

When Navy and Marine forces conduct riverine operations, a mobile riverine force will be formed. When riverine forces are introduced into

an operating area through an amphibious operation or when riverine operations are conducted as an adjunct to an amphibious operation, the command relationships established in JP 3-02 will apply until termination of the amphibious operation. The CATF will normally establish a mobile riverine force (MRF) as a subordinate element of the ATF to provide for unity of command of riverine operations.

Mobile Riverine Force

At a minimum, an MRF will include a commander, a MAGTF, and a Navy force. The MAGTF, whether a MEF, MEU or special purpose MAGTF will include a balanced force of maneuver and support elements, including aviation elements. The riverine Navy force will normally include landing craft or watercraft organized into one or more riverine assault squadrons, ships, and craft comprising a riverine base element, as well as Navy aviation units and CSSEs. The commander of the MRF, designated in the initiating directive, will form an integrated staff based on the composition of the forces and the character of the mission assigned. If also serving as commander of a component force, the MRF commander may form a staff by designating members of the staffs of component commands.

Unity of Command

To unify the command in riverine operations, the MRF commander exercises OPCON of assigned forces through subordinate commanders and/or through the commanders formed for specific operations. The AA unit commander performs duties as a special staff officer to the MRF commander.

Subordinate Task Organizations

If only a segment of the MRF is required to accomplish a specific operation, the MRF commander may elect to form a subordinate organization. The MRF commander will designate a commander of the subordinate task organization, assign Marine Corps and Navy forces, prescribe responsibility for combat support and logistic support, and assign specific missions to the force. The commander of the subordinate task organization will exercise OPCON of assigned forces.

Organization Fundamentals

Preferably, a section of three AAVs is the smallest unit capable of independent riverine operations. Operating from a centrally located AA platoon BP, the AA section can support a variety of missions over a greater area. When an AA company is in support of the MAGTF, the AA company may be assigned an AO. In this situation, the AA company commander will conduct and coordinate operations among the AA platoon BPs and patrol areas. In addition, the AA company commander will coordinate the required unit resupply, recovery, maintenance, and refueling of with the CSSE.

Plan of Attack

The plan of attack for a riverine assault operation includes a scheme of maneuver, landing/assault plan, and a fire support plan. The landing assault plan is developed to support the scheme of maneuver and the fire support plan. Waterborne and helicopter borne movement plans are developed to support the landing/assault plan.

Control Measures

For riverine operations, the following control measures will be useful:

- Routes of advance should be named and prescribed for waterborne movements.
- Start point (SP) and checkpoints should be at easily identifiable locations along the waterways to help control and report progress of waterborne movements.

- H-hour for landing of the first waterborne wave should be designated to simplify coordination of scheduled fire support and to regulate waterborne movement.
- River landing sites should be identified by color; river-landing points within a site should be numbered.

A reference system for identifying terrain locations (e.g., checkpoint, thrust line) should be employed. To be effective, identical reference systems must be used by Marine Corps and Navy units, and the meaning of such reference points must be intelligible to participating fire support and air agencies. The generally flat terrain may require that waterway junctions or other terrain features identifiable from air and ground be used as the principal reference points.

Movement Techniques

AAVs should be positioned to cover strategic locations along waterways during the conduct of riverine operations, waterway patrols, as well as interdiction and surveillance operations. Because of its low water speed, the AAV should be position to allow maximum travel with the current. When this is not possible, a review of the river's hydrography may indicate areas where the AAV may travel in the track mode. Areas of shallow water with less than 68 inches depth should be identified and charted in trafficability analysis studies. Positions should allow good fields of fire and natural or manmade obstacles to channelize the enemy into kill zones. AAVs should be camouflaged along the riverbanks or on sandbars to conserve fuel and provide a stable platform for employing the AAV's weapon system. Natural camouflage should be used because it will help mask the vehicle's thermal signature at night. Night vision goggles and sensors/ground surveillance radar should be used to enhance the early detection of enemy activity. Once contact is made, illumination may be requested or the vehicle's searchlights used to illuminate suspicious watercraft for boarding and/or destruction.

Tactics

It is best to employ AAV units at night in conjunction with observation craft or helicopters equipped with forward-looking IR. AAVs will generally operate with two elements. The first element or point usually consists of one-third of the force. For a section, the point is usually one AAV; for a platoon, the point is a section of three AAVs. The point generally travels 200 to 500 meters forward of the second element or main body that consists of the remaining two-thirds of the force. Since the main body comprises the bulk of the combat power, the main body must be close enough to support the lead element by fire but not close enough to become decisively engaged or ambushed.

The primary mission of the point is to provide security and identify the best route along the axis of advance. The point will search for signs of the enemy and will identify obstacles to navigation. In the event of enemy contact, the point will develop the situation. The main body will support the point by reinforcing landing infantry to envelop the enemy or suppress the enemy by fire to allow the point to disengage. In the event the point becomes mired, the main body can assist in a recovery effort. When operating along a wide waterway, units may travel along opposite shorelines. See figure 9-1 on page 9-10. Each unit will use a point and main body on its assigned shoreline during movement. At the same time, these units will be prepared to support by fire across the river if required.

Combat Service Support Employment

The principles and fundamentals of logistics, operational logistics, and CSS remain valid in the riverine environment. However, the nature of the terrain and the type and duration of operations being supported will place greater demands on organic CSS capabilities of MAGTF elements and the CSSE. AAV units can help alleviate the MAGTF's CSS burden in Type I and II riverine environments. However, AAVs in the Type III

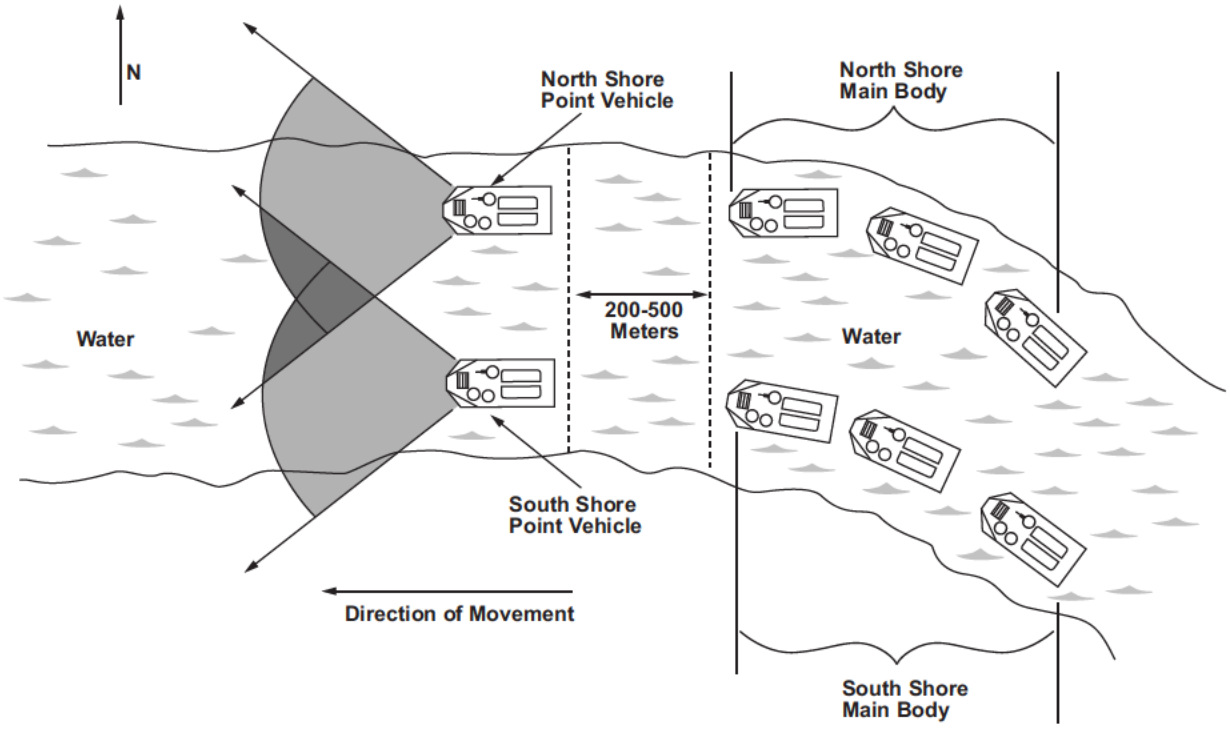


Figure 9-1. AAVs Moving on Opposite Shorelines.

environment require the widest variation from normal CSS supply and maintenance techniques because of strong river currents, marshy areas, and AAVs' unsuitability to transit long distances in the water.

Variations in Techniques

Storage and maintenance space will be at a premium, whether the riverine base is on land or afloat. Space in the shallow-draft ships and craft used to form mobile riverine bases is always limited and must be used with maximum efficiency. The MAGTF, including the AA unit and supporting Navy boat elements deployed in forward areas, will require resupply of many common items such as ammunition, rations, and water. For these reasons, logistics/CSS operations of the MAGTF and Navy components of the riverine force must be coordinated and integrated to an unusual degree. The following situations require variations in logistic/CSS techniques for AAVs in riverine operations:

- Increased decentralization in execution of CSS tasks, requiring a greater degree of task-organization and attachment of specific CSSE assets to the supported units for specific missions.
- Lack of suitable sites for logistic/CSS installations.
- Increased maintenance demand required by the effects of climate and terrain (e.g., mud, sand, vegetation, salt water in lower delta areas).
- Absence of roads and the lack of suitable land sites for logistic/CSS installations.

Supply

Careful planning can minimize the supply challenges for embarked Marines and AAVs in riverine operations by ensuring prescribed loads, storage sites, distribution, and supplies are mission-based.

Prescribed Loads. The prescribed load for the individual Marine is a concern in a riverine environment because of the difficulty with foot mobility. To keep the prescribed load to the absolute minimum necessary to accomplish the mission, the infantry unit commander will often plan to have extra ammunition, rations, and water carried on the AAVs operating in the forward areas or have helicopters resupply as necessary. The AA unit commanders can expect to be tasked in a combat and CSS role for the same mission

Storage Sites. In a Type III environment, MAGTF supplies will likely be maintained aboard support ships. One ship might be capable of providing support to more than one area of responsibility by moving from place to place.

Distribution. Unit distribution is the preferred technique for units deployed on waterways. Normally, helicopters are used for this task when units are operating away from the waterways, but boats should be used for routine resupply missions along waterways. AA units will normally be the recipients of resupply and not the supplier, but will be used to transport supplies if necessary.

Class III Supply. Aboard ships, storage of class III POL will be required in helicopter-transportable containers that are suitable for use ashore. However, other means are available, such as the 500-gallon collapsible rubber drum and the 900-gallon six containers together (modular system) for transport by landing craft and helicopter or the 500-gallon version for transport by the AAV. The AAVP7Al can transport two 500-gallon bladders with hose and pump unit. Required greases, lubricants, and preservatives can be stored in their standard packages. Measures must be taken to reduce spillage of class III supplies and decrease the danger of fire.

Maintenance

Organizational and intermediate maintenance performed by AAV crews and organic MCTs requires unique techniques in a riverine environment.

Organizational Maintenance. Maintenance performed at the first and second echelon will be vital because the severe climate and likelihood of frequent immersion of equipment demand the execution of a rigorous PM program. Maintenance support beyond the organic capabilities of the AA unit is complicated by limited mobility and the isolation of deployed units from CSS installations and maintenance facilities.

Intermediate Maintenance. Organic MCTs should be employed to replace components on inoperable AAVs. When land-based, field maintenance units will use T/E tools and equipment. When based on ships, T/E equipment must be adapted to the establishment of integrated floating workshops on well decks.

Transportation

AAVs offer commanders a greater degree of flexibility by being the single transportation mode with the greatest utility or versatility. AAV crews can expect to be employed in a variety of transportation tasks, to include retrieval. The AAV's towing capability will likely be used extensively to retrieve grounded or inoperable water and land vehicles. AAV MCT may require the use of Navy/Marine boat assets to reach disabled AAVs and to support maintenance and logistical requirements.

River Crossing Operations

The purpose of a river crossing operation is to project combat power across a water obstacle to accomplish a mission. The river crossing permits the force to overcome an obstacle quickly and continue advancing to destroy the enemy. Specific procedures and equipment required to cross the water obstacle that prevents normal ground maneuver will be based on the size and composition of the obstacle and the enemy situation. Although mech infantry is mounted in AAVs and possesses an amphibious capability,

the mech force will require engineering assistance to cross rivers. River crossing procedures are covered in detail in MCWP 3-17.1, *River Crossing Operations*.

Planning Factors

River crossings are difficult to plan and require an intimate knowledge by MAGTF planners and AA unit commanders to execute. In addition to knowing riverine crossing factors, units conducting this operation must plan and rehearse, because units can become vulnerable when engaged in river crossings.

Bridgehead Establishment

A bridgehead is the area on the hostile side of the river that is seized and secured by the assault elements of the LF. The area should accommodate and facilitate maneuver of the crossing forces without congestion, provide protection for the crossing of the remainder of the force, and provide a base for future LF operations. Concurrent with the development of a scheme of maneuver, the commander should consider the extent of the bridgehead on the far shore. In many ways, the planning considerations encountered during this phase (and therefore the operating procedures by AAV crews) parallel those in planning and executing the seizure of a beachhead in an amphibious operation. However, there is one major difference. The beachhead usually includes the force objectives, and the amphibious operation may be terminated when the beachhead has been secured. In a river crossing, however, it would be a coincidence if the force objectives were within the bridgehead.

The crossing is a means to continue the attack. A crossing area is that portion along a river that contains bridge and raft sites, the assault crossing sites required to secure the bridge and raft sites, and the surrounding terrain that is subject to the effects of enemy fires concentrated at the crossing sites. A crossing front is the length of the river line in a unit's zone of action. Crossing sites are the locations where bridge, raft, and assault crossings can be made within a crossing front.

Reconnaissance

The AA unit commander or a designated representative should be assigned to the reconnaissance party that conducts a physical reconnaissance of potential crossing sites. Based on an analysis of the enemy situation, a separate security element may be assigned to the reconnaissance party. If the likelihood of enemy contact is significant, the security element may precede the reconnaissance party and remain at the site(s) until the main party arrives.

The following resources can be used to narrow the choice of potential sites before the final selection is made through an onsite visit:

- Maps, nautical charts, and/or aerial photography.
- Aerial reconnaissance (helicopter preferred if not too risky).
- Information from indigenous personnel.

Assembly Areas

The assembly area is used to conduct prewater operations checks before the river crossing to minimize congestion and delays at the entry points. Time spent in the assembly area should be minimized for security purposes. When selecting an assembly area, the AA unit commander should determine if the area—

- Is large enough to allow for tactical dispersion.
- Offers concealment.
- Is close enough to the crossing site to allow for responsive reaction in case of a surprise attack on the crossing elements, but far enough away to be safe from indirect fire on the crossing site.

Approaches to the River

As many approaches as practicable should be considered based on the standard METT-T criteria. By approaching from many avenues, the mech force commander is better able to conceal the exact point (or points) of crossing from the enemy for as long as possible. This technique also gives the commander the opportunity to deceive the enemy by a feint river crossing to draw the enemy away from the intended point(s) of crossing. The commander can also disperse the force and maintain the flexibility of selecting from a multiple of potential crossing sites.

Entry/Exit Points

AA unit commanders will advise the mech force commander on the suitability of entry and exit points when AAVs will be used to traverse the river. The unit commander must consider the degree of slope and soil composition of the riverbanks because unsuitable bank conditions can restrict river crossings.

Hydrography

The navigability of many rivers can be estimated based on existing charts; however, the only way to determine for sure is from onsite examination. Hydrographic information can be obtained from a combination of sources ranging from aerial over flights to underwater swimmers' reports. Composition of the river bottom is essential hydrographical information for planning AAV crossings to determine if the bottom is firm enough to prevent the vehicles from getting mired.

Current

The effects of the current become key planning factors when the water depth is great enough to cause the vehicles to float, a floating bridge is an option or a precise landing site is essential to the success of the mission. Greater care is needed in calculating the speed and angle of travel when the river is wider and current is stronger. A strong current may necessitate changing the entry point to a site upstream from the chosen landing site. MCWP 3-17.1 provides detailed guidance on calculating drift due to current and determining offset angles for crossing swift flowing rivers.

Fire Support

Planned fire support during a river crossing provides cover for the mech force during the vulnerable period while it has elements in the water. Fire support planning also compensates for the fact that the river will split the mech force so elements on each side will not be able to reinforce one another in case of a counterattack.

Fire support should be planned and directed to limit damage to exit points from the river. The use of heavy ordnance (i.e., 500-pound bombs from aircraft) should be used inland away from the landing sites.

Extensive use of helicopters or other aircraft as aerial observation platforms for FOs, FACs, and NGF spotters should also be planned because flat terrain and dense vegetation associated with rivers frequently restrict ground observation.

Ground Security

Because a unit crossing a river is extremely vulnerable, prudent security precautions must be taken to protect the unit. The far side must be secured. Until troops and equipment are actually on the far side to provide security for the crossing force, supporting arms will be the primary means of achieving security and isolating the crossing sites. AAV7A1s serve as key elements in the initial security force for the far side of the river.

Formation and Speed

While the planning strategy should be to cross at as many points as terrain, enemy situation, and equipment availability will allow, often river crossings will be more toward the column formation because of the limitations of suitable crossing sites. The vehicles should hastily resume their land movement formation once the far shore is reached. Speed should be as fast as

conditions will permit, but the same interval should be maintained between vehicles as on land for security purposes. If practical, river crossings should be conducted with the AA platoon on line.

Smoke

Smoke should be planned to provide concealment from an enemy observation and attack. Skillful use of smoke serves to confuse the enemy and may cause him to shift his fires to unimportant targets and to commit his reserves away from the main crossing. The highest responsible commander of the operation must control the use of area smoke. The area covered by the smoke should exceed that actually required for the preparation of the assault. Covering too small an area with smoke permits the enemy to mass air and artillery fires on likely crossing sites. The area covered by smoke should include several potential crossing sites, likely assembly sites, and suitable access roads. When wind conditions permit, AAVs may use their inherent smoke generation capabilities to intensify smoke density and effects at the crossing sites just before they land.

Types of Crossings

Hasty, deliberate, and retrograde are types of river crossing operations.

Hasty

To maintain the momentum of the attack, the attacker makes a hasty crossing whenever the situation permits. A hasty crossing, which is the preferred method of river crossing, uses readily available crossing means without pausing to make elaborate preparations. Planning for the execution of a hasty river crossing is minimal.

Planning. A hasty river crossing is a decentralized operation. Predominantly, SOPs will guide units in preparing for a hasty crossing. The commander should seize intact crossing sites or a crossing of opportunity.

Execution. After the commander determines that a river crossing will be required, the following sequence of events may transpire:

- Appropriate bridging or rafting assets are attached or placed under OPCON of the assaulting unit.
- The plan for the river crossing is included in the OPORD to preclude the requirement to stop and issue a separate order and a potential loss of momentum. If the situation changes, a fragmentary order is issued during the attack.
- Situation permitting, the commander may employ light armored infantry or helicopter-borne forces to secure crossing sites until the main body arrives. AA units may establish overwatch positions on the near side of the river to cover the crossing by infantry in AAVs.
- Infantry organic antiarmor weapons remain with the infantry to provide an antiarmor capability in the event of an enemy counterattack after objectives on the far side of the river are secured.
- Infantry in AAVs conduct a river crossing on as broad front as possible, which is usually dependent on the characteristics of the exit bank.
- As the assault wave crosses the river, bridging or rafting assets are employed to get tank and AT units across the river as soon as possible.
- As initial objectives are seized and the crossing site is protected from enemy direct fire, the remainder of the force crosses.
- The attack continues.

Deliberate

A deliberate crossing is required when a hasty crossing is not feasible, has failed or when offensive operations must be renewed at a river line.

Planning for the execution of a deliberate crossing requires detailed preparations.

Planning. Centralized command of the operation insures coordination of support and assault forces. Positive control of crossing elements increases the probability for success; however, there must be sufficient flexibility to permit adjustments in the plan and changes during execution. While AAVs are an excellent means for transporting assault forces across a river obstacle, tank and other wheeled units generally require bridges or ferries. When possible, tanks support the crossing by fire until bridging is available. Consideration should be given to crossing at night if security is a high-risk concern. A deception plan should also be considered to prevent the enemy from determining the actual crossing site. In addition to Marine Corps bridging assets, additional assets may be required from the US Army or allied nations. Limited bridging assets may be found in tank battalions and combat engineer battalions, with larger bridges found in the bridge company, engineer support battalion.

Detailed planning is required to ensure that forces are aligned properly when crossing begins. Planning must also include traffic control measures, assembly areas for bridging assets, and dispersed holding areas for forces waiting to cross. Exit point objectives are planned for the mech force. RPs across the river are selected, as are bridgehead objectives (areas on the hostile side of the river to be seized and secured by LF assault elements). In addition, sites for artillery, mortars, LAAD, and CSS units must be selected. Higher headquarters will inform the AA unit commander of the friendly forces' location on the far side of the river.

Execution. The deliberate river crossing is conducted in the following phases:

- Advance to the river—The advance to the river can begin at varying distances from the river and is normally started beyond the beginning of the crossing area. Ideally, the movement into the crossing area and the handoff of the control to the crossing force commander should be conducted rapidly to deny the enemy time to determine the location of the crossing sites. The attack will normally be led by tanks, which will move into overwatching positions along with long-range antiarmor weapons. Mech infantry forces will conduct the assault crossing, rapidly followed by bridging or rafting units. The MTF commander must establish a control group to coordinate the arrival, movement, and departure of units at the crossing sites.
- Assault crossing—For AA units the actual assault is conducted in a manner identical, or at least similar, to the hasty crossing. The actions taken by the AAVs resemble an amphibious landing with tanks, long-range antiarmor weapons, and/or heavy machine guns providing support from overwatch positions. Tanks, other combat support forces, and then the CSS units rapidly follow the mech infantry.
- Advance from the exit bank—The advance from the exit bank phase extends from the RP/line to the bridgehead objectives. This phase resembles a normal attack and may be characterized by movement to contact techniques, hasty attacks, and deliberate attacks on intermediate objectives.
- Securing the bridgehead—This action will also mirror other land offensive operations in terms of how AAVs are employed. Assaulting forces will lead the attack and continue beyond the RP to seize bridgehead objectives and intermediate objectives en route, following forces will provide overwatch direct and indirect fires, and CSS units will regroup to perform their normal support functions.

Retrograde

Retrograde river crossings are conducted when a force is to be employed elsewhere, the operation no longer promises success, or the purpose of the ongoing operation has been achieved. In many

cases, retrograde operations will be conducted under enemy pressure.

The following are common characteristics of a retrograde crossing situation:

- Existing bridges or other crossing sites will be intact and available to the retrograde force to speed the crossing.
- Relative combat power will favor the enemy.
- Enemy commander will have a maneuver advantage.
- C2 will be more difficult for the crossing force.

Enemy Actions. Normally, the enemy's offensive operations will force a retrograde crossing. The enemy usually has a significant river crossing capability and may attempt hasty crossings to envelop the retrograding force. When the enemy knows the location of existing crossing sites and the vulnerability of the retrograding forces during the crossing, he can also conduct artillery strikes on the entry side and air strikes on the crossing sites.

Planning Considerations. RPs are used on both sides of the river. The retrograde is conducted as a delay; however, in the final phase of the crossing, mech infantry will control the final delay positions while rafts and bridging assets are withdrawn and tanks and TOWs occupy overwatching positions on the exit side of the river. When the mech infantry withdraws and swims the river, overwatching forces cover them with indirect and direct fires. LAR units may provide a screen and cross the river last.

Urbanized Terrain Operations

MOUT are conducted in areas such as cities, towns, villages, and concentrations of industrial installations. Because these areas are increasing in number and size throughout the world, tactics and techniques of fighting in urbanized areas are becoming increasingly important. When planning MOUT, the attacking commander must assess the effect of operations on the civilian population.

Urbanized areas limit fields of fire and observation but afford dismounted infantry excellent cover and concealment in combat. Furthermore, urbanized terrain yields restrictions on maneuver but increases opportunities for infiltration and bypassing. Close quarter fighting often increases vulnerability of vehicles to attack at short range. That, coupled with the presence and concern for civilian population, may significantly restrict tactical operations. In addition, fratricide is of greater risk due to the close proximity of friendly forces. C2 and decentralized actions are often limited by range in urbanized areas. Combat operations will likely be fought in three dimensions: at street level; on rooftops or in buildings; and underground in subways, basements, and sewer systems.

Built-up structures make strong defensive positions. Additionally, the operational tempo is slow and the attacker requires a disproportionately high number of combat forces. An obstacle to movement, the built-up areas cannot be bypassed easily but can delay operations, forcing the attacker into a time-consuming attack. The rubble and debris caused by fires can make the area impassable and separate units.

Types of Urbanized Terrain

While mech forces have been successfully employed in strip areas and small villages, towns and large cities may require dismounted forces in a support-by-fire role. The following types of urban terrain present challenges and tactical opportunities:

- Strip areas are primarily urbanized areas along thoroughfares or depressions.
- Small villages are built-up areas with a population base of 1,000 to 3,000.

- Towns or small cities are built-up areas with a population base of 3,000 to 100,000.
- Large cities are areas with extensive structures and a population base greater than 100,000.

Hub Phenomenon

The hub phenomenon or built-up area is present in the four types of urban terrain. When in the defense, the hub may serve as the operational nerve center or strong point of enemy forces. If terrain, cover, and concealment permit, the hub should be bypassed. When bypassing the hub, mech forces must not expose their vulnerable flanks. Attacking and defeating the hub, which can be time consuming and risky, may be the only course of action when a suitable bypass route is not present. In this instance, the hub should be treated as an enemy center of gravity or strong point.

Offense

When conditions are not favorable for bypassing the hub, dismounted forces will be committed to attack, and AAV units will be tasked to support the mission.

Phases of Attack

The three phases of attack in a MOUT offensive are: isolate the enemy; seize a foothold; and advance and clearing.

Isolate the Enemy. The attacker isolates the point of attack by using supporting arms, seizing terrain features, and dominating the high probability avenues of approach. Enemy defensive tactics (e.g., obstacle plan) may prevent complete isolation. The attacker must secure positions to provide support for the assaulting forces. Feints and demonstrations can be conducted by using mech and dismounted troops to prevent the enemy from reinforcing the point of attack.

Seize a Foothold. The attacker must advance to the edge of a built-up area and seize a foothold. This position must deny the enemy observation and direct fire on the attacker's approaches to the town. While a flank attack or envelopment is preferred, a penetration may be required. Mobility, shock, and massed firepower are required to secure a foothold and rupture the defense.

Advance and Clearing. Dismounted forces must conduct the attack in a systematic building-by-building, block-by-block advance through the city. Tanks and AAVs can provide direct fire support, reduce enemy strong points, neutralize barricades, and suppress enemy positions. Within built-up areas, tanks and AAVs may be restricted because their main guns may not have the elevation or depression required to engage the enemy, and their mobility may be decreased. In addition, AAVs are more vulnerable than tanks to small arms fire and ATGMs.

Use of AAVs

Even with the same mobility restrictions as tanks in built-up areas, AAVs can provide valuable combat support and/or CSS roles for supported infantry. The AAV's mobility affords the infantry rapid movement across open areas during the seizure of a foothold when covered and concealed routes are not available. During the seizure of a foothold, AAVs can also provide direct fire from an overwatch position or act as a mobile command echelon. Mech infantry can provide rapid movement in cleared areas for reserve forces or serve as evacuation platforms for EPWs or civilians. In the CSS role, AAVs are easily equipped for medical evacuations. Additionally, the AAV can supply concentrated sustained direct fires in a combat support role.

Defense

In general, urbanized terrain favors the defender. Mech forces may use strip areas and small towns to create defensive strong points to block enemy advances. If preservation of a built-up area is required, the defense may assume the characteristics of a position defense organized in depth and supported by strong mobile forces. More commonly, AAVs and mech forces will be deployed

outside the built-up area in reserve or to serve in a counterattack role.

Types

The defense is oriented around a strongly constructed building or groups of structures in key locations making up a strong point.

In Depth. Defense in depth is essential along with mutually supporting fortified positions. If forced from one position, the defender merely falls back to another.

Reserve. When defending in urbanized areas, success usually means having a centrally located reserve facilitated for easy movement to threatened areas.

Counterattack. Mech forces may be employed to counterattack the enemy on the outskirts of the urbanized area as he attempts to gain a foothold.

Mobile. A mobile defense could also be employed. Maneuver is used with organized fires along with terrain to seize the initiative from the enemy. Light forces in the MBA characterize a mobile defense, while the bulk of the force's combat power is held in reserve for a defensive counterattack. In addition, a mobile defense may be employed if the depth of the MBA is sufficient to draw in the enemy and maneuver against him.

Use of AAVs

AAVs will ordinarily be a vital part of the commander's defensive plan but not part of the security area that is established well forward of the built-up area. The MBA will likely contain the built-up area and will probably be critical to defending the urbanized area. Armored kill zones will be established forward, to the flanks, and within the MBA. Units will be assigned sectors, strong points, BPs or a combination of the three. In the MOUT defense, AAVs provide direct fire support from covered positions and rapid mobility for reaction forces or reinforcements to counter enemy preparations. Commanders should use the direct fire capability without exposing the AAVs to antiarmor fire.

Desert Operations

When the character of the desert permits, the speed, firepower, and shock action of mech forces make them especially effective in desert operations. Desert terrain is usually advantageous for wide, rapid envelopments. Most desert terrain allows the commander broad freedom in developing a scheme of maneuver. Desert operations present maintenance challenges and unique tactical employment of AAV units.

Maintenance Considerations

While dust and sand are probably the greatest danger to the functions of the AAV in the desert, the following factors should also be considered:

- Lubrication must be the correct viscosity for the temperature, and exposed or semiexposed parts must be kept to a minimum.
- Track and suspension should be checked frequently.
- Air cleaners and precleaners must be inspected frequently and cleaned with compressed air because an AAV's engine depends on clean air for efficient operation.
- Filters must be used when refueling and the fuel inlet should be covered because sand can block a fuel line.
- Oil filters will require frequent replacement and spare oil cans and filler cans should be cleaned of sand before use because sand mixed with oil forms an abrasive paste.
- Cables should be protected with tape before insulation becomes worn because wind-blown sand will damage electrical harnesses over time.
- Radios should be cleaned frequently because sand and dust may affect communications equipment.
- Weapons should be cleaned frequently and excess lubrication minimized.

- Optics should be protected from blowing sand or abrasive wear.

Tactical Considerations

The following basic tactical considerations are applicable to mech forces:

- Desert operations are normally characterized by freedom of maneuver, long-range observation, and fires (often out to maximum effective range of direct-fire weapons, wide envelopments, extensive use of mines, and rapidly shifting fronts).
- Infantry often supports mech vehicles by providing local security, reducing mines and obstacles, engaging in close combat, and defending when the terrain permits.
- Sparse vegetation will offer minimal natural camouflage, resulting in an increased importance on techniques to counter poor overhead concealment.
- Heavy dust signature often compromises rapid vehicular movement and may decrease visibility within a column.
- Potential rapid and deep envelopments increase the necessity of all-around security for units, including those in rear areas.
- Good observation and limited natural camouflage improve the effectiveness of direct-fire weapons, but mirages or heat shimmer may lessen their accuracy.

Mountain and Cold Weather Operations

Mountain combat may involve operations in areas of high altitudes subject to extreme changes in weather, snow-covered slopes, few roads (most are narrow and twisting), and few communication centers. In general, operations in mountainous terrain retard or restrict maneuver, reduce the rate of effective fire, and make communications and resupply of armored units difficult. The employment of AAVs in mountain operations is limited by the vehicle's weight and bulk as well as the difficulty of supporting AAVs logistically in mountainous areas where roads are limited.

AAVs possess the ability to ascend grades of 60 percent; when combat-loaded, AAVs can negotiate 40 percent side slopes. However, these characteristics are intended to enable the vehicle to negotiate obstacles and climb hills close inshore. Limited employment of AAVs in mountain operations is possible to transport troops and equipment if care is exercised to ensure that the roads are passable. AAV brakes are not built to support rapid or frequent stops. To alleviate the problem of stalled vehicles on narrow roads that prohibit passage or turnaround of other vehicles, the commander should choose multiple routes and position maintenance personnel and recovery vehicles throughout the column. When conducting deep snow and extreme cold weather operations, the commander must consider mobility, logistics, and vehicular modifications to offset the characteristics of the environment when employing AAVs.

Mobility

The commander must consider mobility when employing AAVs in operations during deep snows, springtime, freezes, and ice crossings. These conditions can severely limit the use of mech forces to accomplish the mission and present both operational and/or safety challenges.

Deep Snow Operation

When employing AAVs in deep snow, the commander must consider the following:

- Generally, 3.5 pounds per square inch is the accepted ground pressure to assure floatation on deep snow. The ground pressure of a tank is 11.3 pounds per square inch, and the AAV's ground pressure is 7.5 pounds per square inch.
- Establishing definite rules for deep-snow operations is difficult because conditions vary. While experience in the various conditions is

necessary to accurately predict snow trafficability, reconnaissance must be conducted to determine snow conditions.

- Most tracked vehicles are slowed by 24 to 29 inches of wet snow. Heavy tracked vehicles may negotiate fine, dry snow of 3- to 6-foot depths. The AAV can negotiate snow depths up to 35 inches with little difficulty.
- Normal speeds may be maintained after a packed snow trail has been formed by the passage of several vehicles, but proper driving techniques must be used to prevent vehicles from tracking and eventually becoming mired.
- Wet clinging snow has a tendency to accumulate on the tracks, suspension idler wheels, and sprockets, and may require occasional halts for removal.

Springtime

When employing AAVs in the springtime, commanders must consider the following:

- AAVs should be parked on high dry ground, unthawed snow, or brush/logs to prevent freezing. Vehicles mired in deep frozen mud or ice require special recovery techniques.
- Traction is poor when the active frost layer begins to melt and the ground becomes soft and marshy, but AAVs can penetrate the mud and find footing on the frost layer below.
- AAVs may sink deeper into the mud, become immobile or turn over as the season progresses and the frost layer thaws. To provide greater mobility under these conditions, vehicles should not follow in the tracks of preceding vehicles.
- Movement is possible in areas where permafrost is near the surface (i.e., on the shaded side of woods, on ground with a good moss cover, and on the shaded slopes of hills).
- Limited operation may be possible on crests where drainage is best when the valleys become impassable.

Freezes

Freezes frequently follow thaws and produce glare ice that makes roads practically impassable to tracked vehicles, particularly on slopes of 35 percent or greater. Proper driving techniques must be emphasized, because vehicles should follow in the same path of the lead vehicle. When employing AAVs during freezing conditions, commanders must consider the following:

- Conditions during the early freeze are much the same as those that occur in the spring.
- Ground thaws in the daytime and freezes at night.
- AAVs can experience high mobility when the frost comes to the surface and the ground is completely frozen.
- The frozen ground offers good traction and shallow snow does not effectively reduce the speed of the AAV.
- Frozen ruts are a hazard especially during early fall.
- Stream and lake ice cannot be used for crossing; however, AAVs can ford or swim across by breaking through the thin ice.
- Late freeze season offers the best opportunity for AAV employment in areas with few streams.

Ice Crossing

In addition to the guidance in MCRP 3-35.1A, *Small Unit Leader's Guide to Cold Weather Operations*, the commander must consider the following factors when employing AAVs for ice crossing:

- Lakes and streams may be crossed on the ice during the winter months if ice is of sufficient thickness and reasonable precaution is exercised.
- Crossing sites must be inspected for cracks, pressure ridges, and thin spots before placing vehicles on the ice.
- Extreme caution is necessary in crossing large streams and lakes early and late in the cold season. Table 9-1 lists the acceptable freshwater ice layer thickness for the AAVP7, AAVC7, and AAVR7. It also gives the safe minimum distance allowed between vehicles under those conditions. Measurements have been rounded off to the nearest one half. Risk ice measurements can be used for individual crossings with safety. The normal ice measurements are for repeated loadings.

Table 9-1. Freshwater Ice Crossing.

Load Units	Risk		Normal		Distance Between	
	centimeters	inches	centimeters	inches	meters	yards
AAVP7	45	17.20	65	25.50	70	76.50
AAVC7	40	15.50	49	19	39	43
AAVR7	40	13	48	19	30	33

Logistic Considerations

Weather conditions and terrain in arctic regions can make resupply and maintenance of AAVs difficult. Frequent operations checks, proper winterization of vehicles and an aggressive PM program will minimize breakdowns. AAVs deploying to the arctic must be winterized with the proper coolant, POL, and appropriate arctic grade fuel to be operational when they arrived.

When planning logistic support for cold weather operations, commanders should consider the following:

- Additional coolant, POL, and repair parts should be mobile-loaded with the AAV company combat train and travel with the lead elements. Additionally, bulk fuel in 500-gallon bladders may be carried inside AAVs or flown in by helicopter to minimize reliance on wheeled assets that may not be able to keep up with the assault elements.
- Normal and higher echelon maintenance can take five times longer than normal when temperatures fall to -40 degrees Fahrenheit, because equipment must be allowed to warm up before repairs can be accomplished.
- Bare hands performing maintenance in extreme cold will stick to cold metal. In a matter of seconds, hands in contact with fuel can be frozen because of super cooling due to evaporation.
- Vehicle starting and warmup time may take 2 hours in temperatures of -50 degrees Fahrenheit.
- Supplies of hot rations, water, clothing, lubricants, and oils are required for troops in arctic regions; warming tents are required to keep water and oil cans in a usable state.

Vehicular Considerations

When planning to operate amphibian vehicles in arctic conditions, the commander must consider the vehicle's suspension system, carbon monoxide hazard, main engine, batteries, winterization kit, winter visor kit, and fuel cells.

Suspension System

Wet snow and ice may become packed in the water jets and deflectors of amphibian vehicles, temporarily restricting or immobilizing them. Salt water does freeze and may cause problems with plenum operation or water jets if not exercised before and preceding water operation. Tracks may freeze to the ground in moderately cold weather, to the extent that tools may be required to extricate the vehicles if dunnage is not employed.

Carbon Monoxide Hazard

Intense cold, strong winds, and heavy snowfalls will require personnel to seek whatever shelter is available in arctic regions. The interior of the AAV offers warmth and protection from the elements when heaters are operational. Care should be exercised to ensure that persons seeking this shelter do not suffer carbon monoxide poisoning. The vehicle does not offer protection from the elements when the heaters cannot be operated. Personnel should

avoid using the vehicle under these conditions as the vehicle interior can become colder than the outside temperature.

Main Engine

The greatest problem inherent in cold weather engine operation is lack of engine lubrication. Cold weather starting considerations for the AAV is as follows:

- A vehicle's engine should be properly lubricated and exercised frequently to prevent the power train from freezing.
- Towing attempts to start extremely cold vehicles easily damages frozen power trains and engines.
- Metal tow cables, final drives or push bars become brittle in extreme cold and may fail under shock loads.

Batteries

Battery power decreases rapidly during cold weather and batteries cannot be satisfactorily charged once the electrolyte temperature is less than 0 degrees Fahrenheit. Extended hours of darkness and low temperatures create increased demands on batteries and electrical systems. Batteries should be serviced and cleaned frequently and must be heated before recharge and use during cold weather.

Winterization Kit

The AAV winterization kit is designed to supply large quantities of fresh heated air to the personnel, cargo, and engine compartments. The kit may be used to heat a vehicle that has been idle for a long period or to maintain compartment temperature during periods when engines are not in operation.

Winter Visor Kit

The AAV visor kit is designed to protect the AAV driver from extended exposure to the cold. The kit has a windshield wiper and a defroster. This kit is not to be used for water operations.

Fuel Cells

Fuel cells should be topped off with fuel regularly to avoid condensation in the cells. Frozen water in the fuel system, particularly the fuel filters, will cause fuel starvation.

Tactical Employment Considerations

Although the principles of tactics remain the same, they are affected by conditions peculiar to cold climates. The conditions require that the commander use techniques and procedures which may be considered inappropriate in temperate climates. AA units may be tasked with varied missions in response to the situations created by cold weather conditions.

Waterways in cold weather contingency areas provide excellent avenues of approach for AAVs but formidable obstacles for other units. These waterways must be secured for use by friendly forces, and the use of these waterways must be denied to enemy amphibious forces. Assigning these waterways to AAV units as a sector of defense or zone of action may be the best option available to commanders because the AAV's UGWS is an ideal weapons platform for this purpose. Adjacent land areas, such as narrow strips of the coast, could be included in the AAVs assigned sector/zone. ATGMs, infantry or other type units are representative of those that could be attached to the AAV unit for the assigned mission.

Since the movement of AAVs in cold weather contingency areas is generally restricted to roads and prepared surfaces by the mountainous terrain, the employment of AAVs in the assault is more restricted and therefore less desirable than in other environments. An AAV moving on a narrow plowed road within range of enemy antiarmor weapons is a target that is hard to protect. To avoid stalled vehicles on narrow

roads that prohibit passage or turnaround of other vehicles, the commander should choose multiple routes and designate maintenance collection points off the road along the route of march. Terrain and trafficability studies may help minimize trafficability problems when employing AAVs.

If the terrain or enemy situation does not permit mech assault employment, the AAV can be assigned a mission to support the extensive logistic effort required to operate in cold weather. The AAVs can move supplies, ammunition, and equipment along prepared routes from rear logistic areas to unit supply points where specialized over-snow vehicles can handle transportation requirements for the infantry units.

Individual Equipment Considerations

The bulkiness of certain cold weather equipment can take up much of the interior space of AAVs and should be carried external to the AAV. The following equipment should be included for AAV crewmen operating in cold weather environments:

- Squad stove.
- Anticontact gloves.
- Insulated water can covers.
- Specialized clothing to include face masks.

CHAPTER 10. COMMUNICATIONS

Maintaining C2 of AAVs requires an effective means of communication within AA units and with supported and supporting organizations to send and receive instructions, control and coordinate movement and supporting fires, request CSS, and gather and distribute information. The AAV crew achieves these goals through various forms of communications.

Forms of Communications

Visual signals, radio, wire, and messenger methods of communications are available to AAV crews.

Visual Signals

Predominantly used by AAVs at the platoon and section level, visual signals can be hand and arm, flags, flashing light or pyrotechnics. These signals are particularly useful in the ship-to-shore movement. Section leaders transmit orders or information to the individual vehicles using hand and arm signals. Transmitting information by the hand and arm signals—

- Provides instantaneous transmission of commands to units within visual range.
- Does not emit an electronic signature.
- Does not impede net transmissions.

Radio

When visual communications cannot adequately support the mission, the primary method of communications is by internal and external radio transmissions.

Internal

AA units depend on voice radio to control their vehicles when the vehicles are closed up. In normal operations, the AA platoon uses the broadcast technique to pass orders to section leaders and other AAVs. In addition, the platoon and section leaders use the AA platoon command net to transmit fire commands to the unit. Vehicle commanders must limit their transmissions to the reporting of unusual situations. Radio discipline to limit transmissions must be strictly enforced because of the number of stations on the net and because the opposing forces may possess radio intercept and jamming capability. The AA battalion activates battalion command, battalion logistic, company command, platoon command, and other nets to provide administration and logistic requirements of each unit.

Battalion Command Net. The AA battalion commander uses the battalion command net for control. The battalion command net is guarded by the battalion command echelons, company commanders, the AA platoon commanders of H&S company, and the battalion logistic and recovery trains, when required.

Battalion Logistic Net. The battalion logistic net may be established for coordinating and reporting administration and logistic requests and reports.

Company Command Net. The AA company commander uses the company command net as a means of coordinating support and control of subordinate AA units. The company CP, platoon commanders, and AAV maintenance and recovery elements attached to or in support of the company normally enter this net.

Platoon Command Net. The platoon commander uses the platoon command net to direct the employment of AA sections. Vehicles within the platoon and units/elements attached or under the OPCON of the platoon commander activate and enter the platoon command net. With a minimum of 12 AAVs per platoon, radio discipline must be maintained to ensure that the net is available to support the mission.

Additional Nets. In addition to the command and logistic nets, AAV crews monitor their higher headquarters' command/tactical net and the net of the supported unit. If the platoon is attached to an infantry battalion and has been placed in DS of a company, the AAV platoon commander monitors the infantry battalion and supported rifle company tactical nets. In this situation the section leader monitors the AAV platoon command net and rifle platoon tactical net. Other nets to be monitored will be specified in unit SOPs or in the OPORD.

External

Radio communication requirements of the AA battalion, when operating subordinate to a MEF or a division, are dictated in the guard chart located in annex K of the higher command's OPORD. The S-6 officer is responsible for insuring that the battalion command and letter companies have the proper frequencies, net encryption keys, and battalion guard chart. External communication requirements are discussed in MCWP 3-40.3, *Communications and Information Systems.*

Wire

Wire provides a means of unsecured communication that does not radiate energy, which can be used by the enemy to determine a unit's location. However, wire only works in static situations and is time consuming to install and maintain. Extra care must be taken to ensure that tracked vehicles moving into and out of positions do not break wires.

Wire is used predominately in an AA battalion within the battalion CP to provide local telephone service. When the situation is sufficiently static, wire lines to higher headquarters and subordinate units will be installed. At the platoon and section level, wire may be used when the supported unit is in a static situation such as a defense or when movement has been halted for an extended period. In these situations, a net or loop circuit would connect the supporting vehicles on a single circuit. Dismounted infantry can also enter this circuit

Messenger

Messengers may be used in lieu of other means of communication or to supplement existing capabilities. Higher headquarters will direct external messenger service. Normally in static situations, internal messenger service is established to transit routine administration or logistic reports or requests. See MCWP 3-40.3 for additional information.

AAV Assets

Each variant of the AAV has specific communication assets. The AAVP7 communication assets are primarily for TACON of the AAV unit. The AAVC7 provides communications required for a headquarters unit.

AAVP7A1

Each AAVP7A1 comes equipped with two AN/VRC-89D SINCGARS radio suites. The AN/VRC-89D consists of two RT-1523 VHF radios. Each AN/VRC-89D is capable of transmitting one high power and one low power radio signal for a total of four radio nets per AAVP7A1. The SINCGARS family of radios has single-channel and frequency-hopping modes. In addition, it is capable of storing encryption-keying material internally.

The senior embarked Marine on each vehicle occupies the TC hatch located behind the driver's station. A combat vehicle commander (CVC) helmet permits the remote operation of radios and provides communications with crew members via an intercom. By using the remote box mounted next to the TC position, the operator can change frequencies rapidly to communicate over the four radio nets.

AAVC7A1

The primary headquarters communication asset the AA battalion possesses is the AAVC7A1. Equipped with VHF, HF, and UHF radios, the AAVC7A1 can be used as a mobile CP or an FSCC. These AAVs are maintained by the units within the AA battalion to ensure that the vehicles are operational and the communications systems will be ready for the using unit. The communications system in the AAVC7A1 contains the following radios:

- One AN/VRC-89D (consists one long-range radio and one short-range radio).
- One AN/PRC-104 radio set for HF communications.
- One AN/VRC-83 radio set for UHF communications.
- Two AN/VRC-92D SINCGARS VHF radio sets (each set consists of two long-range radios).

This communications suite provides the embarked unit with eight radios. The AAV crew is provided with an additional AN/VRC-89D for its communications needs.

AAVC7A1 Internal Layout

The AAVC7A1 is a highly capable C2 platform. Its communication system allows for tactical radio communications while remaining self-contained and highly mobile. The internal arrangement allows for seating of five radio operators to monitor nets and five staff personnel, as shown in figure 10-1.

The AAVC7A1 communications suite was designed to integrate the radios with the MIQ-115 intercom system. This intercom system, designed to work with the AAVC7A1 radio suite, allows the staff officers to communicate over any radio within the AAVC7A1 and with the AAV crewmen.

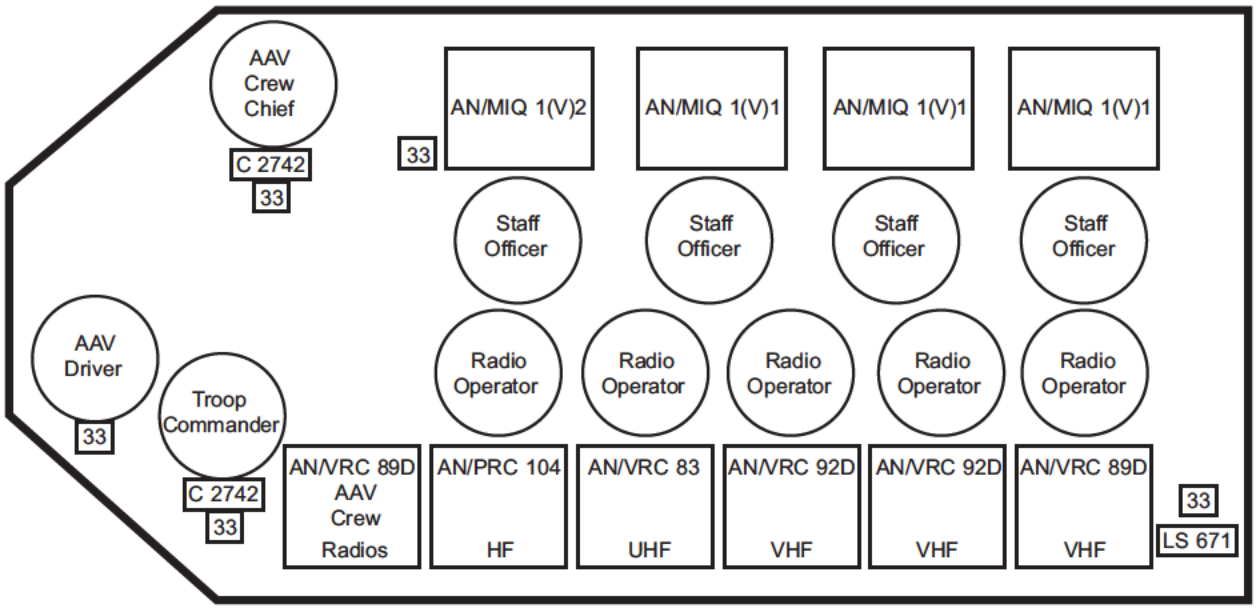


Figure 10-1. AAVC7A1 Layout.

NOTE: When operating in the SINCGARS radio single-channel mode, the intercom works normally; however, difficulties with the intercom may be experienced while operating at high power in the SINCGARS radio frequency-hopping mode.

AAVC7A1 Configured as a Combat Operations Center

When the AAVC7A1 is deployed as a combat operations center (COC) for an infantry unit, the communications and staff personnel of the using unit will use the radios. The AAVC7A1 will always be accompanied by an AAVP7A1 for support. The AAVC7A1 and AAVP7A1 comprise one command section. The crew of the AAVP7A1 has the ability to monitor the AA battalion nets with the vehicle's AN/VRC-89Ds.

When a stop is anticipated, the AAVC7A1 and AAVP7A1 can be configured to create a COC. For example, an AAVC7A1 and AAVP7A1 can be backed up to one another. The vehicles' ramps can be lowered, and a fly tent or covering can be thrown over the area in between the vehicles. This configuration will give the staff increased space, provide light discipline at night, and allow for a rapid displacement of the COC.

A battalion and higher-sized unit command should have two command sections for their use. The unit using the AAVC7A1 may be required to monitor more radio nets than the AAVC7 and AAVP7 (section) is capable of monitoring. Several options will satisfy this requirement. As an option, one of the command sections can be used as a tactical echelon, and the second command section can be used as a main echelon. With the use of both echelon sections, less critical nets can be monitored from the main echelon. The main echelon can then pass only the necessary traffic to the tactical echelon.

As a second option, the using unit can use its organic communications assets in the mobile radio component vehicles to cover extra nets. Once the AAVC7A1 and AAVP7A1 are static, the nets from the MRC vehicles can be remoted into the COC. Adding extra radios to the AAVC7A1 is not recommended because the enemy can use the increased electromagnetic signature to detect the COC, and the extra signals can interfere with the radio signals already transmitting.

There is no standard utilization of radios or monitored nets in the AAVC7A1. The using unit will determine nets to monitor, personnel to man the nets, and staff in the AAVC7A1. The AAVC7 vehicle commander should conduct indepth coordination with the using unit to ensure successful deployment on the battlefield.

CHAPTER 11. SAFETY GUIDELINES

Effective safety requires trained and skilled AA crews, properly oriented passengers, and well-maintained vehicles. Many mishaps can be directly attributed to not following proper procedures and safety guidelines.

General Safety

The combination of heavy equipment, high mobility, limited observation, and waterborne maneuvers creates conditions that require strict adherence to instructions and SOPs concerning AA operations. Carelessness, recklessness, shortcuts, and inattention can result in serious injuries to personnel and damage to equipment. Personnel must be instructed, inspected, reminded, and corrected on a continuous basis about following proper procedures.

Responsibilities

Safety is the responsibility of all Marines. However, the troop leaders embarked on AAVs and AA unit leaders share specific responsibilities to ensure safe operations.

Embarked Troop Leaders

While aboard AAVs, the senior troop leader present is responsible for briefing embarked personnel on their responsibilities as passengers aboard AAVs. The senior AA representative present has the final decision if the safety of the AAV, crew or passengers is in question.

AA Unit Leaders

When AAVs are employed, the safety of embarked personnel and proper operation of vehicles falls on the senior AA representative present. This AA unit leader establishes effective C2 procedures and ensures the safety of personnel on and around the vehicles. The AA unit leader should be the primary advisor to supported infantry units on safety aspects of AA operations and mechanical operability of AAVs.

Crewmen

The crew chief is responsible for the performance of the AAV and the safety of its passengers and crew. The third crewman advises the crew chief of the situation and physical welfare of embarked troops. In an emergency, the third crewman is responsible for quelling panic and assisting troops in an orderly evacuation of the vehicle.

Vehicle Employment

The safety of crew and passengers embarked in amphibious vehicles is protected through strict adherence to the following guidelines:

- Smoking is not allowed on or in AAVs.
- Embarked troops must wear helmets and not ride topside.
- Troops on foot should give an AAV a wide berth, because the field of vision from a closed-up AAV is limited.
- Open personnel hatches must be secured with restraints when the AAV is moving, because unsecured open hatches can inadvertently close on a person's hands and head. Personnel riding in the AAV open-hatch area will not ride in the vehicle with chests extending above the hatch opening.
- Hatches must be closed and locked while the AAV is transiting through the surf zone.
- Front and rear ground guides must be used when vehicles are backing up or moving in congested areas, while troops are on the deck or during periods of reduced visibility.
- Personnel must stand clear of the ramp area when the ramp is being raised or lowered. In other than tactical situations, the vehicle's horn must be sounded three times before the ramp is raised or lowered. An inoperable ramp will be

held with a ramp jack, a sign indicating "ramp held by jack" will be placed on the back and inside of the vehicle, and a tow cable will be attached from the mooring cleats to the tow shackle.

- Plenums will be raised and lowered by a minimum of two personnel; if the plenum springs are bad, at least three personnel will raise and lower them. Personnel must ensure their fingers and toes are clear and that no personnel are inside the engine compartment before lowering the plenums.
- AAVs must never operate alone on land or in the water; a minimum of two vehicles will operate together.
- AAV must not be left with the engine running without an operator in the driver's seat.

Preventive Maintenance

AAVs require time for preventive and corrective maintenance. Preoperational, prewater, and postoperational checks and services are required at halt. Generally, a minimum of 1 hour of PM should be planned for every 7 hours of operation in the field. While performing PM, crewmen should be careful when dealing with hazardous material, handling engine and drivetrain covers, and moving on top of the vehicle.

Hazardous Materials

Personnel must take extra precautions or wear the correct personal protective equipment when dealing with hazardous materials (e.g., POL, hot radiator fluid, battery acid). Opening radiator caps when the fluid is hot can cause the fluid to spray, resulting in severe burns to personnel. Spilling or splashing battery acid can cause severe burns to skin and eyes.

Engine and Drivetrain Covers

Covers must be properly installed before AAVs are operated. Unsuspecting crew and passengers around uncovered lateral drive shafts or engines with missing panels can be severely injured.

Moving on Top of Vehicle

While working and moving around on top of vehicles, personnel must remain situationally aware, because many Marines have slipped or fallen off vehicles.

Operational Briefs

Before an operation, the senior AA unit leader will ensure AAV leaders, vehicle crew chiefs, and crewmen receive an operational briefing to include concept of operations, anticipated water/terrain conditions, a review of emergency and immediate action procedures, and safety precautions.

Passenger Orientation

At the beginning of each operation, the AAV vehicle commander will ensure that safety orientation classes are conducted for embarking units. The orientation should include vehicle employment and capabilities, emergency procedures, and specific training considerations.

Waterborne Safety

Safety in AAV water operations is paramount. Often embarked troops will have only limited experience in waterborne operations. AAV Marines conducting these operations must have a clear understanding of required equipment, operational requirements, safety criteria, water operating speeds and distances, emergency signals, and embarked troops' safety procedures. In addition, embarked troops must have a clear understanding of what their safety roles and responsibilities are when on AAVs in the water.

Required Equipment

Each AAV has personal and vehicle equipment that ensure safe operations while conducting water operations.

Personal

The AAV passengers and crew must be properly outfitted with their lifejackets, helmets, flak jackets, and weapons before the AA vehicle commander orders launch into the water.

Lifejackets. Lifejackets must receive an operational check before being worn, to include a serviceable carbon dioxide cartridge, light or chemical light, and whistle. Before launching, the AAV vehicle commander ensures embarked personnel wear lifejackets and secure them around the waist. Embarked personnel and crew will blow three puffs of air into their lifejacket before launching. AAV crewmen required to come topside while waterborne for line handling, transfer operations or rescue procedures will blow an additional two puffs of air into their lifejackets.

Helmet. While embarked in operating AAVs, personnel must wear their helmets (i.e., CVC or Kevlar).

Flak Jackets and 782 Gear. Embarked troops will wear the lifejacket under their flak jackets and 782 gear that will be worn loose enough to jettison without delay if required. Upon touching down, lifejackets can be removed and equipment fastened.

Weapons. During training and combat operations, troops will invert and put their weapons in condition 3 (i.e., magazine inserted, weapon on **safe**, and bolt forward on an empty chamber). When exiting the vehicle, troops will change their weapons to a condition 1.

Vehicle

Vehicles must have the following equipment on board before launching:

- One November flag.
- Two red and two white flares for night water operation.
- Two 50-foot towropes with spliced eyelets.
- Two serviceable boat hooks.
- First aid kit.
- Two chemical lights mounted on starboard cargo hatch handles.
- Ax mounted on the turret.
- Battle lantern or searchlight.

Operational Requirements

The following reports, checklists, and training must be completed before launching vehicles:

- Prewater operational checklists must be completed before vehicles enter water deep enough to float the vehicle.
- SUROBs must be completed before launching AAVs in the ocean to determine if surf conditions meet the minimum safety criteria.
- Waterborne vehicle orientation must be briefed to embarked personnel before the vehicle enters the water. The brief will include the proper use of the lifejacket, wearing of equipment, and weapons considerations. In addition, emergency procedures (e.g., transfer of troops, vehicle abandonment, man overboard, actions for sinking vehicles) will be explained and practiced.
- Personnel manifest of passengers and crewmen must be prepared before the AAV is launched. The manifest will include each embarked person's name, rank, and Social Security number. Passengers listed on the manifest must remain on board until the crew chief authorizes debarkation.
- Launch team inspections must be conducted before the AAV is launched. Supervised by a designated AA unit leader, the launch team ensures bilge pumps are operational and the AAV is watertight. In addition, the team inspects the vehicle's ramp and ensures the personnel hatch remains secured until the AAV reaches land.
- Swim qualifications for crewmen participating in AA water operations must be at least at the combat water survival 2 level.
- Surf survival training and qualification should be conducted on an annual basis.

Rescue Teams

The rescue teams (RTs) will be designated before splash; the RT vehicle number and location will be made known to all hands. This vehicle is the primary rescue vehicle if an AAV becomes disabled, although every vehicle is a potential rescue vehicle. The RT vehicle must be capable of receiving personnel from a disabled AAV, and will have a corpsman embarked.

Safety Criteria

AA unit leaders must have a good working knowledge of the AA safety criteria. The criteria reflect different standards for general training and combat conditions. Acceptable surf for general training is a combination of the factors of vehicle load, surf height, wave types, and breaker interval. The three load conditions are CL 10,000 lbs, TL 5,600 lbs, and CE no load. Refer to chapter 3, table 3-2 for maximum safe surf conditions.

Water Operating Speeds and Distances

AAV operations in the water can be especially challenging when many vehicles are operating at the same time in close proximity and/or in periods of limited visibility. Safe distances and speeds between AAVs must be observed. In addition, AAV crewmen must know the signals for AAVs in distress should their vehicle begin sinking or require assistance.

Speed Afloat

Maximum AAV speed afloat is 8.2 knots per hour at 2,800 RPM in calm conditions. Factors such as sea state, wind, current, and vehicle load greatly affect water speed. During daylight with unrestricted visibility, 50 meters or five AAV lengths should be kept between vehicles. During restricted visibility and at night, 50 meters or less should be kept between vehicles, depending on the limit of visibility.

Emergency Signals

The VHF radio is the primary method of emergency communications, but secondary methods of communications are also used for disabled and sinking vehicles.

Disabled Vehicles

During daylight, the November flag should be displayed from a vertical boat hook. At night, a searchlight or battle lantern should be turned on and pointed vertically. If the night signal fails, one white flare should be fired into the air.

Sinking Vehicles

During daylight, the November flag should be waved continuously or a red flare should be fired into the air. At night, a searchlight or battle lantern should be turned on and pointed vertically or a red flare should be fired into the air.

Embarked Troops

The time AAVs with embarked troops are waterborne should be limited because of the combined effect of heat, noise, fumes, seasickness, and claustrophobia. Ventilation in the troop compartment may prevent troop discomfort and sickness.

Land Safety

Once on land, collisions with other AAVs or vehicles often result in serious injuries or deaths. In addition, AAVs are not air-conditioned and can cause heat injury to crews or embarked troops if the right precautions are not followed. Safe operations of AAVs on land depend largely on the environment in which they are operating and crews' ability to adjust.

Crew Composition

A minimum of two qualified crewmen will be on board for land operations.

Operating Speeds

The AAV's safe operating speed over land is influenced by the following conditions:

- During daylight with unrestricted visibility in a congested area, near troops, equipment or AAV parks, the AAV should not exceed 5 miles per hour with ground guides.
- During daylight with unrestricted visibility in an uncongested area, the AAV should not exceed 35 miles per hour.
- When visibility is restricted by dust, fog, wooded areas, buildings or other AAVs, the AAV should operate at a speed slow enough to permit the vehicle to stop and move safely.

Operating Distances

The AAV's safe operating distance between vehicles is influenced by the following conditions:

- During daylight with unrestricted visibility, AAVs should maintain 50 meters or five lengths between vehicles.
- During restricted visibility and at night, AAVs should maintain 50 meters or the limit of visibility, whichever is less between vehicles.

Road Crossings

When AAVs cross hard surface roads (highways) during training exercises or administrative road marches, road guards must be positioned on both sides of the crossing site at a minimum of 100 yards on 55-mile per hour roads and 50 yards on 35-mile per hour roads. Road guards should wear reflective vests, carry flashlights or flares at night, and position themselves to safely stop traffic for the crossing AAVs.

Operational Environments

The AAV's safe operations over land can be influenced by unfamiliar climates and terrain.

Hot Weather

Because heat injuries are probable in closed vehicles, personnel must have proper ventilation and constant hydration in hot weather. Water cans should be filled at every opportunity, and vehicles must be frequently checked for leaks and overheating.

Desert

In addition to hot weather conditions, high dust conditions can reduce visibility significantly and affect AAV operations in desert terrain. Vehicle speeds and distances must be adjusted, because reduced visibility can cause drivers to misjudge distances between vehicles and increase the potential for vehicle collisions.

Jungle

In a jungle environment, obstacles can limit AAV movement to existing trails and roads.

Heavily Wooded

The AAV's visibility and maneuverability can be reduced in heavily wooded areas.

Mountainous

Steep inclines and declines in mountainous terrain can reduce speeds and maneuverability of vehicles. AAV drivers must keep the engine's RPM up to ensure that the hydraulic steering is not reduced.

Cold Weather/Arctic

AAVs must be properly ventilated during cold weather conditions because the use of vehicle

heaters poses a risk of carbon monoxide poisoning to personnel inside the vehicles. Marines working with all-metal vehicles are at risk of hypothermia. In addition, AAVs can slide on icy surfaces, causing great risk to other vehicles and personnel on the ground.

Limited Visibility

During night operations when night vision devices are used, operating speeds and distances must be adjusted to compensate for reduced visibility. Rest time must be allotted for personnel using these devices, because night vision devices cause vision to quickly fatigue.

Other Safety Considerations

AAV vehicle commanders and embarked troop leaders must be aware of safety concerns in regards to weather, NBC operations, medical evacuation, lasers, UGWS, LMC, and onboard vehicle fires. AAVs have unique safety guidelines in these areas that should be reviewed.

Weather

Lightning, high winds, and heavy rains can pose hazards to personnel.

Lightning

During periods of lightning, personnel should stay off the vehicle top and away from antennas.

High Winds

Unsecured hatches are subject to closing or slamming rapidly during high wind conditions.

Heavy Rains

During and after heavy rains, the ground can become unstable and cause vehicles to slide, roll or get stuck.

Nuclear, Biological, and Chemical Operations

During NBC operations, AAV crewmen and embarked troops can experience reduced visibility and heat injuries.

Reduced Visibility

The wearing of the field protective mask reduces the crew and driver's visibility and makes communications more difficult. This may require operating the AAV at slower speeds.

Heat Injuries

The MOPP suit with the field protective mask increases the risk of heat injuries. If the AAV must operate with hatches closed, leaders must watch personnel closely for signs of heat exhaustion or heat stroke. Temperatures can become extremely hot inside the AAV for personnel in MOPP suits.

Medical Evacuation

Personnel should know the procedures for requesting emergency medical evacuation and preset the medical evacuation frequency on one radio in each vehicle before operations. A corpsman should always be present during any AAV operation.

Lasers

While conducting mech operations, personnel must be advised of the eye hazards associated with the use of lasers. Common sources of lasers are tanks, LAVs, and aircraft providing CAS.

Up-Gunned Weapon Station

Strict adherence to operational procedures must be followed when dealing with the UGWS. The greatest risk to personnel is from a supposedly unloaded weapon. Every weapon will be treated as if it were loaded. Personnel must know the proper procedures for immediate action and clearing of the MK-19

and M2 .50-caliber machine guns. Weapons should be doublechecked by a section leader after live fire exercises. Personnel should be aware of the hazards of white phosphorus in the smoke grenades.

Linear Mine Clearing

AAV crews, in addition to engineer detachments, must be trained and certified in LMC operations. During line-charge operations, only authorized personnel should clear ranges. These personnel should be kept to a minimum number. If the line charge is burning from the rocket during the launch or a piece of it does not detonate and is burning, the potential for the line to detonate on its own is great.

Onboard Vehicle Fires

AAV crewmen should know immediate actions for onboard fires to include location of the portable fire extinguisher, fire system activation levers, and evacuation procedures.

APPENDIX A. AAVP7A1 DATA

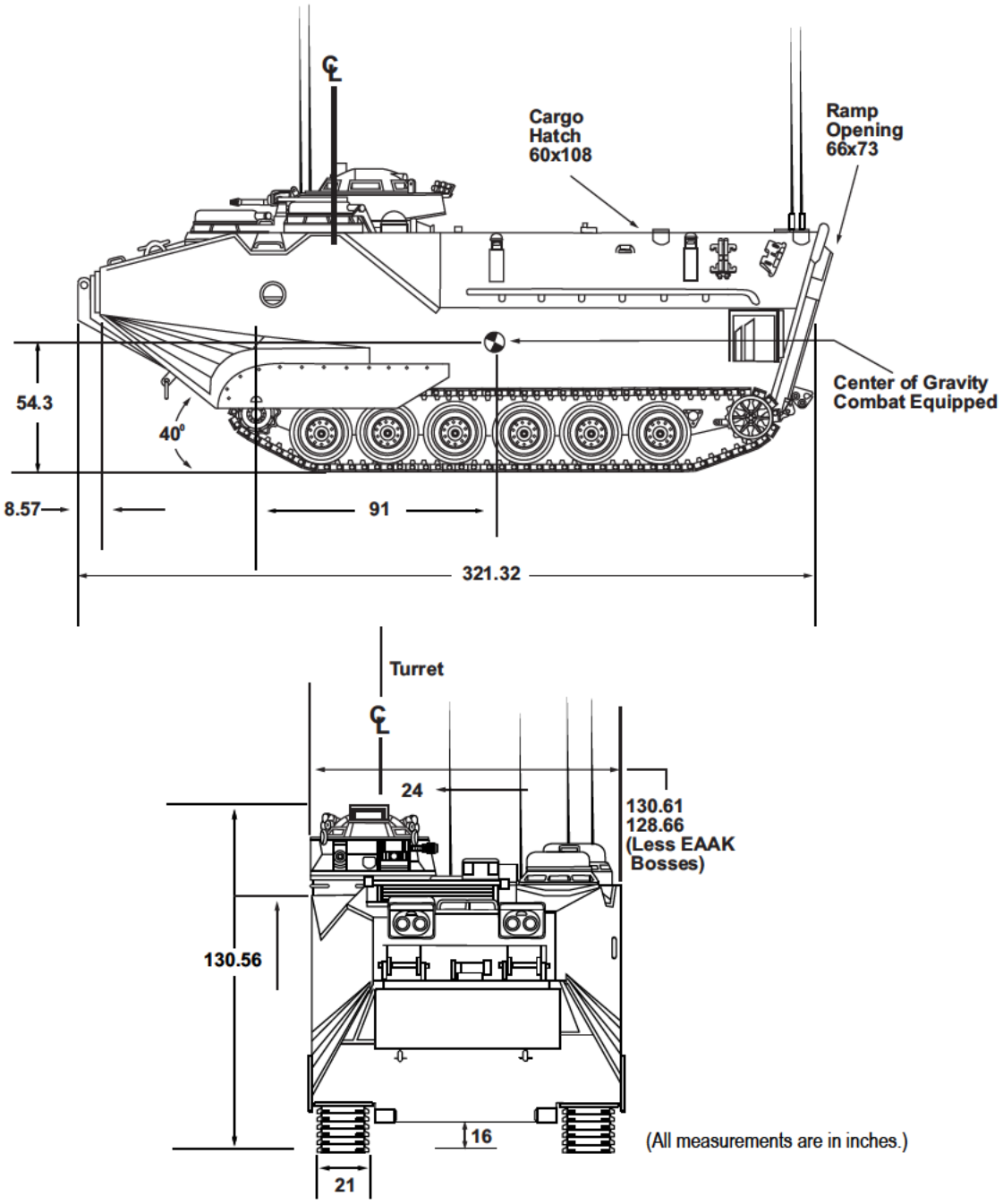


Figure A-1. AAVP7A1.

General	
Crew	3
Weight	Unloaded: 46,314 pounds (with enhanced appliqué armor kit [EAAK], less crew, fuel, on-equipment material [OEM], and ammunition)
	Combat-equipped: 50,758 pounds (EAAK, crew, fuel, OEM, and ammunition)
	Troop-loaded: 56,743 pounds (combat-equipped with troops)
	Cargo-loaded: 60,758 pounds (combat-equipped with cargo)
	Mine clearance kit: 61,158 pounds (combat-equipped with MK1 model 0 mine clearance system
Load capacity	21 combat-equipped troops (at 285 pounds each) or 10,000 pounds of cargo
Center of gravity	Unloaded: 52.8 inches above ground, 84.4 inches from station 100.0
	Combat-equipped: 54.3 inches above ground, 91.0 inches from station 100.0
	Troop-loaded: 53.6 inches above ground, 97.0 inches from station 100.0
	Cargo-loaded: 52.8 inches above ground, 100.3 inches from station 100.0
	Mine clearance kit: 54.4 inches above ground, 103.2 inches from station 100.0
Mean seawater draft (cargo-loaded)	75.2 inches
Freeboard at bow (station 34)	18.9 inches
Freeboard at stern (station 346)	10.8 inches
Unit ground pressure (cargo-loaded, zero penetration)	9.1 pounds per square inch
Fuel capacity	171 gallons
Performance	
Gross horsepower to weight ratio (cargo-loaded)	13.2 horsepower per ton
Net horsepower to weight ratio (cargo-loaded)	8.8 horsepower per ton
Drawbar pull (maximum at stall tractive effort)	42,644 pounds on level, firm terrain
Cruising range	Land at 25 miles per hour: 300 miles
	Water at 2,600 rotations per minute: 7 hours
Cruising speed	Land: 20 to 30 miles per hour
	Water: 6 miles per hour
Maximum speed forward	Land: 45 miles per hour
	Water: 8.2 miles per hour
Maximum speed reverse	Land: 12 miles per hour
	Water: 4.5 miles per hour
Obstacle ability	8-foot trench span, 3-foot vertical wall

Maximum forward grade (cargo -loaded)	60 percent
Maximum side slope (cargo-loaded)	40 percent
Ground clearance (cargo-loaded)	16 inches
Minimum turning radius	Land: pivot
	Water: pivot
Surf ability	Negotiate 6-foot plunging surf, cargo-loaded and survive 10-foot plunging surf without sustaining mission failure
Engine	
Make	Cummins
Model	VT400
Type	4-cycle, 8-cylinder, 90-degree V, water-cooled, turbocharged
Bore	5.5 inches
Stroke	4.75 inches
Displacement	903 cubic inches
Compression ratio	15.5:1
Fuel	Multifuel
Rated horsepower	400 plus 5 percent at 2,800 rotations per minute with diesel fuel-2 (DF-2)
Rated torque	825 foot-pounds plus 5 percent at 2,050 rotations per minute with DF-2
Oil capacity (dry)	6.5 gallons
Oil capacity (wet)	4.5 gallons
Coolant system capacity	30 gallons
Power Train	
Transmission	Naval sea (NAVSEA) HS-400-3A1
Type	Hydraulic torque converter, parallel shaft gear arrangement
Maximum converter torque multiplication	2.83:1
Gear ratios forward	First speed: 8.27:1
	Second speed: 4.63:1
	Third speed: 2.25:1
	Fourth speed: 1.27:1 (Reverse uses first and second speed ratios)
Final drive ratio	3.06:1
Overall maximum torque ratio (engine to sprocket)	70.8:1
Transmission oil capacity	23 gallons (with oil coolers, filters, lines)

Running Gear	
Type	Torsion bar and tube suspension, front sprocket, raised rear idler
Wheels	6 rubber-tired, dual per side, 26-inch diameter
Return idlers	1 per side, 20-inch diameter wheels
Sprocket	Teeth: 11
	Feet per revolution: 5.5
Shock absorbers	3 per side
Track	Steel, single pin, rubber bushed, with replaceable pads
Blocks	85 maximum per side
	Pitch: 6 inches
	Weight per block: 34 pounds maximum
	Weight per side: 2,890 pounds maximum
Water Propulsion	
Water jet pumps	Capacity: 14,000 gallons per minute
	Thrust: 3,025 pounds static
	Quantity: 2
	Location: port, starboard, and aft
Steering and reverse	Jet deflectors
Electrical	
Nominal voltage	24 volts, direct current
Generator	300 ampere
Battery	Volts: 12
	Type: 6-cell, terminal, lead
	Quantity: 4
Communication	
Control monitor C-11291	2
Radio frequency amplifier AM-7238	2
Vehicular amplifier adapter AM-7239	2
Mount MT-6353	2
Loudspeaker LS-671	1
Receiver-transmitter RT-1523	4
Antennas AS-3916	4
Audio frequency amplifier AM-7162	1
Intercom control box C-11133	4
Intercom control box C-11135	1

Armor	
Permanent hull	Aluminum armor plate
Ramp outer	1.000 inch
Ramp inner	.500 inch
Sides	1.750, 1.395 and 1.222 inches
Top	1.185 inches
Bottom	1.185 inches
Stern	1.395 inches
EAAK	Protection for vehicle side and slope, troop compartment overhead, and slope rack kit for sponson stowage of OEM
	Attachment: boss and joint offset method
	Material: homogeneous harden steel, rubber, mild steel composite
	Boss offset from hull (no armor): 0.75 inch per side
	Maximum offset from hull: 8.50 inches per side
Fire Extinguishers	
Automatic fire sensing and suppression system:	
Cylinders	3
Locations	Aft engine compartment bulkhead, and forward starboard stanchion
Capacity	7 pounds each, Halon 1301
Sensors	4
Portable	Cylinders: 1
	Location: starboard, aft
	Capacity: 5 pounds carbon dioxide
Manual fire suppression system:	
Troop compartment	Cylinders: 1
	Location: port sponson
	Capacity: 17 pounds Halon 1301
Engine Compartment	Cylinders: 2
	Location: one in driver's compartment and one in aft engine compartment
Bulkhead capacity	7 pounds each, Halon 1301
Vision and Sighting Equipment	
Driver's station:	
Direct vision blocks	7
Driver's night vision device	AN/VVS-2(V)1A: 1
	AN/VAS-5A(V)6: 1 (Note: Device AN/VAS-5A(V)6 is currently being fielded.)
Commander's station:	
Direct vision blocks	7

Periscope, M27	1
Device AN/VAS-5A(V)6	1 (Note: Device is slaved to drivers night vision device.)
Weapon station:	
Direct vision blocks	7
Gunner's sight	M36E2 (projected reticle)
Daylight	1X or 7X power
Night	7.1X power (passive vision assembly)
Ramp, direct vision blocks	1
Cargo Compartment	
Length	13.5 feet
Width	6.0 feet
Height	5.5 feet
Volume	445.5 cubic feet
Capacity	21 combat-equipped troops
Armament and Ammunition	
Upgunned weapons station, improved:	
Weight	2,365 pounds
Starboard overhang	1.14 Inches
Traverse	360 degrees
Elevation	Plus 45 degrees
Depression	- 8 degrees
Power control system	Electric-manual
Weapons:	
M2 heavy-barrel caliber . 50 machine gun	Rate of fire (cyclic): 450 to 550 rounds per minute
	Muzzle velocity: 3,050 feet per second
	Maximum effective range: 2,000 yards (1,830 meters)
MK-19 model 3 40-millimeter machine gun	Rate of fire (cyclic): 325 to 375 rounds per minute
	Muzzle velocity: 790 feet per second
	Maximum effective range: 1,640 yards (1,500 meters)
Ammunition	Caliber .50: 200 ready rounds, 1,000 rounds stowed in 10 ammunition boxes
	40 millimeters: 96 ready rounds, 768 rounds stowed in 16 ammunition boxes
M257 smoke grenade launchers	Quantity: 2 assembly
	Total: 8 UKL8A1 or UKL8A3 grenades
M16 A2, 5.56-millimeter rifle	Quantify: 3 (troop issue)
Infantry weapons mount kit	2 MK 16 gun stands on vehicle rear deck

Navigation Equipment	
(Note: None integrated/organic to the AAV7A1.)	
Bilge Pumps	
Electric (minimum each pump)	100 gallons per minute
Hydraulic (minimum each pump)	115 gallons per minute
Other	
Capability enhancements	Bow plane assembly NAVSEA part number (P/N) 6227757
	Chemical agent resistant coatings
Special mission kits	Visor kit, NAVSEA P/N 2587015
	Litter kit, NAVSEA P/N 5428676
	Winterization kit, NAVSEA P/N 2600063
	MK 1 model 0 mine clearance system, weight: 10,400 pounds (fully loaded)
Production	FMC Corporation
	Date first prototype: 1979
	Date first production vehicle: 1983

APPENDIX B. AAVP7A1 (RAM/RS) DATA

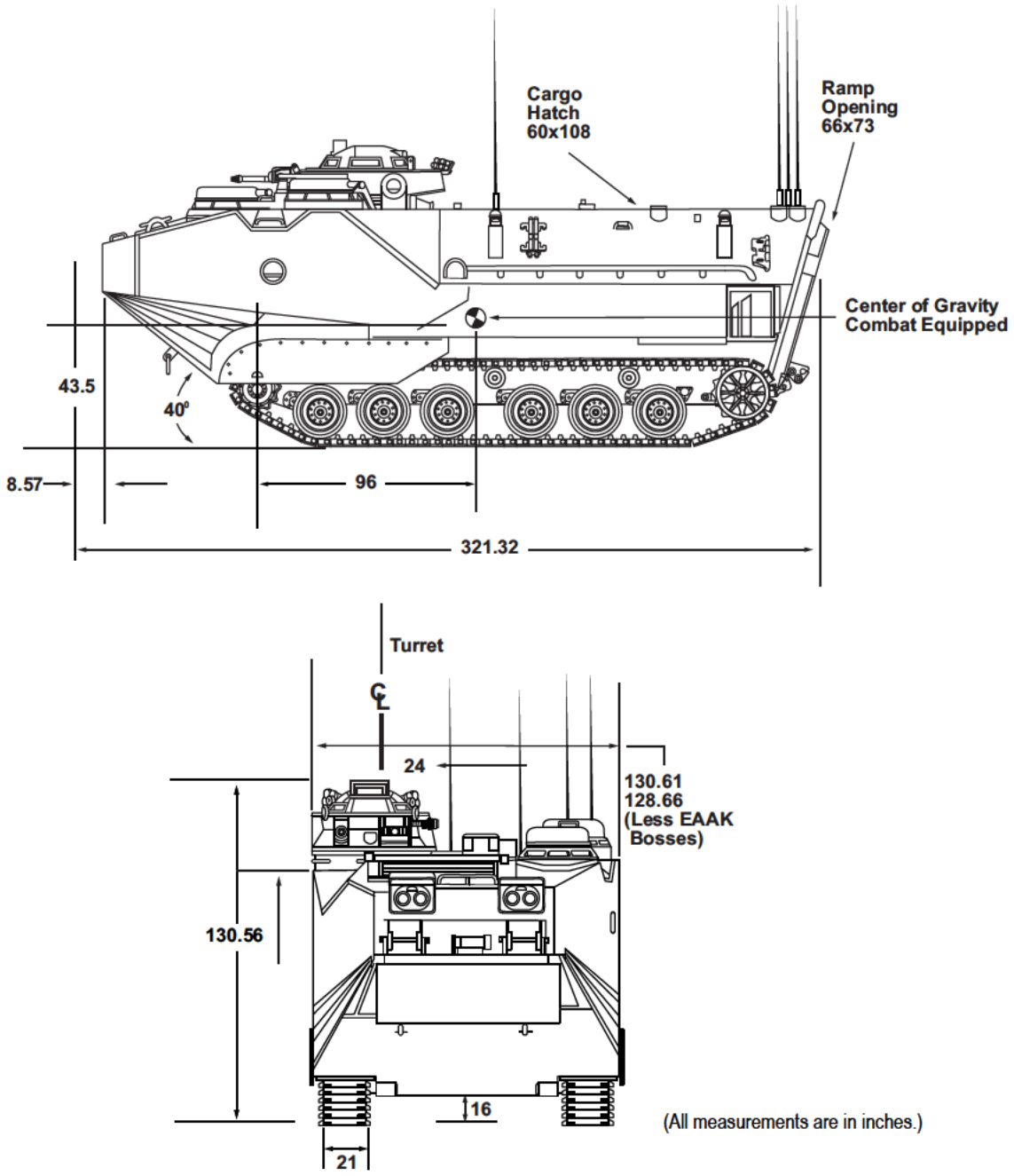


Figure B-1. AAVP7A1 (RAM/RS).

General	
Crew	3
Weight	Unloaded: 48,060 pounds (with EAAK, less crew, fuel, OEM, and ammunition)
	Combat-equipped: 52,120 pounds (EAAK, crew, fuel, OEM, and ammunition)
	Troop-loaded: 58,105 pounds (combat-equipped with troops)
	Cargo-loaded: 62,120 pounds (combat-equipped with cargo)
	Mine clearance kit: 63,620 pounds (combat-equipped with MK1 model 0 mine clearance system)
Load capacity	21 combat-equipped troops (at 285 pounds each) or 10,000 pounds of cargo
Center of gravity	Unloaded: 49.75 inches above ground, 88 inches from station 100.0
	Combat-equipped: 43.5 inches above ground, 96 inches from station 100.0
	Troop-loaded: 42.8 inches above ground, 102 inches from station 100.0
	Cargo-loaded: 50.4 inches above ground, 105.3 inches from station 100.0
Mine clearance kit	52 inches above ground, 95.75 inches from station 100.0
Mean seawater draft (cargo-loaded)	81.8 inches
	Freeboard at bow (station 34): 25.5 inches
	Freeboard at stern (station 346): 11.5 inches
	Unit ground pressure (cargo-loaded): 9.7 pounds per square inch
	Fuel capacity: 171 gallons
Performance	
Gross horsepower to weight ratio (cargo-loaded)	16.9 horsepower per ton
Net horsepower to weight ratio (cargo-loaded)	11.3 horsepower per ton
Drawbar pull (maximum at stall tractive effort)	38,500 pounds on level, firm terrain
Cruising range	Land at 25 miles per hour: 200 miles
	Water at 2,600 rotations per minute: 7 hours
Cruising speed	Land: 20 to 30 miles per hour
	Water: 6 miles per hour
Maximum speed forward	Land: 45 miles per hour
	Water: 8.2 miles per hour
Maximum speed reverse	Land: 12 miles per hour
	Water: 4.5 miles per hour
Obstacle ability	8-foot trench span, 3-foot vertical wall
Maximum forward grade (cargo-loaded)	60 percent
Maximum side slope (cargo-loaded)	40 percent

Ground clearance (cargo-loaded)	16 inches
Minimum turning radius	Land: pivot
	Water: pivot
Surf ability	Negotiate 6-foot plunging surf, cargo-loaded and survive 10-foot plunging surf without sustaining mission failure
Engine	
Make	Cummins
Model	VTA 903 T 525
Type	4-cycle, 8-cylinder, 90-degree V, water-cooled, turbocharged, aftercooled
Bore	5.5 inches
Stroke	4.75 inches
Displacement	903 cubic inches
Compression ratio	15.5:1
Fuel	Multifuel
Rated horsepower	525 plus 25 percent at 2,800 rotations per minute with DF-2
Rated torque	1,127 foot-pounds plus 5 percent at 2,200 rotations per minute with DF-2
Oil capacity (dry)	10 gallons
Oil capacity (wet)	8 gallons
Coolant system capacity	30 gallons
Power Train	
Transmission	NAVSEA HS-525
Type	Hydraulic torque converter, parallel shaft gear arrangement
Maximum converter torque multiplication	2.83:1
Gear ratios forward	First speed: 8.27:1
	Second speed: 4.63:1
	Third speed: 2.25:1
	Fourth speed: 1.27:1 (Reverse uses first and second speed ratios.)
Final drive ratio	3.06:1
Overall maximum torque ratio (engine to sprocket)	70.8:1
Transmission oil capacity	23 gallons (with oil coolers, filters, lines)
Improved transmission upgrade for torque converter and speed change assembly	
Running Gear	
Type	torsion bar suspension, front sprocket, raised rear idler
Wheels	6-rubber tired, dual per side, 24-inch diameter
Return idlers	1 per side, 20-inch diameter wheels

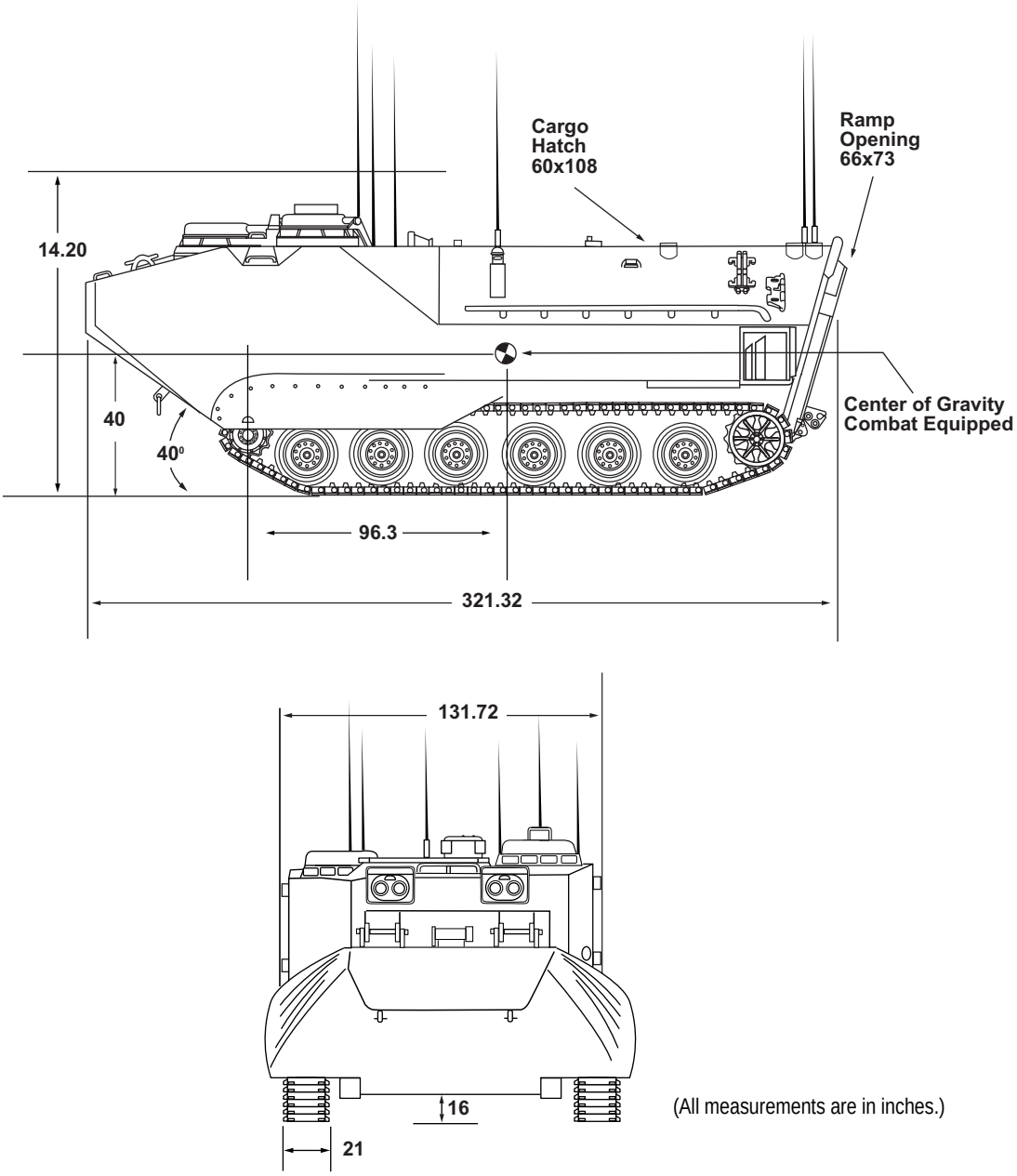
Support rollers	2 single and 1 double per side, 20-inch diameter rollers
Sprocket	Teeth: 11
	Feet per revolution: 5.5
Shock absorbers	4 per side
Track	Steel, single-pin, rubber-bushed, with replaceable pads
Blocks	85 maximum per side
	Pitch: 6 inches
	Weight per block: 35.4 pounds maximum
	Weight per side: 3,009 pounds maximum
Water Propulsion	
Water Jet Pumps	Capacity: 14,000 gallons per minute
	Thrust: 3,025 pounds static
	Quantity: 2
	Location: port and starboard, aft
Steering and reverse	Jet deflectors
Electrical	
Nominal voltage	24 volts, direct current
Generator	300 ampere, 28 volts, direct current
Battery	Volts: 12
	Quantity: 4
Communication	
Vehicle system	AN/VIC-2 (V)
Radio	AN/VRC-89A radio set: 2
Communications security equipment	(integrated into the RT-1523)
AN/VIC-2(V) intercom system	5 stations
Control monitor C-11291	2
Radio frequency amplifier AM-7238	2
Vehicular amplifier adapter AM-7239	2
Mount MT-6353	2
Loudspeaker LS-671	1
Receiver-transmitter RT-1523	4
Antennas AS-3916	4
Audio frequency amplifier AM-7162	1
Intercom control box C-11133	4
Intercom control box C-11135	1

Armor	
Permanent hull	Aluminum armor plate
Ramp outer	1.000 inch
Ramp inner	.500 inch
Sides	1.750, 1.395 and 1.222 inches
Top	1.185 inches
Bottom	1.185 inches
Stern	1.395 inches
EAAK	Protection for vehicle side and slope, troop compartment overhead, and slope rack kit for sponson stowage of OEM.
	Attachment: boss and joint offset method
	Material: homogeneous harden steel, rubber, mild steel composite
	Boss offset from hull (no armor): 0.75 inch per side
	Maximum offset from hull: 8.50 inches per side
Fire Extinguishers	
Automatic fire sensing and suppression system:	
Cylinders	3
Locations	Aft engine compartment bulkhead, and forward starboard stanchion
Capacity	7 pounds each, Halon 1301
Sensors	4
Portable	Cylinders: 1
	Location: starboard, aft
	Capacity: 5 pounds carbon dioxide
Manual fire suppression system:	
Troop compartment	Cylinders: 1
	Location: port sponson
	Capacity: 17 pounds each, Halon 1301
Engine compartment	Cylinders: 2
	Location: driver's compartment and aft engine compartment
Bulkhead capacity	7 pounds each, Halon 1301
Vision and Sighting Equipment	
Driver's station:	
Direct vision blocks	7
Driver's night vision device	AN/VVS-2(V)1A: 1
	Or AN/VAS-5A(V)6: 1 (Note: Device AN/VAS-5A(V)6 is currently being fielded.)
Commander's station:	
Direct vision blocks	7

Periscope, M27	1
Device AN/VAS-5A(V)6	1 (Note: Device is slaved to the driver's night vision.)
Weapon Station:	
Direct vision blocks	7
Gunner's sight	M36E2 (projected reticle)
Daylight	1X or 7X power
Night	7.1X power (passive vision assembly)
Ramp, direct vision blocks	1
Cargo Compartment	
Length	13.5 feet
Width	6.0 feet
Height	5.5 feet
Volume	445.5 cubic feet
Capacity	21 combat-equipped troops
Armament and Ammunition	
Upgunned weapons station, improved:	
Weight	2,365 pounds
Starboard overhang	1.14 inches
Traverse	360 degrees
Elevation	Plus 45 degrees
Depression	8 degrees
Power control system	Electric-manual
Weapons:	
M2 heavy-barrel, caliber .50 machine gun	Rate of fire (cyclic): 450-550 rounds per minute
	Muzzle velocity: 3,050 feet per second
	Maximum effective range: 2,000 yards (1,830 meters)
MK-19 model 3 40-millimeter machine gun	Rate of fire (cyclic): 325-375 rounds per minute
	Muzzle velocity: 790 feet per second
	Maximum effective range: 1,640 yards (1,500 meters)
Ammunition	Caliber .50: 200 ready rounds, 1,000 rounds stowed in 10 ammunition boxes
	40 millimeters: 96 ready rounds, 768 rounds stowed in 16 ammunition boxes

M257 Smoke grenade launchers	Quantity: 2 assembly
	Total: 8 UKL8A1 or UKL8A3 grenades
M16 A2, 5.56-millimeter rifle	Quantity: 3 (troop issue)
Infantry weapons mount kit	2 MK 16 gun stands on vehicle rear deck
Navigation Equipment	
Precision lightweight global positioning system receiver	P/N 822-0077-002
Tactical navigation digital compass system light	1
Position location reporting system	AN/VSQ-1
Bilge Pumps	
Electric (minimum each pump)	100 gallons per minute
Hydraulic (minimum each pump)	115 gallons per minute
Other	
Capability enhancements	Bow plane assembly, NAVSEA P/N 6227757
	Chemical agent resistant coatings
Special mission kits	Visor kit, NAVSEA P/N 2587015
	Litter kit, NAVSEA P/N 5428676
	Winterization kit, NAVSEA P/N 2600063
	MK 1 model 0 mine clearance system, weight: 10,400 pounds (fully loaded)
Production	United Defense Limited Partnership Corporation
	Date first prototype: 1995
	Date first production vehicle: 1998

APPENDIX C. AAVC7A1 DATA



(All measurements are in inches.)

Figure C-1. AAVC7A1.

General	
Crew	3
Weight	Unloaded: 49,614 pounds (with EAAK, less crew, fuel, OEM, and ammunition)
	Combat-equipped: 53,019 pounds (with EAAK, crew, fuel, OEM, and ammunition)
Center of gravity	Unloaded: 49.4 inches above ground, 94.4 inches from station 100.0
	Combat-equipped: 51.3 inches above ground, 95.5 inches from station 100.0
Mean seawater draft (combat-equipped)	Approximately 69.0 inches
Freeboard at bow (station 34)	Approximately 20.2 inches
Freeboard at stern (station 346)	Approximately 21.9 inches
Unit ground pressure (combat-equipped, zero penetration)	7.9 pounds per square inch
Fuel capacity	171 gallons
Performance	
Gross horsepower to weight ratio (combat-equipped)	15.2 horsepower per ton
Net horsepower to weight ratio (combat-equipped)	10.1 horsepower per ton
Drawbar pull (maximum at stall tractive effort)	38,934 pounds on level, firm terrain
Cruising range	Land at 25 miles per hour: 300 miles
	Water at 2,600 rotations per minute: 7 hours
Cruising speed	Land: 20 to 30 miles per hour
	Water: 6 miles per hour
Maximum speed forward	Land: 45 miles per hour
	Water: 8.2 miles per hour
Maximum speed reverse	Land: 12 miles per hour
	Water: 4.5 miles per hour
Obstacle ability	8-foot trench span, 3-foot vertical wall
Maximum forward grade (combat-equipped)	60 percent
Maximum side slope (combat-equipped)	40 percent
Ground clearance (combat-equipped)	16 inches
Minimum turning radius	Land: pivot
	Water: pivot
Surf ability	Negotiate 6-foot plunging surf, combat-equipped and survive 10-foot plunging surf without sustaining mission failure

Engine	
Make	Cummins
Model	VT400
Type	4-cycle, 8-cylinder, 90-degree V, water-cooled, turbocharged
Bore	5.5 inches
Stroke	4.75 inches
Displacement	903 cubic inches
Compression ratio	15.5:1
Fuel	Multifuel
Rated horsepower	400 plus 5 percent at 2,800 rotations per minute with DF-2
Rated torque	825 foot-pounds 5 percent at 2,050 rotations per minute with DF-2
Oil capacity (dry)	6.5 gallons
Oil capacity (wet)	4.5 gallons
Coolant system capacity	30 gallons
Power Train	
Transmission	NAVSEA HS-400-3A1
Type	Hydraulic torque converter, parallel shaft gear arrangement
Maximum converter torque multiplication	2.83:1
Gear ratios forward	First speed: 8.27:1
	Second speed: 4.63:1
	Third speed: 2.25:1
	Fourth speed: 1.27:1 (Reverse uses first and second speed ratios)
Final drive ratio	3.06:1
Overall maximum torque ratio (engine to sprocket)	70.8:1
Transmission oil capacity	23 gallons (with oil coolers, filters, lines)
Improved transmission upgrade for torque converter, steer and brake assembly gears, and oil filter	
Running Gear	
Type	Torsion bar and tube suspension, front sprocket, raised rear idler
Wheels	6 rubber-tired, dual per side, 26-inch diameter
Return idlers	1 per side, 20-inch diameter wheels
Sprocket	Teeth: 11
	Feet per revolution: 5.5
Shock absorbers	3 per side
Track	Steel, single-pin, rubber-bushed, with replaceable pads

Blocks	85 maximum per side
Pitch	6 inches
Weight per block	34 pounds maximum
Weight per side	2,890 pounds maximum
Water Propulsion	
Water jet pumps	Capacity: 14,000 gallons per minute
	Thrust: 3,025 pounds static
	Quantity: 2
	Location: port and starboard, aft
	Steering and reverse: jet deflectors
Electrical	
Nominal voltage	24 volts, direct current
Generator	300 ampere, 28 volts, direct current
Battery	Volts: 12
	Type: 6 cell, terminal, lead
	Quantity: 4
Communication Vehicle System	
Control monitor C-11291	2
Radio frequency amplifier AM-7238	4
Amplifier adapter AM-7239	6
Mount MT-6352	4
Mount MT-6353	2
Loudspeaker LS-671	1
Receiver-transmitter RT-1523	8
Antenna AS-3900	8
Audio amplifier AM-7162	1
Intercom control box C-11133	4
Intercom control box C-11135	1
Communication control box MIQ-1(V)-3	5
Communication control box MIQ-1(V)-2	2
Communication control box MIQ-1(V)-1	3
Communication system controller C-10879/MSQ-115	1
Current regulator CN-1549	5

Receiver-transmitter RT-1319/ VRC-83	1
Receiver-transmitter RT-1209/ PRC-104	1
Armor	
Permanent hull	Aluminum armor plate
Ramp outer	1.000 inch
Ramp inner	.500 inch
Sides	1.750, 1.395, and 1.222 inches
Top	1.185 inches
Bottom	1.185 inches
Stern	1.395 inches
EAAK	Protection for vehicle side and slope, troop compartment overhead: and slope rack kit for sponson stowage of OEM
Attachment	Boss and joint offset method
Material	Homogeneous harden steel, rubber, mild steel composite
Boss offset from hull (no armor)	0.75 inch per side
Maximum offset from hull	8.50 inches per side
Fire Extinguishers	
Automatic fire sensing and suppression system:	
Cylinders	3
Location	Aft engine compartment bulkhead, and forward starboard stanchion
Capacity	7 pounds each, Halon 1301
Sensors	4
Portable:	
Cylinders	1
Location	Starboard, aft
Capacity	5 pounds carbon dioxide
Manual fire suppression system:	
Troop compartment	Cylinders: 1
	Location: port sponson
	Capacity: 17 pounds each, Halon 1301
Engine compartment	Cylinders: 2
	Location: driver's compartment and aft engine compartment bulkhead
	Capacity: 7 pounds each, Halon 1301 each
Vision and Sighting Equipment	
Driver's Station	Direct vision blocks: 7
	Driver's night vision viewer AN/VAS-5A(V)6: 1

Master Station	Direct vision blocks: 7
	Periscope, M27: 1
Vehicle commander's station, direct vision blocks	9
Ramp, direct vision blocks	1
Personnel Complement	
Crew (vehicle commander, driver, assistant driver)	3
Radio operators	5
Unit commander and staff	5
Armament and Ammunition	
M240G, machine gun, pintle-mounted	1
Ammunition	7.62 millimeters; 1,000 rounds stowed
M16 A2 5.56-millimeter rifle, quantity	3 (crew issue)
Navigation Equipment	
(None is integrated/organic to the AAV7A1.)	
Bilge Pumps	
Electric (minimum each pump)	100 gallons per minute
Hydraulic (minimum each pump)	120 gallons per minute
Other	
Capability enhancements	Bow plane assembly, NAVSEA P/N 6227757
	Chemical agent resistant coatings
Special mission kits	Visor kit, NAVSEA P/N 2587015
	Winterization kit, NAVSEA P/N 2600063
Production	FMC Corporation
	Date first prototype: 1979
	Date first production vehicle: 1983

APPENDIX D. AAVR7A1 DATA

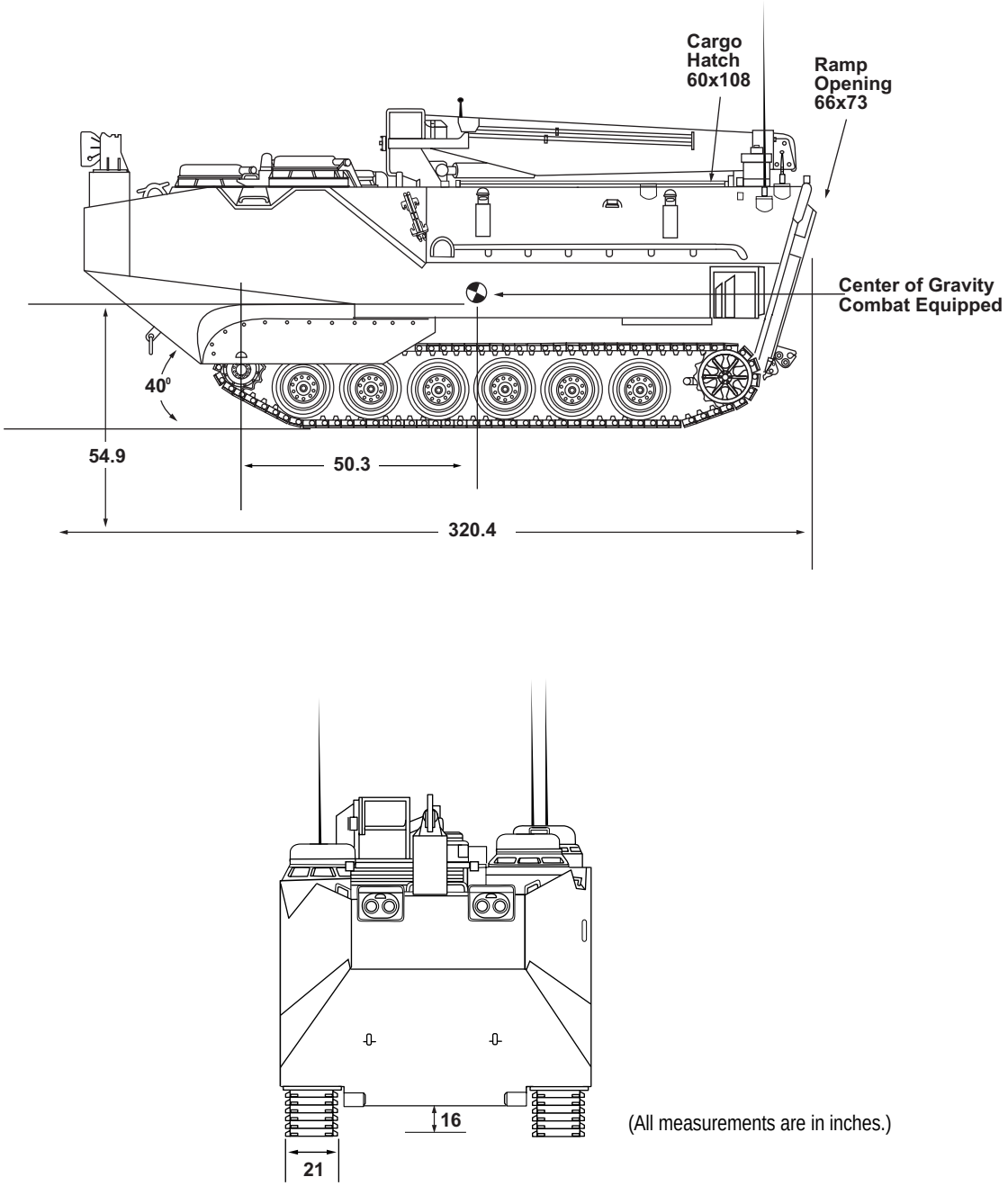


Figure D-1. AAVR7A1.

General	
Crew	5
Weight	Unloaded: 50,113 pounds (less crew, fuel, and ammunition)
	Combat-equipped: 52,123 pounds (crew, fuel, OEM, and ammunition)
Center of Gravity	Unloaded: 54.0 inches above ground, 90.4 inches from station 100.0
	Combat-equipped: 54.9 inches above ground, 90.8 inches from station 100.0
Maximum seawater draft (combat-equipped)	approximately 68.0 inches
	Freeboard to driver's hatch coaming: approximately 37.3 inches
	Freeboard to inlet of aspirator valve: approximately 39.0 inches
Unit ground pressure (combat-equipped, zero penetration)	7.8 pounds per square inch
Fuel capacity	171 gallons
Performance	
Gross horsepower to weight ratio (combat-equipped)	15.3 horsepower per ton
Net horsepower to weight ratio (combat-equipped)	10.2 horsepower per ton
Drawbar pull (maximum at stall tractive effort)	42,036 pounds on level firm terrain
Cruising range	Land at 25 miles per hour: 300 miles
	Water at 2,600 rotations per minute: 7 hours
Cruising speed	Land: 20 to 30 miles per hour
	Water: 6 miles per hour
Maximum speed forward	Land: 45 miles per hour
	Water: 8.2 miles per hour
Maximum speed reverse	Land: 12 miles per hour
	Water: 4.5 miles per hour
Obstacle ability	8-foot trench span, 3-foot vertical wall
Maximum forward grade (combat-equipped)	60 percent
Maximum side slope (combat-equipped)	40 percent
Ground clearance (combat-equipped)	16 inches
Minimum turning radius	Land: pivot
	Water: pivot
Surf ability	Negotiate 6-foot plunging surf, combat-equipped and survive 10-foot plunging surf without sustaining mission failure
Engine	
Make	Cummins
Model	VT400

Type	4-cycle, 8-cylinder, 90-degree V, water-cooled, turbocharged
Bore	5.5 inches
Stroke	4.75 inches
Displacement	903 cubic inches
Compression Ratio	15.5:1
Fuel	Multifuel
Rated horsepower	400 plus 5 percent at 2,800 rotations per minute with DF-2
Rated torque	825 foot-pounds plus 5 percent at 2,050 rotations per minute with DF-2
Oil capacity (dry)	6.5 gallons
Oil capacity (wet)	4.5 gallons
Coolant system capacity	30 gallons
Power Train	
Transmission	NAVSEA HS-400-341
Type	Hydraulic torque converter, parallel shaft gear arrangement
Maximum converter torque multiplication	2.83:1
Gear ratios forward	First speed: 8.27:1
	Second speed: 4.63:1
	Third speed: 2.25:1
	Fourth speed: 1.27:1 (Reverse uses first and second speed ratios)
Final drive ratio	3.06:1
Overall maximum torque ratio (engine to sprocket)	70.8:1
Transmission oil capacity	23 gallons (with oil coolers, filters, lines)
Improved transmission upgrade for torque converter, steer and brake assembly gears, and oil filter	
Running Gear	
Type	Torsion bar and tube suspension, front sprocket, raised rear idler
Wheels	6 rubber, tired dual per side, 26-inch diameter
Return Idlers	1 per side, 20-inch diameter wheels
Sprocket	Teeth: 11
	Feet per revolution: 5.5
Shock Absorbers	3 per side
Track	Steel, single-pin, rubber-bushed, with replaceable pads
Blocks	85 maximum per side
Pitch	6 inches
Weight per block	34 pounds maximum
Weight per side	2,890 pounds maximum

Water Propulsion	
Water Jet Pumps	Capacity: 14,000 gallons per minute
	Thrust: 3,025 pounds static
	Quantity: 2
	Location: port and starboard, aft
Steering and reverse	Jet deflectors
Electrical	
Nominal voltage	24 volts, direct current
Generator	300 ampere, 28 volts, direct current battery:
	Volts: 12
	Type: 6 cell, terminal, lead
	Quantity: 4
Communication	
Control monitor C-11291	2
Radio frequency amplifier AM-7238	1
Vehicular amplifier adapter AM7239	1
Mount MT-6352	1
Loudspeaker LS-671	2
Receiver-transmitter RT-1523	2 (AN/VRC-89)
Antennas AS-3916	2
Audio frequency amplifier AM-7162	1
Intercom control box C-11133	4
Armament and Ammunition	
M60D machine gun, pintle-mounted	Ammunition: 7.62 millimeters; 400 rounds
M16 A2, 5.56-millimeter rifle, quantity	5 (troop issue)
Armor	
Permanent hull	Aluminum armor plate
	Ramp outer: 1.000 inch
	Ramp inner: 0.500 inch
	Sides: 1.750, 1.395, and 1.222 inches
	Top: 1.185 inches
	Bottom: 1.185 inches
	Stern: 1.395 inches

Fire Extinguishers	
Automatic fire sensing suppression system:	
Cylinders	3
Location	Aft engine compartment bulkhead and forward starboard stanchion
Capacity	7 pounds each, Halon 1301
Sensors	4
Portable:	
Cylinders	1
Location	Starboard, aft
Capacity	5 pounds carbon dioxide
Manual Fire Suppression System:	
Troop Compartment	Cylinders: 1
	Location: port sponson
	Capacity: 17 pounds each, Halon 1301
Engine Compartment	Cylinders: 2
	Location: driver's compartment and aft engine compartment bulkhead
	Capacity: 7 pounds each, Halon 1301 each
Vision and Sighting Equipment	
Driver's Station:	
Direct vision blocks	7
Driver's night vision device	AN/VVS-2(V)1A: 1 or AN/VAS-5A(V)6: 1
Commander's station:	
Direct vision blocks	7
Periscope, M27	1
Auxiliary station, direct vision blocks	9
Ramp, direct vision block	1
Recovery Equipment	
Electrical power source: Generator (engine driven)	
Rating	12.5 kilovolt amperes, 0.8 power factor, 60-cycle, three-phase, four-wire
Output	120 volts alternating current single-phase and 220 VAC three-phase
Speed	3,600 rotations per minute
Hydraulic power source: Pump (engine driven)	
Pressure	2,200 pounds per square inch
Delivery rate at 1,800 engine rotations per minute and 1,680 pump rotations per minute	Section 1: 32.0 gallons per minute
	Sections 2 and 3: 20.0 gallons per minute
	Section 4: 9.0 gallons per minute

Air compressor (two-stage reciprocating):	
Piston displacement	14.4 cubic feet per minute
Operating pressure	145 to 175 pounds per square inch gauge
Speed	720 rotations per minute
Welder power supply: Miller Maxtron 300	
Input voltage (single/three phase)	230 - 460 volt alternating current
Voltage range in constant voltage mode (metal inert gas)	10 - 36 volts, direct current
Amperage range in constant current mode (tungsten inert gas/stick)	For single-phase: 3 - 375 ampere
	Open-circuit voltage in constant current mode: 80 volts, direct current (maximum)
Hydraulic crane:	
Horizontal reach maximum boom load capacity	6,000 pounds
Boom working angle	0 to 65 degrees
Crane swing-moment capacity	14,000 foot-pounds
Crane moment rating	129,000 foot-pounds
Crane swing speed (azimuth rotational speed)	1.5 rotations per minute
Crane winch:	
Single-Line Rating	6,000 pounds
Line speed	First layer: 25.6 feet per minute
	Second layer: 31.2 feet per minute
	Third layer: 36.7 feet per minute
Wire rope	Diameter and classification: 1/2 inch, 6 by 19 wire
	Breaking strength: 23,000 pounds
	Length: 85 feet
Recovery winch:	
Line pull, low speed	Bare drum: 30,000 pounds
	Full drum: 18,200 pounds
Line pull, high speed	Bare drum: 6, 830 pounds
	Full drum: 4,140 pounds
Line speed, low speed	Bare drum: 22 feet per minute
	Full drum: 36 feet per minute
Line speed, high speed	Bare drum: 97 feet per minute
	Full drum: 160 feet per minute

Wire rope	Diameter and classification: 3/4 inch, 6 by 37 wire
	Breaking Strength: 48,600 pounds
	Length: 278 feet
Navigation Equipment	
(None is integrated/organic to the AAV7A1.)	
Other	
Capability enhancements, chemical agent resistant coatings	
Special mission kits	Visor kit, NAVSEA P/N 2587015
	Winterization kit, NAVSEA P/N 5433242
Production	FMC Corporation
	Date first prototype: 1979
	Date first production vehicle: 1983

APPENDIX E. RESCUE PROCEDURES FOR DISABLED AAVS

In any rescue or retrieval operation, the protection of the lives of personnel takes priority over the salvage of disabled vehicles. Vehicles disabled in the surf zone fall under the cognizance and control of the AA unit leader in charge of the operation. Detailed rescue responsibilities are designated in unit SOPs and/or the OPORD. While waterborne AAV rescue procedures cannot be established for all circumstances, this appendix includes emergency signals, rescue teams, transfer of passengers, retrieval of man overboard, towing, special safety considerations, sinking AAV procedures, and crewmen's responsibilities. The following factors may influence the rescue of waterborne AAVs:

- Urgency of the situation aboard the vehicle.
- Condition of the sea.
- Number and experience of the passengers embarked.
- Skill of the AAV crew.
- Availability of rescue means or craft.

Emergency Signals

Radio communications concerning disabled, waterborne AAVs will take precedence over other communications. If the radio is inoperable, the disabled vehicle will use the following visual distress signals:

- Inoperable (day)—Display November flag attached to a vertical boat hook.
- Sinking (day)—Wave November flag continuously. Fire red flare into the air.
- Inoperable (night)—Turn on and point searchlight or battle lantern vertically. If signal fails, fire one white flare into the air.
- Sinking (night)—Turn on and point searchlight or battle lantern vertically. Fire red flares into the air.

Rescue Teams

Waterborne operations will be conducted with a designated rescue team (RT). The RT can be a part of the waterborne operation; the RT is not a separate

entity required to remain on the beach. Regardless of the size of the unit, the unit commander will specifically assign at least one AAV for the RT. Its tactical number and location will be specified in the OPORD. The embarked RT should have two first class swimmers and a corpsman. The AAV designated for the RT should not carry a full load of embarked personnel or cargo, because it must be capable of receiving personnel transferring from the disabled vehicle. The RT equipment should include a matched set of nylon towing lines (with spliced eyelets) and one ring buoy with 50 feet of line attached to mark the disabled vehicle in case it sinks. If a ring buoy is not available, an empty water can or life jacket is suitable with the equivalent length of rope to attach to the disabled vehicle.

During waterborne operations, each AAV is a potential safety vehicle and can assist and tow the closest disabled vehicle. The initial aim of the rescuing vehicle is the safety and recovery of embarked passengers and crew. Embarked personnel will be loaded into the designated RT vehicle before recovery of the disabled vehicle is attempted. Vehicles will not be towed with embarked troops on board unless a greater physical hazard would be posed by the sea condition or tactical situation in the transfer of embarked personnel to another vehicle.

Transfer of Passengers at Sea

The greatest hazard to AAV crew and passenger safety at sea is the danger of a vehicle sinking. If a vehicle's watertight integrity becomes questionable, the embarked passengers should be immediately evacuated. Bow-to-bow, side-to-side, and rough sea transfer methods are used to transfer troops.

Bow-to-Bow Transfer

The bow-to-bow transfer is the preferred method of troop transfer from a disabled AAV. See figure E-1. Before approach, the safety vehicle's bow planes must be lowered and fender material placed in a position to prevent bow damage. Both vehicles will open starboard cargo hatches, which will allow embarking/debarking troops to stand on the port cargo hatch and use the radio grill to climb up or down. After approach, the AAVs will be held in position by crewmen using boat hooks or hand-held lines until troop transfer is complete.

Side-to-Side Transfer

An alternate method of troop transfer is the side-to-side transfer. See figure E-2. This method can be used with either an AAV or a Navy safety boat. The rescuing vehicle will come along the leeward side of the disabled AAV. The AAVs will dock port side to port side using fender material secured to the side of the AAVs. Personnel will exit the disabled vehicle by climbing up the radio grill and stepping across the center bar to the port cargo hatch and then onto the receiving vehicle.

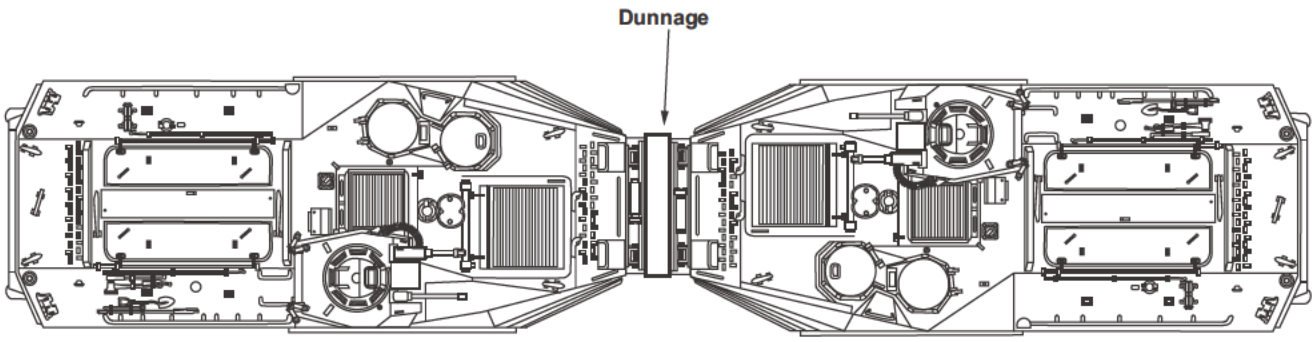


Figure E-1. Bow-to-Bow Transfer Diagram.

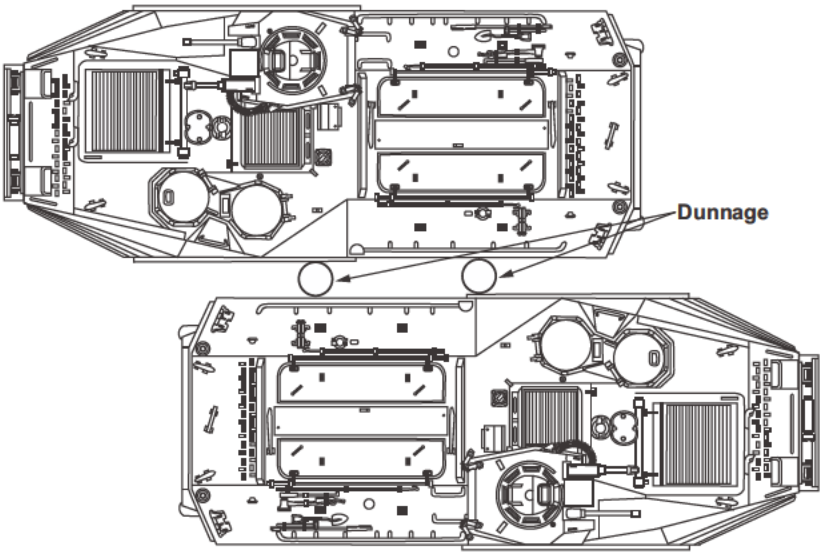


Figure E-2. Side-by-Side Transfer Diagram.

Rough Sea Transfer

Direct transfers should not be attempted in high swells or within the surf zone. In such cases, personnel will enter the water in pairs and swim to the safety vehicle. During transfer operations, the vehicle commander ensures AAVs are in neutral and water-jets are not used. The following rescue procedures are used in rough seas:

- Personnel will exit through the starboard cargo hatch, move to the other side of the AAV, and prepare to swim to the safety vehicle.

- Safety vehicle will be positioned between 25 and 50 meters away from the disabled vehicle on the windward side (wind blows from the safety vehicle toward the disabled vehicle). This prevents the disabled AAV from coming down on personnel as they swim to the safety vehicle.
- Troops embarked on the disabled vehicle will inflate lifejackets, jump (not dive) into the water, stay with their assigned buddy, and swim or paddle to the safety vehicle. The vehicle crew chief will dispatch personnel in an orderly manner.
- Personnel will use the port and starboard cargo hatches to exit if the disabled vehicle is in danger of sinking. They will move quickly to topside and transfer to the safety vehicle. If a safety vehicle is not available, personnel must swim away from the disabled AAV.

Retrieval of Man Overboard

Rescue personnel will use a boat hook, life ring or towline to retrieve a man overboard. Only as a last resort should a man from the safety vehicle enter the water. If required, the rescuer will jump with arms and legs spread wide to keep head above water and eyes on the man. The vehicle, with tracks secured, should be maneuvered close to the man in the water. If necessary, mouth-to-mouth resuscitation will commence as the victim is brought aboard.

Towing a Floating AAV

To prepare for towing, the crew of the disabled AAV sets an operable engine at 1,800 RPMs. Hatches and plenums are closed, watertight integrity is insured, the transmission is placed in the neutral position, and the mode selector switch is set in the water/track mode. If the hydraulic bilge pumps are not functioning due to an engine failure, the master switch is left on and the electric bilge pumps are activated. Before towing of the disabled AAV commences, the crew on the disabled vehicle attempts repairs, and if unsuccessful, the AAV is taken under tow. The preferred method of towing an AAV is stern to bow, and those procedures are as follows:

- The safety vehicle should be positioned with the stern to the bow of the vehicle being towed. An alternative method involving docking the sterns of both vehicles can be used when the integrity of the disabled vehicle's plenums is questioned.
- The disabled vehicle provides the towlines. One end of each of the two 50-foot towlines are passed through the eyes of the aft mooring bits of the towing vehicle and secured to the quick release mechanism.
- The port towline is attached through the starboard mooring bit, and the starboard towline is attached through the port mooring bit. In this way, the towlines are crossed, affording great control over the disabled vehicle once it is

under tow. Once the two lines are connected, care must be taken to avoid possible backlash injury.

- The crew of the disabled vehicle secures hatches. The crew of the towing vehicle positions its hatches as follows:
  - The driver's hatch is locked at the combat lock.
  - The troop commander's hatch is closed.
  - The crew chief positions the turret to face aft and secures the hatch.
- The towing vehicle crew chief places the vehicle ax in the turret for ready use to disconnect towlines should the quick release mechanism fail.
- The crew chief of the towing vehicle looks aft from inside the turret to watch the condition of the disabled vehicle. The third crewman is stationed inside at the rear of the towing vehicle to observe the proceedings from the vision block. Crewmen should be evacuated from disabled AAVs that are without electrical power and have lost watertight integrity.
- Hatches should be kept closed on both vehicles until the AAV is towed through the surf zone to the high watermark on the beach and there is slack in the lines.

In addition to the above policy, when towing a disabled AAV with another AAV, the appropriate naval authority will determine the final course of action. Disabled AAVs should be towed to the nearest safe haven (amphibious ship or beach).

Wet-well ships are the preferred platform of amphibious ship. See appendix I for recovery procedures. Disabled AAVs will be towed through the surf at a 90-degree angle to the surf line and to a point on the beach where—

- Neither vehicle has tracks in the water.
- Collision between the vehicles is impossible.
- Disabled AAV will not roll back.

When the point on the beach has been reached, tow cables can then replace towlines. The rescuing vehicle may attempt to tow the disabled vehicle through the surf zone and to the high watermark of the beach, thereby eliminating the necessity of hooking up land towing lines in the surf zone. If the beach gradient is steep or surf conditions permit, the vehicle may stop before the high watermark and connect tow cables.

Special Safety Considerations

The following special safety measures should be considered for water operations:

- When conducting AAV water operations, the third crewman must ride in the troop compartment of the AAV to constantly monitor watertight integrity.

- Planning for water operations should include alternate plans and timed evacuation drills.
- When planning for water operations in an emergency, water temperature, sea state, and available safety vehicles/vessels must be considered to determine the best type of evacuation to employ; brief the evacuation method; and practice these drills.
- When evacuation of troops and crew is required in a combat environment, the crew chief, with advice from the troop commander, must quickly decide whether to retain gear/weapons.
- After the command is given to evacuate the AAV, crewmen will not remain in a disabled AAV that is sinking and without power.
- Only the most experienced AAV crews should attempt the recovery of an AAVR7A1 because of its unique weight and balance considerations.

Sinking AAV Procedures

Although the current series of AAVs is the most seaworthy, rapid vehicle sinking may occur, making it impossible to evacuate embarked personnel before the vehicle slips under the surface of the water. Crew and passengers should stay with the sunken vehicle if it remains buoyant because of wave action in the surf zone and await recovery by another AAV. If the vehicle settles in the surf zone and is completely grounded where the water depth and wave action do not create a buoyant effect, crew and passengers should—

- Seek air pockets formed in the troop compartment.
- Open hatches after internal and external pressures have equalized.
- Abandon the vehicle in pairs over the side in a direction that is parallel to the beach, but not leeward of the vehicle.
- Inflate life preservers after leaving the vehicle.

Crewmen's Responsibilities

Based on the status of the disabled AAV, the crew of the disabled vehicle will have the responsibilities outlined in table E-1.

Table E-1. Crewmen's Responsibilities.

Status of Disabled AAV	Crew Chief	Troop Commander	Driver	Crewman
Dead engine (with battery power)	Display November flag during the day or fire white flare and display vertical light beam in the air at night. Inform platoon commander of the situation by radio. Troubleshoot the AAV systems to attempt to regain power. Inform troop commander of the situation and steps being taken. Check operation of electric bilge pumps. Keep hatches closed to prevent taking in excess water. Prepare to receive tow or transfer troops. Supervise transfer of troops to safety vehicle.	Obey crew chief's commands. Give a warning order to the troops to prepare for evacuation as directed by the crew chief. Assist crew in maintaining discipline.	Keep master switch on. Keep electric bilge pumps on. Shift to neutral. Check fuel shutoff lever to ensure it is in an upright position. Check fuel shutoff valve on deck behind driver. Attempt to restart engine. Continue attempts to restart engine (conserve electricity). Disconnect hydrostatic steer unit if the engine will not start, and prepare for tow and/or transfer of troops.	Check constantly for watertight integrity, and report compromises immediately to the crew chief. Help maintain discipline in the troop compartment. Assist topside with troop transfer.
Dead engine (without battery power)	Display November flag during the day or fire white flare and use battle lantern to display vertical light beam in the air at night. Troubleshoot the AAV systems and attempt to regain power. Inform the troop commander of the situation and steps being taken. Keep hatches closed to prevent taking in excess water. Prepare to receive tow and to transfer troops. Supervise the transfer of troops to safety vehicle or the water.	Obey crew chief's commands. Inform troops of the situation, and prepare for troop transfer or vehicle evacuation. Assist crew in maintaining discipline.	Shift engine throttle to neutral. Troubleshoot the AAV systems to attempt to regain power. Disconnect the hydrostatic steer unit, and prepare for tow and transfer of troops.	Check constantly for watertight integrity, and report leaks immediately to the crew chief. Help maintain discipline in the troop compartment. Assist topside with troop transfer.
Sinking (with power)	Wave the November flag during the day or fire red star distress signal in the air over the vehicle, and direct the beam of the battle lantern vertically at night. Notify the platoon commander by radio. Open cargo hatches with assistance from crewman. Order evacuation of embarked troops/execute evacuation procedures. Order crew to abandon vehicle. Debark the vehicle after personnel have been evacuated.	Obey crew chief's commands. Assist crew in maintaining discipline.	Keep engine, electric bilge pumps, and headlights on. Lower the seat and evacuate the vehicle through the driver's hatch when ordered by the crew chief.	Check constantly for watertight integrity, and report compromises immediately to the crew chief. Help maintain discipline in the troop compartment. Assist crew chief in opening cargo hatches. Assist passengers topside. Notify the crew chief when embarked troops have been evacuated. Evacuate the vehicle when ordered by the crew chief.
Sinking (without power) constitutes an emergency	Wave the November flag during the day, and fire red star distress signal in the air over the vehicle and display vertical light beam in the air at night. Notify platoon commander of the situation via voice or flashing light. Order preparations for evacuation of embarked troops. Open cargo hatches with assistance from crewman. Execute evacuation procedures. Order crew to abandon vehicle. Debark the vehicle after personnel have been evacuated.	Obey crew chief's commands. Assist crew in maintaining discipline.	Keep master switch on. Shift engine throttle to neutral. Troubleshoot the AAV system and attempt to regain power. Lower the seat and evacuate the vehicle through the driver's hatch when ordered by the crew chief.	Check constantly for watertight integrity and report compromises immediately to the crew chief. Help maintain discipline in the troop compartment. Assist crew chief in opening cargo hatches. Assist passengers topside. Notify the crew chief when embarked troops have been evacuated. Evacuate the vehicle when ordered by the crew chief.

APPENDIX F. LANDING DOCUMENTS

MCWP 5-1, *Marine Corps Planning Process*, and NWP 3-02.1, *Ship-To-Shore Movement*, contain instructions for the preparation of landing documents. The documents in this appendix are specific to AA units.

Documents **Page**

Landing Diagram F-2
Landing Craft and Amphibious Vehicle Assignment Table F-3
Serial Assignment Table F-4
Landing Sequence Table F-5
Assault Schedule F-6
Amphibious Vehicle Availability Table F-7
Amphibious Vehicle Employment Plan F-8

Landing Diagram

The landing diagram is the graphic means of illustrating the plan for ship-to-shore movement of the scheduled waves of an assault unit. The landing formation and type of landing craft or vehicles comprising the wave are normally determined by the commander, amphibious task force (CATF), and the commander, landing force (CLF), based on naval capabilities for supporting the plan and upon recommendations from the AAV unit leader and AAV availability. AAVs depicted in the landing diagram portray the boat teams embarked on AAVs numbered from left to right in each wave. For example, number 5-5 would be the fifth vehicle from the left in the fifth wave. For planning purposes, the landing diagram should allow dispersion of at least 25 (day)/50 (night) meters between AAVs, at least 3 minutes between AAV waves, and at least 10 minutes between boated waves, unless landing in column. This provides room for AAVs to move off the beach before the next wave and for boated waves to extract from the beach to the boat return lane.

Beach Red 1 H-hour 0530 local								
Scheduled Waves	Wave Composition							
Wave 0	01		02		03		04	
H-3 minutes	X^L		X		X^L		X	
Wave 1	1st and 2d Platoons, Company G, BLT 2/5							
H-hour	1-1	1-2	1-3	1-4	1-5	1-6	1-7	
	X	X	X	(X)	X	X	X	
Wave 2	3rd Platoon and Mortars, Company G, BLT 2/5 Command Group							
H+3 minutes	2-1	2-2	2-3	2-4	2-5	2-6	2-7	2-8
	X	X	X	X	(X)	X	C	R
Wave 3	Weapons Company, BLT 2/5							
H+6	3-6	3-4	3-2	3-1	3-3	3-5		
	U	U	U	(U)	U	U		
X = AAVP7 X^L = AAVP7 W/MK-154 C = AAVC7				R = AAVR7 U = LCU (X) = wave commander				

Landing Craft and Amphibious Vehicle Assignment Table

The landing craft and amphibious vehicle assignment table shows the breakdown of troop units into boat teams and the assignment of boat teams to waves or to a serialized element of an nonscheduled unit. This table and the debarkation schedule furnish ship commanding officers with information for the debarkation of troops. AA commanders advise supported commanders and staffs with respect to vehicle capacity and methods of employment.

Craft Number	Personnel and Material	Boat Spaces	Beach Red 1 Formation
1-1	Company Commander, Company G	1	
AAVP7	Messenger Radio Operator	1	
	81-millimeter FO Team with 1 Radio Operator	2	Column
	FAC with 1 Radio Operator	2	
	Weapons Platoon Commander, Company G	1	X 1-1
	Company 1st Sergeant, Company G	1	
		8	
1-2	Platoon Commander, 1st Platoon, Company G	1	
AAVP7	Messenger Radio Operator	13	
	1st Squad, 1st Platoon, Company G	1	X 1-2
	Corpsman	2	
		17	
1-3	Platoon Guide, 1st Platoon, Company G	1	
AAVP7	2d Squad, 1st Platoon, Company G	13	
	Corpsman	1	X 1-3
	1st Machine Gun Team, Weapons Platoon, Company G	3	
		18	
1-4	Platoon Sergeant, 1st Platoon, Company G	1	X 1-4
AAVP7	3d Squad, 1st Platoon, Company G	12	
	Corpsman	1	
	1st Assault Team, Weapons Platoon, Company G	2	
		16	
1-14	BLT 2/5 Commander	1	
AAVC7	S-3	1	
	S-2	1	
	NGF Liaison Officer	1	
	Air Officer	1	
	Company Commander, Weapons Company (FSC)	1	C 1-14
	Artillery Liaison Officer	1	
	Radio Operators	1	
	Communications Technician	3	
		11	
X = AAVP7	C = AAVC7		R = AAVR7

Serial Assignment Table

A serial is a group of troop units, supporting units, and their equipment embarked in the same ship that will be landed on the same beach at the same time. AAVs may be used to transport a serial.

The table is prepared and issued at LF level. AA unit personnel advise as to capacities of AAVs and potential problems with loading AAVs aboard ships.

Serial Number	Unit	Number of Personnel	Material Equipment Vehicles	Number and Type of Craft	Parent Ship	Remarks
A Company (Rein), 1st Battalion, 4th Marines (1401-1402)						
1401	Co A (-)	140		7 AAVP7 1 AAVC7	LST-1179	1st Wave Beach Red 1
1402	3d Platoon (Rein) Company C	126	2 81-mm mortars	7 AAVP7	LST-1179	2d Wave Beach Red 1
B Company, 1st Battalion, 4th Marines (1403-1404)						
1403	Company B (-)	133		7 AAVP7	LSD-49	1st Wave Beach Blue 1
1404	3d Platoon, Company B	120		7AAVP7 1 AAVR7	LSD-36	2d Wave Beach Blue 1

Landing Sequence Table

Detailed plans for the ship-to-shore movement of nonscheduled units are set forth in the landing sequence table. The LF and naval agencies use this table as the principal document in executing and controlling the movement of non-scheduled units. The completed table is prepared at LF level, and subordinate units extract applicable portions. AA commanders advise as to which vehicle best meets this LF requirement, where it would be best embarked, and other considerations pertaining to AAV employment.

Unit	Element	Serial Number	Carrier Number	Ship Type	Beach	Remarks
G Company (-), 2/5	3d Platoon	910	3	AAV	LSD-36	Red
A Company (-), 2d Tank Battalion	3d Platoon	911	3	LCU	LSD-36	Red
B Company, 2d Tank Battalion	1st and 2d Platoons	909	3	LCU	LSD-37	Blue
B Company (-), 2d Tank Battalion	3d Platoon	908	3	LCU	LSD-37	Blue
1/10	A Battery	1013	7	LCM	LPD-5	Red
1/10	B Battery	1014	7	LCM	LPD-5	Red
	C Battery	1015	7	LCM	LPD-1	Red
1/10	Headquarters Battery	1016	3	LCM	LPD-5	Red
	D Battery	1023	8	LCM	LPD-4	Blue
Division Tactical CP		401	4	LCM	LHA-1	Blue
A Company (-), 2d Engineer.	1st Platoon	105	3	AAV	LSD-28	Red

Assault Schedule

An assault schedule is prepared and issued to prescribe the composition and timing of waves landing over designated beaches. The schedule is prepared at LF level, and subordinate units extract applicable portions. The schedule shows each scheduled wave number, the time that landing craft or AAVs are scheduled to land, the craft/vehicle serial numbers, and the units landing.

Wave	Time	Beach			
		Red 1		Red 2	
		Craft/Vehicle Serial Number	Unit	Craft/Vehicle Serial Number	Unit
1	H-Hour	12 AAVP7 1426	Company A 1/7	12 AAVP7 1426	Company E 2/7
2	H+5	12 AAVP7 1427	Company B 1/7	12 AAVP7 1477	Company F 2/7
3	H+10	6 AAVP7 1430	Company C 1/7 1st and 2d Platoons	6 AAVP7 1480	Company G 2/7 1st and 2d Platoons
4	H+15	6 AAVP7 1431	Company C (-) 1/7 3d Platoon	5 AAVP7 1481	Company G (-) 2/7 3d Platoon
5	H+20	3 LCU 2351	Company A (Rein) 3d Tank Battalion	4 LCM-8 1482/1484	Weapons Company 2/7
6	H+27	8 LCVP 1432-1434	Weapons Company 1/7	8 LCVP 1483/1485	H&S Company (-) 2/7
On-Call Waves					
Report to PCS at H+40		1 LCM-8 2 LCM-6 1 LCVP 2305/2306	Shore Party Team 1	1 LCM-8 2 LCM-8 1 LCVP 2307/2308	Shore Party Team 2
Report to PCS at H+45		2 LCVP	Floating Dumps	2 LCVP	Floating Dumps

Amphibious Vehicle Availability Table

The amphibious vehicle availability table is a list of AAV numbers and types available to the LF. The LF prepares the amphibious vehicle availability table using data derived from consultation with the AAV commander. The table includes the number and type of vehicles embarked in each ship and identifies the AA unit involved.

Ship	AAV Unit	Number and Type of AAV			Remarks
		AAVP7	AAVC7	AAVR7	
LST-1179	3d Platoon, Company B, 3d AA Battalion	13	1	1	
LSD-36	1st Platoon, Company A, 3d AA Battalion 2d Battalion, Company A, 3d AA Battalion 2d Platoon, Company D, 3d AA Battalion	13 12 16	1 1 1	1	2 MK-154 LMC Kits
LSD-37	Company C, 3d AA Battalion	43	3	1	
LPD-1	1st Platoon, Company D, 3d AA Battalion	16	1	1	2MK-154 LMC Kits
Total		**113**	**8**	**4**	

Amphibious Vehicle Employment Plan

The amphibious vehicle employment plan shows the planned employment of amphibious vehicles, including their employment after landing. The CLF's staff prepares the amphibious vehicle employment plan when shipping availability is confirmed and after the assault schedule is completed. The AA commander should be intimately involved in the completion of this document, as it controls AAV employment. The plan includes identification of ships in which vehicles are embarked, number and type of amphibious vehicles employed, wave in which the vehicles will land, and destination of vehicles.

Origin	Number and Type of Amphibious Vehicle				Wave	Destination	Remarks
	AAVP7	AAVC7	AAVR7	LARC			
LSD-36	7				1	Red 1	1st and 2d Platoons Company A 1/7
LSD-36	6	1	1		2	Red 1	3d Platoon Company A 1/7
LSD-38	7				3	Red 1	1st and 2d Platoons Company B 1/7
LSD-38	6	1	1		4	Red 1	3d Platoon Company B 1/7
Second Trip							
3d Platoon, Company B, 3d AA Battalion	12					LHA-1	Transport Company C 1/7 to Red 1
2d Platoon, Company B, 3d AA Battalion	12					LPD-1	To land artillery ammunition as needed

APPENDIX G. GRID REFERENCE SYSTEM

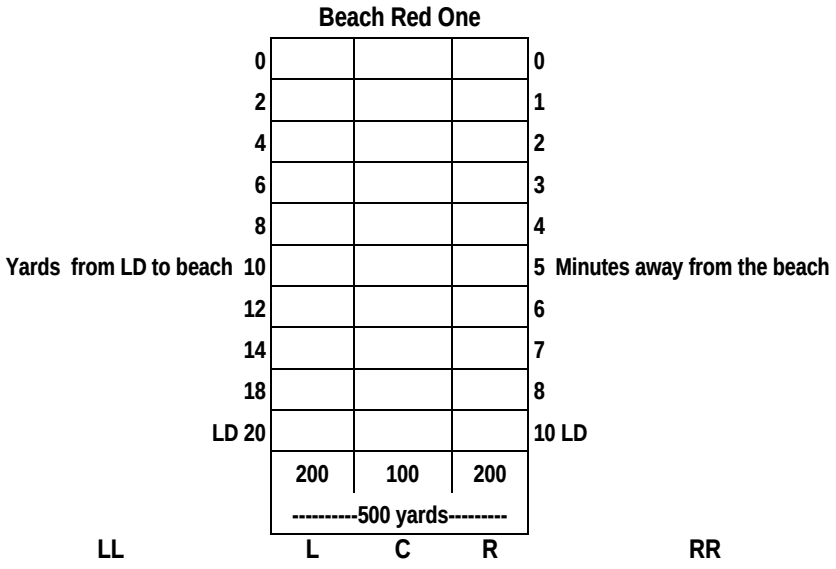
The Navy uses the grid reference system to control the ship-to-shore movement of landing craft. Composed of a time/space overlay known as a boat lane diagram and a series of standard radio transmissions known as grid position messages, the system enables a wave of landing craft [AAVs] to—

- Navigate the boat lane and land in the correct position.
- Land ashore at the proper time as specified by the landing timeline.

Boat Lane Diagram

The boat lane diagram is an approximate picture of the boat lane from the launch area or in the case of an underway launch, from the line of departure (LD) to the beach. Longitudinal lines in the diagram divide the lane into three sections: left (L), center (C), and right (R). Left and right sections are each 40 percent of the total width; the center section is 20 percent of the total width. Lane positions are described by L, C or R followed by a one- or two-digit number. A double letter such as RR or LL indicates positions outside the lane. The boat control team has the gridiron boat lanes plotted to scale in the combat information center (CIC).

The Navy tracks grid positions, which are the locations of the center of waves, by using the boat lane diagram. By using radar to track the landing craft, the Navy can track the wave. As the wave changes course and speed, Navy personnel plot these changes as a series of dots representing the center of the wave on the boat lane diagram laid out in the CIC. The wave's position in the boat lane is based on the distance from the shore and the location relative to the center of the lane.



Boat Lane Diagram

Grid Position Messages

To guide the landing craft waves ashore, the Navy has devised a series of short standardized radio transmissions.

Message Parts

Each transmission has six parts, and they follow each other in sequence.

Wave Call Sign

The call sign of the wave consists of the wave number and the designated beach for that wave. The following example refers to the first wave going to Beach Red One:

One Red One.

Message Identifier

The message identifier is the ship's call sign and the words Grid Posit (short for grid position). For example:

One Red One, this is Red Catskill, Grid Posit.

Location of Center Vehicle in the Boat Lane

The location of the center vehicle in the boat lane is the wave's physical location as it is plotted in the CIC. The orientation to the center of the wave is given first. The following example indicates a wave centered in the left side of the boat lane:

One Red One, this is Red Catskill, Grid Posit, Lima.

The following message indicates a wave centered outside and to the left of the boat lane:

One Red One, Grid Posit, Lima Lima.

Distance of the Wave from the Beach

The distance the center vehicle is from the beach will be reported as a number following the location. The following example indicates a wave that is centered in the boat lane 1,600 yards from the beach:

One Red One, this is Red Catskill, Grid Posit, Charlie, 16.

Time in Relation to the Landing Schedule

This is how the wave is proceeding in respect to the timeline for the movement. On time, early or late are the three key phrases used to express time in relation to the landing schedule. This portion is followed by a time in minutes. The following example indicates a wave that is right of center in the boat lane, 1,200 yards from the beach, and 2 minutes behind schedule or late:

One Red One, this is Red Catskill, Grid Posit, Romeo, 12, Late 2.

Corrections

This is direction from the Navy on how to correct the heading of the wave. These corrections should be transmitted immediately to the wave so it may correct its position. Usually, late time corrections are given only if the wave is more than 1 minute late. Corrections can take several forms. Examples would be:

Vector Right 10 Degrees, Speed Up.

Vector Left 5 Degrees, Slow Down.

Assembled Message

Once the parts are assembled into one grid position message, it will tell the wave commander exactly where the wave is in the boat lane and whether or not it needs to correct its heading. The following example indicates Wave One going to Beach Red One is in the center of the boat lane, 1,600 yards from the beach, and they are behind schedule 1 minute:

One Red One, this is Red Catskill, Grid Posit, Charlie, 16, Late 1, Out.

The following example indicates Wave Two going to Beach Red One is centered in the left side of the boat lane, 1,400 yards from the beach, and they are late 2 minutes. They are directed to vector right 5 degrees and speed up.

Two Red One, this is Red Catskill, Grid Posit, Lima, 14, Late 2,
Vector Right 5 Degree, Speed Up, Over.

Procedures

During amphibious operations, the primary control ship (PCS) and AAV waves must track the grids for units involved. The following procedures ensure situational awareness and that the waves land at the correct location on the shore as scheduled:

- Upon launching from the ship, the wave will check in with the PCS on Boat Bravo. Boat Bravo is used to control waves from the time it leaves the ship until it crosses the LD. Since AAVs are normally launched at or in close proximity to the LD, Boat Bravo will probably not be used for long.

- Once the wave crosses the LD, AAVs will switch to Boat Alpha to receive grid positions from the PCS.
- The PCS tracks the wave and fixes the position of each wave on the boat lane diagram in CIC.
- The boat control team then transmits to the AAV wave commander the AAV's position in the prescribed format.
- After receiving a grid position message that indicates the wave is not in the center of the lane and or is not progressing along the lane according to schedule, the wave guide officer (WGO) corrects the position and movement of the wave.
- Control officers will supplement grid positions with vectors and early or late wave-timing information as necessary.
- Normally, grid positions are transmitted every minute from the LD to 20 yards from the beach unless corrective action is required, in which case they are transmitted more frequently. In low visibility, positions will be provided once per minute from the LD to the beach.
- The last 1,000 yards to the beach is run at full (battle) speed.
- To obtain full benefit from the grid, AAV wave commanders may plot their position each time the controlling station transmits it to obtain a track of the wave's progress. The effects of wind and sea and/or taking incorrect headings can be determined and corrected on the next launch.
- Once firm radio communications are established, grid positions are transmitted without requiring wave commanders to receipt. However, vectors should be receipted. If the wave commander fails to receipt for orders by radio, the PCS will continue to transmit and request visual acknowledgment.
- When the AAV wave commander's vehicle contacts the bottom, the WGO will transmit "Touchdown, touchdown, touchdown." This notifies the PCS that the vehicles have landed ashore.

APPENDIX H. AMPHIBIOUS SHIP AAV CAPACITIES

Ships of the amphibious fleet have varying internal characteristics that affect their AAV carrying capacities. The AAV carrying capacities listed below are approximate maximum capacities for the classes of ships. For detailed planning, the ship's characteristics pamphlet must be consulted to determine the true capacity.

Ship Type and Class	AAV Capacity
LSD-28/Thomaston Class: Well Deck	48
LSD-36/Anchorage Class: Well Deck	47
LSD-41/Whidbey Island Class: Well Deck	64
LSD-49/Harpers Ferry Class: Well Deck	27
LPD-1/Raleigh Class: Upper Vehicle Load Well Deck	14 20
LPD-4/Austin Class: Upper Vehicle Load Well Deck	16 20
LPD-17 Class: Well Deck	38
LST-1179/Newport Class: Tank Deck	23
LHA-1/Tarawa Class: Well Deck	79
LHD-1/Wasp Class: Well Deck	52

APPENDIX I. EMBARKATION AND DEBARKATION PROCEDURES

Embarkation and debarkation of US Navy amphibious ships follow similar procedures to safely conduct operations. The landing ship dock (LSD), landing helicopter dock (LHD), landing platform dock (LPD), and general purpose amphibious assault ship (LHA) can conduct embarkation and debarkation operations by flooding their well decks (wet loading), or they can conduct AAV operations with a dry well deck (dry loading). The landing ship, tank (LST) has different procedures due to its older design and capabilities. Although few LSTs are still commissioned, AAV crews may have to conduct operations on LSTs if operating with another nation's navy. AAV crews should be familiar with each ship's method of debarkation and embarkation, safety criteria, and recovery procedures for disabled AAVs.

Methods

The following are methods of LSD, LHD, LPD, LHA, and LST embarkation and debarkation:

- Ship at anchor.
- Ship lying to or with bare steerageway (screws and rudders used only to maintain ships head into the swells). This is the least desirable method of embarkation of AAVs. Such an embarkation should not be attempted when less than optimum conditions exist.
- By ramp while the ship is moored at pier.
- Ship is underway (debarkation only).
- When married to a pontoon causeway (for LSTs).

Safety Criteria

The following chart covers the various safety criteria LSD, LHD, LPD, and LHA ships must follow to safely embark and debark AAVs.

	Stern Gate Position	Vent Fans	Ballast	Water Depth at Sill	Maximum Ship Speed
Debark	0 to –3 degrees[1]	on[2]	N/A	6 inches to 1 foot	21.5 knots
Embark	lowered	on[2]	steep wedge	4 to 6 feet[3]	0

[1] LSD, LHD, LPD, and LHA stern gates should be lowered to an angle level with the well. If depressed greater than 10 degrees, it can interfere with AAV abilities to break free from the ship's wake once launched.

[2] LSD-41 class ships do not have vent fans.

[3] The optimal depth for recovery is approximately 4 feet of water at the sill. Ships should ballast to 8 feet to recover a disabled AAV that is being towed by another AAV or when ships positioning or steadying lines will be used.

The following chart covers the various safety criteria the LST ships must follow to embark and debark AAVs.

	Stern Gate Position	Vent Fans	Ballast	Water Depth at Sill	Maximum Ship Speed	Turntable Position	Stern Anchor
Debark	lowered, locked[1]	on	0	0	16 knots[2]	locked	N/A
Embark	lowered, locked[1]	on	19 feet 6 inches	0	0	free	lowered to 10 feet

[1] Stern gate wires must be sacked and secured to stern of ship to prevent them from fouling AAV tracks.

[2] LSTs should only attempt 16-knot launches if the stern gate lock ship alteration has been performed. If this modification has not been performed, the maximum launch speed is 6 knots.

Embarkation Procedures

Embarking AAVs aboard an amphibious ship can be challenging and dangerous, especially in higher sea states. The following steps should minimize risk:

- The AA unit should maintain an interval of 50 to 75 meters between vehicles in column to facilitate loading. For LSTs, ensure VIC-12 AAV antennas are tied down before embarking.
- Before the signal to load, the first AAV should position approximately 100 meters from the stern, depending upon operational conditions and schedules.
- Just before receiving the signal to load, the first AAV driver will retract the bow plane.
- Upon receiving the loading signal (i.e., green flag or green light) from the ship's crew, the AAV will approach the well bow on. The approach to the ship should be made from directly astern in water-jets mode at 1,500 to 1,800 RPM.
- The AAV driver will receive guidance, via hand signals, from well-deck guides.
- Approximately 30 meters before entering the well, the driver should place the vehicle in first gear to engage the tracks.
- As the AAV approaches the sill, the driver will slow down and proceed until the tracks touch down.
- Once in solid contact with the deck, the driver will be ground-guided to pivot the vehicle 180 degrees.
- Directed by the ground guide, the driver will back the vehicle into its parking space. Although less desirable, AAVs may pivot when waterborne using their water-jets and be ground-guided back into their parking spaces.
- For LSTs, AAVs should not be turned when moving up the stern gate because the ramp will damage the AAV track. A driver failing to negotiate the LST ramp should ease back into the water, reposition in water-jet mode, and try again. Upon reaching the crest of the ramp, the driver will stop and go to land mode. The driver will be ground-guided to the aft turntable. The driver sets the AAV parking brake, and the turntable will rotate the vehicle. Ground guides will guide the vehicle for parking.

- To prevent confusion and mishaps, embarked personnel will remain aboard the AAVs until all vehicles are embarked and stopped.
- Select AAV personnel may disembark to begin preparations to secure the vehicles.
- When directed by the well-deck supervisor or petty officer in charge (POIC), troops and other crewmen may disembark. Troops proceed to assigned berthing, and AAV crews secure their vehicles.
- The procedure is repeated for the remaining AAVs to embark.

Recovery of Disabled AAVs

If conditions necessitate a disabled AAV being brought aboard amphibious ships, recovery safety considerations and procedures must be followed to avoid serious mishaps.

Safety

The decision to load AAVs in rough seas or in foul weather rests with the AA unit leader and ship's captain. Personnel safety will be the primary consideration when retrieving a disabled AAV. Other factors to consider include—

- Crew experience.
- Equipment ability to recover the disabled AAV.
- Action of waves within the well and upon the vehicle to be recovered.

Procedures

The disabled AAV will be towed by another AAV astern the LSD, LHD, LPD or LHA to a distance considered safe under the prevailing conditions. SOPs for towing disabled AAVs in the water will apply. In preparation to recover a disabled AAV, LSDs, LHDs, LPDs or LHAs should ballast to 8 feet of water at the sill. This will provide the towed AAV sufficient room to move into the well before excessive tension is placed on the AAV's towropes/ship's positioning lines. Although the ship's SOP will contain specific embarking details, the following are general procedures for embarking a disabled AAV aboard an LSD, LHD, LPD or LHA:

- When signaled, the towing vehicle will pull the disabled AAV as far into the well deck as possible without causing the towropes to separate.
- Once the disabled AAV is grounded in the well, the towing vehicle will slowly back up, releasing the tension on the towropes. Care should be taken to not foul the towing vehicle's tracks with the towropes.
- After the towropes are removed, positioning lines may be attached to maintain the disabled AAV's safe position in the well. Positioning lines may also be used to turn the AAV for backing into position.

- Once the disabled AAV is secured with lines, the towing AAV will move close enough to the disabled vehicle for AAV personnel to attach a tow bar or tow cables. The towing vehicle will then continue to pull the disabled AAV out of the way of the operation.
- If the AAV cannot be towed into the well to a point where it can be recovered using tow cables or bars, it will be secured to the well deck using positioning or steadying lines, fenders, and/or dunnage. Once the ship has a dry well deck, the disabled AAV can then be recovered using tow cables or a tow bar.

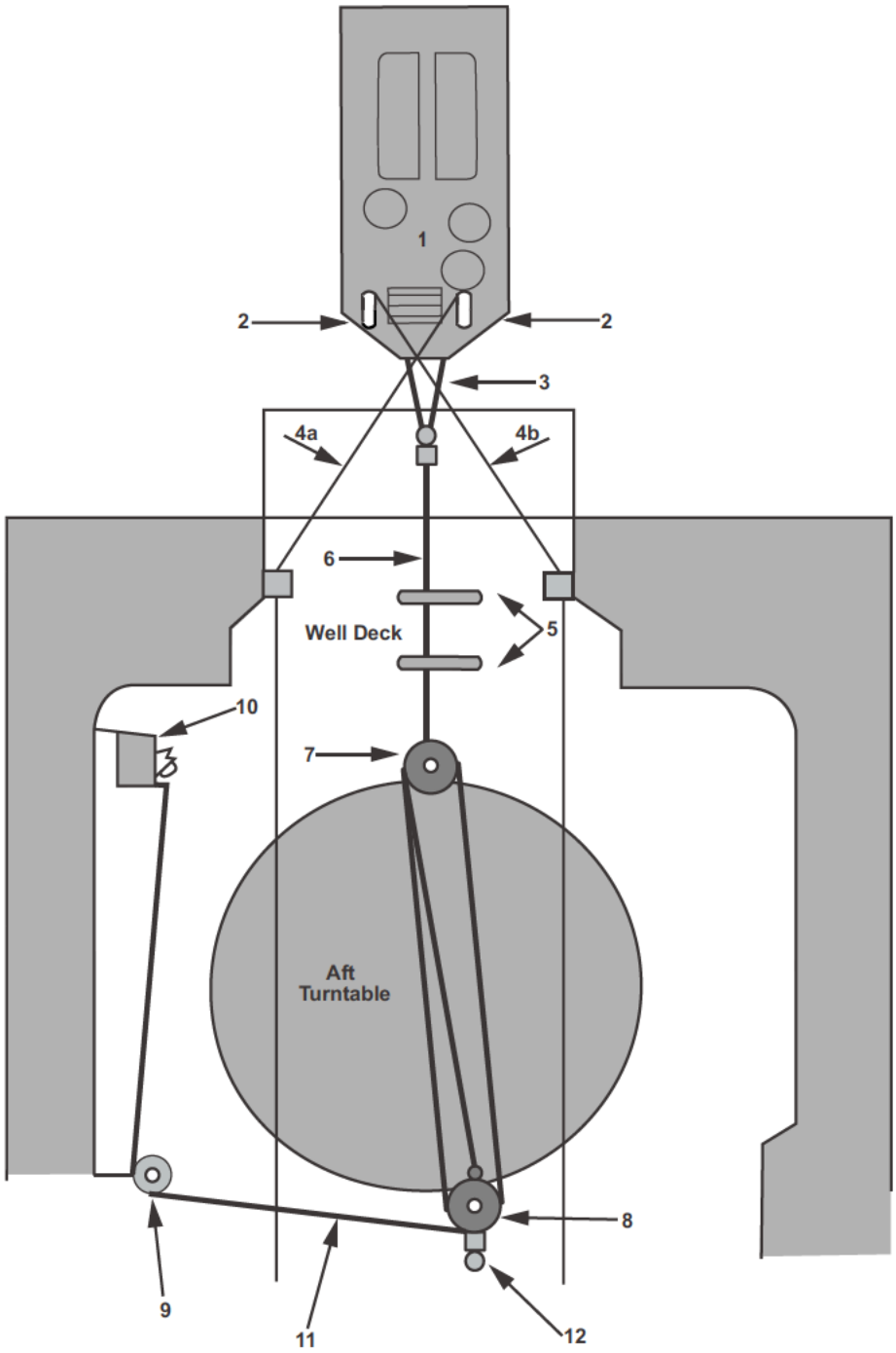
For LSTs, there is a different procedure for receiving disabled AAVs. The disabled AAV will be towed to the area astern of the LST by another AAV to a distance considered safe under prevailing conditions. SOPs for towing a disabled AAV in the water will apply. A disabled AAV will be the second vehicle embarked if possible. Although the ship's SOP will contain specific embarking details, figure I-1 depicts the following procedures for embarking a disabled AAV:

- Two painted (one white and one red) positioning lines (4a and 4b) will be thrown to the AAV (1) and attached to the topside mooring cleats (2).
- To ensure the lines cross, the red one will be attached to the starboard cleat and the white to the port cleat.
- The AAV crewman will secure the positioning lines and attach a section of rope to the tow cable (3) so that it can be lowered from within the driver's hatch to ensure the crewmen are not exposed to lines or cables that may snap during recovery.
- The line handlers aboard the LST will heave to the AAV so that the tracks rest securely on the edge of the ramp.
- Once the AAV has been properly positioned on the LST ramp and upon signal from the tank deck POIC, the AAV driver will lower the tow cable so a ship's crewman can attach the snaking line (6).
- The AAV will be pulled aboard the ship using a series of blocks and the ship's winch.
- Once the AAV is centered upon the aft turntable, the driver will shift the transmission into neutral, set the parking brake, and the vehicle will be turned 180 degrees.

Debarkation Procedures

Debarkation of AAVs can be difficult and complicated. Failure to follow procedures may cause injury or death or cause serious delays that affect the mission. The following are recommended procedures for debarkation:

- AAV crews will proceed to the well deck 1 to 1 1/2 hours before launch.
- The POIC, ship's first lieutenant, and/or AA unit leader will direct the AAV crews to remove and stow gripes.



1. AAV
2. AAV Mooring Cleats
3. Tow Cable
4a. White Positioning Line
4b. Red Positioning Line
5. Portable Bitts
6. Snaking Line
7. Traveling Block
8. Standing Block
9. Fairlead Block
10. Snaking Winch
11. 6 Nylon Line
12. Baxter Bolt

Figure I-1. LST Recovery Diagram.

- The ship's personnel must turn on the well-deck blowers or vent fans to high before the AAVs are started.
- The AAV crews conduct preliminary AAV warmups at least 1 hour before launch. Warmups in groups of not more than three AAVs at one time ensure engine exhaust fumes remain within well-deck blower capacity.
- AAV crews will stand by to embark troops after AAVs have been warmed up, checked, and shut down. Vehicles will only be restarted with permission of the AA unit leader or well-deck debark control.
- Troops should embark aboard their respective AAV no later than 30 to 45 minutes before launch and after the AAV engines are shut down. To reduce confusion and prevent injuries, only AAV personnel and necessary ship's crew should move in and among vehicles until time to load troops.
- Personnel may be required to load through the rear personnel hatch or through topside cargo hatches if tight spacing between AAVs prevents ramps from opening. The debarkation schedule must allow time for such delays and for inexperienced troops to receive safety briefs and find their way to their vehicle.
- The individual vehicle crew chiefs will manifest or verify premade manifests of all personnel to be embarked in their vehicles.
- The AA unit leader will collect, check, and give these manifests to the POIC.
- AAV crews will properly mark AAVs before debarkation during night operations. During night training launches, only blue or red chemical lights will be attached to one of each AAV's antennas. Green will not be used, as it is a signal or marker for a man overboard. If used in combat, chemical lights will be taped so that only the rear portion is showing to minimize enemy observation from shore.
- The ship's personnel will signal the first wave of AAVs to restart their engines.
- The first AAV will then proceed as directed to the launch line that is located approximately one AAV length from the sill (for LSTs, it is a white line just forward of the stern gate traction bars). The AAV will be stopped by a red flag during the day or red wand at night.
- AAVs will be staged in consecutive pairs at the launch line with a minimum 3-foot clearance between vehicles, regardless of whether AAVs are launched in a single column or in pairs. LSTs can only launch AAVs singly in column.
- The ship's personnel will use flags to launch the AAVs, which are normally launched singly.
- Each succeeding AAV, or pair of AAVs, will launch when the preceding AAV is clear and the ship's personnel give the signal. The next AAV will automatically move up to the launch line as each lead AAV launches. The signal to launch is a rapid waving of the green flag during the day or rapid waving of the green wand at night.
- AAVs of the follow-on waves will not restart their engines until signaled to do so by the ship's personnel. Normally, this signal is given 5 minutes before launch of that wave.

APPENDIX J. STANDARD FLAGS, LIGHTS, AND MARKERS USED TO CONTROL AAVS

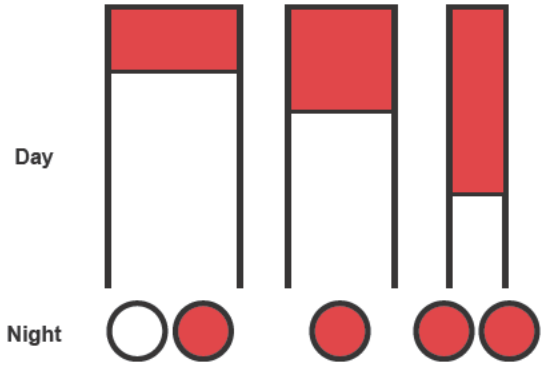
The illustrations in this appendix include flags, lights, and markers that are employed at sea and ashore in the control of AAVs. These devices are also standard to landing craft and landing ships. Appendix C to MCWP 3-31.5 contains more illustrations of control means. The following symbols are used in the illustrations in this appendix:

- Steady light =
- Blinking light =

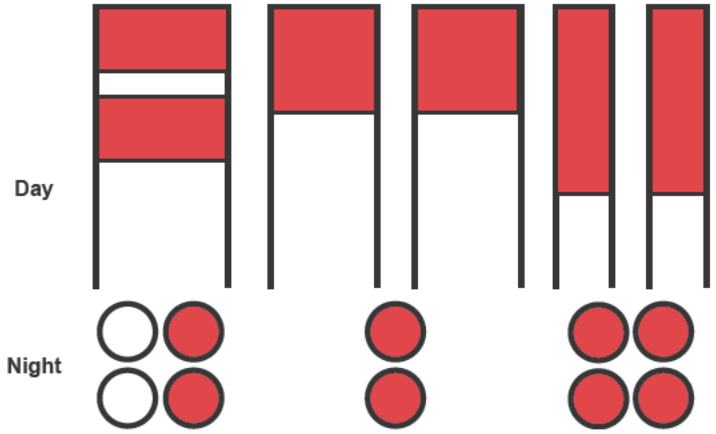
	Page
Beach Markers (from Seaward)	
Beach Red One	J-3
Beach Red Two	J-3
Oceanographic Markers (from Seaward)	
Rocks, Shoals, and Obstruction	J-4
Port	J-4
Starboard	J-4
Fairway of Channel	J-4
Miscellaneous Beach Signs	
One Way	J-5
Dump Direction Sign	J-5
Dud Flag	J-5
Dump Flag	J-5
Medical Evacuation Station	J-5
Mine Cleared Area	J-5
Unloading Point Markers	
Ammunition	J-6
Rations	J-6
Tracked Vehicles	J-6
Medical Supplies Casualty Evacuation	J-6
Wheeled Vehicles	J-6
Oil and Gas	J-6
Miscellaneous Supplies	J-7
Beaching Point for LST	J-7
Causeway Range Markers	J-7

Miscellaneous Flags and Identification Insignia
Boat Group Commander J-8
Assistant Boat Group Commander J-8
Channel Control Boat. J-8
AAV Emergency Flag J-8
Amphibious Vehicle Pool Control Officer J-8
Transfer Line Control Officer J-8
Self-Propelled Vehicle Embarked J-9
Bulk Cargo Requiring Personnel or Crane to Unload J-9
Cargo Requiring Assistance of Prime Mover to Unload J-9
Boats Assigned to Floating Dumps J-9
Bowser Boat. J-9
Casualty Receiving Treatment Ship. J-9
Salvage Boat J-9
Boat Team Paddle (third boat, second wave) J-10
Serial Paddle for On-Call and Nonscheduled Waves J-10
Beach Red One Flag J-10
Beach Red Two Flag J-10
Medical Boat J-11
Senior Beachmaster J-11

Beach Markers (From Seaward)

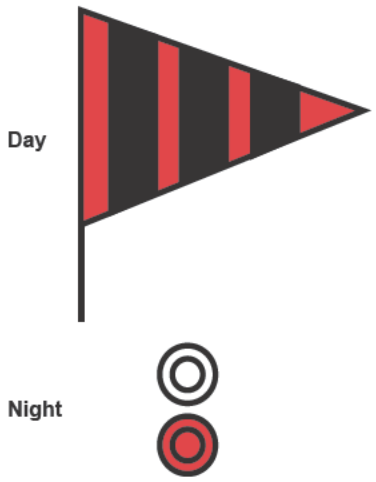


Beach Red One

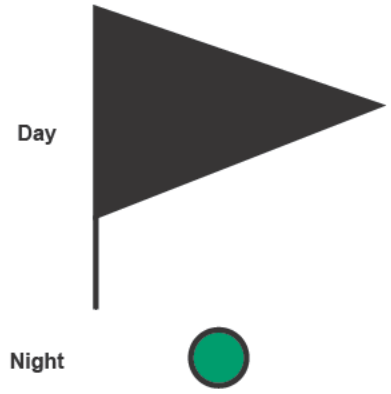


Beach Red Two

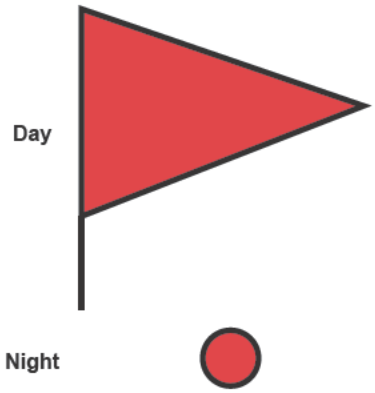
Oceanographic Markers (From Seaward)



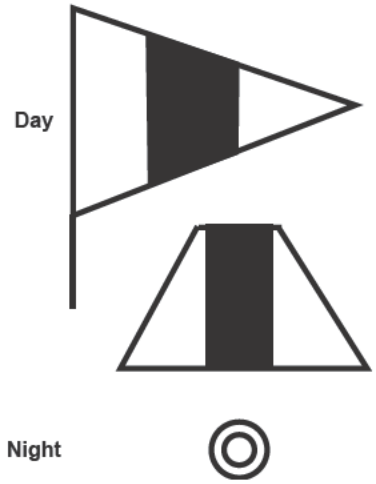
Rocks, Shoals, and Obstruction



Port

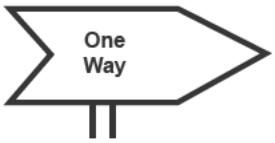


Starboard

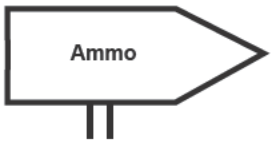


Fairway of Channel

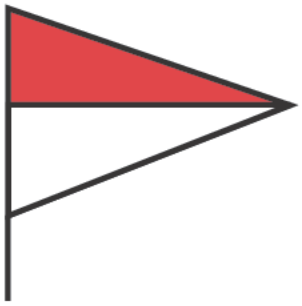
Miscellaneous Beach Signs



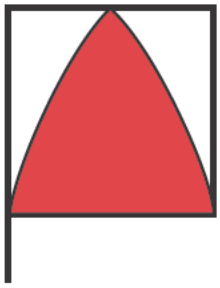
One Way



Dump Direction Sign

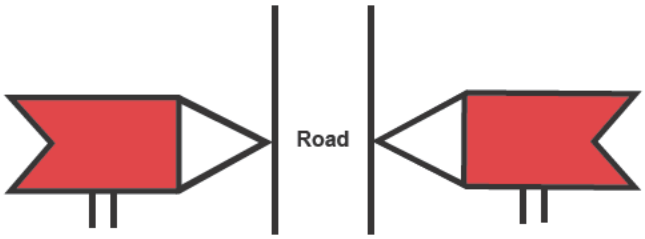


Dud Flag



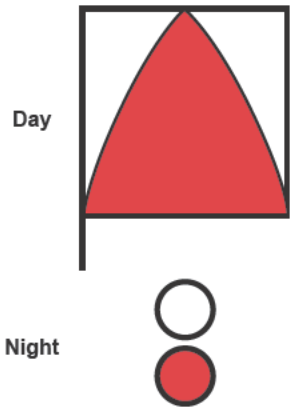
Dump Flag

Medical
Evacuation Station

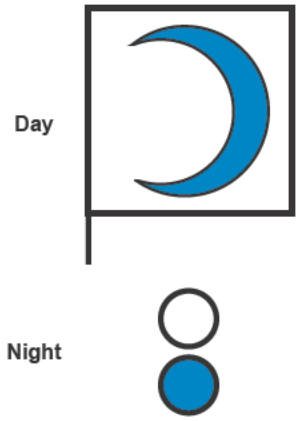


Mine Cleared Area

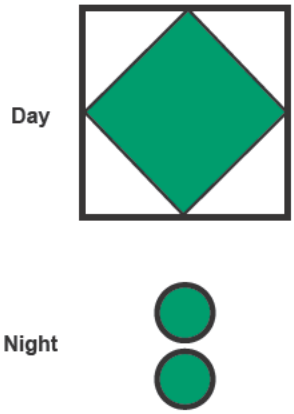
Unloading Point Markers



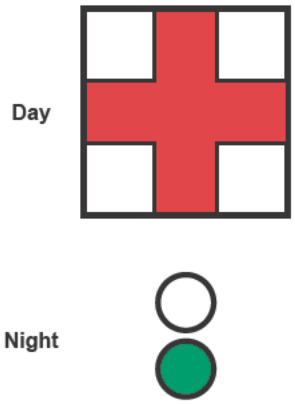
Ammunition



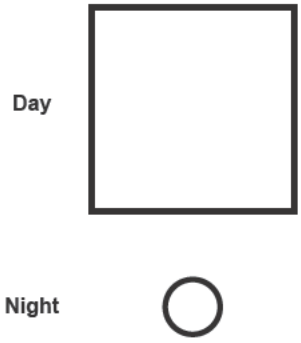
Rations



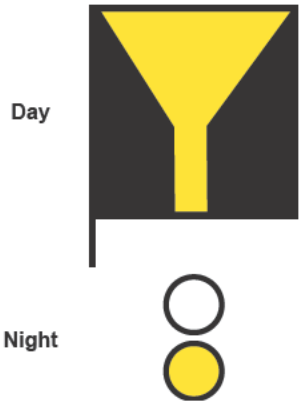
Tracked Vehicles



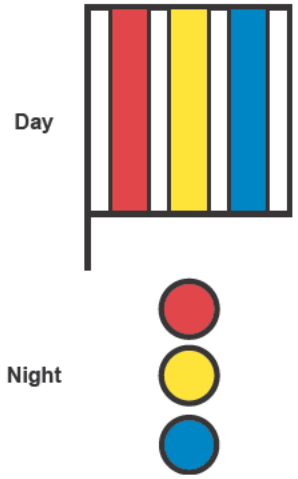
Medical Supplies
Casualty Evacuation



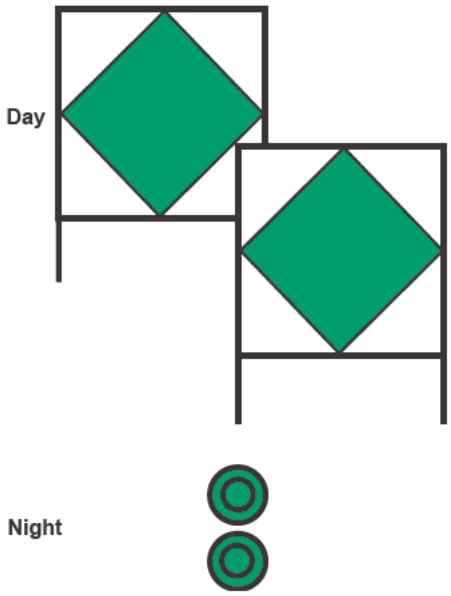
Wheeled Vehicles



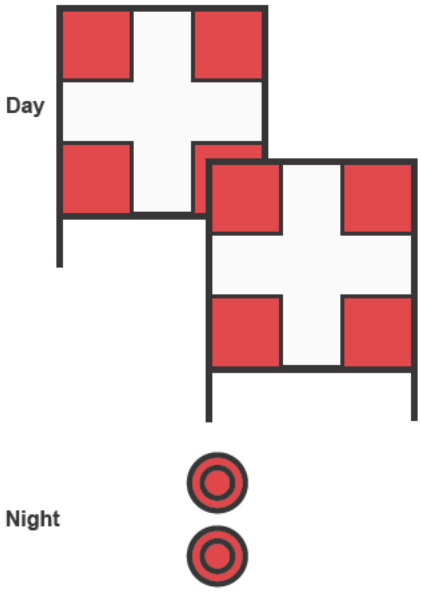
Oil and Gas



Miscellaneous Supplies

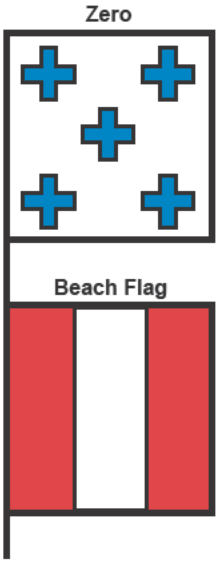


Beaching Point for LST

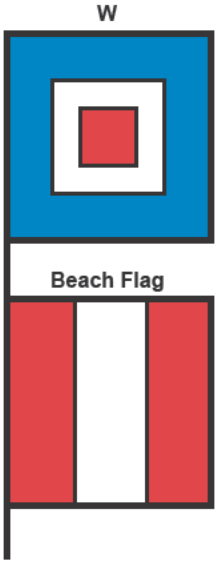


Causeway Range Markers

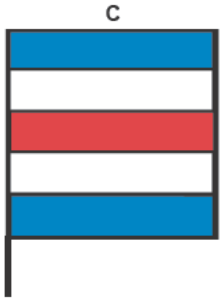
Miscellaneous Flags and Identification Insignia



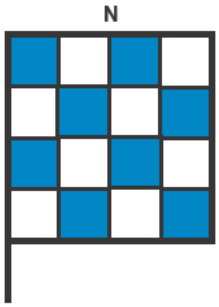
Boat Group Commander



Assistant Boat Group Commander

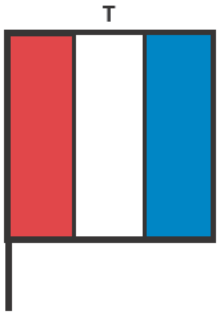


Channel Control Boat



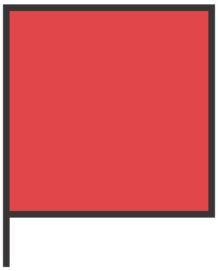
AAV Emergency Flag

Amphibious Vehicle Pool Control Officer

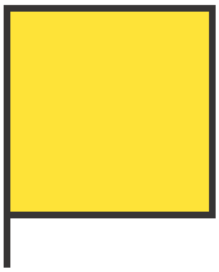


Transfer Line Control Officer

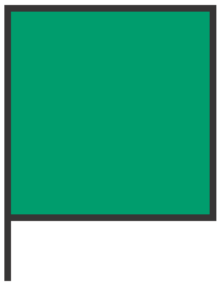
Self-Propelled
Vehicle Embarked



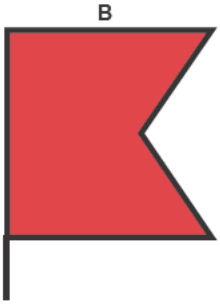
Bulk Cargo Requiring
Personnel or Crane to Unload



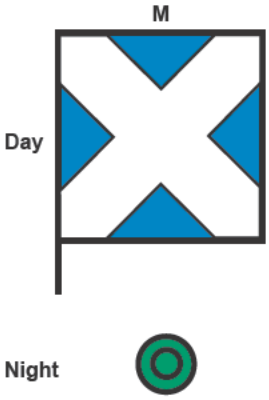
Cargo Requiring Assistance
of Prime Mover to Unload



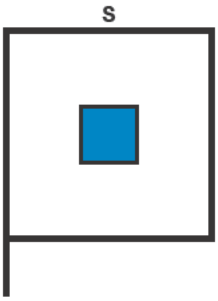
Boats Assigned
to Floating Dumps



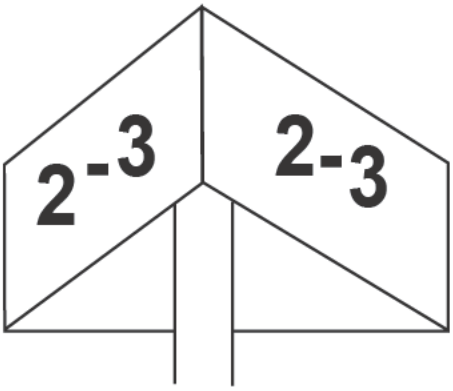
Bowser Boat



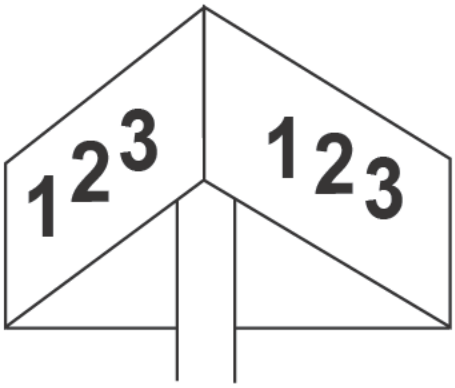
Casualty Receiving
Treatment Ship



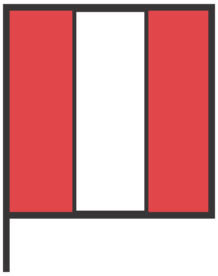
Salvage Boat



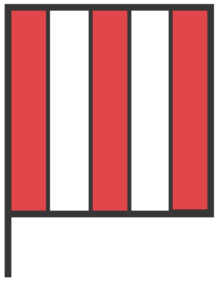
Boat Team Paddle
(third boat, second wave)



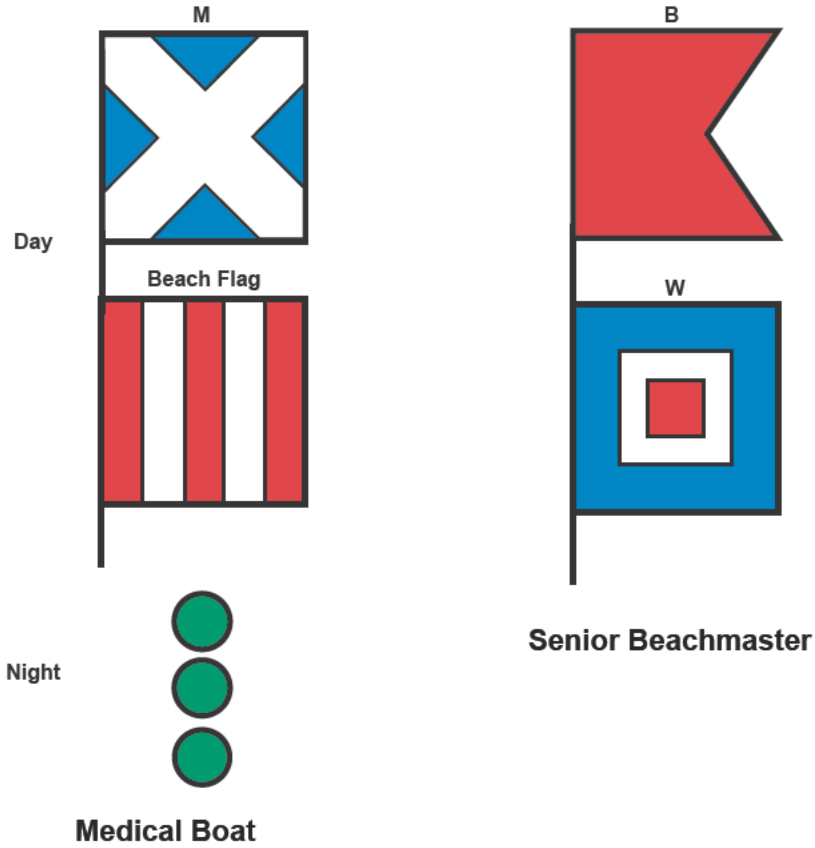
Serial Paddle for On-Call
and Nonscheduled Waves



Beach Red One Flag



Beach Red Two Flag


M
Day
Beach Flag
Night
Medical Boat
B
W
Senior Beachmaster

APPENDIX K. HAND AND ARM SIGNALS FOR CONTROL OF AAVS

The use of hand and arm signals aboard AAVs helps to safely control the movement of individual AAVs or AAV units. This appendix presents AAV crews with a uniform, standardized set of signals for conducting day and night operations. AAV crewmen, particularly drivers, should understand the listed hand and arm signals to ensure safe and effective operations during training and combat.

	Page
Assemble or Pass Towline	K-2
Attention	K-2
Cease Fire	K-3
Close Up	K-3
I Do Not Understand	K-4
Column Right (Left)	K-4
Commence Firing	K-5
Decrease Speed (Vehicles) Quick Time (Dismounted Troops)	K-5
Disperse	K-6
Dismount, Down, Take Cover	K-6
Echelon Right (Left)	K-7
Disregard Previous Command—As You Were	K-7
Form Column	K-8
Advance or Move Out	K-8
Halt, Stop, Stop Towing	K-9
Increase Speed, Doubletime	K-9
Line Formation, Deploy into Line Abreast, as Skirmishers	K-10
Man Overboard	K-10
Mount	K-11
Open Up, Extend	K-11
By the Right (Left) Flank	K-12
Start Engines, Prepare to Move	K-12
Stop Engine, Cut Engine	K-13
V Formation	K-13
Wedge Formation	K-14
Breakdown	K-14
Commence Towing	K-15
Cast Off Towline	K-15
Air Attack	K-16
Nuclear Warning	K-16
Ramp Up and Dogged	K-17
Ramp Down	K-17
Vector Left (Right)	K-17
Pivot Right	K-18
Pivot Left	K-18
Right Turn	K-19
Left Turn	K-19
Move Forward	K-20
Move in Reverse	K-20
Vehicle Halt	K-21

Assemble or Pass Towline

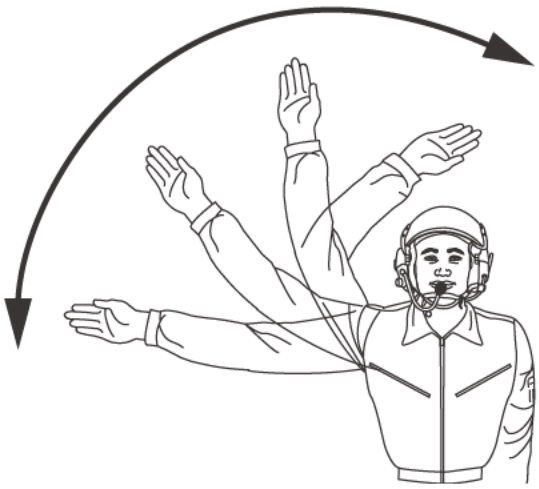
Day

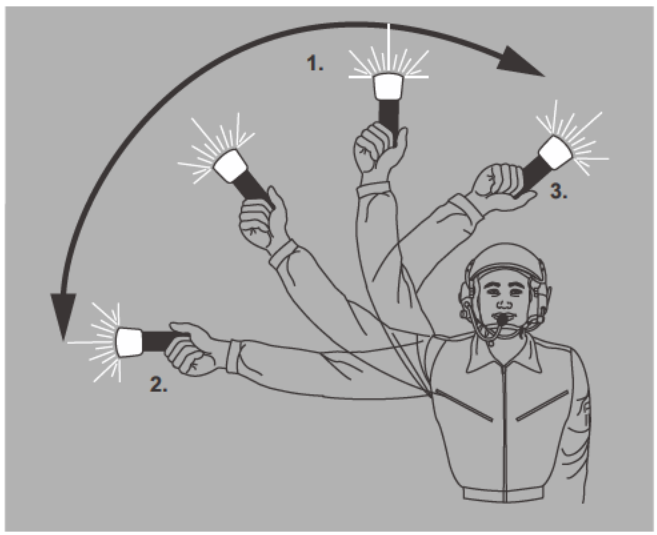
Small circle, palm out.

Night

Turn light on when right arm is extended overhead; execute large horizontal circle. Turn light off before lowering arm. Repeat as necessary.

Attention





Turn light on when arm is in the starting position. Turn light off when signal is completed. Repeat as necessary.

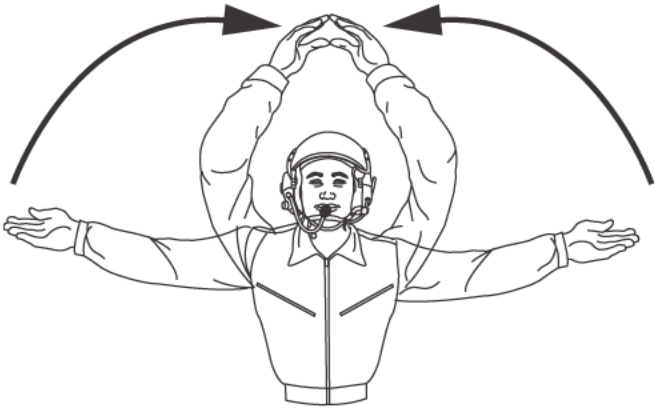
Cease Fire

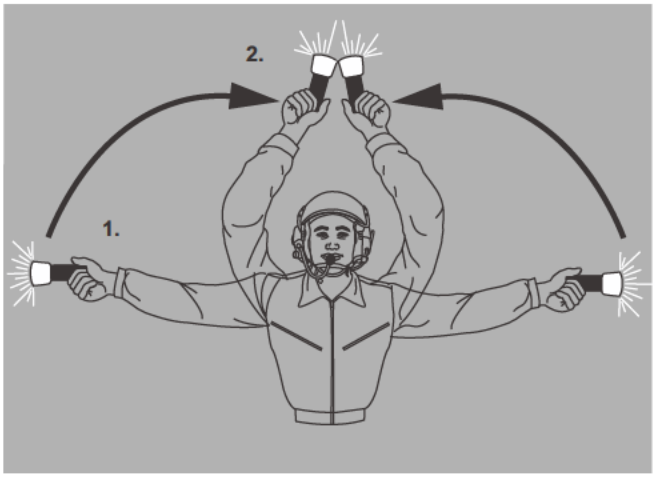
Day

Night

Turn light on when arm is in the starting position. Turn light off when signal is completed. Repeat as necessary.

Close Up



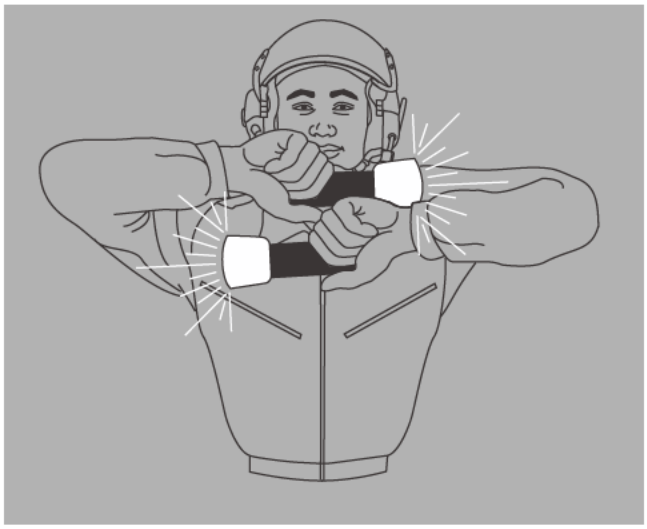


Turn light on when arms are in the starting position; execute signal, turning light off when hands touch overhead. Repeat as necessary.

I Do Not Understand

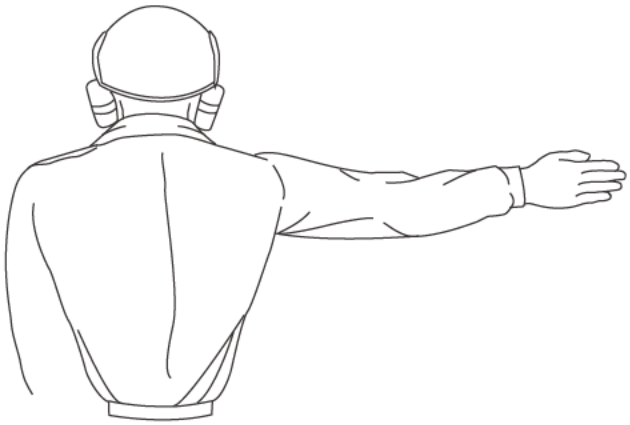
Day

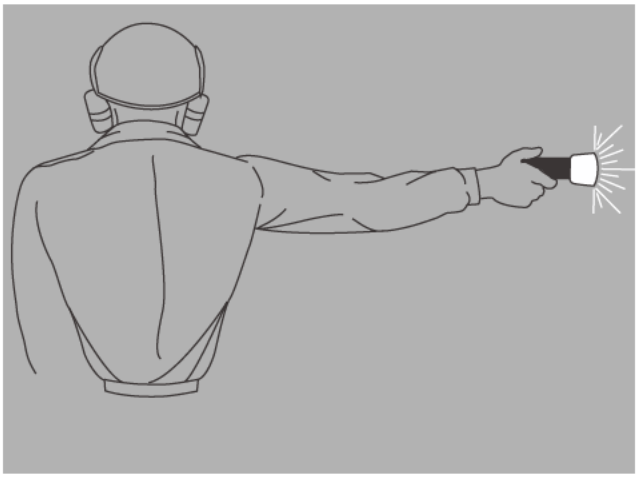
Night



Turn lights on as hands are brought down across the face; hold in position, parallel, horizontal, until acknowledged. Turn lights off while they are still in front of the face.

Column Right (Left)

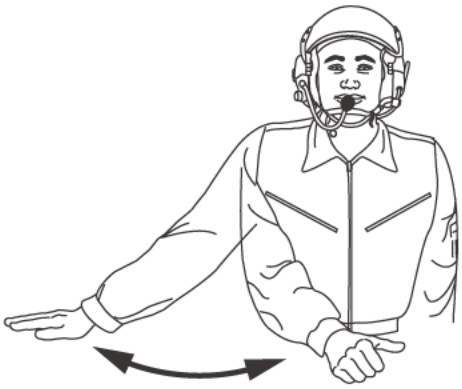




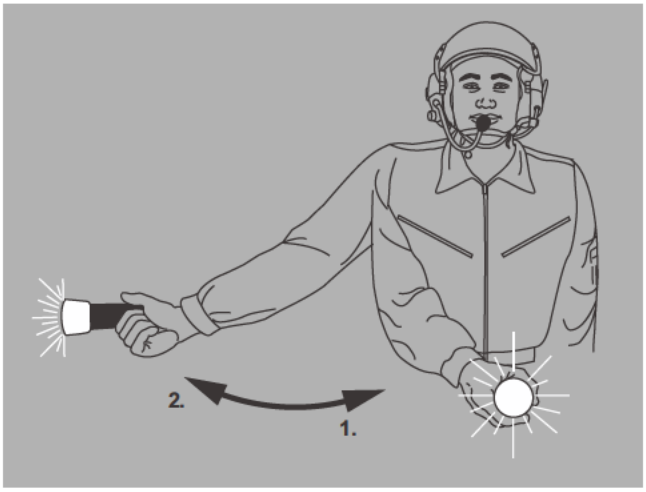
Turn light on as arm is extended; hold in position until understood or acknowledged or the maneuver is executed. Turn light off while arm is still extended. Repeat as necessary.

Commence Firing

Day

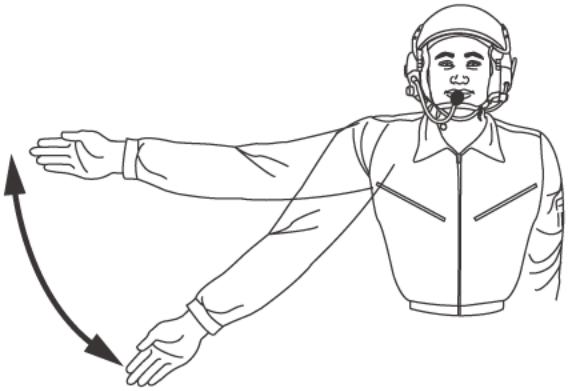


Night



Turn light on when arm is in the starting position. Turn light off when signal is completed. Repeat as necessary.

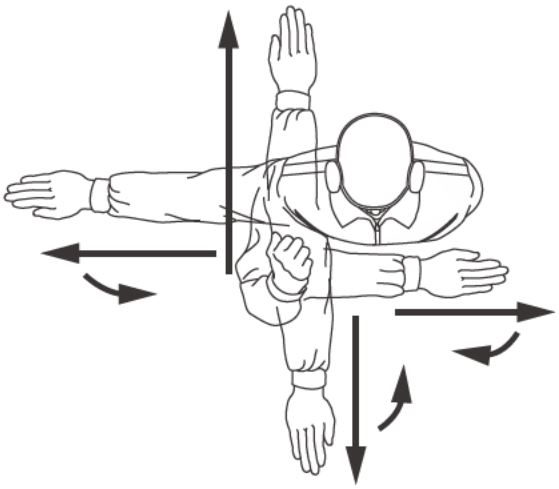
Decrease Speed (Vehicles)
Quick Time (Dismounted Troops)



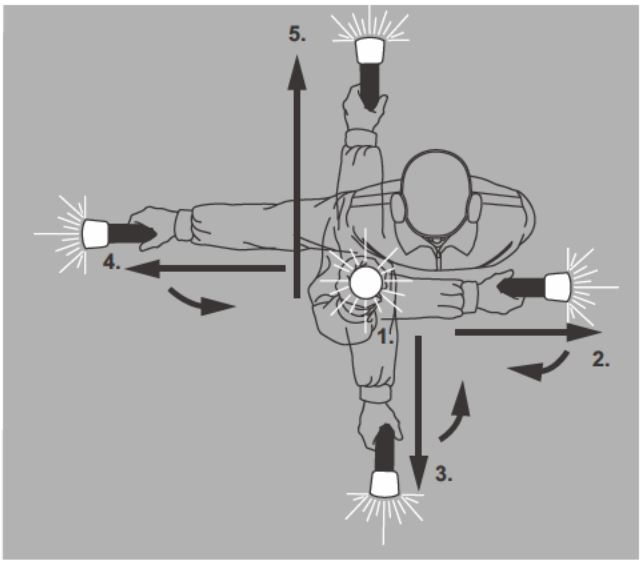
Turn light on when arm is in the starting position. Turn light off when signal is completed. Arm does not move above the horizontal position. Repeat as necessary.

Disperse

Day

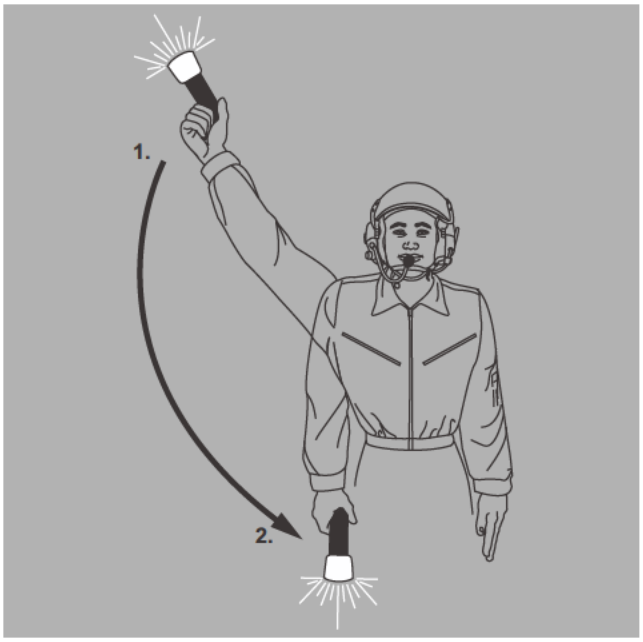


Night



Turn light on when arm is in starting position. Return arm to starting position after each movement in a given direction. Turn light off after arm has been moved to the rear.

Dismount, Down, Take Cover

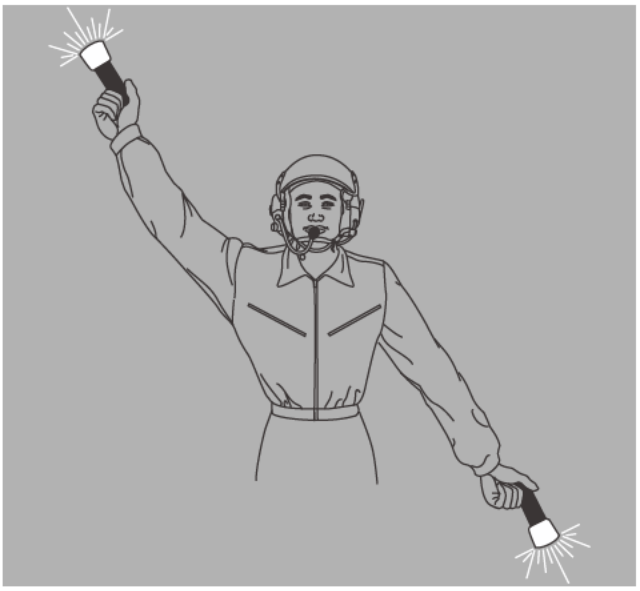


Turn light on when arm is in the starting position. Turn light off when arm is down at the side. Repeat as necessary.

Echelon Right (Left)

Day

Night



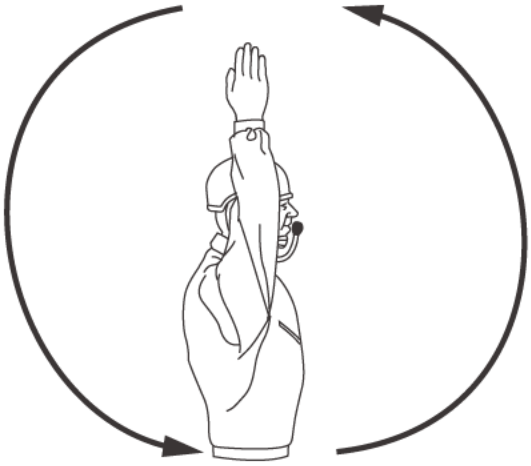
Turn lights on when arms are in correct positions. Turn lights off before taking arms from the signal position. Repeat as necessary.

Disregard Previous Command—As You Were

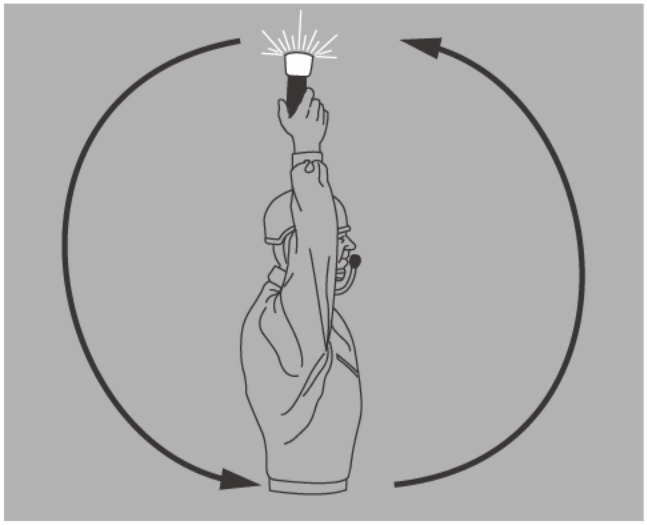
Wands are crossed instead of the hands. Turn lights on when wands are in position overhead. Turn lights off when signal is understood or acknowledged.

Form Column

Day

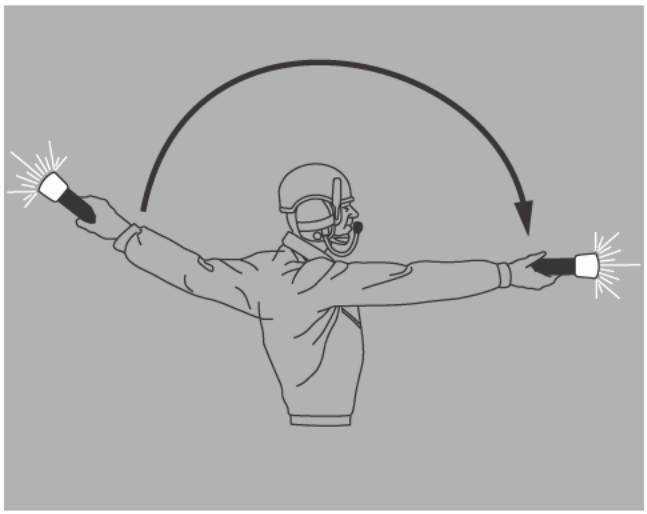


Night



Turn light on when arm movement for signal is started. Turn light off when completed. Repeat as necessary.

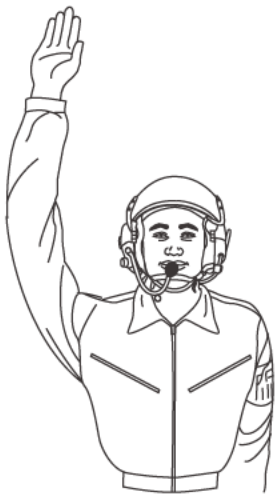
Advance or Move Out



Face the desired direction of movement; turn light on when arm is extended to the rear; swing arm overhead and forward in the direction of desired movement. Turn light off when arm is in horizontal position. Repeat as necessary.

Halt, Stop, Stop Towing

Day

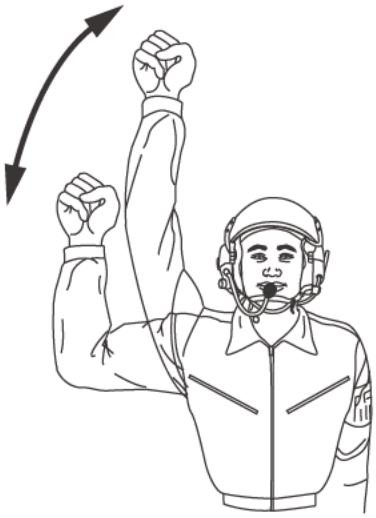


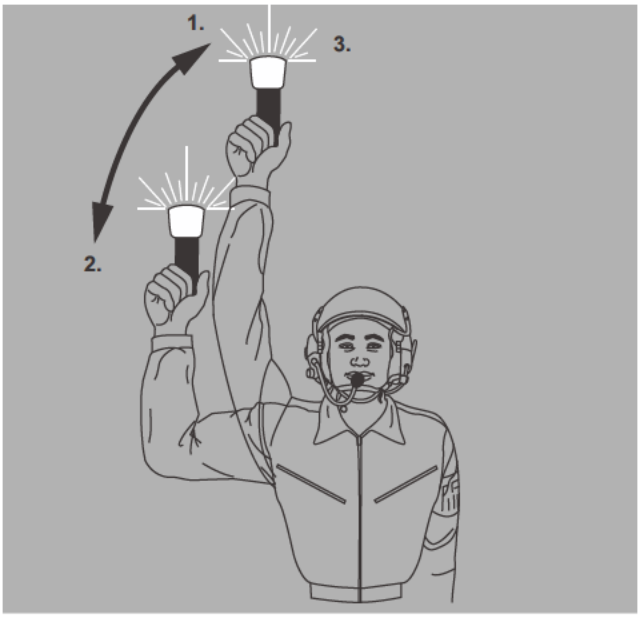
Hand raised, palm out.

Night

Turn light on when arm is in the signal position; blink light several times. Turn light off before lowering arm.

Increase Speed, Doubletime





Turn light on when arm is in the starting position. Turn light off when signal is completed. Repeat as necessary.

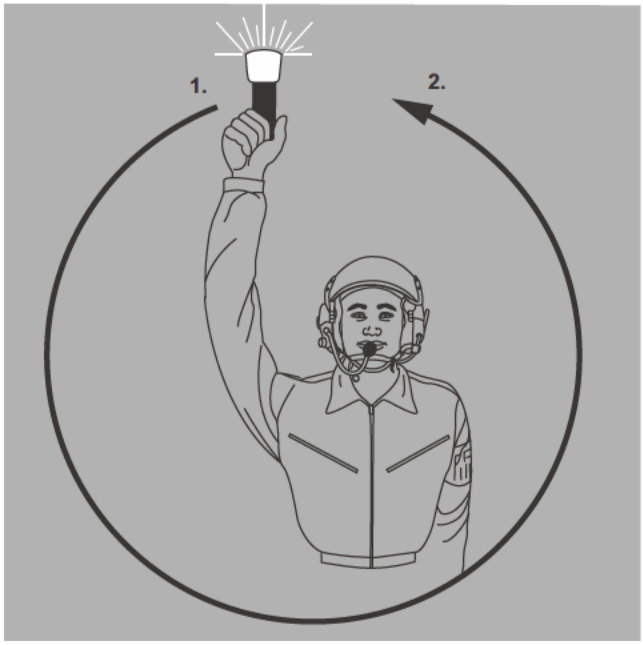
Line Formation, Deploy into Line Abreast, as Skirmishers

Day

Night

Turn lights on as arms are extended; hold in position until signal is understood or acknowledged or the maneuver is executed. Turn lights off while arms are still in signal position. Repeat as necessary.

Man Overboard

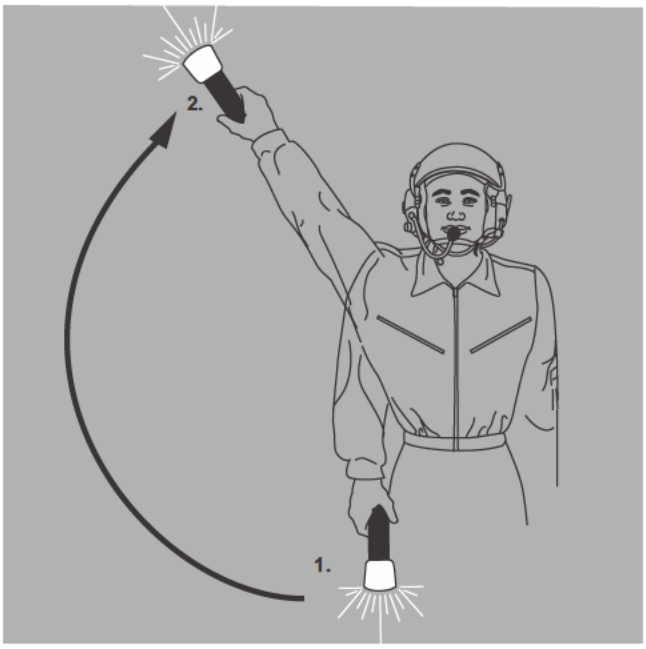


Turn light on when arm is in vertical position; execute complete circle while blinking the light. Turn light off when arm is returned to the vertical position. Repeat as necessary.

Mount

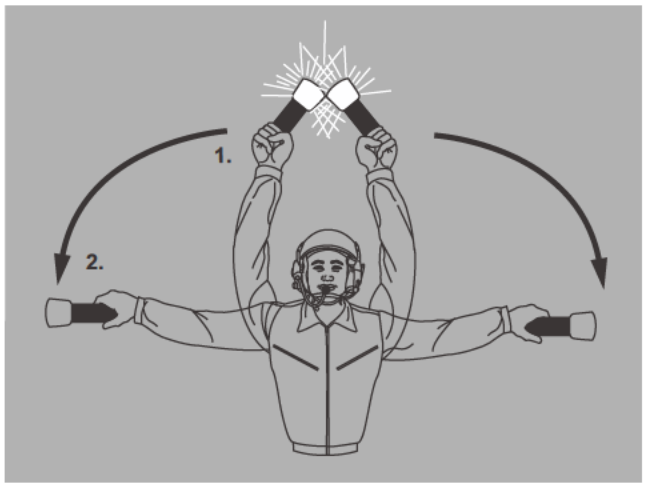
Day

Night



Turn light on in starting position. Turn light off when arm is 45 degrees above horizontal position. Repeat as necessary.

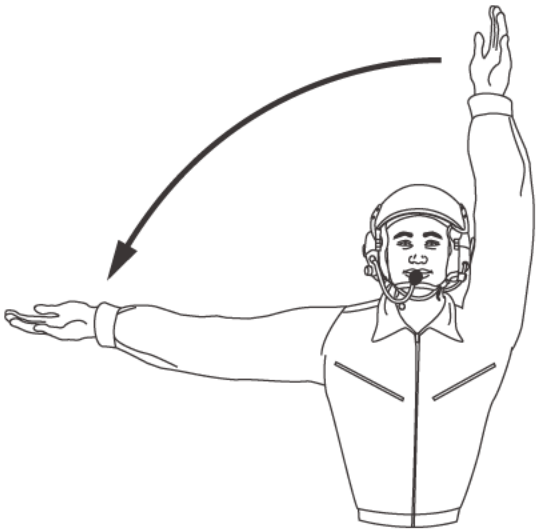
Open Up, Extend



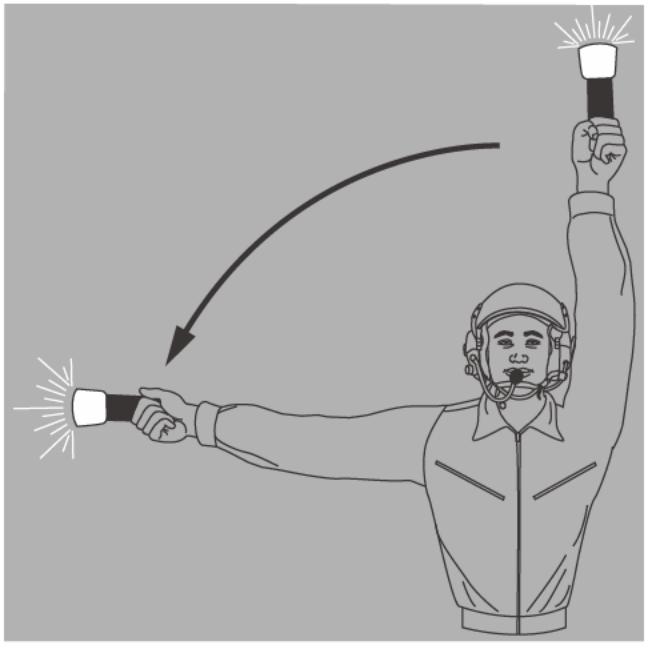
Turn lights on when arms are in starting position. Turn lights off when arms are in horizontal position. Repeat as necessary.

By the Right (Left) Flank

Day

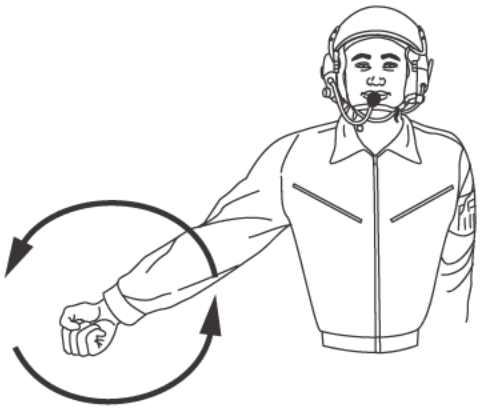


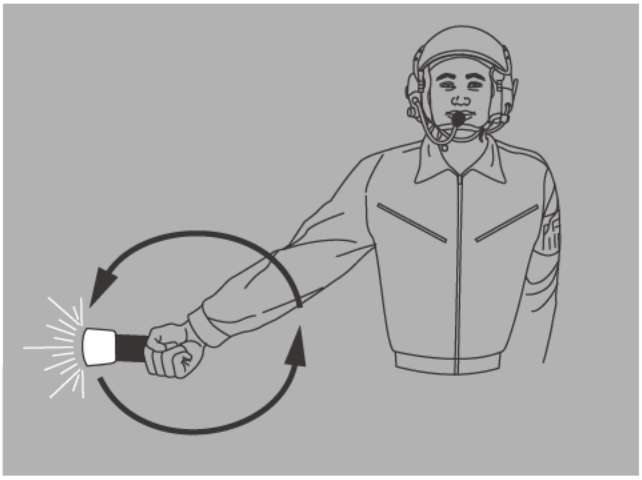
Night



Extend the right (left) arm parallel to the deck and hold the left (right) arm above the head so that both arms are at a 90-degree angle to each other. At the point of execution, move the left (right) arm across the body as if to clap hands together.

Start Engines, Prepare to Move





Turn light on when arm is in starting position. Turn light off when signal is completed.

Stop Engine, Cut Engine

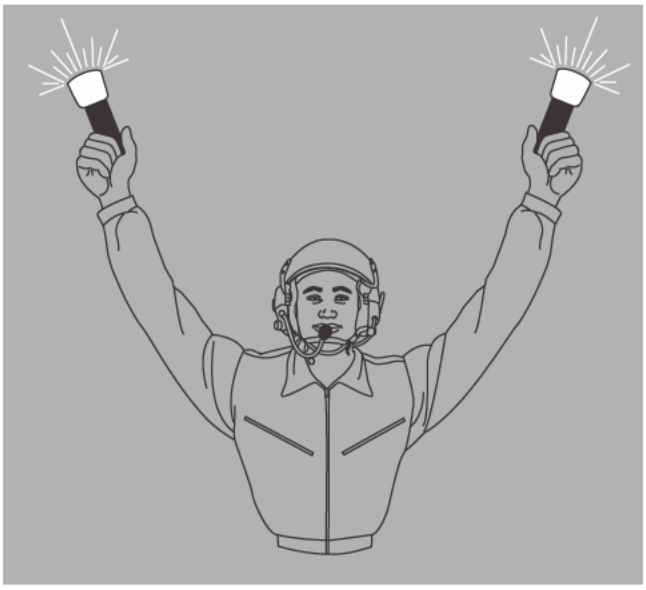
Day

CAUTION: This signal should not be used for waterborne AAVs.

Night

Turn light on when arm is in starting position. Turn light off when signal is completed.

V Formation

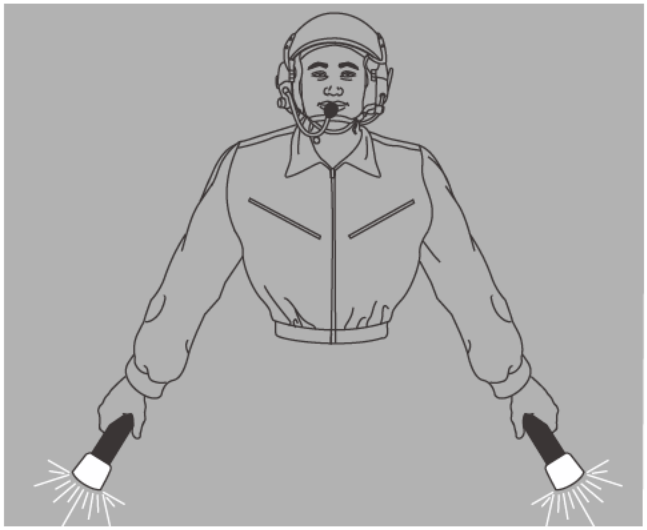


Turn lights on as arms are extended; hold in position until signal is understood or acknowledged or the maneuver is executed. Turn lights off while arms are still in signal positions. Repeat as necessary.

Wedge Formation

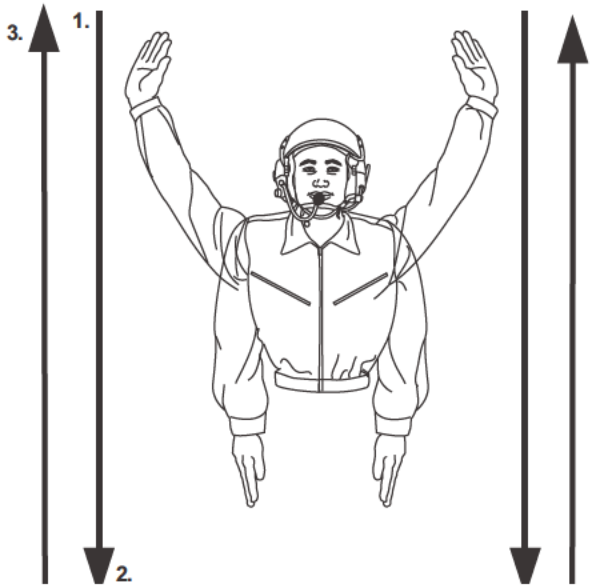
Day

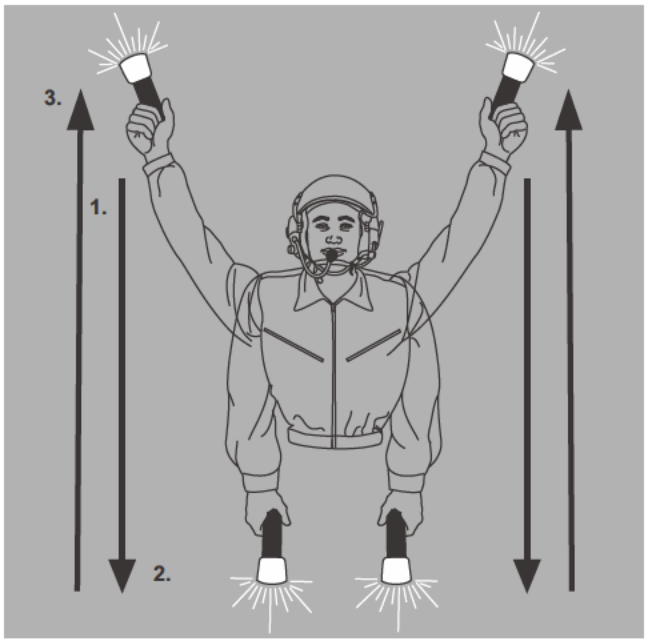
Night



Turn lights on as arms are extended; hold in position until signal is understood or acknowledged or the maneuver is executed.. Turn lights off while arms are still in signal position. Repeat as necessary.

Breakdown



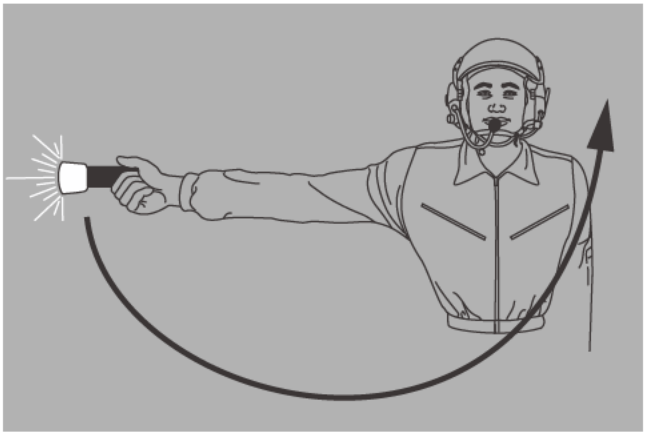


Turn lights on with arms extended overhead. Swing arms forward and down to knees. Swing arms forward and upward from knees to overhead. Continue motion until signal is understood.

Commence Towing

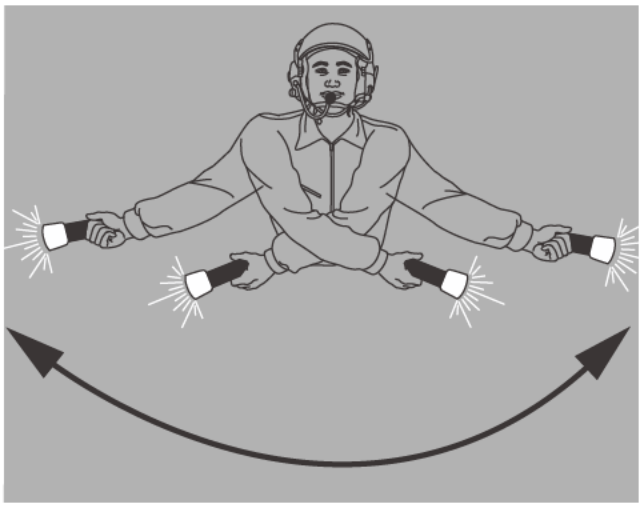
Day

Night



Turn light on when arm is in the extended starting position. Move arm in semicircle from right horizontal position downward to left horizontal position. Turn off light when signal is complete. Repeat as necessary.

Cast Off Towline



Turn on lights. Cross arms in front of body several times, using swing motion with wand in each hand.

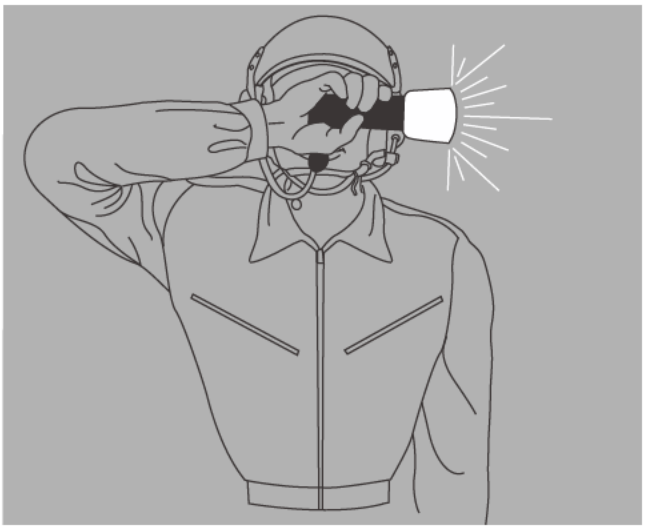
Air Attack

Day

Night

Turn on lights. Rapidly cross and uncross arms fully extended above the head with wand in each hand.

Nuclear Warning



Turn on light. Cover both eyes with wand held in right hand to warn exposed troops to take cover before the detonation of nuclear weapon.

Ramp Up and Dogged

Day

Arms held out parallel to deck with hands held open and pointed up. (Coxswains acknowledge with same signal to inform traffic controlman that the ramp is up and dogged.)

Night

Turn on lights. Arms held out parallel to deck with wands pointed straight up. (Coxswains acknowledge with same signal to inform traffic controlman ramp is up and dogged.)

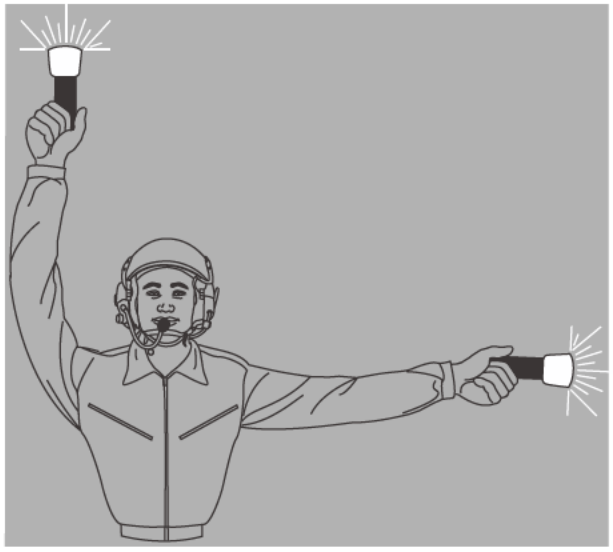
Ramp Down

Arms held out parallel to deck with hands held open and pointed down. (Coxswains acknowledge with same signal.)

Turn on lights. Arms held out parallel to deck with wands pointed straight down. (Coxswains acknowledge with same signal.)

Vector Left (Right)

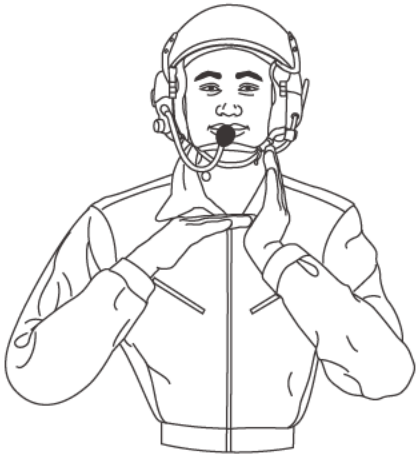
Signalman faces beach with one arm straight out to side pointing in direction of the turn, other arm raised straight up, palm forward.



Turn on lights. Light wand in each hand; one straight out to side pointing in direction of the turn, other straight up.

Pivot Right

Day

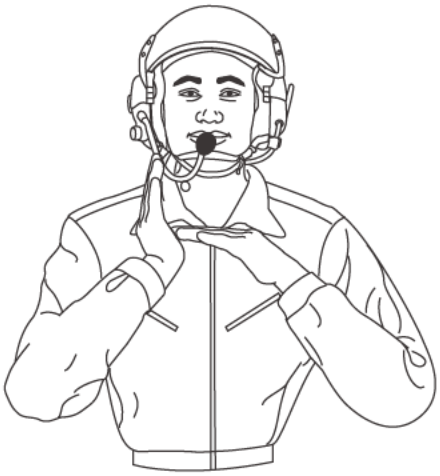


Hold one hand, fingers together, palm facing inboard in front of the chest in vertical position. Hold other hand with fingers joined, palm facing down, in horizontal position against vertical hand, in direction vehicle is to travel.

Night

Same as day, except with use of light wands.

Pivot Left



One hand is in front of chest in a vertical position, fingers joined, palm facing perpendicular to the chest. Hold other hand with fingers joined, palm facing down, in horizontal position against vertical hand, in direction vehicle is to travel.

Same as day, except with use of light wands.

Right Turn

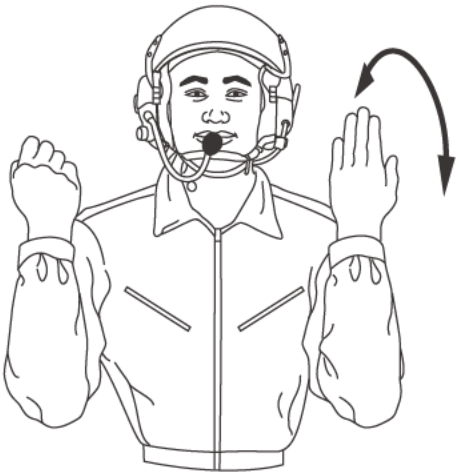
Day

Form clenched fist on arm in direction of turn is to be made; make beckoning motion with other arm to bring vehicle forward; for reverse, make a pushing motion.

Night

Same as day except point light wand in the direction of the turn.

Left Turn



Form clenched fist on arm in direction of turn is to be made; make beckoning motion with other arm to bring vehicle forward; for reverse, make a pushing motion.

Same as day except point light wand in the direction of the turn.

Move Forward

Day

Move the hands and forearms backward and forward with palms toward the chest as if pulling the vehicle.

Night

Same as day except with the use of light wands.

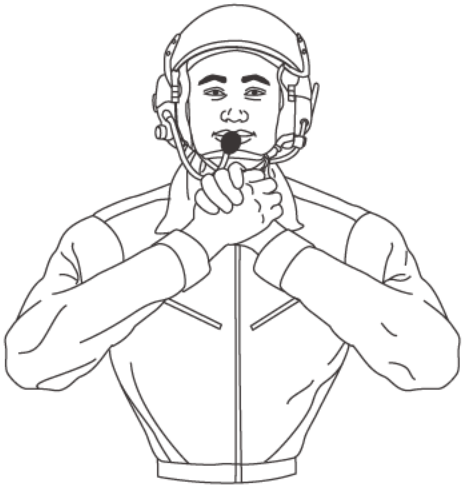
Move in Reverse

Move the hands and forearms backward and forward with palms toward the vehicle as if pushing the vehicle.

Same as day except with the use of light wands.

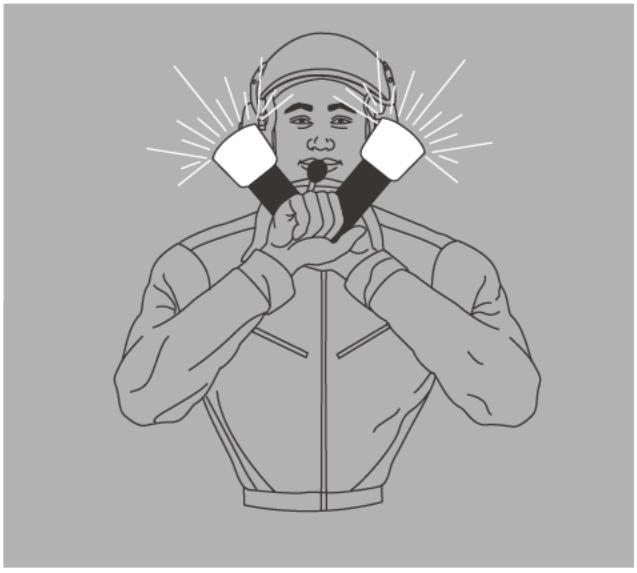
Vehicle Halt

Day



Clasp hands together, palms facing each other at throat level.

Night



Cross light wands in front of throat.

APPENDIX L. SAMPLE TIME SCHEDULE FOR SHIP-TO-SHORE MOVEMENT OF AAVS

Time schedules for the launching of AAVs vary with operational requirements. The following is a sample format for use in planning estimates.

Time	Event
H-90	Ship sets condition 1-A. Station ballast and sea and anchor details.
H-85	Time check.
H-85	AAV crews man vehicles, ungripe the AAVs, and conduct communications checks.
H-80	Start ship exhaust system or tank deck blowers.
H-75	Start and warm AAVs, preoperational checks. Spot AAVs. Boats to the rails.
H-75	Launch boats. Conduct radio checks with boats.
H-70	Boats take station.
H-45	Ship underway.
H-43	Troops load AAVs.
H-18	5-minute standby to launch wave one. Wave one starts engines.
H-17	Number one flag at the dip.
H-16	5-minute standby to launch wave two. Wave two starts engines.
H-15	AAV close topside hatches, switch vehicles to water mode
H-14	Number one flag close up.
H-13	Launch wave one. 2-minute standby to launch wave two.
H-12	Wave one crosses LD. Number one flag hauled down.
H-11	Launch wave two.
H-9	Number two flag close up.
H-7	Wave two crosses LD. Number two flag hauled down.
H-Hour	Wave one touch down on shore.
H+5	Wave two touch down on shore.

APPENDIX M. AMPHIBIOUS SHIP LAUNCH TRACKS

The approach a ship uses when conducting underway launches will affect the launch and landing of the AAV unit. The most common types of underway launch tracks that the Navy employs are parallel, turn away, angled, parallel U-turn, and angled U-turn.

Parallel

In a parallel launch track, the ship approaches the beach at 30 to 45 degrees, turns either left or right parallel to the shore (90 degrees) on or near the LD, launches the waves in column, and turns quickly out to sea. The AAVs continue in a column until they are inside the boat lane where they flank and begin to move toward the beach. This is a popular launching technique because the ship is exposed broadside to the shore for only a short time, the AAV unit is dropped off on or near the LD, and the swim time is short. A disadvantage of using this method is the extra travel time required for the second wave to make it to the boat lane. See figure M-1.

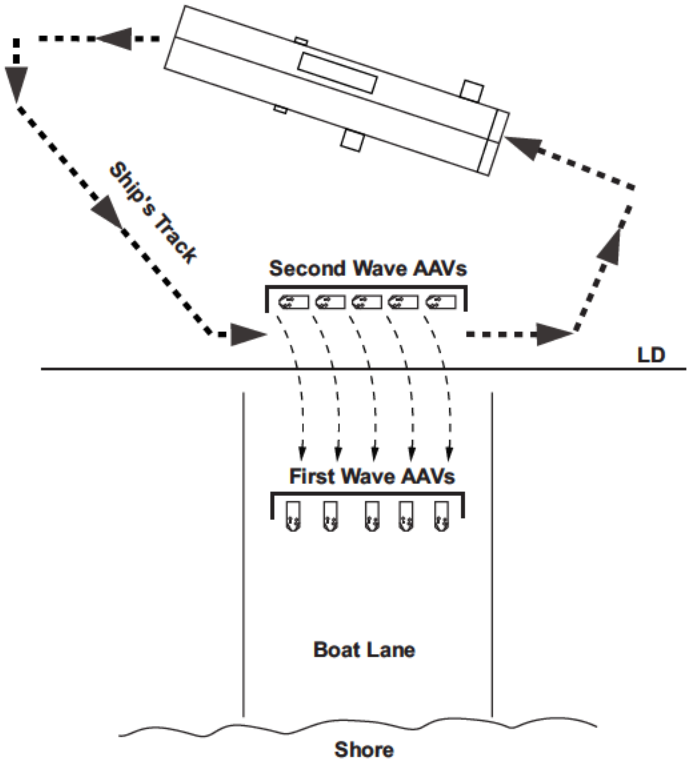


Figure M-1. Parallel Launch of the First and Second Waves.

Turn Away

In a turn-away launch track, the ship approaches the beach at approximately 0 degrees, conducts a U-turn at the LD, and launches AAVs in a column headed directly towards the beach. See figure M-2. This pattern minimizes the ship's exposure to the shoreline and launches the wave in column. Although highly effective at disembarking a wave in column toward the beach, this maneuver may result in a long approach for the last vehicle launched.

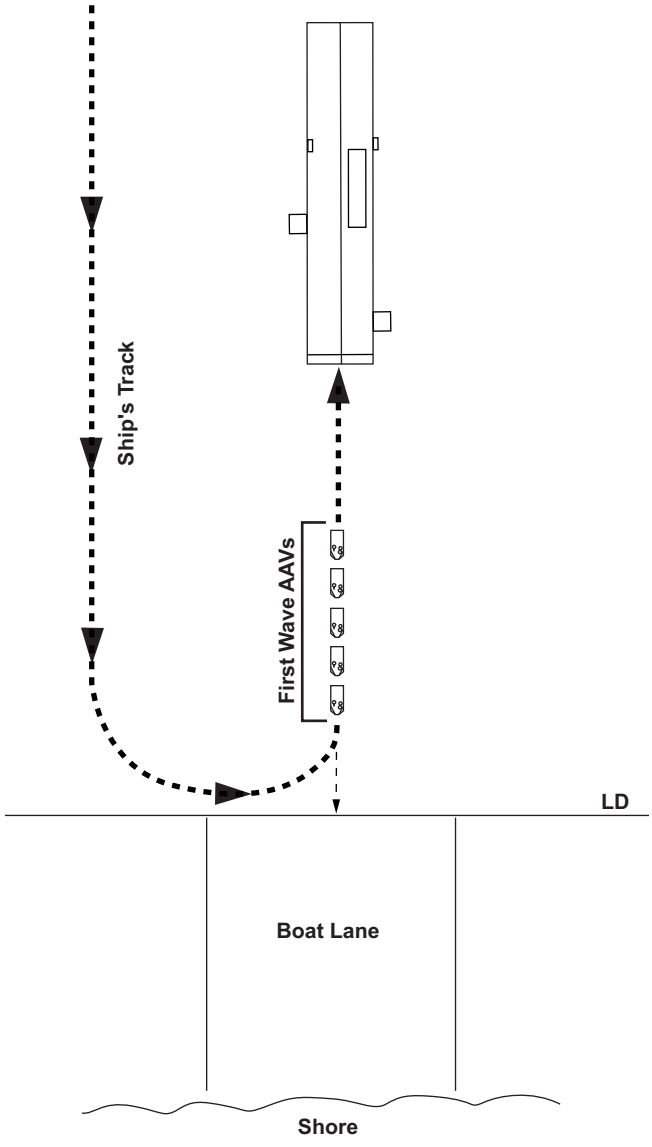


Figure M-2. Turn-Away Launch.

Angled

In the angled launch pattern, the ship approaches the shore at a 45-degree angle and begins to launch AAVs even with the edge of the boat lane. When waterborne, AAVs turn toward the shore and approach the LD. See figure M-3.

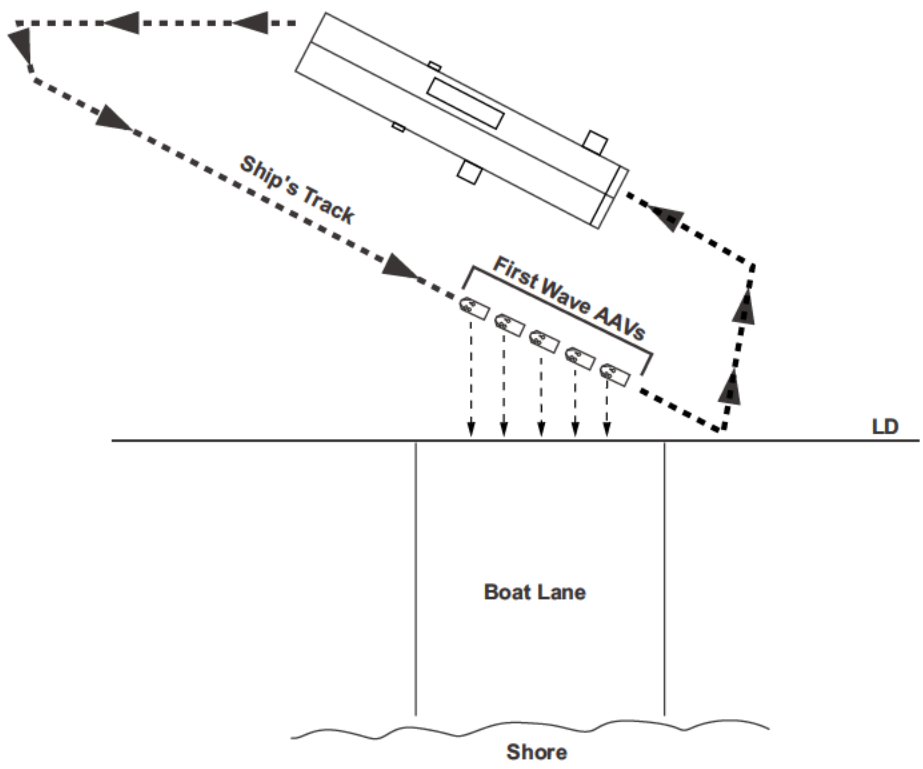


Figure M-3. Angled Launch of the First Wave.

As the ship launches the vehicles closer to the LD, the vehicles form on line and cross the LD. The ship can then turn away and begin a similar approach on the same boat lane for the second wave. See figure M-4. Vehicles turn immediately toward the shore and begin to assault. This launch track minimizes static time spent maneuvering in the water.

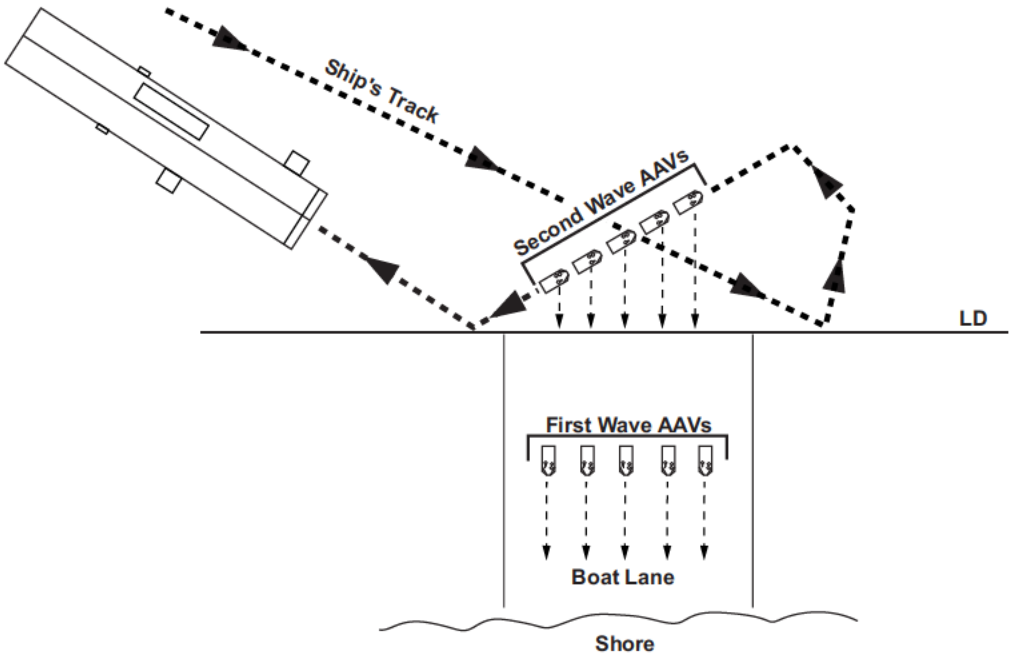


Figure M-4. Angled Launch of the Second Wave.

Parallel U-Turn

The parallel U-turn maneuver combines the parallel launch with the basic turn-away launch. The ship approaches the shore parallel and launches AAVs at the edge of the boat lane. Then the ship conducts a U-turn away from the shore, begins launching the second wave at the opposite edge of the boat lane, and completes the maneuver by turning away from the shore. See figure M-5. This maneuver exposes the ship to the shoreline for the longest period.

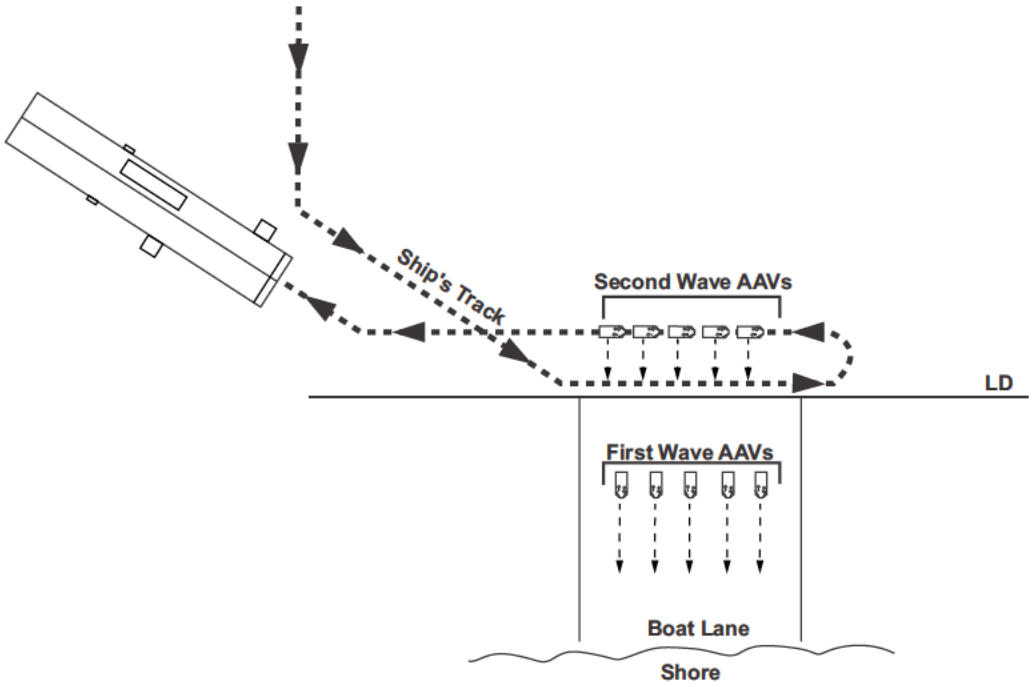


Figure M-5. Parallel U-Turn Launch.

Angled U-Turn

The angled U-turn maneuver combines the turn-away and the angled approach paths. The ship initially conducts an angled launch, executes a tight U-turn, and conducts a parallel launch of the second wave. This maneuver exposes the ship to the shoreline for a slightly shorter period than the parallel U-turn launch track. See figure M-6.

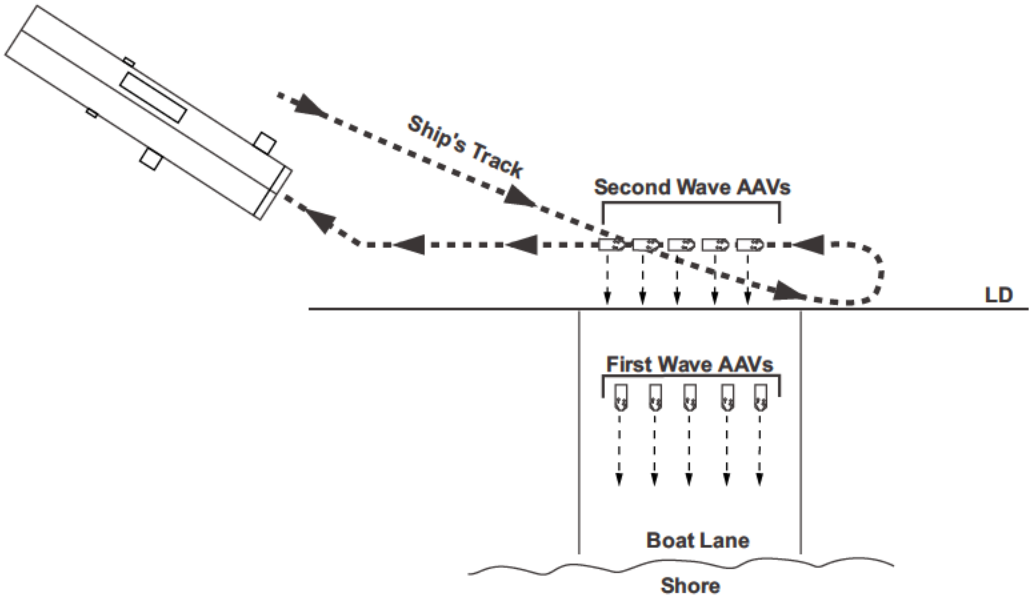


Figure M-6. Angled U-Turn Launch of the First and Second Waves.

APPENDIX N. GLOSSARY

Section I. Acronyms

AA. . . . . .assault amphibian [unit]
AAV . . . . . amphibious assault vehicle
ADDRAC . . . . . alert, direction, description, range, assignment, control
ADCON . . . . . administrative control
AF . . . . . amphibious force
AO. . . . . .area of operations
AOA.. . . . . amphibious objective area
AP . . . . . attack position
APC. . . . . armored personnel carrier
AT . . . . . .antitank
ATF. . . . . amphibious task force
ATGM. . . . . antitank guided munition

BAS. . . . . battalion aid station
BDAR . . . . . battle damage assessment and repair
BGC . . . . . boat group commander
BHL . . . . . battle handover line
BLT. . . . . battalion landing team
BP . . . . . .battle position

C2 . . . . . .command and control
CAS. . . . . .close air support
CATF . . . . . commander, amphibious task force
CCO . . . . . .central control officer
CE . . . . . combat equipped
CIC . . . . . .combat information center
CL . . . . . combat load
CLF . . . . . commander, landing force
COC . . . . . combat operations center
CP . . . . . command post
CSS . . . . . combat service support
CSSA . . . . . .combat service support area
CSSD . . . . . combat service support detachment
CSSE. . . . . .combat service support element
CVC . . . . . combat vehicle commander

DAP . . . . . .decontamination apparatus
D-day . . . . . unnamed day on which operations commence or are scheduled to commence
DF . . . . . .diesel fuel
DP . . . . . dismount point
DPICM . . . . . .dual purpose improved conventional munitions
DS . . . . . direct support
DS2 . . . . . decontamination agent

EA . . . . . .engagement area
EAAK . . . . . enhanced appliqué armor kit
EMP . . . . . .electromagnetic pulse

FAC. . . . . forward air controller
FEBA . . . . . .forward edge of the battle area
FHA . . . . . .foreign humanitarian assistance
FM. . . . . field manual (Army)
FO . . . . . forward observer
FPL . . . . . final protective line
FSC . . . . . fire support coordinator
FSCC. . . . . .fire support coordination center
FSSG. . . . . force service support group

GCE . . . . . ground combat element
GPS . . . . . global positioning system
GS . . . . . .general support

H&S . . . . . headquarters and service
HB. . . . . heavy barreled
HE . . . . . high explosive
HEDP . . . . . .high explosive dual purpose
HF . . . . . high frequency
H-hour. . . . . specific time an operation or exercise begins
HMMWV . . . . . high mobility multipurpose wheeled vehicle
HTH . . . . . .high test hypochlorite

IFV . . . . . .infantry fighting vehicle
IPB . . . . . intelligence preparation of the battlespace
IR . . . . . .infrared

JP. . . . . .joint publication

LAAD . . . . . low altitude air defense
LAR . . . . . .light armored reconnaissance
LARC . . . . . .lighter, amphibious resupply, cargo
LAV . . . . . light armored vehicle

LCAC . . . . . .landing craft air cushion
LCM . . . . . landing craft, mechanized
LCU . . . . . landing craft, utility
LCVP . . . . . landing craft, vehicle, personnel
LD . . . . . line of departure
LDS . . . . . lightweight decontamination system
LF . . . . . landing force
LFSP . . . . . landing force support party
LHA . . . . . general purpose amphibious assault ship
LHD . . . . . landing helicopter dock
LMC . . . . . linear mine clearing
LOA . . . . . limit of advance
LOC . . . . . lines of communications
LPD . . . . . landing platform dock
LSD . . . . . landing ship dock
LST . . . . . landing ship, tank
LZ . . . . . landing zone

MAGTF . . . . . Marine air-ground task force
MBA . . . . . main battle area
MCDP . . . . . Marine Corps doctrinal publication
M/CM . . . . . mobility, countermobility
MCRP . . . . . .Marine Corps reference publication
MCT . . . . . maintenance contact team
MCWP . . . . . Marine Corps warfighting publication
mech . . . . . mechanized
MEF . . . . . Marine expeditionary force
METT-T . . . . . mission, enemy, terrain and weather, troops and support available—time available
MEU . . . . . Marine expeditionary unit
MEU(SOC) . . . . . Marine expeditionary unit (special operations capable)
MOOTW . . . . . military operations other than war
MOPP . . . . . .mission-oriented protective posture
MOS . . . . . military occupational specialty
MOUT . . . . . military operations on urbanized terrain
MRF . . . . . mobile riverine force
MSR . . . . . .main supply route
MST . . . . . maintenance support team
MTF . . . . . mechanized task force

N-2 . . . . . Navy component intelligence staff officer
N-3 . . . . . Navy component operations staff officer
NAVSEA . . . . . .naval sea
NBC . . . . . .nuclear, biological, and chemical
NCG . . . . . naval control group
NCO . . . . . .noncommissioned officer
NEO . . . . . .noncombatant evacuation operation
NGF . . . . . naval gunfire
NWP . . . . . .naval warfare publication

OEM . . . . . on-equipment material
OP . . . . . observation post
OPCON . . . . . operational control
OPORD . . . . . operation order
OTH . . . . . over the horizon

PCO . . . . . primary control officer
PCS . . . . . primary control ship
PDF . . . . . principal direction of fire
PLD . . . . . probable line of deployment
PLGRS . . . . . precision lightweight global positioning system (GPS) receiver system
PLRS . . . . . position location reporting system
PM . . . . . preventive maintenance
P/N . . . . . part number
POIC . . . . . petty officer in charge
POL . . . . . petroleum, oils, and lubricants
POW . . . . . prisoner of war

QLP . . . . . quiet landing procedure

R-day . . . . . .redeployment day
RAM/RS . . . . . reliability, availability, and maintainability/rebuild to standard
rein . . . . . reinforcing
RHA . . . . . rolled homogenous armor
RLT . . . . . .regimental landing team
RP . . . . . release point
RPM . . . . . revolutions per minute
R&S . . . . . reconnaissance and surveillance
RT . . . . . .rescue team

S-1 . . . . . manpower staff officer
S-2 . . . . . intelligence staff officer
S-3 . . . . . operations staff officer
S-4 . . . . . logistics staff officer
S-6 . . . . . communications and information systems officer (units and organizations below the major subordinate command level)
SCS . . . . . secondary control ship
SDS . . . . . sorbent decontamination system

SFP . . . . . support by fire position
SINCGARS. . . . . single-channel ground and airborne radio system
SLAP. . . . . sabot light armor penetrator
SOC. . . . . special operations capable
SOP . . . . . standing operating procedure
SP . . . . . start point
STB . . . . . super tropical bleach
SUROB . . . . . surf observation report

TACON. . . . . tactical control
TC . . . . . troop commander
T/E . . . . . table of equipment
TI. . . . . technical instruction
TL . . . . . troop load
TLOC . . . . . tactical logistics operations center
TM . . . . . Marine Corps technical manual
TOW . . . . . tube-launched, optically-tracked, wire-command link guided missile
TRP . . . . . target reference point

UGWS. . . . . up-gunned weapons station
UHF . . . . . ultrahigh frequency
US . . . . . United States

VHF . . . . . very high frequency

WGO. . . . . wave guide officer

Section II. Definitions

amphibious force—An amphibious task force and a landing force together with other forces that are trained, organized, and equipped for amphibious operations. Also called **AF**. (JP 1-02)

amphibious operation—A military operation launched from the sea by an amphibious force, embarked in ships or craft with the primary purpose of introducing a landing force ashore to accomplish the assigned mission. (JP 1-02)

amphibious task force—A Navy task organization formed to conduct amphibious operations. The amphibious task force, together with the landing force and other forces, constitutes the amphibious force. Also called **ATF**. (JP 1-02)

amphibious vehicle availability table—A tabulation of the type and number of amphibious vehicles available primarily for assault landings and for support of other elements of the operation. (JP 1-02)

amphibious vehicle employment plan—A plan showing in tabular form the planned employment of amphibious vehicles in landing operations, including their employment after the initial movement to the beach. (JP 1-02)

approach lane—An extension of a boat lane from the line of departure toward the transport area. (JP 1-02)

approach march—Advance of a combat unit when direct contact with the enemy is imminent. Troops are fully or partially deployed. The approach march ends when ground contact with the enemy is made or when the attack position is occupied. (JP 1-02)

armored personnel carrier—A lightly armored, highly mobile, full-tracked vehicle, amphibious and air-droppable, used primarily for transporting personnel and their individual equipment during tactical operations. Production modifications or application of special kits permit use as a mortar carrier, command post, flame thrower, antiaircraft artillery chassis, or limited recovery vehicle. Also called **APC**. (JP 1-02)

assault schedule—See **landing schedule**. (JP 1-02)

assault wave—See **wave**. (JP 1-02)

backshore—The area of a beach extending from the limit of high water foam lines to dunes or extreme inland limit of the beach. (JP 1-02)

base of fire—Fire placed on an enemy force or position to reduce or eliminate the enemy's capability to interfere by fire and/or movement with friendly maneuver element(s). It may be provided by a single weapon or a grouping of weapons systems. (MCRP 5-12C)

battle damage repair—Essential repair, which may be improvised, carried out rapidly in a battle environment in order to return damaged or disabled equipment to temporary service. (JP 1-02)

beaten zone—The area on the ground upon which the cone of fire falls. (JP 1-02)

boat group—The basic organization of landing craft. One boat group is organized for each battalion landing team (or equivalent) to be landed in the first trip of landing craft or amphibious vehicles. (JP 1-02)

boat lane—A lane for amphibious assault landing craft, which extends seaward from the landing beaches to the line of departure. The width of a boat lane is determined by the length of the corresponding beach. (JP 1-02)

central control officer—The officer designated by the amphibious task force commander for the overall coordination of the waterborne ship-

to-shore movement. The central control officer is embarked in the central control ship. Also called **CCO**. (JP 1-02)

centralized control—In military operations, a mode of battlespace management in which one echelon of command exercises total authority and direction of all aspects of one or more warfighting functions. It is a method of control where detailed orders are issued and total unity of action is the overriding consideration. See also **decentralized control**. (MCRP 5-12C)

close air support—Air action by fixed- and rotary-wing aircraft against hostile targets that are in close proximity to friendly forces and that require detailed integration of each air mission with the fire and movement of those forces. Also called **CAS**. (JP 1-02)

combat air patrol—An aircraft patrol provided over an objective area, the force protected, the critical area of a combat zone, or in an air defense area, for the purpose of intercepting and destroying hostile aircraft before they reach their targets. (JP 1-02)

counterattack—Attack by part or all of a defending force against an enemy attacking force, for such specific purposes as regaining ground lost or cutting off or destroying enemy advance units, and with the general objective of denying to the enemy the attainment of the enemy's purpose in attacking. In sustained defensive operations, it is undertaken to restore the battle position and is directed at limited objectives. (JP 1-02)

covering force—1. A force operating apart from the main force for the purpose of intercepting, engaging, delaying, disorganizing, and deceiving the enemy before the enemy can attack the force covered. **2**. Any body or detachment of troops which provides security for a larger force by observation, reconnaissance, attack, or defense, or by any combination of these methods. (JP 1-02)

cross-attachment—The exchange of subordinate units between units for a temporary period. (MCRP 5-12C)

current, offshore—Deep water movements caused by tides or seasonal changes in ocean water level. (JP 1-02)

decentralized control—In military operations, a mode of battlespace management in which a command echelon may delegate some or all authority and direction for warfighting functions to subordinates. It requires careful and clear articulation of mission, intent, and main effort to unify efforts of subordinate leaders. See also **centralized control**. (MCRP 5-12C)

demonstration—1. An attack or show of force on a front where a decision is not sought, made with the aim of deceiving the enemy. **2**. (DOD only) In military deception, a show of force in an area where a decision is not sought made to deceive an adversary. It is similar to a feint but no actual contact with the adversary is intended. (JP 1-02)

electromagnetic pulse—The electromagnetic radiation from a strong electronic pulse, most commonly caused by a nuclear explosion that may couple with electrical or electronic systems to produce damaging current and voltage surges. Also called **EMP**. (JP 1-02)

envelopment—An offensive maneuver in which the main attacking force passes around or over the enemy's principal defensive positions to secure objectives to the enemy's rear. See also **turning movement**. (JP 1-02)

exploitation—1. Taking full advantage of success in military operations, following up initial gains, and making permanent the temporary effects

already achieved. **2**. Taking full advantage of any information that has come to hand for tactical, operational, or strategic purposes. **3**. An offensive operation that usually follows a successful attack and is designed to disorganize the enemy in depth. See also **pursuit**. (JP 1-02)

feint—In military deception, an offensive action involving contact with the adversary conducted for the purpose of deceiving the adversary as to the location and/or time of the actual main offensive action. (JP 1-02)

flanking attack—An offensive maneuver directed at the flank of an enemy. See also **frontal attack**. (JP 1-02)

foreshore—That portion of a beach extending from the low water (datum) shoreline to the limit of normal high water wave wash. (JP 1-02)

forward arming and refueling point—A temporary facility—organized, equipped, and deployed by an aviation commander, and normally located in the main battle area closer to the area where operations are being conducted than the aviation unit's combat service area—to provide fuel and ammunition necessary for the employment of aviation maneuver units in combat. The forward arming and refueling point permits combat aircraft to rapidly refuel and rearm simultaneously. (JP 1-02)

forward edge of the battle area—The foremost limits of a series of areas in which ground combat units are deployed, excluding the areas in which the covering or screening forces are operating, designated to coordinate fire support, the positioning of forces, or the maneuver of units. Also called **FEBA**. (JP 1-02)

frontal attack—1. An offensive maneuver in which the main action is directed against the front of the enemy forces. **2**. In air intercept, an attack by an interceptor aircraft that terminates with a heading crossing angle greater than 135 degrees. (JP 1-02)

global positioning system—A satellite constellation that provides highly accurate position, velocity, and time navigation information to users. Also called **GPS**. (JP 1-02)

guard—1. A form of security operation whose primary task is to protect the main force by fighting to gain time while also observing and reporting information, and to prevent enemy ground observation of and direct fire against the main body by reconnoitering, attacking, defending, and delaying. A guard force normally operates within the range of the main body's indirect fire weapons. **2**. A radio frequency that is normally used for emergency transmissions and is continuously monitored. UHF band: 243.0 MHZ; VHF band: 121.5 MHZ. See also screen. **3**. A military or civilian individual assigned to protect personnel, equipment, or installations, or to oversee a prisoner. (JP 1-02)

hinterland, near—The area of land within an operational area of a specific beach or terminal operation—usually within 5 miles. (JP 1-02)

hydrography—The science which deals with the measurements and description of the physical features of the oceans, seas, lakes, rivers, and their adjoining coastal areas, with particular reference to their use for navigational purposes. (JP 1-02)

infiltration—1. The movement through or into an area or territory occupied by either friendly or enemy troops or organizations. The movement is made, either by small groups or by individuals, at extended or irregular intervals. When used in connection with the enemy, it infers that contact is avoided. **2**. In intelligence usage, placing an agent or other person in a target area in hostile territory. Usually involves crossing a frontier or other guarded line. Methods of infiltration are:

black (clandestine); grey (through legal crossing point but under false documentation); and white (legal). (JP 1-02)

inner transport area—In amphibious operations, an area as close to the landing beach as depth of water, navigational hazards, boat traffic, and enemy action permit, to which transports may move to expedite unloading. (JP 1-02)

landing beach—That portion of a shoreline usually required for the landing of a battalion landing team. However, it may also be that portion of a shoreline constituting a tactical locality (such as the shore of a bay) over which a force larger or smaller than a battalion landing team may be landed. (JP 1-02)

landing craft and amphibious vehicle assignment table—A table showing the assignment of personnel and materiel to each landing craft and amphibious vehicle and the assignment of the landing craft and amphibious vehicles to waves for the ship-to-shore movement. (JP 1-02)

landing diagram—A graphic means of illustrating the plan for the ship-to-shore movement. (JP 1-02)

landing force—A Marine Corps or Army task organization formed to conduct amphibious operations. The landing force, together with the amphibious task force and other forces, constitute the amphibious force. Also called **LF**. (JP 1-02)

landing force support party—A temporary landing force organization composed of Navy and landing force elements, that facilitates the ship-to-shore movement and provides initial combat support and combat service support to the landing force. The landing force support party is brought into existence by a formal activation order issued by the commander, landing force. Also called **LFSP**. (JP 1-02)

landing plan—1. In amphibious operations, a collective term referring to all individually prepared naval and landing force documents that, taken together, present in detail all instructions for execution of the ship-to-shore movement. **2**. In airlift operations, the sequence, method of delivery, and place of arrival of troops and materiel. (JP 1-02)

landing schedule—In an amphibious operation, a schedule that shows the beach, hour, and priorities of landing of assault units, and which coordinates the movements of landing craft from the transports to the beach in order to execute the scheme of maneuver ashore. (JP 1-02)

landing sequence table—A document that incorporates the detailed plans for ship-to-shore movement of nonscheduled units. (JP 1-02)

line of departure—1. In land warfare, a line designated to coordinate the departure of attack elements. **2**. In amphibious warfare, a suitably marked offshore coordinating line to assist assault craft to land on designated beaches at scheduled times. Also called **LD**. (JP 1-02)

main battle area—That portion of the battlefield in which the decisive battle is fought to defeat the enemy. For any particular command, the main battle area extends rearward from the forward edge of the battle area to the rear boundary of the command's subordinate units. (JP 1-02)

Marine air-ground task force—The Marine Corps principal organization for all missions across the range of military operations, composed of forces task-organized under a single commander capable of responding rapidly to a contingency anywhere in the world. The types of forces in the Marine air-ground task force (MAGTF) are functionally grouped into four core elements: a command element, an aviation combat element, a ground combat element, and a combat service support element. The four core

elements are categories of forces, not formal commands. The basic structure of the MAGTF never varies, though the number, size, and type of Marine Corps units comprising each of its four elements will always be mission dependent. The flexibility of the organizational structure allows for one or more subordinate MAGTFs to be assigned. Also called **MAGTF**. (JP 1-02)

mechanized operations—Tactical operations designed to maximize the ground mobility, protection, shock action, and firepower of combat vehicles to concentrate combat power rapidly against the enemy. Combat power is generated by the massed employment of tanks and by enhancing the mobility of the forces through the use of assault amphibious vehicles and other ground mobility means. (MCRP 5-12C)

noncombatant evacuation operations—Operations directed by the Department of State, the Department of Defense, or other appropriate authority whereby noncombatants are evacuated from foreign countries when their lives are endangered by war, civil unrest, or natural disaster to safe havens or to the United States. Also called **NEO**. (JP 1-02)

on-call wave—See **wave**. (JP 1-02)

over-the-horizon amphibious operations—An operational initiative launched from beyond visual and radar range of the shoreline. (JP 1-02)

penetration—In land operations, a form of offensive which seeks to break through the enemy's defense and disrupt the defensive system. (JP 1-02)

petroleum, oils, and lubricants—A broad term which includes all petroleum and associated products used by the Armed Forces. Also called **POL**. (JP 1-02)

primary control officer—In amphibious operations, the officer embarked in a primary control ship assigned to control the movement of landing craft, amphibious vehicles, and landing ships to and from a colored beach. Also called **PCO**. (JP 1-02)

primary control ship—In amphibious operations, a ship of the task force designated to provide support for the primary control officer and a combat information center control team for a colored beach. Also called **PCS**. (JP 1-02)

pursuit—An offensive operation designed to catch or cut off a hostile force attempting to escape, with the aim of destroying it. (JP 1-02)

raid—An operation, usually small scale, involving a swift penetration of hostile territory to secure information, confuse the enemy, or to destroy installations. It ends with a planned withdrawal upon completion of the assigned mission. (JP 1-02)

rear area—For any particular command, the area extending forward from its rear boundary to the rear of the area assigned to the next lower level of command. This area is provided primarily for the performance of support functions. (JP 1-02)

rear area operations center—A command and control facility that serves as an area and/or subarea commander's planning, coordinating, monitoring, advising, and directing agency for area security operations. (JP 1-02)

rear area security—The measures taken before, during, and/or after an enemy airborne attack, sabotage action, infiltration, guerrilla action, and/or initiation of psychological or propaganda warfare to minimize the effects thereof. (MCRP 5-12C)

reconnaissance in force—An offensive operation designed to discover and/or test the enemy's strength or to obtain other information. (JP 1-02)

riverine operations—Operations conducted by forces organized to cope with and exploit the unique characteristics of a riverine area, to locate

and destroy hostile forces, and/or to achieve or maintain control of the riverine area. Joint riverine operations combine land, naval, and air operations, as appropriate, and are suited to the nature of the specific riverine area in which operations are to be conducted. (JP 1-02)

scheduled wave—See **wave**. (JP 1-02)

screen—1. An arrangement of ships, aircraft and/or submarines to protect a main body or convoy. **2**. In cartography, a sheet of transparent film, glass, or plastic carrying a "ruling" or other regularly repeated pattern which may be used in conjunction with a mask, either photographically or photomechanically, to produce areas of the pattern. **3**. In surveillance, camouflage and concealment, any natural or artificial material, opaque to surveillance sensor(s), interposed between the sensor(s) and the object to be camouflaged or concealed. **4**. A security element whose primary task is to observe, identify, and report information, and which only fights in self-protection. See also flank guard; guard. **5**. (DOD only) A task to maintain surveillance; provide early warning to the main body; or impede, destroy, and harass enemy reconnaissance within its capability without becoming decisively engaged. (JP 1-02)

sea state—A scale that categorizes the force of progressively higher seas by wave height. This scale is mathematically co-related to the Pierson-Moskowitz scale and the relationship of wind to waves. (JP 1-02)

sector of fire—A defined area which is required to be covered by the fire of individual or crew served weapons or the weapons of a unit. (JP 1-02)

serial—1. An element or a group of elements within a series which is given a numerical or alphabetical designation for convenience in planning, scheduling, and control. **2**. A serial can be a group of people, vehicles, equipment, or supplies and is used in airborne, air assault, amphibious operations, and convoys. (JP 1-02)

serial assignment table—A table that is used in amphibious operations and shows the serial number, the title of the unit, the approximate number of personnel; the material, vehicles, or equipment in the serial; the number and type of landing craft and/or amphibious vehicles required to boat the serial; and the ship on which the serial is embarked. (JP 1-02)

spoiling attack—A tactical maneuver employed to seriously impair a hostile attack while the enemy is in the process of forming or assembling for an attack. Usually employed by armored units in defense by an attack on enemy assembly positions in front of a main line of resistance or battle position. (JP 1-02)

strong point—A key point in a defensive position, usually strongly fortified and heavily armed with automatic weapons, around which other positions are grouped for its protection. (JP 1-02)

suppressive fire—Fires on or about a weapons system to degrade its performance below the level needed to fulfill its mission objectives, during the conduct of the fire mission. (JP 1-02)

surf zone—The area of water from the surf line to the beach. (JP 1-02)

swell—Ocean waves that have traveled out of their fetch. Swell characteristically exhibits a more regular and longer period and has flatter crests than waves within their fetch. (JP 1-02)

turning movement—A variation of the envelopment in which the attacking force passes around or over the enemy's principal defensive positions to secure objectives deep in the enemy's rear to force the enemy to abandon his position or divert major forces to meet the threat. (JP 1-02)

wave—1. A formation of forces, landing ships, craft, amphibious vehicles or aircraft, required to beach or land about the same time. Can be classified as to type, function or order as shown: a. assault wave; b. boat wave; c. helicopter wave; d. numbered wave; e. on-call wave; f. scheduled wave. **2**. (DOD only) An undulation of water caused by the progressive movement of energy from point to point along the surface of the water. (JP 1-02)

APPENDIX O. REFERENCES AND RELATED PUBLICATIONS

Joint Publications (JPs)

JP 0-2	Unified Action Armed Forces (UNAAF)
JP 1-02	DOD Dictionary of Military and Associated Terms
JP 3-02	Joint Doctrine for Amphibious Operations
JP 3-02.1	Joint Doctrine for Landing Force Operations
JP 3-07	Joint Doctrine for Military Operations Other than War

Marine Corps Doctrinal Publications (MCDPs)

MCDP 1	Warfighting
MCDP 4	Logistics
MCDP 6	Command and Control

Marine Corps Warfighting Publications (MCWPs)

MCWP 3-15.1	Machine Guns and Machine Gun Gunnery
MCWP 3-17.1	River Crossing Operations
MCWP 3-17.3	MAGTF Breaching Operations
MCWP 3-31.5/NWP 3-02.1	Ship-To-Shore Movement
MCWP 3-35.4	Doctrine For Navy/Marine Corps Joint Riverine Operations
MCWP 3-35.6	Desert Operations
MCWP 3-37	MAGTF NBC Defense Operations
MCWP 3-37.2	NBC Protection
MCWP 3-37.3	NBC Decontamination
MCWP 3-40.3	Communications and Information Systems
MCWP 4-1	Logistics Operations
MCWP 5-1	Marine Corps Planning Process

Marine Corps Reference Publications (MCRPs)

MCRP 3-11.1A	Commander's Tactical Handbook
MCRP 3-35.1A	Small Unit Leader's Guide to Cold Weather Operations
MCRP 3-37A	NBC Field Handbook
MCRP 3-37.2B	Nuclear Contamination Avoidance
MCRP 4-11.3D	Naval Beach Group
MCRP 4-11.4A	Battlefield Damage Assessment and Repair
MCRP 5-12A	Operational Terms and Graphics

Marine Corps Technical Manuals (TMs)

TM 09674A-10/3A	Assault Amphibious Vehicle
TM 2350-10/1	Special Mission Kit For The AAV
TM 3-4230-204-12 & P	Operator's & Unit Maintenance Manual for Decontaminating Apparatus, Portable, ABC-M11
TM 3-4230-214-12 & P	Decontamination Apparatus, Portable, 14 Liter
TM 3-4230-228-10	Decontaminating Apparatus: Power Driven, Lightweight, M17

Marine Corps Technical Instruction (TI)

TI 10340-15/1D	Fuel Requirements Authorized Fuels for Engines

Naval Warfare Publication (NWP)

NWP 3-59.3	Surf Zone Operations

Army Field Manuals (FMs)

FM 3-4	NBC Protection
FM 3-7	NBC Field Handbook
FM 3-100	Chemical Operations Principles and Fundamentals
FM 5-100	Engineer Operations
FM 5-102	Countermobility
FM 7-7	The Mechanized Infantry Platoon and Squad (APC)
FM 20-32	Mine/Countermine Operations
FM 23-27	MK-19 40 mm Grenade Machine Gun Mod 3
FM 23-65	Browning Machine Gun Caliber .50 HB, M2
FM 34-130	Intelligence Preparation of the Battlefield
FM 44-80	Visual Aircraft Recognition
FM 71-1	Tank & Mechanized Infantry Company Team